



CAPM Project Scope Summary Report

Red Bluff CAPM • Preventive Maintenance

02-TEH-36 PM 42.1/46.0

20.XX.201.121

PPNO 3453

02 0002 0154

02-3E720

2011



PROJECT LOCATION

In Tehama County
in and near Red
Bluff from East
Sand Slough Bridge
to 0.6 mile east of
Stice Road

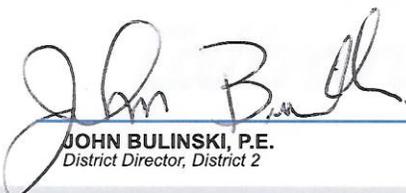


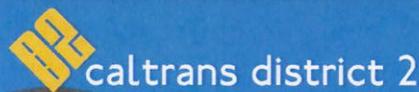
Approval Recommended:


STEVE ROGERS, P.E.
Project Manager, District 2
Date: 9/9/11


ED LAMKIN, P.E.
Deputy District Director
Maintenance and Operations, District 2
SHOPP Program Manager
Date: 9/9/11

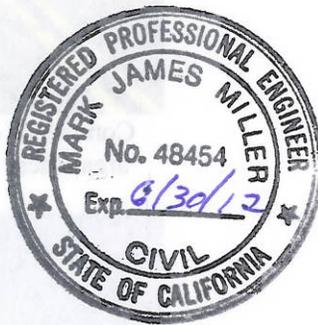
Approved By:


JOHN BULINSKI, P.E.
District Director, District 2
Date: 9/9/11



I. INTRODUCTION AND BACKGROUND

This Capital Preventive Maintenance Project Scope Summary Report has been prepared under the direction of the following registered engineer. The registered civil engineer attests to the technical information contained herein and has judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions, and decisions are based.



Mark J. Miller

Mark J. Miller
REGISTERED CIVIL ENGINEER

9/9/11

DATE

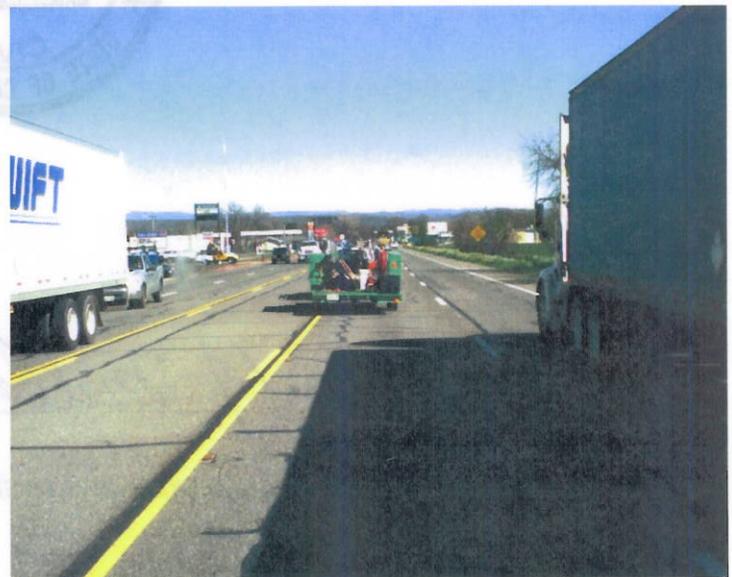
1. INTRODUCTION AND BACKGROUND

This Capital Preventive Maintenance Project Scope Summary Report (CAPM PSSR) proposes to overlay the pavement on State Route (SR) 36 in Tehama County. From PM 42.1/44.1 it is proposed to grind 0.2' of AC and replace them with 0.2' of Gap-Graded Rubberized Hot Mix Asphalt (RHMA-G). From PM 44.1/46.0, after areas of localized failure have been repaired with 0.33' deep digouts, a 0.2' overlay of RHMA-G topped with 0.1' of Open Graded Rubberized Hot Mix Asphalt (RHMA-O) will be placed. Areas located within the flood plain and known overtopping locations will be ground down prior to placement of the overlay to maintain the existing elevation of the roadway.

Project Limits:	02-TEH-36 PM 42.1/46.0
Structures:	\$500,000
Roadway:	\$4.5 million
Right of Way Costs:	\$80,000
Capital Costs:	\$5 million
Funding Source & Program:	2012 SHOPP 20.XX.201.121
Number of Alternatives:	1 plus "No Build"
Recommended Alternative (for programming and scheduling):	Alternative A
Type of Facility:	Two & four lane conventional highway
Anticipated Environmental Approval Document:	CEQA – Categorically Exempt; NEPA – Categorical Exclusion
Construction Year:	2015
Number of Working Days:	75
Cost/ lane mile	\$366,000
Performance Measures:	13.6 Lane Miles, 41 ADA Ramps, Two ITS Elements



Conditions of the roadway at PM 42.19. Note that in some areas there is 100% Type A Alligator cracking.



The roadway conditions on SR 36 at PM 43.54. Note that this downtown area has two way left turn lanes and very wide shoulders at some locations; this increases actual area of improvements and cost/lane mile.

2. RECOMMENDATION

It is recommended that Alternative A be approved and that the project be programmed.

3. PURPOSE AND NEED STATEMENT

Need:

The pavement within the project limits is exhibiting distress and poor ride quality, which if left uncorrected will deteriorate to a condition that will require major roadway rehabilitation. Major Maintenance strategy is no longer cost effective.

Purpose:

The purpose of this proposed project is to improve the ride quality, extend the service life of the existing highway for a minimum of five years, and enhance highway safety.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

See ATTACHMENT D

(1) Pedestrian Facility Data

Remarks

The pedestrian facilities within the project limits will be improved. Curb ramps will be added where needed and some curb ramps will be upgraded to meet current ADA Standards.

(2) Bicycle Path Data

Remarks

SR 36 is a Class III Bikeway (Bike Route) within the project limits.

ALTERNATIVE B

No-build alternative: this alternative does not meet the need and purpose of this project.

5A. ANTICIPATED ENVIRONMENTAL COMPLIANCE:

Categorical Exemption (CEQA)

This project could be categorically exempt for Class 1 facilities under section 15301 of the State CEQA Guidelines.

Categorical Exclusion (NEPA)

Programmatic Categorical Exclusion.

The Environmental Office has requested that they receive the Environmental Study Request for environmental clearance no later than February, 2013 in order to complete any surveys in the spring. See Attachment C.

5B. HAZARDOUS WASTE DISPOSAL SITE REQUIRED? IF YES, WHERE ARE SITES?

The Contractor shall submit the name and location of a Class 1 disposal facility along with the testing requirements to the Engineer three weeks before starting removal of yellow thermoplastic traffic stripe and pavement markings on the project.

5C. OTHER AGENCIES INVOLVED (PERMITS/APPROVALS FROM FISH & GAME, CORPS OF ENGINEERS, COASTAL COMMISSION, ETC.):

The City of Red Bluff will be notified. A 401 Water Quality Certification from the Regional Water Quality Control Board and a 404 Nationwide Permit from the US Army Corp of Engineers could be needed.

5D. RIGHT OF WAY ISSUES: INCLUDE UTILITY ISSUES IN GUIDANCE:

Some utilities are located within the roadway prism. Utility valve covers and manhole covers will need to be adjusted to grade.

5E. RAILROAD INVOLVEMENT:

There is no railroad involvement within the project limits.

5F. WHAT ARE THE CONSEQUENCES OF NOT DOING THIS ENTIRE PROJECT?

The condition of the pavement will continue to deteriorate and will need more costly repairs in the very near future. Also, the ride will not be improved and ADA facilities will not be improved.

6. TRANSPORTATION MANAGEMENT

6A. TRANSPORTATION MANAGEMENT PLAN

See ATTACHMENT F

6B. VEHICLE DETECTION SYSTEMS

There are 4 locations with traffic census loops. These census loops will have to be replaced. Traffic signal loops at 2 locations will have to be replaced.

6C. ITS ELEMENTS

Changeable Message Signs (CMS) are proposed for this project. The locations for these CMS are as follows; Tehama-36-PM 43.5 and PM 44.6.

7. FUNDING/SCHEDULING

It is proposed to program this project in the 2012 SHOPP in the 14/15 fiscal year.

7A. PROJECT SUPPORT:

Support costs are developed from a top down approach using historical charging information.

Item	Quantity	Unit	Estimated Cost	Notes
Changeable Message Signs (CMS)	2	Sign	\$100,000	Locations: Tehama-36-PM 43.5 and PM 44.6
Traffic Census Loops	4	Loop	\$20,000	Replacement of existing loops
Traffic Signal Loops	2	Loop	\$10,000	Replacement of existing loops
Total			\$130,000	

Category	Sub-Category	Estimated Cost
Funding	Lowest Bidder Project	\$100,000
	Highest Bidder Project	\$20,000
	Average Bidder Project	\$10,000
Cumulative 2012 SHOPP Support/Charging		\$130,000

NOTE		CAPITAL & SUPPORT COSTS BY PROGRAM AND PROJECT FUNDING COMPONENT (Red Bluff CAPM)						
Please provide input to all yellow cells								
Program	Component	"Baseline" (Original Identified Hours and Funding)						
EA 02-3E720		Planned (Hours)	Loaded Rate Estimate (\$/hr.)	Prior Allocation	Initial Programming Expectation		Total Component Funding	Support/Capital (%)
					Direct Charges	Indirect Charges (ICRP)		
					Program Funding by Component (x1000)			
201.121	PA&ED	2,660	\$85.00	\$0	\$150	\$76	\$230	4.19%
201.121	PS&E	3,560	\$94.00	\$0	\$223	\$112	\$400	7.28%
201.121	R/W	1,980	\$83.00	\$0	\$109	\$55	\$170	3.10%
201.121	CON	5,730	\$87.00	\$0	\$332	\$167	\$500	9.10%
SUPPORT SUBTOTAL		13,930		\$0	\$814	\$410	\$1,300	23.67%
		Baseline	Escalation	Program Funding Total	<p>Higher COS than history due to additional scope beyond traditional CapMs. (i.e. ADA, downtown environment).</p> <p>PPM Deputy Directors Initials <u>sc</u></p> <p>9/9/11</p>			
201.121	R/W Capital	\$83.0	\$8.5	\$92				
201.121	Construction	\$5,000	\$356	\$5,360				
201.121	Con Contingencies	\$0	\$0	\$0				
201.121	Con Capital total	\$5,000	\$356	\$5,400				
CAPITAL SUBTOTAL		\$5,083	\$365	\$5,492				
TOTALS				\$6,792				
Rate Information		Input	Historic Program Support/Capital Cost Data (%)					
Capital Contingency Rate %		0%	RANGE	Lowest Similar Project		9%		
ICRP Rate %		33.47%		Highest Similar Project		23%		
Escalation Rate Construction		3.50%		Average Similar Project		17%		
Escalation Rate R/W		5.00%	Cumulative 2012 SHOPP Support/Capital				24%	
# of years to escalate		2						

7B. PROJECT SCHEDULE:

Proposed PROJECT SCHEDULE					
M000	ID Need		M275	General Plans	
M010	Approve PID/IRDAP		M377	P & E to R.O.E.	5/20/2014
M015	Program Project		M378	Draft Struct. PS&E	-
M020	Begin Envir	8/1/2012	M380	HQ PS&E	8/18/2014
M040	Begin Project		M410	Right of Way Cert.	11/3/2014
M120	Circ. Draft ED	-	M460	Ready to List	12/1/2014
M200	PA & ED	1/15/2014	M480	Advertise	2/24/2015
M221	Bridge Site Submit	-	M500	Approve Contract	5/15/2015
M224	Right of Way Maps	12/16/2013	M600	Accept Contract	12/30/2016
M225	Reg. Right of Way	2/14/2014	M700	Final Report	

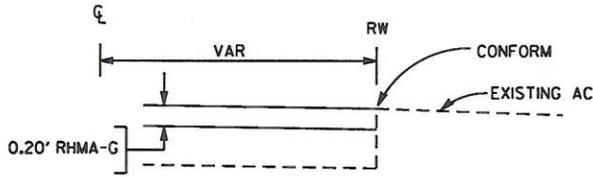
8. PROJECT REVIEWED BY:

District Maintenance Lance Brown	Date 5/26/11
District Materials Byron Berger	Date 3/29/11
HQ Design Coordinator/Reviewer Heidi Sykes	Date 3/29/11
HQ Pavement Reviewer Brian Weber	Date 5/26/11
District Bridge Engineer Roy Cahill	Date 3/10/11

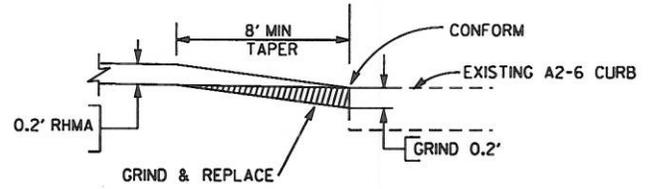
9. ATTACHMENTS

- A. Typical Cross Section
- B. Preliminary Cost Estimate
- C. Environmental Compliance Document
- D. PCS Inventory Data
- E. Right of Way Data Sheet
- F. TMP Data Sheet
- G. Risk/Opportunity Log

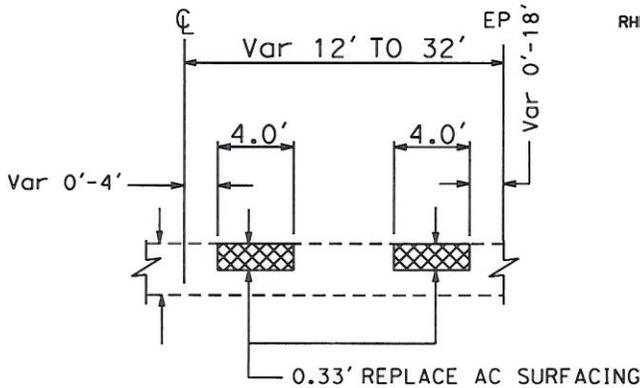
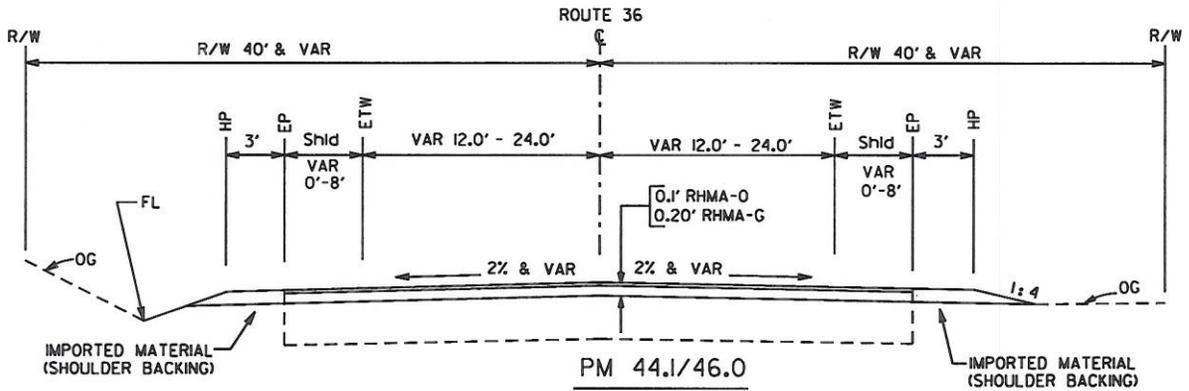
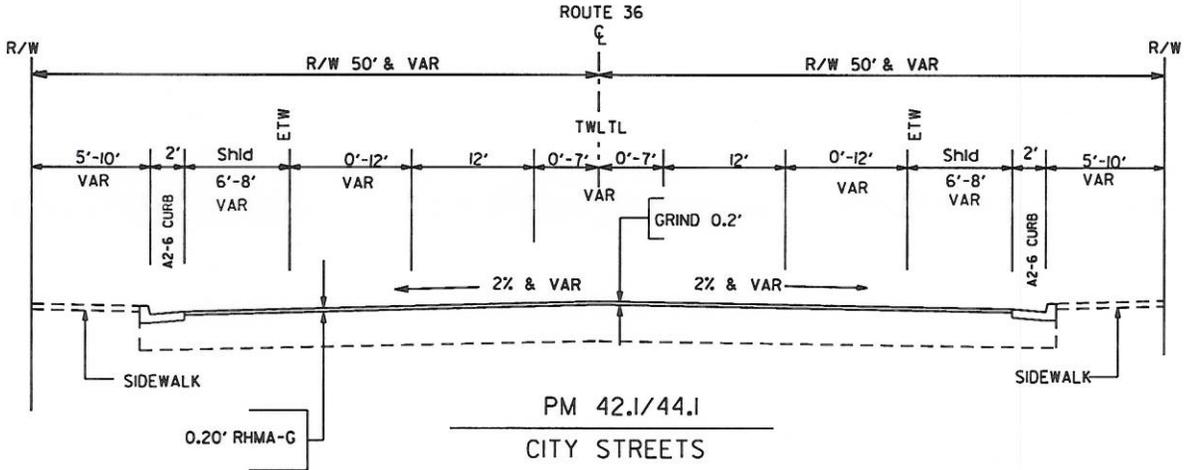
RHMA-0 = OPEN GRADED RUBBERIZED HOT MIX ASPHALT
 RHMA-G = GAP-GRADED RUBBERIZED HOT MIX ASPHALT
 AC = ASPHALT CONCRETE



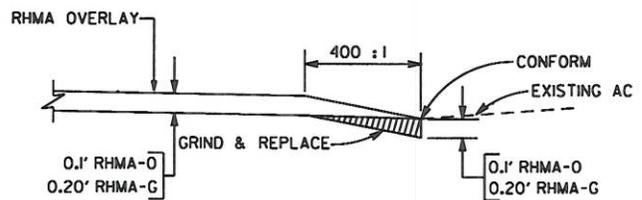
SECTION AT ROAD CONNECTIONS & STREETS



SECTION AT GUTTER PAN



REPLACE AC SURFACING (TYPICAL BOTH DIRECTIONS)



SECTION AT CONFORMS

ALTERNATIVE A

ATTACHMENT A	
TYPICAL CROSS SECTION	
NOT TO SCALE	EA: 02-3E720

PRELIMINARY ESTIMATE OF COST

LAST PRINTED: 7:22 31-Aug-2011

DISTRICT, COUNTY, ROUTE, PM:
02-Teh36-42.1/46.0

EXPENDITURE AUTHORIZATION: 02-3E720K- 0200020154

DESCRIPTION: PAVEMENT - COLD PLANE & OVERLAY

ALTERNATIVE A

WORKING DAYS 75

ITEM NO	ITEM CODE	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	070012	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	LUMP SUM	\$3,000.00	\$3,000
2	070013	SMALL BUSINESS UTILIZATION REPORT	EA	2	\$250.00	\$500
3	070018	TIME-RELATED OVERHEAD	WDAY	0	\$4,420.00	\$0
4	074016	CONSTRUCTION SITE MANAGEMENT	LS	LUMP SUM	\$5,000.00	\$5,000
5	074017	PREPARE WATER POLLUTION CONTROL PROGRAM	LS	LUMP SUM	\$3,000.00	\$3,000
6	074028	TEMPORARY FIBER ROLL	LF	650	\$3.75	\$2,438
7	074038	TEMPORARY DRAINAGE INLET PROTECTION	EA	36	\$225.00	\$8,100
8	074056	RAIN EVENT ACTION PLAN	EA	1	\$500.00	\$500
9	074042	STORM WATER ANNUAL REPORT	EA	1	\$2,000.00	\$2,000
10	074042	SAMPLING AND ANALYSIS	EA	2	\$500.00	\$1,000
11	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	\$20,000.00	\$20,000
12	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	\$160,000.00	\$160,000
13	128650	PORTABLE CHANGEABLE MESSAGE SIGN	LS	LUMP SUM	\$20,000.00	\$20,000
14	152469	ADJUST UTILITY COVER TO GRADE	EA	25	\$500.00	\$12,500
15	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	89,951	\$2.00	\$179,900
16	153210	REMOVE CONCRETE	CY	80	\$250.00	\$20,000
17	170101	DEVELOP WATER SUPPLY	LS	LUMP SUM	\$7,000.00	\$7,000
18	190110	LEAD COMPLIANCE PLAN	LS	LUMP SUM	\$1,500.00	\$1,500
19	198007	IMPORTED MATERIAL (SHOULDER BACKING)	TON	2,094	\$20.00	\$41,880
20	260201	CLASS 2 AGGREGATE BASE	CY	0	\$30.00	\$0
21	390095	REPLACE ASPHALT CONCRETE SURFACING	CY	1,143	\$175.00	\$200,000
22	390131	HOT MIX ASPHALT	TON	19,398	\$90.00	\$1,745,780
23	394060	DATA CORE	LS	LUMP SUM	\$3,000.00	\$3,000
24	394076	PLACE HOT MIX ASPHALT DIKE (TYPE E)	LF	0	\$2.00	\$0
25	394077	PLACE HOT MIX ASPHALT DIKE (TYPE F)	LF	0	\$2.00	\$0
26	394090	PLACE HOT MIX ASPHALT DIKE (MISCELLANEOUS AREA)	SQYD	0	\$80.00	\$0
27	397005	TACK COAT	TON	34	\$600.00	\$20,400
28	510502	MINOR CONCRETE (MINOR STRUCTURE)	CY	0.0	\$800.00	\$0
29	566012A	ROADSIDE SIGNS	MILE	4	\$6,200.00	\$24,800
30	690104	DRAINAGE	LS	1	\$50,000.00	\$50,000
31	731627	MINOR CONCRETE (CURB, SIDEWALK AND CURB RAMP)	CY	114	\$1,000.00	\$114,000
32	731656	CURB RAMP DETECTABLE WARNING SURFACE	SQFT	480	\$32.00	\$15,360
33	820108	DELINEATOR (CLASS 2)	EA	60	\$45.00	\$2,700

ITEM NO	ITEM CODE	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
34	820110	MILEPOST MARKER	EA	16	\$95.00	\$1,520
35	820112	MARKER (CULVERT)	EA	10	\$550	\$5,500
36	850122	PAVEMENT MARKER (RETROREFLECTIVE)	EA	2,811	\$10.00	\$28,110
37	860090	MAINTAINING EXISTING TRAFFIC MANAGEMENT SYSTEM DURING CONSTRUCTION	LS	LUMP SUM	\$2,000.00	\$2,000
38	860811	DETECTOR LOOP	LS	LUMP SUM	\$62,000.00	\$62,000
39	860811	BRIDGE WORK	LS	LUMP SUM	\$499,000.00	\$499,000
40	860811	CMS	EA	2	\$250,000.00	\$500,000
41	999990	MOBILIZATION (10%)	LS	1	\$275,853.75	\$275,854
						\$4,033,391
		SUPPLEMENTAL WORK				
		FEDERAL TRAINEE PROGRAM	LS		\$800.00	\$800
		MAINTAIN TRAFFIC	LS		\$80,000.00	\$80,000
		WATER POLLUTION CONTROL MAINTENANCE SHARING	LS		\$5,000.00	\$5,000
		ADDITIONAL WATER POLLUTION CONTROL	LS		\$10,000.00	\$10,000
		PARTNERING	LS		\$5,000.00	\$5,000
		PAYMENT ADJUSTMENTS FOR PRICE INDEX FLUXUATONS	LS		\$87,289.00	\$87,289
		INCENTIVE FOR HOT MIX ASPHALT (QC/QA)	LS		\$69,831.20	\$69,831
		OPERATION OF EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS DURING CONSTRUCTION	LS		\$3,000.00	\$3,000
						\$260,920
		STATE FURNISHED MATERIALS AND EXPENSES				
		RAILROAD INSPECTION	LS	0	\$3,500.00	\$0
		COZEEP	LS		\$36,000.00	\$36,000
		TRAFFIC MANAGEMENT PLAN - PUBLIC INFORMATION	LS		\$7,500.00	\$7,500
		RESIDENT ENGINEERS OFFICE	LS		\$10,000.00	\$10,000
		BOE TREATED WOOD WASTE GENERATION FEE	LS	0	\$0.00	\$0
						\$53,500
		PROJECT SUBTOTAL				\$4,347,811
		CONTINGENCIES 15%				\$652,170
		TOTAL				\$4,999,981

Mini-Preliminary Environmental Analysis Report

Project Information

District 02 County TEH Route 36/99 Post Mile 02-TEH-36-PM 40.2/46.0, TEH-99-PM 24.9/24.94 EA 02-3E720K

Project Title: Red Bluff CAPM

Project Manager Steve Rogers Phone # (530) 225-2455

Project Engineer Mark Miller Phone # (530) 225-3094

Environmental Branch Chief Tom Balkow Phone # (530) 225-3405

Project Description

Purpose and Need: 100% type A alligator cracking has made this section of highway no longer cost effective for maintenance to take care of, a rough ride and unsafe. The purpose of this project is to preserve and extend the service life of the existing highway for a minimum of five years, improve the ride quality and enhance highway safety.

Description and Work: This CAPM project will apply an overlay of 0.2' of Gap-Graded Rubberized Hot Mix Asphalt (RHMA-G) & a 0.1' of Open Graded Rubberized Hot Mix Asphalt (RHMA-O) on the existing pavement after localized areas of severe failure have been repaired by replacing AC surfacing (0.33' deep). This strategy will be applied in areas where the profile grade can be raised; in areas within the city limits that have utilities, curb, gutter and sidewalk, 0.25' of AC will be ground and replaced with 0.1' of RHMA-O over 0.2' of RHMA-G. All the ramps at the East Red Bluff Separation JCT RTE 5 will be treated with the mill & fill strategy. Curb ramps will be added where needed and existing curb ramps that do not meet current standards will be upgraded to meet ADA standards. Guardrails and guardrail end treatments will be reconstructed as needed to meet current Standards. Shoulder backing, roadway signs and delineation with recessed and surface markers will be placed as needed. Drainage work will be kept to a minimum. Approximately 90 working days are estimated to complete this project. Traffic control will be required for the same amount of time.

Anticipated Environmental Approval:

CEQA

Categorical Exemption

NEPA

Categorical Exclusion

Summary Statement:

In order to identify environmental issues, constraints, costs and resource needs a mini-PEAR (Preliminary Environmental Analysis Report) was prepared for the project. It is important to note that all technical studies will be deferred to the Capital phases of the project. In addition, during project development, proposed staging areas, disposal sites, utility relocation plans, and construction site access requirements will be need to be included as part of this project. The cultural and biological studies for this report were

limited to database searches and windshield surveys. For environmental engineering, resources and time were estimated to meet an aggressive schedule. With regard to the conceptual plans being presented at this stage, it is anticipated that a Categorical Exemption will fulfill CEQA requirements and that a Categorical Exclusion would fulfill the NEPA requirement. Based on existing workload and available resources, it is estimated to take **2 years** to complete the environmental process through PA&ED and **1 additional year** from PA&ED through RTL. If possible, Environmental Planning would like to receive the ESR for environmental clearance for this project, no later than February of a given year in order to complete any required surveys during the spring.

Special Considerations:

Biology: This project has the potential to affect federally listed species (VELB) and wetlands. One large elderberry plant, habitat for the federally listed Valley elderberry longhorn beetle, is located at approx. PM 42.5, the east end of the Paynes Creek Slough Bridge. It is most likely that informal consultation would be required for the project. Additionally, there appears to be potential wetlands from PM44.5 to 45.2 that could be impacted by shoulder backing. Wetland delineation would be required to determine whether jurisdictional wetlands are present.

Archaeology: This project should be able to achieve Section 106 compliance with a Memo to File under the Caltrans Cultural Resources Programmatic Agreement (PA). If all activities are conducted on currently paved areas and buildings or structures are not affected, this would fall under Attachment 4 of the PA and will take approximately one month for compliance. If project plans change to include other areas or activities, including utility relocation, additional studies will be necessary and the timeline could change.

Hazardous Waste: An ISA will need to be completed during the '0' phase of the project.

Water Quality: A water quality assessment may need to be prepared for this project.

Air Quality: An air quality report may be necessary.

Noise: A noise report may be necessary.

Permits:

Depending on the severity and location of drainage work this project could need (but are not anticipated) the following permits/certifications: 1602 Streambed Alteration Permit from the California Department of Fish and Game, a 401 Water Quality Certification from the Regional Water Quality Control Board, and a 404 Nationwide Permit from the United States Army Corp of Engineers.

Mitigation:

Estimated mitigation costs will be developed as preliminary environmental analysis sheds light on potential values that might be impacted. Impacts to sensitive values will need to be quantified and cost estimates generated, based on current industry practices.

Disclaimer:

This report is not an environmental document. Due to resource constraints, only minimal information was provided from specialists. The above recommendations are based on the project description provided in this report. The discussion and conclusions provided by this mini-PEAR are approximate and are based

Red Bluff CAPM Project

on an in-house review of records to estimate the potential for probable effects. The purpose of this report is to provide a preliminary level of environmental analysis to supplement the PSRPR. Changes in project scope, alternatives, or environmental law will require a reevaluation of this report.

Prepared by:



Cabe Cornelius, Environmental Coordinator

Date: 6-6-11

Reviewed by:



Steve Rogers, Project Manager

Date: 6-6-11

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Prepared by:



Chris Corneille, Environmental Coordinator

Date: 6-5-11

Reviewed by:



Steve Rogers, Project Manager

Date: 6-2-11

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 2, TEH, Rte 036, PM 42.1 - 46.0

District 2 County TEH Route 036

Begin PM - End PM	Lane	Surface		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL		Ride, IRI	Priority	Skid	Defect
		Alligator Cracking	Rutting, Bleeding					Slab Cracking	Faulting				
	Type	A %	B %	C (Y/N)?			1st %	3rd %	Corner %	Area %	Poor Cond.?		
41.949 -	L1	42.104	0.155	0.620	MLD	21	1			30	187	0	N/A - Bridge
	L2									45	226	0	N/A - Bridge
	R1									5	110	0	N/A - Bridge
	R2									27	179	0	N/A - Bridge
42.104 -	L1	42.235	0.131	0.524	MLD	21	1			23	158	32	ALL. A, NO ALL. B
	L2									27	175	32	ALL. A, NO ALL. B
	R1									9	102	32	ALL. A, NO ALL. B
	R2									14	123	32	ALL. A, NO ALL. B
42.235 -	L1	42.310	0.075	0.300	MLD	21	1			5	93	0	N/A - Bridge
	L2									5	94	0	N/A - Bridge
	R1									17	154	0	N/A - Bridge
	R2									26	176	0	N/A - Bridge
42.310 -	L1	42.499	0.189	0.756	MLD	21	1			10	107	32	ALL. A, NO ALL. B
	L2									11	112	32	ALL. A, NO ALL. B
	R1									12	116	32	ALL. A, NO ALL. B
	R2									9	101	32	ALL. A, NO ALL. B
42.499 -	L1	42.587	0.088	0.352	MLD	21	1			29	186	0	N/A - Bridge
	L2									35	200	0	N/A - Bridge
	R1									24	171	0	N/A - Bridge
	R2									14	145	0	N/A - Bridge
42.587 -	L1	43.000	0.413	1.652	MLD	21	1			5	84	32	ALL. A, NO ALL. B
	L2									9	103	32	ALL. A, NO ALL. B
	R1									14	120	32	ALL. A, NO ALL. B
	R2									5	78	32	ALL. A, NO ALL. B

*Surface type of 'EB' is Enhanced Binder.

Collection Date: 07/30/2008
 Printed: 08/08/2011

District 2
 County TEH
 Route 036
 Begin PM 43.000

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 2, TEH, Rte 036, PM 42.1 - 46.0

District 2 County TEH Route 036

Lane	Surface Type	Alligator Cracking		Length	LaneMi. (Est.)	Rutting, Bleeding	Type	AADT (,000)	MSL	Faulting	Patching Area %	Poor Cond.?	Ride, IRI	Priority	Skid	Defect
		A %	B %													
43.000	-	44.048	1.048	0	4.192	MLD	16	1					5	82	32	ALL. A, NO ALL. B
L1	F-DG	100	0										6	90	32	ALL. A, NO ALL. B
L2	F-DG	100	0										6	92	32	ALL. A, NO ALL. B
R1	F-DG	100	0										5	77	32	ALL. A, NO ALL. B
R2	F-DG	100	0													

Caltrans Maintenance Program 2008 Pavement Summary Caltrans Drive Order

District 2, TEH, Rte 036, PM 42.1 - 46.0

District **2**
County **TEH**
Route **036**
Begin PM **41.949**

District 2 County TEH Route 036

----- Maximum Observed Values -----

Prior-ity	County	Route	Begin PM	End PM	Length	Pave Type	Dir.	Trig. Dir.	Trig. Ln Mi	AADT (,000)	MSL	Allig. A	Patch- B	Bleed- ing	Rut- ting	1st 3rd St. Crk.	Com- er Ctk.	Fault- ing Ctk.	Int'l Rough. Index	Defect
0	TEH	036	41.949	42.104	0.155	B	R	R	0.000	21	1	50							179	N/A - Bridge
0	TEH	036	41.949	42.104	0.155	B	L	R	0.000	21	1	60							226	N/A - Bridge
32	TEH	036	42.104	42.235	0.131	F	R	R	0.262	21	1	50							123	ALL. A, NO ALL. B
32	TEH	036	42.104	42.235	0.131	F	L	L	0.262	21	1	60							175	ALL. A, NO ALL. B
0	TEH	036	42.235	42.310	0.075	B	R	R	0.000	21	1	50							176	N/A - Bridge
0	TEH	036	42.235	42.310	0.075	B	L	R	0.000	21	1	60							94	N/A - Bridge
32	TEH	036	42.310	42.499	0.189	F	R	R	0.378	21	1	50							116	ALL. A, NO ALL. B
32	TEH	036	42.310	42.499	0.189	F	L	L	0.378	21	1	60							112	ALL. A, NO ALL. B
0	TEH	036	42.499	42.587	0.088	B	R	R	0.000	21	1	50							171	N/A - Bridge
0	TEH	036	42.499	42.587	0.088	B	L	R	0.000	21	1	60							200	N/A - Bridge
32	TEH	036	42.587	43.000	0.413	F	R	R	0.826	21	1	50							120	ALL. A, NO ALL. B
32	TEH	036	42.587	43.000	0.413	F	L	L	0.826	21	1	60							103	ALL. A, NO ALL. B
32	TEH	036	43.000	44.048	1.048	F	R	R	2.096	17	1	100							92	ALL. A, NO ALL. B
32	TEH	036	43.000	44.048	1.048	F	L	L	2.096	17	1	100							90	ALL. A, NO ALL. B

Total Triggered Lane Miles **7.124**

ATTACHMENT D

Caltrans Maintenance Program 2008 Recommended Project List Caltrans Drive Order

District 2, TEH, Rte 036, PM 42.1 - 46.0

Program	Priority	County	Route	Begin PM -	End PM	Trig. Dir.	Pave Type	Length	AADT (,000)	MSL	Trig. Lmmi	Proj. Lmmi	Effectiveness	Defect
	0	TEH	036	41.949 -	42.104		B	0.155	21	1	0.000	0.310	0	N/A - Bridge
	0	TEH	036	41.949 -	42.104		B	0.155	21	1	0.000	0.310	0	N/A - Bridge
HM	32	TEH	036	42.104 -	42.235	R	F	0.131	21	1	0.262	0.262	100	ALL. A, NO ALL. B
HM	32	TEH	036	42.104 -	42.235	L	F	0.131	21	1	0.262	0.262	100	ALL. A, NO ALL. B
	0	TEH	036	42.235 -	42.310		B	0.075	21	1	0.000	0.150	0	N/A - Bridge
	0	TEH	036	42.235 -	42.310		B	0.075	21	1	0.000	0.150	0	N/A - Bridge
HM	32	TEH	036	42.310 -	42.499	R	F	0.189	21	1	0.378	0.378	100	ALL. A, NO ALL. B
HM	32	TEH	036	42.310 -	42.499	L	F	0.189	21	1	0.378	0.378	100	ALL. A, NO ALL. B
	0	TEH	036	42.499 -	42.587		B	0.088	21	1	0.000	0.176	0	N/A - Bridge
	0	TEH	036	42.499 -	42.587		B	0.088	21	1	0.000	0.176	0	N/A - Bridge
HM	32	TEH	036	42.587 -	44.048	R	F	1.461	21	1	2.922	2.922	100	ALL. A, NO ALL. B
HM	32	TEH	036	42.587 -	44.048	L	F	1.461	21	1	2.922	2.922	100	ALL. A, NO ALL. B
Project count for district: 2											12	Totals	7.124	8.396

Project Count 12 Totals 7.124 8.396

ATTACHMENT D

Memorandum

*Flex your power!
Be energy efficient!*

To: Mark Miller

Date: June 17, 2011

Department of Transportation, District 2

File: 02-Teh-36/99 PM 40.2/46.0, 24

Attention Sal Prieto
Project Engineer

E.A. 3E720

Alternate No. N/A

From: LISA HARVEY,
Senior Right of Way Agent
Project Delivery
Redding

Red Bluff CAPM

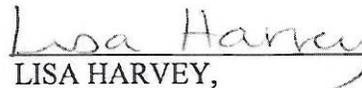
Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on information received from you June 1, 2011, and the following assumptions and limiting conditions.

Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the estimate.

Right of Way Lead Time will require a minimum of 14 months after we receive project first appraisal maps, utility conflict maps, and the necessary environmental clearance and freeway agreements have been approved and obtained. Additionally a minimum of 12 months will be required after receiving the last appraisal map to Right of Way for certification. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed. Either of these actions may reflect adversely on the District's other programs or our public image generally.

Note: Information received is preliminary, areas, parcel count and dollar amounts are only roughly estimated. All are subject to change.



LISA HARVEY,

Senior Right of Way Agent

Project Delivery

Attachments:

Right of Way Data Sheet

Right of Way Data Sheet
Attachments

Project Delivery
Senior Right of Way Agent

LISA HARVEY


Note: Information provided is preliminary, errors, omissions and dollar amounts are only roughly estimated. All are subject to change.

Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed. Either of these actions may reflect adversely on the District's other programs or our public image generally.

months will be required after receiving the last appraisal map to Right of Way for certification. Agreements have been approved and obtained. Additionally a minimum of 12 Right of Way Lead Time will require a minimum of 14 months after we receive project first appraisal maps, utility conflict maps, and the necessary environmental clearance and freeway

Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the estimate.

We have completed an estimate of the right of way costs for the above referenced project based on information received from you June 1, 2011, and the following assumptions and limiting conditions:

Subject: Current Estimated Right of Way Costs

Reading
Project Delivery
Senior Right of Way Agent
LISA HARVEY,
Project Engineer

Attention: Sal Fife
Project Engineer

Department of Transportation, District 5

To: Mark Miller

Altamonte No. NVA
E.A. 38730
File: 03-Tel-3699 PM 40.246.0.24
Date: June 17, 2011

File your answers
to survey efficient

Memorandum

Department of Transportation
State of California

Business, Transportation and Housing Agency

Date: June 17, 2011

02-Teh-36/99 PM 40.2/46.0, 24.9/24.94
 E.A. 3E720
 Red Bluff CAPM



1. Right of Way Cost Estimate:

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	\$75,000	5%	\$90,604
B. Mitigation acquisition & credits	\$0		\$0
C. Project Development Permit Fees	\$0		\$0
Subtotal	\$75,000		\$90,604
D. Utility Relocation (State Share) (Owner's share: \$10,000)	\$5,000	5%	\$6,040
E. Relocation Assistance (RAP)	\$0		\$0
F. Clearance/Demolition	\$0		\$0
H. Title & Escrow	\$0		\$0
I. Total Estimated Right of Way Cost	\$80,000	Rounded	\$96,600
J. Construction Contract Work	\$0		

2. Current Date of Right of Way Certification

May 1, 2015

3. Parcel Data:

Type	Dual/Appr	Utilities	RR Involvements
X 0		U4 - 1 2	None
A 15		- 2 0	C&M Agrmt
B 0		- 3 0	Svc Contract 1
C 0	0	- 4 0	Easements
D 0	0	U5 - 7 6	Rights of Entry 1
		- 8 0	Clauses 1
		- 9 2	
Total 15			
Areas:			Misc. R/W Work
R/W: unknown			RAP Displ N/A
Excess: N/A	No. Excess Pcls: 0		Clear/Demo N/A
Mitigation: N/A			Const Permits N/A
			Condemnation 0
			USA Involvement No

4. Are there any major items of construction contract work?

Yes _____ No X

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.).

Due to the preliminary nature of the datasheet a rough parcel count was provided by RW Engineering resulting in the number of parcels but not the area of them. This estimate is accounts for only the minimum cost to acquire such parcels. Zoning and improvements are not included in this estimate.

6. Are any properties acquired for this project expected to be rented, leased, or sold?

Yes _____ No X

7. Is there an effect on assessed valuation?

No X

Yes _____ Not Significant _____

8. Are utility facilities or rights of way affected?

Yes X No _____

9. Are railroad facilities or rights of way affected?

Yes X No _____

10. Were any previously unidentified sites with hazardous waste and/or material found?

Yes _____ None Evident X

11. Are RAP displacements required?

Yes _____ No X

No. of single family _____

No. of business/nonprofit _____

No. of multi-family _____

No. of farms _____

Based on Draft/Final Relocation Impact Statement/Study dated N/A it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.

12. Are there material borrow and/or disposal sites required?

Yes _____ No X

13. Are there potential relinquishments and/or abandonments?

Yes _____ No X

14. Are there any existing and/or potential airspace sites?

Yes _____ No X

15. Indicate the anticipated Right of Way schedule and lead time requirements. (Discuss if district proposes less than PMCS lead time and/or if significant pressures for project advancement are anticipated.)

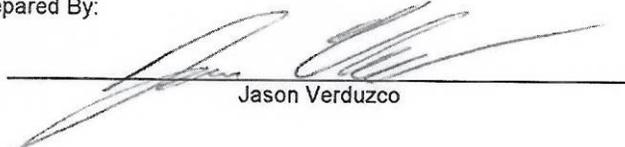
Right of Way Lead Time will require a minimum of 14 months after we receive first appraisal maps, utility conflict maps, and the necessary environmental clearance and freeway agreements have been approved and obtained. Additionally a minimum of 12 months will be required after receiving the last appraisal map to Right of way for certification.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

16. Is it anticipated that Caltrans will perform all Right of Way work?
Yes No

Evaluation Prepared By:

Right of Way:

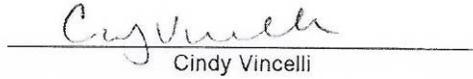

Jason Verduzco

Date

6/30/11

Reviewed By:

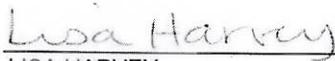
RW Project Coordinator:


Cindy Vincelli

Date

6-30-11

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper, subject to the limiting conditions set forth, and I find this Data Sheet to be complete and current.



LISA HARVEY,
Senior Right of Way Agent
Project Delivery Branch
Redding

7-5-2011
Date

RIGHT OF WAY DATA SHEET

18. Is it anticipated that Caltrans will restore all Right of Way ways?

Yes No

Evaluation Prepared By:

[Signature]
Jason Ventura

Right of Way:

[Signature]
Date 11/20/11

Reviewed By:

[Signature]
Cindy Vinski

RW Project Coordinator:

Date 11-30-11

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the profile heights and base line, existing values, location area, and assumptions are reasonable and proper, subject to the limiting conditions set forth, and I find this Data Sheet to be complete and correct.

[Signature]
LISA HARVEY
Senior Right of Way Agent
Project Delivery Branch
Redding

[Signature]
Date 11-2-2011

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

To: Sal Prieto, PE
Advance Planning-MS #4
Redding

Date: August 18, 2011

File: TEH. 36 PM 42.1/46.0

EA: 02-3E720k

EFIS: 02-0002-0154

From: Department of Transportation
District 2 - Office of Traffic Management

Work: On SR 36 from I-5 to East of the Junction of
SR 99/36 Capital Preventive Maintenance
Project (CAPM). (3rd RVS)

NOTE: This TMP Datasheet has been revised due to the shortening of project limits, construction year, and Project Scope.

1. POLICY

The Caltrans Deputy Directive titled "Transportation Management Plans" (DD-60) establishes the current policy for mitigating traffic impacts resulting from construction, maintenance, encroachment permit, planned emergency restoration, locally or specially funded, or other activities. The directive states that Transportation Management Plans (TMPs) and contingency plans shall be completed for all work activities on the State highway system. The purpose of this Transportation Management Plan Data Sheet is to ensure all anticipated TMP costs are included in the Project Initiation Document (PID).

2. SCOPE OF WORK

This Capital Preventative Maintenance (CAPM) purposes to:

- Overlay 0.2' ft. (RHMA-G)
- Overlay Cap with 0.1' (RHMA-O)
- Perform isolated dig-outs of distressed pavement
- Cracks will be sealed prior to RHMA-G, overlay.
- Place shoulder backing
- Adjust/reconstruct MBGR as needed
- Replace MBGR end treatments to standard
- Replace delineation and markers
- Conform grind road connections
- Maintain existing elevation of roadway with conform grind in known flood areas.
- Meet ADA Standards
- Place 1" polyester concrete overlay on Samson and Payne's Creek Sloughs, Structures

CAPM-Design strategies will be tailored to accommodate the curb and gutter segments of this project, SR 36:

Approximately 75 working days are estimated to complete this 13.6 lane mile project. Traffic control will be required for the same amount of time. As of this date the project is scheduled for construction in the 2014/2015 construction season

3. FACILITY

Within the project limits, SR 36 is a conventional highway. SR 36 has 4-lanes with signalized and unsignalized intersections with left turn lanes (LTL), curb and gutter, and sidewalks on both sides. In addition, the project has numerous businesses and residents. The speed limit ranges from 30-55 MPH.

TRAFFIC VOLUMES: Current mainline traffic volumes are shown in the following tables.

PROJECT SEGMENT DESCRIPTION	2009 AADT (Both Dir)	PEAK VPH (1 DIR)		2008 TRUCKS	DATA SOURCE FOR PK VPH
		WK	WE		
TEH 36 PM 42.69	19500	881	818	8%	TMS # 279 (Aug 2009)
TEH 36 PM 44.00	11700	588	518	8%	TMS # 281 (Aug 2009)
TEH 36 PM 44.00	2000	151	156	7%	TMS # 112 (Aug 2009)
TEH 99 PM24.94	9300	454	381	11%	TMS#141 (Aug 2009)

STRUCTURES: There are three structures located within the project limits. Polyester Concrete Overlays will be placed on the shaded structures below.

LOC (PM)	NO.	NAME	LENGTH (ft)	WIDTH (ft)	VC (ft)
42.24	08-0089	Samson Slough	399	88	NA
42.50	08-0088	Payne's Creek Slough	462	88	NA
24.85	08-0019	Salt Creek	104	31	NA

CENSUS LOOPS: The below table identifies Traffic Monitoring Station (TMS) loops within the project limits. For further information regarding census equipment, contact Karen Carmo, Traffic Census at 530-225-3042.

ID #	ACTUAL LOCATION	TYPE	DESCRIPTION
279	42.69	4-Loops	128' west of Wiltsey Rd.
280	42.87	4-Loops	420' east of Colony Rd.
112	44.37	2-Loops	Old-Red Bluff Maintenance Station
281	43.88	4-Loops 8-Axel Sensors	650' west of Jct. 99E

ITS FIELD ELEMENTS: The existing ITS field element within the project limits is shown on the following table. Impacted elements need to be protected in-place. The PE needs to coordinate with Ian Turnbull, Office of ITS Engineering and Support, at 530-225-3320, to obtain further information regarding these elements, and to ensure minimal conflicts.

ELEMENT	LOCATION PM	DESCRIPTION	POTENTIAL IMPACT?
HAR Flasher EMS/FEBT	SR 36 42.93	Mulberry Avenue	Unlikely, outside roadway prism
HAR Flasher EMS/FWBT	SR 36 43.65	St Mary's Road	Unlikely, outside roadway prism
HAR Flasher EMS/FEBT	SR 36 44.62	East SR 36 (East of Old Maint Station)	Unlikely, outside roadway prism

*HAR-Highway Advisory Radio

**EMS-Extinguishable Message Sign

FEBT-Facing Eastbound traffic/*FWBT-Facing Westbound traffic

ROAD CONNECTIONS: The following road connections are within the project limits. Road connections are stop-sign controlled; or signalized intersections.

Name	Location	Side of Rdway
Sale lane	42.18	RT-LT
MCGlynn Dr/Sherman Rd	42.35	RT-LT
Gurnsey Ave	42.42	RT-LT
Damon Ave	42.61	LT
Wiltsey Rd.	42.72	RT
Chestnut/Colony Rd	42.79	RT/LT
Mulberry/Philbrook	43.03	LT/RT
Hoy Rd	43.28	RT
Trinity Ave	43.42	LT
St Mary's	43.78	LT
Jct 99/36	44.00	LT
Jorgenson Lane	44.17	RT-LT

TMP Datasheet
02-3E720K

Sanford St.	44.25	LT
Marjie lane	44.37	LT
Tuscan Ave.	44.42	LT
Sllice Rd	45.40	RT-LT
Dirt rd	46.38	Rt-LT

4. TRAFFIC IMPACTS

Significant traffic impacts during construction of this project are not anticipated. It is anticipated the scope and location of this work will require, standard lane and shoulder closures for a multilane conventional highways (*Standard Plan T13, T11, T12, T10 (shoulder closures) & T-17 (moving closure for striping)*). (*Standard T-14*) Ramp closures at the Central Red Bluff Interchange are anticipated when paving operation are on and nearby. This segment of SR 36 is estimated to have a carrying capacity of 800 vph per lane. During most daytime hours (including weekends), traffic volumes range from 150 to 881 vph. This means that a lane closure in the downtown area during most daytime hours would create queuing and congestion. Work will be restricted to nighttime hours. In the outer areas of the project limits where the two-lane highway is daytime closures will be permitted.

RAMPS: It is anticipated ramp closures for the Red Bluff interchange will be required when paving operations are near and on the interchange.

BICYCLISTS: Bicyclist are allowed on SR 36 and SR 99 and are expected at this location.

PEDESTRIANS: Pedestrians are allowed on SR 36 and SR 99 and are expected at this location.

BUSINESSES/RESIDENCES: There are several businesses located within the project limits that have driveway access to SR 36. Although these driveways may be temporarily blocked by traffic control and lane closures, no significant impact are expected since lane closures are expected to be restricted to night time hours when few establishments are open. There are also residential properties within the project location, whereas noise from grinding operations may impact the motel users/residents at night.

PARKING: On street parking on SR 36 will be restricted during construction.

TRUCKS: No construction operations necessary for this project will require the use of hard devices (i.e., K-Rail) that may restrict truck passage through the work zone; therefore no impacts to legal and extended trucks are anticipated.

CORRIDOR: The project is on the Red Bluff to Chester corridors for which the D2 DTM has established a maximum corridor delay limit of 30 minutes each. Based on the current workplan status, no other projects are currently scheduled for construction in 2014/2015. This project will not generate delays sufficient to exceed the 30-min maximum corridor delay limit as of the date of this Datasheet.

5. TRAFFIC IMPACT MITIGATION

LANE CLOSURES: In general, lane closures on multi-lane routes are not allowed when the capacity of the remaining open lanes is exceeded by traffic volumes. Based on this, lane closure lengths will be limited, closures will not be allowed during daytime hours, designated legal holidays, or any local special event identified in the TMP. Shoulder closures will be allowed at any time except designated legal holidays. Lane closure charts will apply.

RAMP CLOSURES: Because of the high traffic volumes on the Central Red Bluff Interchange ramps, work requiring ramp closures must be done at night. A ramp closure will require a full set of detour signs that clearly direct motorist through the intended detour. A typical ramp closure detour consist of approximately 20 signs. The PE will be required to include a detour plan if ramps must be closed for operations. No closures will be allowed during designated legal holidays, the day preceding a designated legal holiday, or any local special events to be determined in the TMP. No extended ramp closures (i.e., any closure extending into daytime hours or any

TMP Datasheet
02-3E720K

24-hour) will be allowed unless approved by the District Lane Closure Committee. All detours require approval by the District Traffic Manager. Advance Notification signage that identifies the exact time for ramp closures will be placed 7-days and 12-hours in advance of actual closure. Ramp closure charts will apply.

PEDESTRIANS/BICYCLISTS: Pedestrians and bicyclists are allowed on both SR 36, and are commonly present because of the businesses and residences within the project limits. The scope of this project includes ADA compliance, which will impact sidewalks within the project limits. During roadway construction, bicyclists will be required to use the lane open to traffic. Because construction will be restricted to nighttime hours, no major impact is anticipated.

RESIDENCES & BUSINESSES: Per the Public Convenience Specification 7-1.08, operations shall be conducted so as to cause as little inconvenience to abutting property owners; and access to properties along the line of work shall be maintained at all times by provision of temporary approaches, walkways, and/or crossings. Affected parties shall be notified prior to commencement of operations. (Also see Public Information section below).

LOCAL ROADS: The majority of local roads within the project limits are orientate in a grid system allowing access to and from SR 36 in multiple locations. STD Plan T-11, T13 Lane closure or complete closures of local roads with multiple access points will be allowed during nighttime hours. A STD Plan T-11 lane closure of local roads with single point access from SR 36 will be allowed, however access must be maintained. An encroachment permit will be required if any local roadways are used as part of a detour plan.

CENSUS EQUIPMENT: The PE shall include funds to replace the *existing* equipment described in section 3. Karen Carmo, Traffic Census, should be contacted at 530-225-3042 to obtain further information.

ITS FIELD ELEMENTS: The HAR locations at Teh SR 36, PM 42.93, 43.65, and 44.62, will all need to be protected in place. The PE shall include the cost of protect in place, in the project estimate and provide details in the plans. For more information regarding potential costs, and technical information concerning this element, the PE should contact Ian Turnbull, Office of ITS Engineering & Support at 530-225-3320.

ITS FIELD ELEMENTS: In addition to the above existing ITS elements 2-CMS's are planned for installation within the project limits (See table below) and should be installed as part of this project. Further information regarding this equipment can be obtained from Ian Turnbull, ITS Engineering and Support at 530-225-3320.

ELEMENT	CO-RTE-PM	APPROXIMATE -LOCATION	STATUS
CMS	TEH.36 PM 43.5	(FEBT) Antelope Ave just West of SR 36/99 JCT	REVISED PLANNED LIST
CMS	TEH.36 PM 44.6	(FWBT) SR 36, approx. 2 miles East of SR 36/99 JCT	REVISED PLANNED LIST

*CMS-Changeable Message Sign, **FEBT-Facing Eastbound traffic/****FWBT-Facing Westbound traffic

SIGNAL LOOPS: All existing signal loops within the project limits (SR 36, as well at road connections) will be impacted by construction operations. Loss of signal operation will create significant impacts to traffic at higher volume intersections.

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMSs): Due to night-time lane closures, PCMSs are required when Std Plan T-11, T-12 or T-14 lane/ramp closures are in-effect. For each approach direction, the PCMS will be placed prior to the first traffic control system sign to alert drivers to the lane closure ahead.

COORDINATE CONSTRUCTION: For multilane and two lane facilities, the D2 DTM policy is that multilane lane closures shall be spaced no closer than 3.0 mi and 5.0 mi for two-lane, in the same direction of travel to allow queues to disperse between closures and to avoid traffic control conflicts. Based on current workplan status, there is no other nearby project scheduled for construction in 2014/2015. Potential traffic control conflicts will be assessed during preparation of the TMP; any adjacent projects will be included in the Cooperation SSPs.

TMP Datasheet
02-3E720K

PROJECT-SPECIFIC MEDIA RELEASE: This project will impact a significant portion of the City of Red Bluff. Thus, the PE should include funds to allow the RE and D2 PIO to develop and issue advance notification of planned lane and ramp closures to the local media (news, radio, and newsprint).

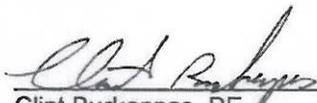
WORKER SAFETY MEDIA CAMPAIGNS: Worker safety media campaigns have been shown to reduce work zone vehicle collisions. Reducing work zone collisions will increase public and worker safety and reduce incident related congestion. With safety and reliability being the Departments number 1 and 2 goals respectively, it is appropriate for construction funding be set aside for worker safety media advertisements.

COSTS: In addition to costs associated with typical traffic control measures for Std Plan T-10, T-11, T-12 T-13, lane and shoulder closures, a T-17 with Moving closure and Std. Plan 14 Ramp closure, the following shall be incorporated into the project estimate:

- **ITS FIELD ELEMENTS:** Cost associated with replacement (if needed) and for including protection in the design as well as new installation of CMS's.
- **CENSUS EQUIPMENT:** Costs associated with replacement (if damaged)
- **NIGHT WORK (for lane and/or ramp closures):** Increased unit costs for night work.
- **RAMP CLOSURE/DETOUR:** Increased costs associated with detour signage.
- **PCMSs:** Include cost of PCMSs during Std Plan T-11, T-12 nighttime lane closures.
- **TMP PUBLIC INFORMATION:** Include cost in item #066063-Transportation Management Plan Public Information for worker safety media campaigns and for preparation of project-specific information to be distributed to the public and local media prior to ramp closures.
- **CONTINGENCY COSTS:** Contingency costs for equipment breakdown, shortage of materials, etc. should be included.

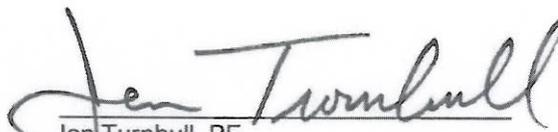
TMP: A TMP is required for this project and should be requested at a time when the design is complete enough to determine specific traffic impacts, but is early enough to make design changes/additions required for traffic mitigation. The TMP for this project will summarize the traditional traffic handling practices and other traffic mitigation strategies that will be implemented during construction that will include, but is not limited to: pre-notification of closures (Lane Closure Schedule), DTM evaluation of cumulative traffic corridor delays for multiple projects, California Highway Information Network (CHIN), Road Work Information Bulletin (RIB), Local Agency contacts, Permanent Changeable Message Sign (CMS) locations, permanent and portable Highway Advisory Radio (HAR) locations, CHP Commander contacts, incident response (accident, natural event) contacts, contingency plans, and maintenance contacts.

This TMP Data Sheet was prepared by Sandra Rivera, ATP. I have personally reviewed this TMP Data Sheet and all supporting information. I certify that the assumptions are reasonable and proper subject to the limiting conditions set forth and I find the Data Sheet complete and current.



Clint Burkenpas, PE
Chief, Office of Traffic Management
District 2
530-225-3245

8/23/2011
Date



Ian Turnbull, PE
Chief, Office of ITS Engineering & Support
District 2
530-225-3320

8/22/11
Date

* SEE ATTACHED RESOURCE SPREADSHEET

TWP Document
02-3EY20K

PROJECT-SPECIFIC MEDIA RELEASE: The project will impact a significant portion of the City of Red Bluff. The PE should include funds to allow the PE and CE PIO to develop and issue advance notification of planned lane and ramp closures to the local media (press, radio, and newspaper).

WORKER SAFETY MEDIA CAMPAIGN: Worker safety media campaigns have been shown to reduce work zone vehicle collisions. Educating work zone motorists will increase public and worker safety and reduce incident related congestion. With safety and reliability being the Department's number 1 and 2 goals respectively, it is appropriate for construction funding to set aside for worker safety media advertisement.

COSTS: In addition to costs associated with typical traffic control measures for SR Plan T-10, T-11, T-12, T-13, and shoulder closure, a T-17 with moving closure and SR Plan 14 Ramp closure, the following shall be incorporated into the project estimate:

- ITS FIELD ELEMENTS: Cost associated with replacement (if needed) and for installing protection in the design as well as new installation of CAS's
- GENUS EQUIPMENT: Costs associated with replacement (if damaged)
- NIGHT WORK (for lane and/or ramp closures): Increased unit costs for night work.
- RAMP CLOSURE/ETOUR: Increased costs associated with detour signage.
- PCMS: Include cost of PCMS during SR Plan T-11, T-12 nighttime lane closure.
- TMP PUBLIC INFORMATION: Include cost in item 408000-Traffic Management Plan Public Information for worker safety media campaigns and for preparation of project-specific information to be distributed to the public and local media prior to ramp closure.
- CONTINGENCY COSTS: Contingency costs for equipment breakdown, storage of materials, etc. should be included.

TMP: A TMP is required for this project and should be requested at a time when the design is complete enough to determine specific traffic impacts, but is early enough to make design change/adjustments required for traffic mitigation. The TMP for this project will summarize the additional traffic handling practices and other traffic mitigation strategies that will be implemented during construction that will include, but is not limited to pre-notification of closures (Lane Closure Schedule), DTM evaluation of cumulative traffic corridor delays for multiple projects, California Highway Information Network (CHIN), Road Work Information Bulletin (RWIB), Local Agency contact, Personnel/Changeover Message Sign (CMS) location, permanent and portable Highway Advisory Radio (HAR) location, CHP Commander contact, incident response (accident, natural event) contact, contingency plan, and maintenance contact.

This TMP Data Sheet was prepared by Sandra Rivers, ATP. I have personally reviewed this TMP Data Sheet and all supporting information. I certify that the assumptions are reasonable and proper subject to the limiting conditions set forth and I find the Data Sheet complete and current.


 Sandra Rivers, PE
 Chief, Office of Traffic Management
 District 2
 930-258-3248


 Date: 8/25/11


 Sandra Rivers, PE
 Chief, Office of ITS Engineering & Support
 District 2
 930-258-3330


 Date: 8/25/11

* SEE ATTACHED RESOURCE SHEET

PROJECT THREAT AND OPPORTUNITY LISTING (ATTACHMENT G)

ID #	Identification	Qualification / Quantification			Strategy (4)	Response Strategy	Responsibility (Risk Manager)	Status Interval or Milestone Checks	Control
		(P) Probability	(I) Impact	(E) Exposure					
	(X) Refers to ESI Risk Management Tool Number (1) & (2)	High	Medium	Low					(6)
	Threat / Opportunity Event	(P) % or H/M/L	(I) \$1000 or H/M/L	(E) (P) x (I) or P / I	+Accept +Minimize Probability +Minimize Impact +Deflect +Avoid	Risk Response Actions including Advantages & Disadvantages of the action	PM, PE, Senior staff	PDTs	Date, Status, & Review Comments
1	There may be changes in staff and or availability of staff.	M	H	MH	Minimize Impact	Keep good records for smooth hand-off to new staff, when possible provide transition time.	PM, PE, Senior staff	PDTs	
2	Volatility in construction costs may escalate higher than the programmed amounts.	M	H	MH	Minimize Impact	Keep costs up to date; consider scope changes to lower costs; seek to program add'l dollars. Assure PID has correct contingencies. PID contingencies, item quantities and item unit costs took this into consideration.	PM, PE, programming	PDTs, SHOPP cycle	
3	Increased costs associated with storm water management issues.	M	L	ML	Minimize Impact	Keep costs up to date; consider scope changes to lower costs; seek to program add'l dollars.	PM, PE, RE	PDTs	
4	Unforeseen environmental issues may delay work or increase the cost of the project.	M	M	HM	Accept Impact	Pursue the issue early on to reduce time line issue to obtain environmental clearance.	PE, Envir staff	PDT, environmental review process	
5	Culvert work may increase environmental work and length of schedule.	M	M	HM	Accept Impact	Pursue the issue early on to reduce time line issue to obtain environmental clearance. Schedule includes adequate time to address unidentified issues with possible culvert work (time for studies and permits accounted for). If this risk does not occur, there may be an opportunity to deliver project early.	PE, Envir staff	PDT, environmental review process	

PROJECT THREAT AND OPPORTUNITY LISTING (ATTACHMENT G)

ID #	Identification	Qualification / Quantification			Response Strategy	Control
		(P) Probability	(I) Impact	(E) Exposure		
	(X) Refers to ESI Risk Management Tool Number (1) & (2)	High (M)	Medium (L)		(5)	(6)
	Threat / Opportunity Event	(P) % or H/M/L	(I) \$1000 or H/M/L	(E) (P) x (I) or P/I	Risk Response Actions including Advantages & Disadvantages of the action	Status Interval or Milestone Checks Responsibility (Risk Manager) Date, Status, & Review Comments
6	Stage Construction and traffic control will be an issue when shifting traffic to one side. Do not have resources to determine stage construction plans at PID stage. This may lead to inaccurate contract time estimates.	L	L	LL	Minimize Impact During design determine proper stage construction scenarios for the areas with more than one lane in each direction of travel.	PDTs, PS&E reviews
7	The is no culvert assessment for the limits of the project. This may lead to inaccurate contract time and cost estimate.	M	M	MM	Minimize Impact During design request Roadside Maintenance to perform culvert inventory so PE can determine type of work needed on culverts. Funds have been included in the PID for this purpose	PDTs, PS&E reviews
8	Pressure to deliver PID on accelerated schedule will produce a PID with many risk management issues.	M	M	MM	Accept Impact Accept fact there will be risks and note in Risk management Log	PDTs
9	Due to time constraints and no PY resources, the PDT was not able to have 100% concurrence on the type of HMA to use for this project. This may produce inaccurate cost estimates.	H	H	HH	Accept Impact During design request the PDT to determine if HMA or RHMA should be used. During the PID development concurrence was sought from Maintenance Engineering and Materials.	PDTs
10	There is not appropriate time or resources to determine the number of ADA ramps that need to be upgraded & the impacts this would cause to existing DI's and other highway, roadside features & utilities.	M	H	MH	Minimize Impact Assumed every existing curb return within project limits required an ADA upgrade. If this risk does not occur, there may be some support and capital savings realized	
11	Utility impacts (Manholes, meters & valves in the pavement). There is not appropriate time or resources to determine impacts at this time.	M	H	MH	Minimize Impact Assumed for PID. To reduce the potential impact of this risk funds were included.	