



CAPM Project Scope Summary Report

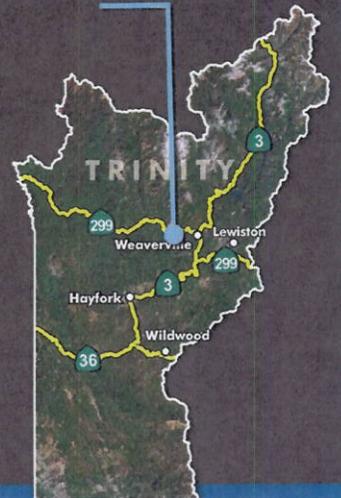
Weaverville CAPM • Preventive Maintenance

02-TRI-299 PM 36.9/53.5
20.XX.201.121
PPNO 3454
02 0002 0163
02-3E770
2011



PROJECT LOCATION

In Trinity County at and near Junction City and Weaverville from North Fork Trinity River Bridge to 0.1 mile east of Industrial Parkway



Approval Recommended:

STEVE ROGERS, P.E.
Project Manager, District 2

8/31/11

Date

ED LAMKIN, P.E.
Deputy District Director
Maintenance and Operations, District 2
SHOPP Program Manager

9/31/11

Date

Approved By:

JOHN BULINSKI, P.E.
District Director, District 2

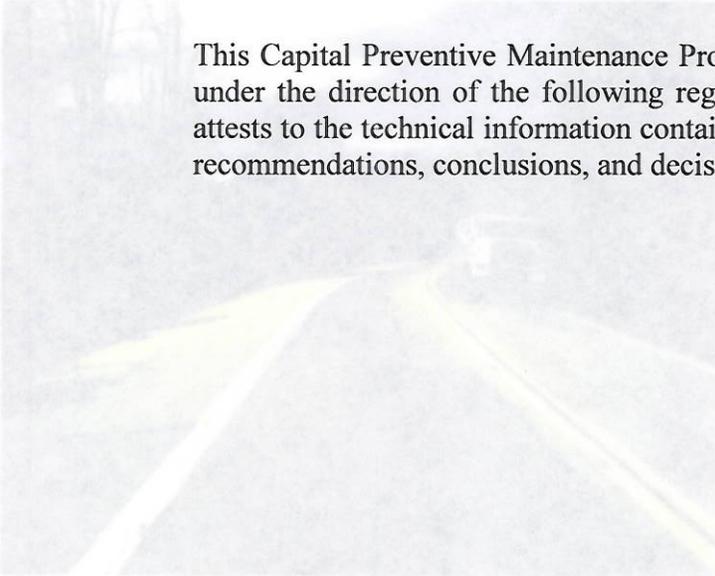
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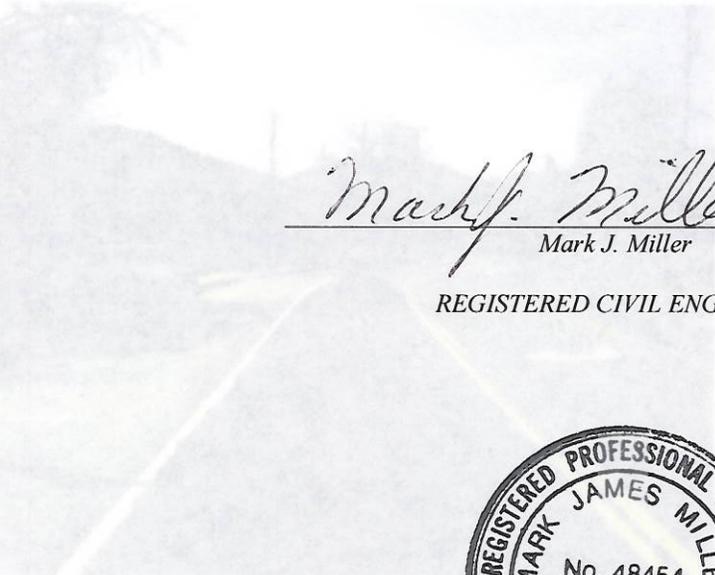
AUGUST 2011

02-0145-3E770

1. INTRODUCTION



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 the engineering data upon which recommendations, conclusions, and decisions are based.



Mark J. Miller
Mark J. Miller

REGISTERED CIVIL ENGINEER

August 30, 2011
DATE



1. INTRODUCTION

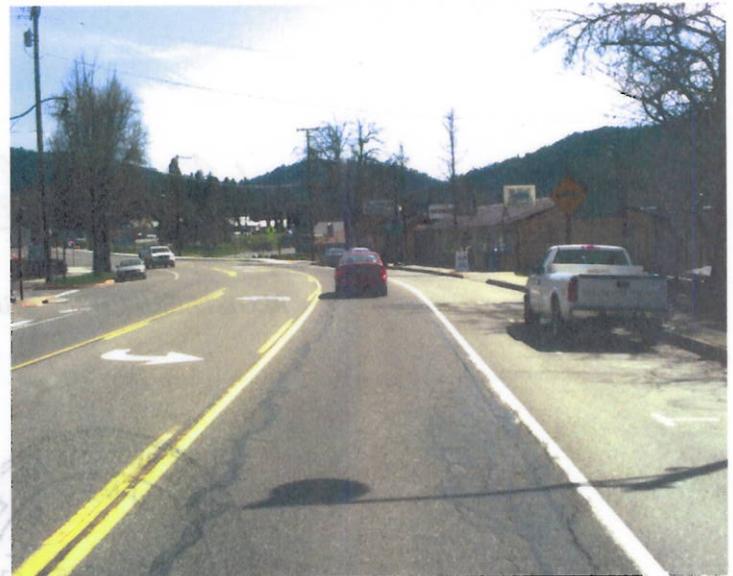
This Capital Preventive Maintenance Project Scope Summary Report (CAPM PSSR) proposes to overlay the pavement on State Route (SR) 299 in Trinity County between PM 36.9/53.5 with 0.2' of Hot Mix Asphalt (HMA). Guardrails and guardrail end treatments will be reconstructed to meet current Standards. Shoulder backing, roadway signs and delineation with recessed and surface markers will be placed as needed. Curb ramps will be added where needed, some curb ramps will be improved to meet current ADA Standards. Drainage work will consist of replacing deficient culverts.

Approximately 95 working days are estimated to complete this project. Traffic control will be required for the same amount of time.

Project Limits:	02-Tri-299-PM 36.9/53.5
Structures:	\$109,000
Roadway:	\$10.4 million
Right of Way Costs:	\$79,500
Capital Costs:	\$10.5million
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:	95
Cost/ lane mile	\$270,000
Performance Measures:	39 Lane Miles, 40 ADA Ramps, 6 Drainage Systems



Heavy truck traffic contributes to the deteriorating conditions of the roadway.



The roadway conditions on SR 299 at PM 51.57. This project will address the alligator cracking.

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 minor distress and unacceptable 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

4A. CONDITION OF EXISTING FACILITY

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 that will be upgraded to meet current ADA Standards. Estimated ADA work based on cursory photo log review.

(2) Bicycle Path Data

Remarks

There are no bicycle paths within the project limits. SR 299 is a Class III Bikeway (Bike Route). It is proposed to install bicycle friendly rumble strips in each direction of travel within the 8' shoulder segment outside the community limits.

4B. STRUCTURES INFORMATION FOR SR 299 PM 36.9/53.5

PM	Br #	BRIDGE NAME	Work Already Completed or Programmed in a Prior Project	Proposed Work for CAPM 3E770	Length m	Width m	Deck Area m2	Approx Cost for Bridge Work
43.36	05 0012	CANYON CREEK	Remove AC, repair unsound concrete, place polyester concrete overlay, etc in EA 1E600, in 2010.	None	64.6	9.7	627	
52.13	05 0015	EAST WEAVER CREEK	Widened to 15.6m and received polyester concrete overlay in 7/05, project EA 35480.	Place 1" min depth polyester concrete overlay, remove existing polyester concrete overlay, and related work (repair unsound concrete, joint seals, etc).	27.0	15.6	421	\$45,000
36.89	05 0011	North Fork Trinity River	Methacrylate completed 8/03 in EA 0C370.	Place 1" min depth polyester concrete overlay on bare deck, and related work (repair unsound concrete, joint seals, etc).	68.5	10.9	747	\$64,000
TOTAL								\$109,000

*Information per District 2 Bridge Program Advisor, Roy Cahill on 3/10/11.

4C. VEHICLE TRAFFIC DATA

TRAFFIC VOLUMES: Traffic volumes vary, with volumes outside of Weaverville considerably less than within the community.

PROJECT SEGMENT	AADT* 2009	PEAK (1 DIR)**		TRUCKS 2009	DATA SOURCE FOR PEAK
		WD	WE		
Beginning Limits to Weaverville	3,400	220	307	19%	TMS #264, HUM-299-PM 41.86, AUG 2010
Weaverville (West End)	3,250	140	231	8%	TMS #291, TRI-299-PM 50.216, SEPT 2009
Weaverville (Washington St)	11,000	635	601	3%	TMS #292, TRI-299-PM 52.07, AUG 2009

AADT is for both directions. WD=weekday; WE=weekend.

AUGUST 2011

02-0145-3E770

Latest 3-Year Accident Data: 01/01/07 to 12/31/09

(*Acc/MVM = accidents per million vehicle miles - average vs. actual rates)

Accident Rates for TRI-299-PM 36.9/53.5

*Acc/MVM	Fatal	Fatal + injury	Total
Actual	0.030	0.52	1.34
Average	0.038	0.73	1.50

Location(s) of Accident Concentration: One accident concentration was noted: PM 38.78- 39.08.

This segment is in the recently completed safety project that widened shoulders in this section (EA: 02-1E2104).

5. ALTERNATIVES

ALTERNATIVE A

In areas where the profile grade can be raised, this CAPM PSSR proposes to overlay the pavement on SR 299 in Trinity County from PM 36.9/53.5 with 0.2' of HMA. Crack sealing will be done on cracks wider than 0.02' as a preparation for the overlay. Areas of severe localized failure will be repaired by replacing AC surfacing (0.33' deep). From PM 43.4/43.5 it is proposed to grind 0.2' of AC and replace it with 0.2' of HMA to perpetuate existing surface drainage patterns. From PM 49.7/53.5 it is proposed to grind off 0.2' of Rubberized Asphalt Concrete (RAC) and replace it with 0.2' of HMA. Between PM 48.0 and 48.3 a special deep digout procedure is proposed to address the pavement heaving problems at Oregon Mountain. The RWIS at PM 48.0 will be upgraded and the sensors will be relocated approximately 1,000 feet to the west. Curb ramps will be added where needed and some curb ramps will be improved to meet current ADA Standards. Guardrails and guardrail end treatments will be reconstructed to meet current standards. Shoulder backing will be placed in areas that do not have curb and gutter. Roadway signs, recessed markers, and surface markers will be placed as needed. Drainage work will consist of replacing two deficient culverts and placing four drainage inlets (PM 39.17/39.51). The drainage patterns will be perpetuated as will the total pavement width.

Approximately 95 working days are estimated to complete this project. Traffic control will be required for the same amount of time.

Caltrans Maintenance does not want the AC grindings, these will be given to Trinity County.

Alternative A has a capital cost of \$10.5 million.

No-Build ALTERNATIVE

5A. ENVIRONMENTAL COMPLIANCE:

Categorical Exemption (CEQA)

The anticipated CEQA determination is categorically exempt for Class 1 facilities under section 15301 of the State CEQA Guidelines.

Accident Rates for TRI-299-PM 36.9/53.5	Actual	Average
False	0.030	0.038

Categorical Exclusion (NEPA)

The anticipated NEPA determination is 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 Community of Weaverville 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. A letter of concurrence from Shasta-Trinity National Forest may be needed

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

Some utilities are located within the roadway prism. Utility relocation will be needed (adjust utility cover 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 three locations with traffic census loops that will have to be replaced :

- TRI-299-PM 50.216
- TRI-299-PM 52.13
- TRI-299-PM 52.86

7. FUNDING/SCHEDULING

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

EA 02-3E770		Planned (hours)	Planned Estimate (\$K)	Priority Allocation	Direct Charges	Indirect Charges	Total Component Funding	Support Capital	NOTE															
301.121	CON	10.450	287.00	80	2804	2304	2304		Please provide input to all yellow cells															
301.121	R/W	2.410	243.00	80	2133	987	987																	
301.121	P&E	2.570	284.50	80	2387	1188	1188																	
301.121	PA&ED																							
<p>7. FUNDING/SCHEDULING</p> <p>It is proposed to program this project in the 2012 SHOPP in the 14/15 fiscal year.</p>																								
301.121	Con Contingence	\$0	\$0																					
301.121	Construction	\$10,800	\$1,145			\$11,000																		
301.121	R/W Capital																							
301.121	Con Capital total	\$10,800	\$1,145																					
<p><i>Handwritten: 8/15/11</i></p>																								
<p>Table: Cumulative 2012 SHOPP Support/Capital</p> <table border="1"> <thead> <tr> <th>Item</th> <th>Rate</th> <th>Rate %</th> </tr> </thead> <tbody> <tr> <td>Escalator Rate R/W</td> <td>6.00%</td> <td>3.20%</td> </tr> <tr> <td>Escalator Rate Construction</td> <td>3.50%</td> <td>33.47%</td> </tr> <tr> <td>ICRP Rate %</td> <td>33.47%</td> <td>0%</td> </tr> <tr> <td>Capital Contingency Rate %</td> <td>0%</td> <td>8%</td> </tr> </tbody> </table>										Item	Rate	Rate %	Escalator Rate R/W	6.00%	3.20%	Escalator Rate Construction	3.50%	33.47%	ICRP Rate %	33.47%	0%	Capital Contingency Rate %	0%	8%
Item	Rate	Rate %																						
Escalator Rate R/W	6.00%	3.20%																						
Escalator Rate Construction	3.50%	33.47%																						
ICRP Rate %	33.47%	0%																						
Capital Contingency Rate %	0%	8%																						

7A. PROJECT SUPPORT:

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

NOTE		CAPITAL & SUPPORT COSTS BY PROGRAM AND PROJECT FUNDING COMPONENT (West Weaverville CAPM)							
Please provide input to all yellow cells									
Program	Component	"Baseline" (Original Identified Hours and Funding)							
EA 02-3E770		Planned (Hours)	Loaded Rate Estimate (\$/Hr.)	Program Funding by Component (x1000)			Total Component Funding	Support/Capital (%)	
				Prior Allocation	Initial Programming Expectation				
			Direct Charges		Indirect Charges (ICRP)				
	201.121	PA&ED	4,830	\$85.00	\$0	\$273	\$137	\$420	3.56%
	201.121	PS&E	5,870	\$94.00	\$0	\$367	\$185	\$600	5.09%
201.121	R/W	2,410	\$83.00	\$0	\$133	\$67	\$210	1.78%	
201.121	CON	10,430	\$87.00	\$0	\$604	\$304	\$1,000	8.48%	
SUPPORT SUBTOTAL		23,540		\$0	\$1,377	\$693	\$2,230	18.91%	
		Baseline	Escalation	Program Funding Total	PPM Deputy Directors Initials <u>sc</u> 8/31/11				
201.121	R/W Capital	\$79.5	\$12.5	\$92					
201.121	Construction	\$10,500	\$1,142	\$11,650					
201.121	Con Contingencies	\$0	\$0	\$0					
201.121	Con Capital total	\$10,500	\$1,142	\$11,700					
CAPITAL SUBTOTAL		\$10,580	\$1,154	\$11,792					
TOTALS				\$14,022					
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 RW	5.00%	Cumulative 2012 SHOPP Support/Capital			24%				
# of years to escalate	3								

7B. PROJECT SCHEDULE:

Proposed PROJECT SCHEDULE					
M000	ID Need		M275	General Plans	
M010	Approve PID/IRDAP		M377	P & E to R.O.E.	4/1/2014
M015	Program Project		M378	Draft Struct. PS&E	-
M020	Begin Envir	8/1/2012	M380	HQ PS&E	7/11/2014
M040	Begin Project		M410	Right of Way Cert.	9/24/2014
M120	Circ. Draft ED		M460	Ready to List	10/24/2014
M200	PA & ED	1/15/2014	M480	Advertise	1/5/2015
M221	Bridge Site Submit	-	M500	Approve Contract	3/18/2015
M224	Right of Way Maps	1/30/2014	M600	Accept Contract	12/30/2016
M225	Reg. Right of Way	3/14/2014	M700	Final Report	

8. PROJECT REVIEWED BY:

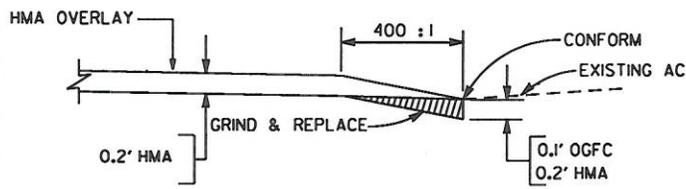
District Maintenance Lance Brown
 District Materials Byron Berger
 HQ Design Coordinator/Reviewer Jim Deluca
 HQ Pavement Reviewer Brian Weber
 District Bridge Engineer Roy Cahill

Date 02/15/11
 Date 3/29/11
 Date 7/20/11
 Date 5/26/11
 Date 3/10/11

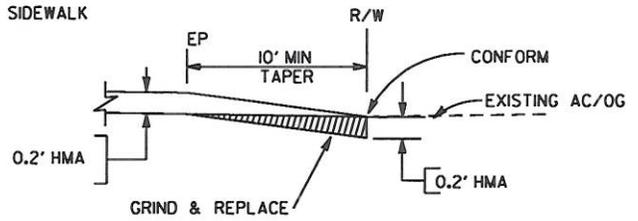
9. ATTACHMENTS

- 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

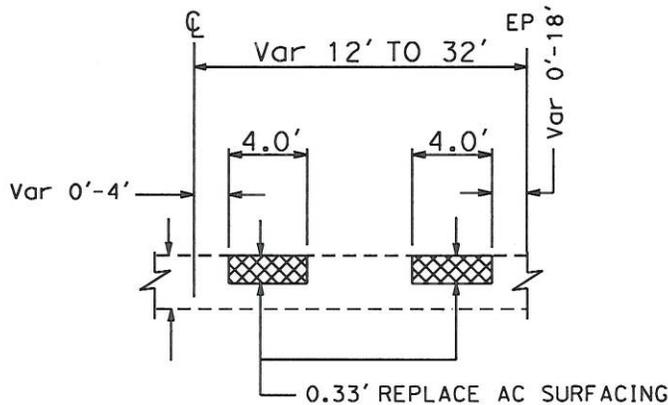
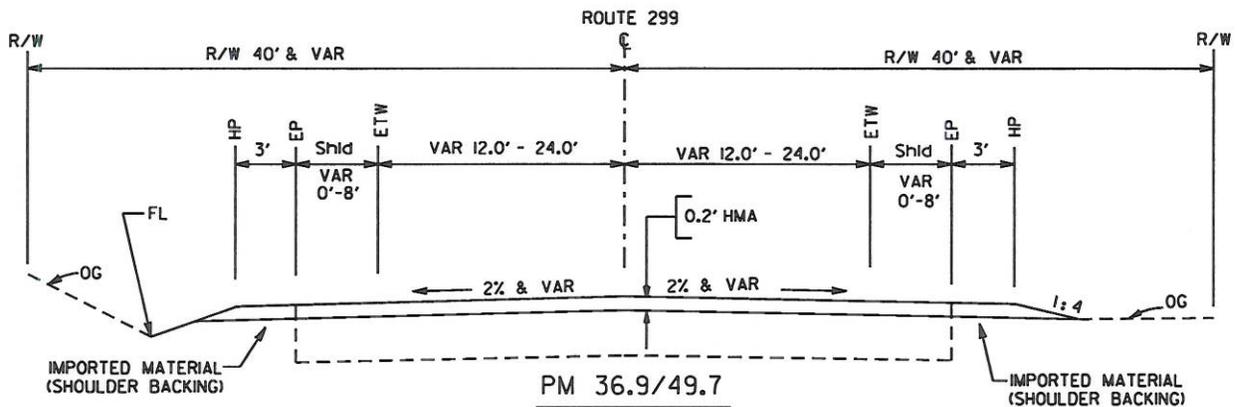
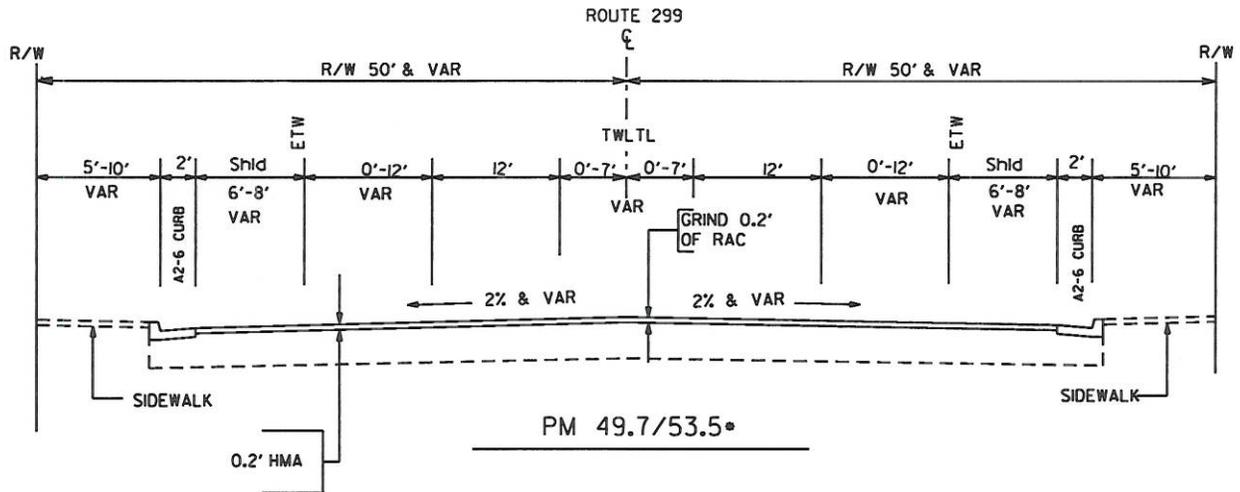
HMA = HOT MIX ASPHALT • NOT ALL THIS SECTION HAS CURB, GUTTER & SIDEWALK
 AC = ASPHALT CONCRETE
 RAC = RUBBERIZED ASPHALT CONCRETE



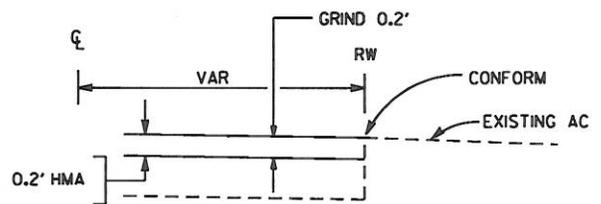
SECTION AT CONFORMS



SECTION AT ROAD CONNECTIONS



REPLACE AC SURFACING (TYPICAL BOTH DIRECTIONS)



SECTION AT ROAD CONNECTIONS (SREETS)

ALTERNATIVE A

ATTACHMENT A

TYPICAL CROSS SECTION

NOT TO SCALE

EA: 02-3E770

PRELIMINARY ESTIMATE OF COST

EXPENDITURE AUTHORIZATION: 02-3E770K LAST PRINTED: 11:30 30-Aug-2011

DISTRICT, COUNTY, ROUTE, PM: 02-TRI-299-PM 36.9/53.5

DESCRIPTION: PAVEMENT - COLD PLANE & OVERLAY

ITEM NO		ITEM CODE	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
							WORKING DAYS
							95
1	070012		PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	LUMP SUM	\$3,000.00	\$3,000.00
2	070013		SMALL BUSINESS UTILIZATION REPORT	EA	1	\$250.00	\$250.00
3	070018		TIME-RELATED OVERHEAD	WDAY	0	\$4,420.00	\$0.00
4	074016		CONSTRUCTION SITE MANAGEMENT	LS	LUMP SUM	\$5,000.00	\$5,000.00
5	074017		PREPARE WATER POLLUTION CONTROL PROGRAM	LS	LUMP SUM	\$3,000.00	\$3,000.00
6	074028		TEMPORARY FIBER ROLL	LF	2,610	\$3.75	\$9,787.50
7	074031		TEMPORARY GRAVEL BAG BERM	LF	110	\$9.00	\$990.00
8	074038		TEMPORARY DRAINAGE INLET PROTECTION	EA	36	\$225.00	\$8,100.00
9	074056		RAIN EVENT ACTION PLAN	EA	1	\$500.00	\$500.00
10	074042		STORM WATER ANNUAL REPORT	EA	1	\$2,000.00	\$2,000.00
11	074042		SAMPLING AND ANALYSIS	EA	2	\$500.00	\$1,000.00
12	120090		CONSTRUCTION AREA SIGNS	LS	LUMP SUM	\$20,000.00	\$20,000.00
13	120100		TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	\$200,000.00	\$200,000.00
14	128650		PORTABLE CHANGEABLE MESSAGE SIGN	LS	LUMP SUM	\$15,000.00	\$15,000.00
15	150630		REMOVE MARKER	EA	510	\$35.00	\$17,850.00
16	150771		REMOVE ASPHALT CONCRETE DIKE	LF	8,400	\$2.00	\$16,800.00
17	151224		REMOVE DELINEATOR	EA	390	\$20.00	\$7,800.00
18	151572		RECONSTRUCT METAL BEAM GUARD RAILING	LF	10,020	\$15.00	\$150,300.00
19	152469		ADJUST UTILITY COVER TO GRADE	EA	40	\$500.00	\$20,000.00
20	152500		ADJUST METAL BEAM GUARD RAILING	FT	0	\$5.00	\$0.00
21	153103		COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	120,000	\$2.40	\$288,000.00
22	153210		REMOVE CONCRETE	CY	85	\$250.00	\$21,250.00
23	170101		DEVELOP WATER SUPPLY	LS	LUMP SUM	\$10,000.00	\$10,000.00
24	190101		ROADWAY EXCAVATION	CY	0	\$20.00	\$0.00
25	190110		LEAD COMPLIANCE PLAN	LS	LUMP SUM	\$1,500.00	\$1,500.00
26	198007		IMPORTED MATERIAL (SHOULDER BACKING)	TON	7,806	\$25.00	\$195,150.00
27	260201		CLASS 2 AGGREGATE BASE	CY	0	\$30.00	\$0.00
28	390095		REPLACE ASPHALT CONCRETE SURFACING	CY	10,286	\$175.00	\$1,800,000
29	390131		HOT MIX ASPHALT	TON	50,400	\$85.00	\$4,284,010.00
30	394050		RUMBLE STRIP	STA	140	\$30.00	\$4,200.00
31	394060		DATA CORE	LS	LUMP SUM	\$3,000.00	\$3,000.00
32	394076		PLACE HOT MIX ASPHALT DIKE (TYPE E)	LF	3,000	\$2.00	\$6,000.00
33	394077		PLACE HOT MIX ASPHALT DIKE (TYPE F)	LF	5,400	\$2.00	\$10,800.00
34	394090		PLACE HOT MIX ASPHALT DIKE (MISCELLANEOUS AREA)	SQYD	0	\$80.00	\$0.00
35	397005		TACK COAT	TON	34	\$600.00	\$20,400.00
36	510502		MINOR CONCRETE (MINOR STRUCTURE)	CY	0.0	\$800.00	\$0.00
37	566012A		ROADSIDE SIGNS	MILE	17	\$6,200.00	\$102,300.00
38	690104		DRAINAGE	LS	1	\$60,000.00	\$60,000.00
39	731627		MINOR CONCRETE (CURB, SIDEWALK, AND CURB RAMP)	CY	140	\$1,000.00	\$140,000.00
40	731656		CURB RAMP DETECTABLE WARNING SURFACE	SQFT	492	\$32.00	\$15,744.00
41	820108		DELINEATOR (CLASS 2)	EA	495	\$45.00	\$22,280.00

ITEM NO	ITEM CODE	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
42	820110	MILEPOST MARKER	EA	28	\$95.00	\$2,660.00
43	820112	MARKER (CULVERT)	EA	5	\$55.00	\$275.00
44	820118	GUARD RAILING DELINEATOR	EA	24	\$22.00	\$528.00
45	820152	OBJECT MARKER (TYPE L-2)	EA	20	\$45.00	\$900.00
46	832013	METAL BEAM GUARD RAILING (7' POST)	LF	250	\$25.00	\$6,250.00
47	832070	VEGETATION CONTROL (MINOR CONCRETE)	SQYD	340	\$30.00	\$10,200.00
48	839568	TERMINAL ANCHOR ASSEMBLY (TYPE SFT)	EA	2	\$500.00	\$1,000.00
49	839585	ALTERNATIVE FLARED TERMINAL SYSTEM	EA	20	\$2,400.00	\$48,000.00
50	850122	PAVEMENT MARKER (RETROREFLECTIVE-RECESSED)	EA	3,850	\$6.25	\$24,062.50
51	860090	MAINTAINING EXISTING TRAFFIC MANAGEMENT SYSTEM DURING CONSTRUCTION	LS	LUMP SUM	\$2,000.00	\$2,000.00
52		BRIDGE WORK	LS	LUMP SUM	\$109,000.00	\$109,000.00
53		UPGRADE RWIS AND RELOCATE SENSORS	LS	LUMP SUM	\$100,000.00	\$100,000.00
54	860811	DETECTOR LOOP	LS	LUMP SUM	\$10,000.00	\$10,000.00
55	999990	MOBILIZATION (10%)	LS	1	\$746,894.65	\$746,894.65
						\$8,527,781.65
		SUPPLEMENTAL WORK				
	066015	FEDERAL TRAINEE PROGRAM	LS		\$800.00	\$800.00
	066070	MAINTAIN TRAFFIC	LS		\$119,000.00	\$119,000.00
	066595	WATER POLLUTION CONTROL MAINTENANCE SHARING	LS		\$5,000.00	\$5,000.00
	066596	ADDITIONAL WATER POLLUTION CONTROL	LS		\$10,000.00	\$10,000.00
	066610	PARTNERING	LS		\$20,000.00	\$20,000.00
	066670	PAYMENT ADJUSTMENTS FOR PRICE INDEX FLUXUATIONS	LS		\$214,200.50	\$214,200.50
	066846	INCENTIVE FOR HOT MIX ASPHALT (QC/QA)	LS		\$171,360.40	\$171,360.40
	066866	OPERATION OF EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS DURING CONSTRUCTION	LS		\$2,000.00	\$2,000.00
						\$542,360.90
		STATE FURNISHED MATERIALS AND EXPENSES				
	066021	RAILROAD INSPECTION	LS			
	066062A	COZEEP	LS		\$36,000.00	\$36,000.00
	066063	TRAFFIC MANAGEMENT PLAN - PUBLIC INFORMATION	LS		\$3,500.00	\$3,500.00
	066105	RESIDENT ENGINEERS OFFICE	LS		\$10,000.00	\$10,000.00
	066915	BOE TREATED WOOD WASTE GENERATION FEE	LS		\$10,000.00	\$10,000.00
						\$59,500.00
		PROJECT SUBTOTAL				\$9,129,642.55
		CONTINGENCIES 15%				\$1,369,450.00
		TOTAL				\$10,499,092.55

Mini-Preliminary Environmental Analysis Report

Project Information

District 02 County TRI Route 299 Post Mile 36.9/53.5 EA 02-3E770K

Project Title: Weaverville 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: The pavement within the projects limits is exhibiting minor distress and unacceptable ride quality, which left uncorrected, will deteriorate to a condition that will need major roadway rehabilitation to repair it. The purpose of this proposed CAPM 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.

Description and Work: This CAPM project will apply an overlay of 0.2' of Hot Mix Asphalt (HMA) on the existing pavement after localized areas of severe failure have been repaired by replacing AC surfacing (0.33' deep). Crack sealing will be done on cracks wider than 0.02' as a preparation for the overlay. This strategy will be applied in areas where profile grade can be raised; in areas within the city limits that have utilities, curb, gutter and sidewalk, 0.2' of AC will be ground and replaced with 0.2' of HMA. Curb ramps will be added where needed and existing curb ramps that do not meet standards will be upgraded to meet current ADA standards. Guardrails and guardrail end treatments will be reconstructed to meet current Standards. Shoulder backing will be placed in areas that do not have curb and gutter. 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: A project at this location has the potential to affect many biologically sensitive species. Depending on the drainage work, informal/formal consultation with NOAA for both Coho Salmon and Steelhead may be needed. If tree removal is proposed, informal/formal consultation with the USFWS for Marbled Murrelet and Northern Spotted Owl may be needed. Additional surveys for salamanders and snails may also be needed if any cuts are proposed. Rare Plant surveys will need to be conducted in the spring and summer.

Archaeology: The proposed project transverses over 16 miles of an extremely dense concentration of cultural resources. These resources include five that are listed on the National Register of Historical Places, two historical districts and many historic and prehistoric archaeological sites. Within downtown Weaverville, construction equipment restrictions will be required due to rammed earth foundations, subsurface hand stacked rubble walls and random voids. Any work to highway features within the Weaverville Historic District will require an evaluation by an architectural historian.

At a minimum this project will require:

- ❖ Consultation with local Native Americans, the Trinity County Historical Society, the US Forest Service and the Bureau of Land Management.
- ❖ Records Search at CSU Chico.
- ❖ Field Reviews
- ❖ HPSR/ASR/HRER & ESA Action Plan
- ❖ SHPO consultation and review/concurrence

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.

Hydrology: A hydrology study 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 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

Mitigation:

Estimated mitigation costs will be developed as preliminary environmental analysis sheets 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 report are approximate and are based on an in-house review of records to estimate the potential for possible effects. The purpose of this report is to provide a preliminary level of environmental analysis to supplement the EIS/IR. Changes in project scope, alternatives, or environmental law will require a reevaluation of this report.

Prepared by:



Cape Corridor Environmental Coordinator

Date: 6-6-11

Reviewed by:



Steve Buger, Project Manager

Date: 6-6-11

Collection Date: 07/24/2008
 Printed: 07/18/2011

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 2
 County TRI
 Route 299
 Begin PM 36.891

District 2, TRI, Rte 299, PM 36.9 - 53.5

District 2 County TRI Route 299

Begin PM - End PM	Lane	Surface Type	Alligator Cracking		Length	LaneMi. (Est.)	Type	MSL	Slab Cracking		Fauling	Patching		Ride, IRI	Priority	Skid	Defect
			A %	B %					C (Y/N)?	1st %		3rd %	Area %				
36.891 - 36.937	L1 B		0.092	2LNU	2	1								14	146	0	N/A - Bridge
	R1 B													22	167	0	N/A - Bridge
36.937 - 37.027	L1 F-DG	11	0		0.180	2LNU	2	1						5	78	32	ALL. A, NO B, OPEN CRKS
	R1 F-DG	0	50											15	127	7	HIGH ABC
37.027 - 38.000	L1 F-DG	0	0		1.946	2LNU	2	1						5	80	99	NO DISTRESS OBSERVED
	R1 F-DG	29	0											7	93	32	ALL. A, NO B, OPEN CRKS
38.000 - 39.000	L1 F-DG	0	0		2.000	2LNU	2	1						7	96	33	MISC. UNSEALED CRACKS
	R1 F-DG	3	0											11	110	32	ALL. A, NO B, OPEN CRKS
39.000 - 40.000	L1 F-DG	0	0		2.000	2LNU	2	1						5	76	99	NO DISTRESS OBSERVED
	R1 F-DG	10	0											7	96	32	ALL. A, NO ALL. B
40.000 - 41.086	L1 F-DG	7	4		2.172	2LNU	2	1						5	77	32	LOW A & B, OPEN CRKS
	R1 F-DG	0	7											5	77	31	ALL. B, OPEN CRKS
41.086 - 42.000	L1 F-DG	0	6		1.828	2LNU	2	1						5	83	31	ALL. B, OPEN CRKS
	R1 F-DG	0	3											5	81	32	NO ALL. A, LOW ALL. B
42.000 - 42.993	L1 F-DG	0	0		1.986	2LNU	2	1						5	78	99	NO DISTRESS OBSERVED
	R1 F-DG	0	0											5	83	99	NO DISTRESS OBSERVED
42.993 - 43.363	L1 F-DG	0	0		0.740	2LNU	2	1						10	105	99	NO DISTRESS OBSERVED
	R1 F-DG	0	0											7	93	99	NO DISTRESS OBSERVED

ATTACHMENT D

*Surface type of 'EB' is Enhanced Binder.
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

Collection Date: 07/24/2008
 Printed: 07/18/2011

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 2
 County TRI
 Route 299
 Begin PM 43.363

District 2, TRI, Rte 299, PM 36.9 - 53.5

District 2 County TRI Route 299

Lane	Surface Type	End PM	Length	LaneMi. (Est.)	Type	MSL		Rutting, Bleeding	Alligator Cracking	A %	B %	C (Y/N)?	Slab Cracking		Fauling	Patching	Ride, IRI	Priority	Skid	Defect
						AADT	MSL						1st %	3rd %						
43.363	-	43.403	0.040	0.080	2LNU	2	1										27	179	0	N/A - Bridge
L1	B																12	139	0	N/A - Bridge
R1	B																			
43.403	-	44.000	0.597	1.194	2LNU	2	1										5	88	99	NO DISTRESS OBSERVED
L1	F-DG	0	0														6	90	99	NO DISTRESS OBSERVED
R1	F-DG	0	0																	
44.000	-	45.000	1.000	2.000	2LNU	2	1										5	78	99	NO DISTRESS OBSERVED
L1	F-DG	0	0														5	86	99	NO DISTRESS OBSERVED
R1	F-DG	0	0																	
45.000	-	46.000	1.000	2.000	2LNU	2	1										12	113	32	ALL A, NO B, OPEN CRKS
L1	F-DG	17	0														15	124	31	ALL B, OPEN CRKS
R1	F-DG	0	10																	
46.000	-	47.021	1.021	3.063	MLU	2	1										9	102	9	MOD ABC
L1	F-DG	8	26														18	139	7	HIGH ABC
R1	F-DG	0	74																	
47.021	-	48.031	1.010	3.030	MLU	2	1										6	89	99	NO DISTRESS OBSERVED
L1	F-DG	0	0														5	79	99	NO DISTRESS OBSERVED
R1	F-DG	0	0																	
R2	F-DG	0	0																	
48.031	-	49.000	0.969	2.907	MLU	2	1													
L1	F-DG	0	0														11	109	99	NO DISTRESS OBSERVED
R1	F-DG	0	0														14	120	99	NO DISTRESS OBSERVED
R2	F-DG	0	0																	
49.000	-	50.000	1.000	3.000	MLU	2	1													
L1	F-DG	0	29														11	111	9	MOD ABC
L2	F-DG	0	7																	
R1	F-DG	0	4														14	122	32	NO ALL A, LOW ALL B

ATTACHMENT D

*Surface type of 'EB' is Enhanced Binder.
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

Collection Date: 07/24/2008
 Printed: 07/18/2011

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 2
 County TRI
 Route 299
 Begin PM 50.000

District 2, TRI, Rte 299, PM 36.9 - 53.5

District 2 County TRI Route 299

Lane	Surface Type	Alligator Cracking		Length	LaneMi. (Est.)	Rutting, Bleeding	Type	AADT (,000)	MSL	Faulting		Ride, IRI	Priority	Skid	Defect
		A %	B %							1st %	3rd %				
50.000	-	51.000	1.000	2.000	2LND	2	1			10	106	32		ALL. A, NO B, OPEN CRKS	
L1	F-DG	17	0							12	113	32		ALL. A, NO B, OPEN CRKS	
R1	F-DG	17	0												
51.000	-	51.558	0.558	1.116	2LND	6	1			13	119	33		MISC. UNSEALED CRACKS	
L1	F-DG	0	0							11	112	33		MISC. UNSEALED CRACKS	
R1	F-DG	0	0												
51.574	-	52.016	0.442	0.884	2LND	10	1			5	86	33		MISC. UNSEALED CRACKS	
L1	F-DG	0	0							10	107	33		MISC. UNSEALED CRACKS	
R1	F-DG	0	0												
52.016	-	52.128	0.112	0.224	2LNU	11	1			10	105	32		ALL. A, NO B, OPEN CRKS	
L1	F-DG	27	0							5	74	32		ALL. A, NO B, OPEN CRKS	
R1	F-DG	50	0												
52.128	-	52.145	0.017	0.034	2LNU	11	1			11	137	0		N/A - Bridge	
L1	B									12	139	0		N/A - Bridge	
R1	B														
52.145	-	53.000	0.855	1.710	2LND	11	1			6	92	32		ALL. A, NO B, OPEN CRKS	
L1	F-DG	27	0							5	83	32		ALL. A, NO B, OPEN CRKS	
R1	F-DG	50	0												
53.000	-	54.000	1.000	2.000	2LND	6	1			5	70	99		NO DISTRESS OBSERVED	
L1	F-DG	0	0							5	75	7		HIGH ABC	
R1	F-DG	41	41												

*Surface type of 'EB' is Enhanced Binder.
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

Caltrans Maintenance Program 2008 Pavement Summary

Caltrans Drive Order

District 2, TRI, Rte 299, PM 36.9 - 53.5

District **2**
County **TRI**
Route **299**
Begin PM **36.891**

District 2 County TRI Route 299

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

Prior-ity	County	Route	Begin PM	End PM	Length	Pave Type	Dir.	Trig. Dir.	Trig. Ln	AADT	MSL	Allig. A	Allig. B	Patch- ing	Bleed- ing	Rut- ting	1st Crk.	3rd Crk.	Com- er Crk.	Fault- ing	Int'l Rough- Index	Defect
0	TRI	299	36.891	36.937	0.046	B	B	B	0.000	3	1	11	50								167	N/A - Bridge
7	TRI	299	36.937	37.027	0.090	F	R	R	0.090	3	1	11	50								127	HIGH ABC
32	TRI	299	37.027	38.000	0.973	F	R	R	0.973	3	1	29									93	ALL. A, NO B, OPEN CRKS
32	TRI	299	38.000	39.000	1.000	F	B	B	2.000	3	1	3									110	ALL. A, NO B, OPEN CRKS
32	TRI	299	39.000	40.000	1.000	F	R	R	1.000	3	1	10									96	ALL. A, NO ALL. B
31	TRI	299	40.000	41.086	1.086	F	B	B	2.172	3	1	7	7								77	ALL. A & B, OPEN CRKS
31	TRI	299	41.086	42.000	0.914	F	B	B	1.828	3	1	6									83	ALL. B, OPEN CRKS
99	TRI	299	42.000	42.993	0.993	F	B	B	0.000	3	1										83	NO DISTRESS OBSERVED
99	TRI	299	42.993	43.363	0.370	F	B	B	0.000	3	1										105	NO DISTRESS OBSERVED
0	TRI	299	43.363	43.403	0.040	B	B	B	0.000	3	1										179	N/A - Bridge
99	TRI	299	43.403	44.000	0.597	F	B	B	0.000	3	1										90	NO DISTRESS OBSERVED
99	TRI	299	44.000	45.000	1.000	F	B	B	0.000	3	1										86	NO DISTRESS OBSERVED
31	TRI	299	45.000	46.000	1.000	F	B	B	2.000	3	1	17	10								124	ALL. A & B, OPEN CRKS
7	TRI	299	46.000	47.021	1.021	F	B	B	2.042	3	1	8	74	19							139	HIGH ABC
99	TRI	299	47.021	48.031	1.010	F	B	B	0.000	3	1										89	NO DISTRESS OBSERVED
99	TRI	299	48.031	49.000	0.969	F	B	B	0.000	3	1										120	NO DISTRESS OBSERVED
9	TRI	299	49.000	50.000	1.000	F	B	L	1.000	3	1			29							122	MOD ABC
32	TRI	299	50.000	51.000	1.000	F	R	R	1.000	3	1	17									113	ALL. A, NO B, OPEN CRKS
32	TRI	299	50.000	51.000	1.000	F	L	L	1.000	3	1	17									106	ALL. A, NO B, OPEN CRKS
33	TRI	299	51.000	51.558	0.558	F	R	R	0.558	7	1										112	MISC. UNSEALED CRACKS
33	TRI	299	51.000	51.558	0.558	F	L	L	0.558	7	1										119	MISC. UNSEALED CRACKS
33	TRI	299	51.574	52.016	0.442	F	R	R	0.442	10	1										107	MISC. UNSEALED CRACKS
33	TRI	299	51.574	52.016	0.442	F	L	L	0.442	10	1										86	MISC. UNSEALED CRACKS
32	TRI	299	52.016	52.128	0.112	F	B	B	0.224	12	1	50									105	ALL. A, NO B, OPEN CRKS
0	TRI	299	52.128	52.145	0.017	B	B	B	0.000	11	1	50									139	N/A - Bridge
32	TRI	299	52.145	53.000	0.855	F	R	R	0.855	11	1	50									83	ALL. A, NO B, OPEN CRKS
32	TRI	299	52.145	53.000	0.855	F	L	L	0.855	11	1	27									92	ALL. A, NO B, OPEN CRKS
7	TRI	299	53.000	54.000	1.000	F	R	R	1.000	7	1	41	41								75	HIGH ABC
99	TRI	299	53.000	54.000	1.000	F	L	L	0.000	7	1										70	NO DISTRESS OBSERVED

Note: HA Project locations highlighted in bold typeface.
California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

Caltrans Maintenance Program 2008 Recommended Project List Caltrans Drive Order

District 2, TRI, Rte 299, PM 36.9 - 53.5

Program	Priority	County	Route	Begin PM -	End PM	Trig. Dir.	Pave Type	Length	AA DT (,000)	MSL	Trig. Lnni	Proj. Lnni	Effect-iveness	Defect
HA	7	TRI	299	35.980 -	37.027	R	F	1.047	3	1	1.001	2.094	47	HIGH ABC
HM	32	TRI	299	37.027 -	40.000	B	F	2.973	3	1	3.973	5.946	66	ALL. A, NO B, OPEN CRKS
HM	31	TRI	299	40.000 -	42.000	B	F	2.000	3	1	4.000	4.000	100	ALL. A & B, OPEN CRKS
HM	0	TRI	299	43.363 -	43.403	B	B	0.040	3	1	0.000	0.080	0	N/A - Bridge
HM	31	TRI	299	45.000 -	46.000	B	F	1.000	3	1	2.000	2.000	100	ALL. A & B, OPEN CRKS
HA	7	TRI	299	46.000 -	47.021	B	F	1.021	3	1	2.042	3.063	66	HIGH ABC
HA	9	TRI	299	49.000 -	50.000	L	F	1.000	3	1	1.000	3.000	33	MOD ABC
HM	32	TRI	299	50.000 -	52.128	B	F	2.112	12	1	4.224	4.224	100	ALL. A, NO B, OPEN CRKS
HM	0	TRI	299	52.128 -	52.145	B	B	0.017	11	1	0.000	0.034	0	N/A - Bridge
HM	32	TRI	299	52.145 -	53.000	R	F	0.855	11	1	0.855	0.855	100	ALL. A, NO B, OPEN CRKS
HM	32	TRI	299	52.145 -	53.000	L	F	0.855	11	1	0.855	0.855	100	ALL. A, NO B, OPEN CRKS
HA	7	TRI	299	53.000 -	54.000	R	F	1.000	7	1	1.000	1.000	100	HIGH ABC

Project count for district: 2 12 **Totals** 20.950 27.151

Project Count 12 **Totals** 20.950 27.151

ATTACHMENT D

Memorandum

*Flex your power!
Be energy efficient!*

Revised

To: Mark Miller
Design Branch Chief
Department of Transportation, District 2

Attention Sal Prieto
Project Engineer

Date: August 1, 2011

File: 02-Tri-299-PM 36.9/53.5
E.A. 3E770
Alternate No. N/A

Weaverville CapM

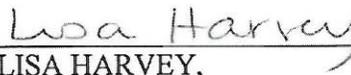
From: LISA HARVEY,
Senior Right of Way Agent
Project Delivery
Redding

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 May 27, 2011

Right of Way Lead Time will require a minimum of 12 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: The Utility Information has been updated to include estimates for relocations.


LISA HARVEY,

Senior Right of Way Agent
Project Delivery

Attachments:
Right of Way Data Sheet

cc. Steve Rogers

Memorandum

1st Floor, Room 100
1500 Broadway, Oakland, CA 94612

Revised

To:

Mark Miller
Design Branch Chief
Department of Transportation, District 2

Date: August 1, 2011

File: 03-TR-299-PM 36 2572

H.A. 20770
Attorneys No. WA

Attention: Sai Prieto
Project Engineer

From:

LISA HARVEY,
Senior Right of Way Agent
Project Delivery
Redding

Westville Camp

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 May 17, 2011. Right of Way Lead Time will require a minimum of 12 months after we receive project final 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: The Utility Information has been updated to include estimates for relocations.


LISA HARVEY,
Senior Right of Way Agent
Project Delivery

Attachments:
Right of Way Data Sheet

cc: Steve Rogan

Date: August 1, 2011

Revised

02-Tri-299-PM 36.9/53.5
 E.A. 3E770
 Weaverville CapM



1. Right of Way Cost Estimate:

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	\$0		\$0
B. Mitigation acquisition & credits	\$0		\$0
C. Project Development Permit Fees	\$0		\$0
Subtotal	\$0		N/A
D. Utility Relocation (State Share) (Owner's share: \$10,000)	\$15,000	5%	\$18,012
E. Relocation Assistance (RAP)	\$0		\$0
F. Clearance/Demolition	\$0		\$0
H. Title & Escrow	\$0		\$0
I. Total Estimated Right of Way Cost	\$15,000	Rounded	\$18,000
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 X
A 0		- 2 1	C&M Agrmt
B 0		- 3 0	Svc Contract
C 0	0	- 4 0	Easements
D 0	0	U5 - 7 4	Rights of Entry
		- 8 0	Clauses
		- 9 3	
Total 0			
Areas:			Misc. R/W Work
R/W: N/A			RAP Displ N/A
Excess: N/A		No. Excess Pcls: 0	Clear/Demo N/A
Mitigation: N/A			Const Permits 91
			Condemnation N/A
			USA Involvement Yes

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

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.).

No right of way required. Permit to Enter and Construct will be necessary to conform road approaches. Information received is preliminary. Areas, parcel count and dollar amount are roughly estimated. All are subject to change.

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 _____

Verifications will be required. Approximately 40 covers will require adjustment.

9. Are railroad facilities or rights of way affected?

Yes _____ No X

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 12 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.

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

Folly Austin

[Handwritten Signature]

Date

11-1-11

Reviewed By

RW Project Coordinator

Cheryl Winzell

[Handwritten Signature]

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the provided Highest and Best Use, estimated values, acquisition 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.

Redding

Senior Right of Way Agent
Project Delivery Branch

LISA HARVEY

[Handwritten Signature]

Date

8-3-2011

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

To: Sal Prieto
Project Engineer
D2 Advance Planning, Redding , MS-4

Date: July 20, 2011
EFIS: 0200020163
EA: 02-3E770
Loc: TRI-299-PM 36.9/53.5
Work: Weaverville CAPM

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

NOTE: This TMP datasheet revised to reflect impact to ITS field elements.

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

On 16.6 CL miles of SR 299 from 0.1 mile east of Helena to the east city limits of Weaverville, this SHOPP project will:

- Replace localized areas of failure (dig-outs) (0.33 ft)
- PM 51.0-53.5 (city limits) – Grind and replace EP to EP 0.2 ft HMA
- PM 36.9-51.0 - Place 0.2 ft HMA overlay
- Place shoulder backing
- Construct/upgrade curb ramps to meet ADA standards
- Upgrade/replace MBGR and end treatments to meet current standards
- Replace signs, markers, and delineation
- NF Trinity River Br - Place 1" poly overlay
- E Weaver Creek Br - Grind and replace existing poly

Approx. 90 working days is estimated to complete this project, with the same number of days requiring traffic control. Construction is scheduled to occur between June 1 and September 30, 2013

3. FACILITY

ROADWAY: SR 299 is designated as a 2-lane conventional highway that serves as the primary route between Redding and Eureka. Two 12-ft lanes with 0-1 ft paved shoulders are provided. An EB passing lane is provided between PM 46.85 and 48.60, and a WB passing lane between PM 48.10 and 49.60. Alignment within the project limits is curvilinear through mountainous terrain. The Trinity River lies below the EB side of the roadway, while the WB side is against the mountainside with little room between the EP and toe of slope. The existing regulatory speed limit on SR 299 is 55 mph. Oregon Mt (PM 48.47) has an elevation of 2897 ft. There is an EB 5% downhill grade approaching Weaverville. Once SR 299 enters the city limits, the roadway is generally tangent on a flat profile. Two 12-ft wide lanes, plus 12-ft wide center turn lane, and 8-ft wide paved shoulders are provided through the end of the project limits. At the western city limits, the speed limits drops to 45 mph and to 25 mph, and serves as "Main Street" through downtown Weaverville. Several businesses and government offices with on-street parking and driveways are on each side of the highway. Spot locations of sidewalk, curb, and gutter exist. There are also several local connecting streets within the Weaverville.

TRAFFIC VOLUMES: Traffic volumes vary, with volumes outside of Weaverville considerably less than within the community.

PROJECT SEGMENT	AADT* 2009	PEAK (1 DIR)**		TRUCKS 2009	DATA SOURCE FOR PEAK
		WD	WE		
Beginning Limits to Weaverville	3,400	220	307	19%	TMS #264, HUM-299-PM 41.86, AUG 2010
Weaverville (West End)	3,250	140	231	8%	TMS #291, TRI-299-PM 50.216, SEPT 2009
Weaverville (Washington St)	11,000	635	601	3%	TMS #292, TRI-299-PM 52.07 AUG 2009

AADT is for both directions. WD=weekday; WE=weekend.

3. FACILITY (Cont.)

STRUCTURES: Only the NF Trinity River Br and the East Weaver Creek Br will be subject to work.

CO-RTE-PM	STRUCT NO	NAME	LENGTH (ft)	WIDTH (ft)
TRI-299-PM 36.89	05-0011	North Fork Trinity River Br	225	39
TRI-299-PM 43.36	05-0012	Canyon Creek Br	113.5	34
TRI-299-PM 36.89	05-0015	East Weaver Creek Br	87.5	34

CENSUS LOOPS: The following table shows census loops located within the project limits. Further information regarding this equipment can be obtained from Karen Carmo, Traffic Census, at 530-225-3042.

ID	ACTUAL LOCATION	TYPE	DESCRIPTION	POTENTIAL IMPACT?
#291	TRI-299-PM 50.216	Control	Loops 145 ft east of McCoy Lane (2 loops)	Yes – Will be ground out
#292	TRI-299-PM 52.13	Control	Just east of E. Weaver Crk Br (2 loops)	Yes – Will be ground out
#P47	TRI-299-PM 52.86	Profile	739 ft east of Martin Road (2 loops)	Yes – Will be ground out

ITS FIELD ELEMENTS: There is a Highway Advisory Radio (HAR) at the Weaverville MTCE STA, well away from the existing roadway. No project operations will impact this equipment. However, there are roadway sensors and a subsurface probe at PM 48.12 that will be ground out by project operations. Further information can be obtained from Ian Turnbull, Chief of the Office of ITS Engineering & Support at 530-225-3320.

ELEMENT	LOCATION CO-RTE-PM	DESCRIPTION	POTENTIAL IMPACT?
HAR FLASHER	TRI-299-PM 48.10	On Oregon Mt FEBT & FWBT	No
CCTV	TRI-299-PM 48.12	On Oregon Mt	No
RWIS	TRI-299-PM 48.12	On Oregon Mt 1 EB & 1 WB roadway sensor & 1 WB subsurface probe	Yes – Will be ground out*
HAR	TRI-299-PM 51.20	At Weaverville MTCE STA	No – Off roadway prism
HAR FLASHER	TRI-299-PM 52.82	At east end of Weaverville FEBT & FWBT	No

*These roadway sensors and subsurface probe are located in an unstable pavement area. It is recommended that the RWIS be upgraded and these elements be moved approx. 0.2 miles west.

4. TRAFFIC IMPACTS

TRAFFIC: Based on current scope, all operations can be carried out during typical 10-12 hour work shifts; no 24-hour traffic control is anticipated for this project. Traffic will always be on a paved surface. In the 2-lane roadway segment (everything outside of Weaverville), operations can be carried out under reversing, one-way traffic control with a pilot car and flaggers (Std Plan T-13). Based on the traffic volumes outside of Weaverville, a 2.0 mile long closure would create a 17 minute delay; a 1.0 mile long closure would create 9 minute delay. Within Weaverville, where a center turn lane is available, operations can be carried out by shifting traffic and maintaining a lane in each direction (Std Plan T-11 or T-12). However, based on the high traffic volumes, performing working during daytime hours would create significant congestion and queuing. Left turn movements may also be prohibited. In addition, allowing traffic control and lane closures during certain days will impact special local events.

ROAD CONNECTIONS & DRIVEWAY ACCESS: Without restrictions, operations may block several road connections and/or driveways for 10-12 hour work shifts, for several days, impacting access and turn movements within Weaverville.

BUSINESSES: Outside of Weaverville there are some businesses, including private and public campgrounds, and a store in Junction City. There are numerous businesses within Weaverville. Without restriction, long stretches of on-street parking could be prohibited during business hours. Customer and delivery access would be affected.

4. TRAFFIC IMPACTS (Cont.)

CORRIDOR: The "corridor" for this project is considered to be between the Humboldt/Trinity County Line and Weaverville, for which the D2 DTM has established a maximum corridor delay limit of 30 minutes. SR 299 is typically subject to multiple construction projects during the summer. In addition, minor maintenance projects and possibly encroachment permit projects may be scheduled at any time. Several concurrent projects on the corridor could produce cumulative delays that exceed the limit. At this time, the following projects are scheduled for construction in 2013. Direct traffic control conflicts will occur with the North Fork Curve Correction and the East Weaverville CAPM projects due to adjoining project limits. Also, it is likely that the maximum corridor delay limit will be exceeded if all 4 projects are in concurrent construction.

EA	PM Limits	Project Name
02-3E790	TRI-299-PM 12.3/12.70	Collins Bar Curve Correction
02-3E820	TRI-299-PM 36.6/36.8	North Fork Curve Correction
TBD	TRI-299-PM 53.5/64.0	Weaverville East CAPM

TRUCKS: This segment of SR 299 is approved for California Legal Trucks (CLTs) up to 8.5 ft wide; however Annual permit trucks up to 12 ft wide, Single Trip permit trucks up to 14 ft wide, and Variance permit trucks wider than 14 ft occasionally use this route. This project does not include use of K-rail that could reduce horizontal clearance; thus no truck restrictions are expected.

PEDESTRIANS & BICYCLISTS: Outside of Weaverville, the occasional pedestrian can be expected near river access points and pull-outs. In this segment, during operations, pedestrians can travel past the work zone using the unpaved shoulder. Few bicyclists are expected due to the rural location, but if present will be subject to the same traffic control and vehicles and will be subject to stop and delay and to travel through the closure with the vehicle queue. Within Weaverville, pedestrians and bicyclists are common. Pedestrians will be impacted at locations where sidewalk curb ramps are being constructed. These locations may be closed to use for several days. Also, the existing bike lane through town will be closed to use during pavement operations. Again, bicyclists will be required to travel past the work zone in the lane open to vehicle traffic.

5. TRAFFIC IMPACT MITIGATION

MAINLINE TRAFFIC: Std Plan T-13 lane closures outside of Weaverville will not require Lane Closure Charts; however the length of the closure will be specified to keep motorist delays reasonable. Within Weaverville, lane closures will only be allowed during off peak times (Lane Closure Charts will apply). For either segment, lane closures will not be allowed on weekends, designated legal holidays, or during special events (TBD at time of TMP). During lane closures, a minimum 12-ft lane shall be provided (same as existing conditions), with the full width of the roadway provided when operations are not in progress. As the construction season approaches and corridor impacts further determined, the D2 DTM may allow two concurrent closures; however the length of each closure and the spacing between closures will be restricted so that queues can disperse between closures.

ROAD CONNECTIONS: If feasible, a minimum 12-ft wide lane shall be maintained at each connection during operations. When this is not possible, the connection may be closed only during active operations, and for no more than 2 times. No two consecutive connections can be closed. Local authorities shall be notified at least 5 days before any public road closure.

CORRIDOR: Per the D2 DTM, lane closures on a 2-lane conventional highway are not allowed within 5.0 miles of each other to allow traffic queues to disperse between closures and to avoid traffic control conflicts between projects. As needed, the TMP for any conflicting project will include the Cooperation, Order of Work, and additional traffic control restrictions to avoid direct traffic control conflicts and minimize cumulative delays on the corridor.

BUSINESSES: The TMP will require 7-day advance notification to businesses and property owners of planned closures of parking and/or driveways during construction.

PEDESTRIANS: The TMP will restrict the number of days that a sidewalk is closed to public use. A pedestrian detour shall be included in the plans.

CENSUS LOOPS: Existing census loops will be damaged by pavement operations, thus replacement costs shall be included in the estimate and these items shown on the plans. Loops shall be replaced within 2 weeks of damage.

5. TRAFFIC IMPACT MITIGATION (Cont.)

ITS FIELD ELEMENTS: Existing RWIS roadway sensors and probe will be damaged by pavement operations; thus replacement costs shall be included in the estimate and these items shown on the plans. As noted previously, it is recommended that the RWIS be upgraded and the roadway sensors and probe be moved out of the unstable pavement area, approx. 0.2 miles west of the existing location. The PE should include this in the project plans and estimate. All other elements outside the roadway prism will be identified in the plans as protect in place. Roadway sensors and probe shall be operable during winter season.

TMP PUBLIC INFORMATION CAMPAIGN: Outreach campaigns are generally focused on reducing traffic volumes through the closure; for this project the primary objective is to inform the local community and businesses of the construction schedule, traffic control, and potential impacts to access and parking.

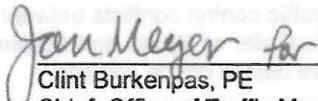
WORKER SAFETY MEDIA CAMPAIGNS: Worker safety media campaigns have been shown to reduce work zone vehicle collisions. Reducing work zone collisions will increase public and worker safety and reduce incident related congestion. With safety and reliability being the Departments number 1 and 2 goals respectively,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

COSTS: In addition to costs for Std Plan traffic control, the following should be included in the PID estimate:

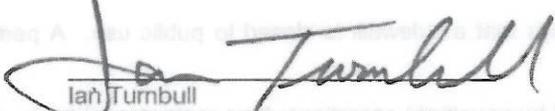
- **ADVANCE & ADDITIONAL FLAGGERS:** Due to the curvilinear alignment that limits approach sight distance, advance flaggers will be required during Std Plan T-13 traffic control outside of Weaverville. Within Weaverville, one additional flagger will be required at the SR 3 Jct.
- **PCMSs:** Include 2 PCMSs for each lane closure (one unit for each approach direction).
- **CENSUS LOOPS:** Include replacement costs.
- **ITS FIELD ELEMENTS:** Include replace costs for roadway sensors and probe.
- **WORKER SAFETY CAMPAIGN:** Include \$500 in item #066063-Transportation Management Plan Public Information for worker safety media campaigns.
- **TMP PUBLIC INFORMATION:** Include \$2,000 in item #066063 – TMP Information to allow development of a press release the D2 PIO can distribute to local media.

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: 2 week 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 Jan Meyer, 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

7-22-11
Date


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

7-21-11
Date

* SEE ATTACHED SPREADSHEET

PROJECT THREAT AND OPPORTUNITY LISTING (ATTACHMENT G)

ID #	Identification	Qualification / Quantification			Response Strategy	Control	Date, Status, & Review Comments
		(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	Responsibility (Risk Manager)	Status Interval or Milestone Checks
1	There may be changes in staff and or availability of staff.	M	H	MH	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	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	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	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	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 ES/ Risk Management Tool Number (1) & (2)					
	Threat / Opportunity Event	High (M) / medium (L)			(5)	(6)
		(P) % or H/W/L	(I) \$1000 or H/M/L	(E) (P) x (I) or P/I	+Accept +Minimize Probability +Minimize Impact +Deflect +Avoid	Status Interval or Milestone Checks
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	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	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	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	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	
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	