

10-AMA-88-PM66.6/71.7
201.121-HA22 Program
06-1471-0W600K
Project ID:1012000018
September 2011

CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

To

**Request Programming in the 2012 SHOPP
And
Provide Project Approval**

On Route 88 in Amador County

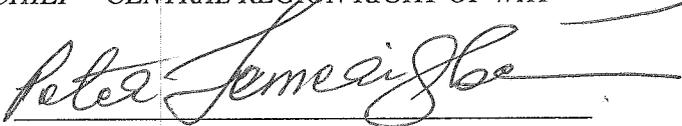
Between 0.7 Mile East of Kays Road

And the Alpine County Line

I have reviewed the right of way information contained in this Project Scope Summary Report and the R/W Data Sheet attached hereto, and find the data to be complete, current and accurate:

APPROVAL RECOMMENDED:


SPIROS KARIMBAKAS
CHIEF – CENTRAL REGION RIGHT OF WAY


PETER JEMERIGBE, PROJECT MANAGER

APPROVED:


CARRIE BOWEN, DISTRICT 10 DIRECTOR

9-12-11
DATE

1. INTRODUCTION AND BACKGROUND

INTRODUCTION

This project is an Interim Capital Preventive Maintenance Project (CAPM) to extend the service life of the pavement and provide a smoother riding pavement surface on State Route 88 from 0.7 mile east of Kays road to the Alpine County line. (See Attachment A).

The scope of work includes dig-outs, repair of localized failures, cold plane and place 0.20' Rubberized Hot Mix Asphalt Concrete (RHMA), replace existing guardrail, place shoulder backing and some drainage work. All improvements will occur within the existing right of way.

BACKGROUND

A Project Scope Summary Report (PSSR) was signed on December 7, 2007 to rehabilitate the existing roadway. The project proposed to repair localized areas with dig-outs and sealing cracks and, then placing an overlay of either 1.75" RAC-G or 3.5" Dense Graded Asphalt Concrete (DGAC). This project shall also bring this segment of roadway up to RRR Standards by upgrading Metal Beam Guard Railing (MBGR), providing 4 feet minimum width shoulders, horizontal curve corrections, and extending culverts. Due to environmental issues, this project because a long-lead project and PA&ED stage was not complete.

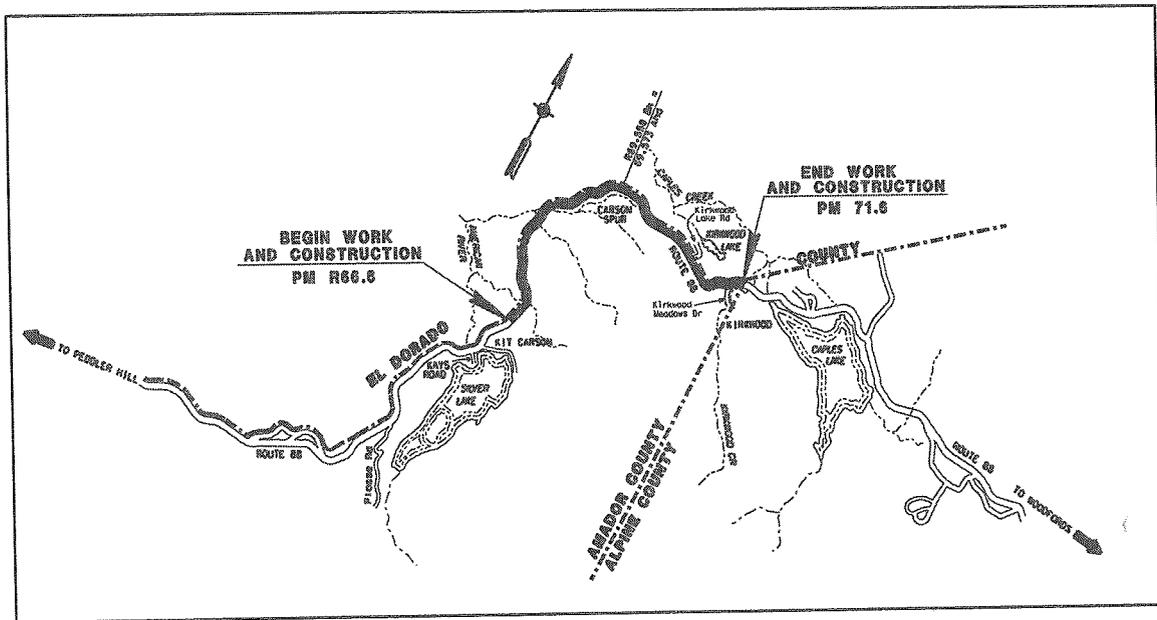
A field visit was conducted on July 29, 2011 with personnel from the HQ Pavement Division and District 10 Maintenance and it is now proposed to complete an Interim CAPM in advance of the Roadway Rehabilitation project. It was determined from field conditions and the Pavement Condition Survey (PCS) that a CAPM strategy met the conditions set forth in Design Information Bulletin (DIB) 81, dated March 15, 2011. The condition of existing facility values are based on 2007 PCS (see Attachment C).

See the Cost estimate for specific work items included in this project.

Project Limits	10-AMA-88-PM66.6/71.7
Capital Costs:	\$3,158,736
Type of Facility (conventional, expressway, freeway):	Conventional 2 Lane Highway
Environmental Determination/Document and date approved	Categorical Exemption (CEQA)/Programmatic Exclusion (NEPA)

10-AMA-88-PM66.6/71.7
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VINCINITY MAP



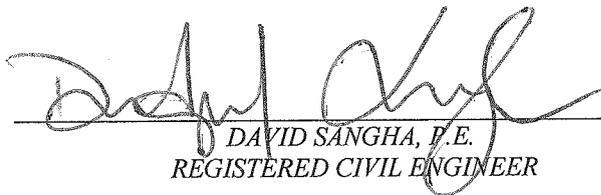
On Route 88 in Amador County

Between 0.7 Mile East of Kays Road

And the Alpine County Line

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This 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 therein and has judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions, and decisions are based.



DAVID SANGHA, P.E.
REGISTERED CIVIL ENGINEER

9/6/2011

DATE



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2. RECOMMENDATION

It is recommended that the project be approved and amended into the 2011 SHOPP cycle and funded for the 2011/2012 year.

3. PURPOSE AND NEED STATEMENT

Need: The 2007 PCS for this section of road has a PCS/PMS priority number 8 which characterizes major pavement distress and an IRI 280. Per DIB 81, an Interim CAPM is an acceptable short term strategy to allow a roadway to be kept in good condition during the time it will take to develop the long-lead Roadway Rehabilitation project and relieve field maintenance personnel of an unacceptable maintenance burden.

Purpose: The purpose of this project is to improve the ride and extend the life of the existing pavement for an additional 5 years of service life until the Roadway Rehabilitation Project can be completed.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

4A. ROADWAY GEOMETRIC INFORMATION

	Facility (1)	Through Traffic Lanes (2)			Paved Shoulder Width (3)		Shoulder is a Bicycle Lane (Y/N) (5)
	Location	No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite))	Left	Right	Width
Existing	PM 66.6/67.16	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 67.16/67.29	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 67.29/67.43	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 67.43/67.54	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 67.54/67.60	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 67.60/67.66	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 67.66/68.18	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 68.18/68.24	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 68.24/68.56	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Proposed	PM 68.24/68.56	2	12 ft	Flex	4 ft	4 ft	Y

Existing	PM 68.56/69.22	3	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 69.22/69.84	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 69.84/69.88	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 69.88/70.02	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 70.02/70.08	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 70.08/70.18	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N

Existing	PM 70.18/70.22	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 70.22/70.99	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 70.99/71.20	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 71.20/71.45	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 71.45/71.49	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N

Existing	PM 71.49/71.53	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 71.53/71.61	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N
Existing	PM 71.61/71.62	2	12 ft	Flex	Varies 0 - 5 ft	Varies 0 - 5 ft	N

Column "Other Bicycle Lane Width": Width of a bicycle lane that is outside the shoulder and is part of the traveled way.

Code for Column "Facilities Adjacent to the Roadbed":

B: Bicycle Path

P: Pedestrian Walkway

B/P: Shared Bicycle and Pedestrian Path

L: Landscaped area between the curb and sidewalk

* Enter EXISTING Post Mile limits (Expand as needed, for varied geometrics.)

** Enter PROPOSED Post Mile (Expand as needed, for varied geometrics.)

4B. CONDITION OF EXISTING FACILITY**(1) Traveled Way Data (PM66.6/71.7)**PMS Category (1-29) 8 Priority Classification (.1-.4) 0.3Ride Score 19

Flexible Pavement: DG

3rd Stage Cracking % N/A Alligator B Cracking % 50Faulting N/A Patching % 50Joint Spalls N/A Rutting NONEPumping N/A Bleeding NONECorner Breaks % N/A Raveling NONE

Locations(s) of subsurface or ponded surface-water problem: None.

(2) Pedestrian Facility Data:

Pedestrian Facility Data does not apply to this project as there are no pedestrian facilities within the limits of the project.

(3) Shoulder Data

The existing facility seems to be in the same state of condition as the adjacent roadway through out the proposed project limits.

The existing shoulder width varies from 0 to 5.0 feet through out the proposed project limits.

4C. STRUCTURES INFORMATION

No Structures exist within the project limits.

4D. VEHICLE TRAFFIC DATA

Present Year ADT 2,800

Construction Year ADT 3300 10-Year ADT 4500

DHV 300 % Trucks 6

D 60% % Trucks 6

*T.I. (10-Year) T.W. = 8.5, SHLD = 5.5 ESAL (10-Year) N/A

*T.I. (20-Year) T.W. = 9.5, SHLD = 6.0 ESAL (20-Year) N/A
 Must correlate with T.I. in Materials Report

Safety Field-Review April 5, 2007
 (date)

Latest 3-Year Accident Data: Taken from April 1, 2007 to March 31, 2010

ACCIDENTS PER MILLION VEHICLE MILES

AMA-88-PM 66.6/71.7

A review of the Accident Data from the TASAS database for the three-year period from April 1, 2007 to March 31, 2010 was calculated on August 22, 2011, found the following:

Accident Type	Actual	Average
Fatal	0.0	0.031
Fatal + Injury	0.97	0.49
Total	2.21	1.08

5. CORRIDOR AND SYSTEM COORDINATION

(1) Route Description

State Route (SR) 88 originates at SR-99/Waterloo Road on the eastside of the City of Stockton in San Joaquin County. It proceeds in a northeasterly direction through the small rural San Joaquin Valley communities of Lockeford and Clements, and into the Mother Lode communities of Jackson, Pine Grove, and Pioneer. The highway is an all-weather trans-Sierra highway as it traverses the

Sierra Nevada Range through Kirkwood. SR-88 crosses the Nevada State Line and becomes Nevada Route 88, terminating at US-395 a short distance later.

SR-88 is primarily a 2-lane facility with passing lanes and left-turn lanes in various locations in San Joaquin, Amador, and Alpine Counties.

(2) System Designation

SR-88 is functionally classified as a Principal Arterial for its entire length. For this project location, it is in the Freeway/Expressway System (F & E), on the Interregional Road System (IRRS) and the National Highway System (NHS); however, is not classified as a High Emphasis or Focus Route. Also, the highway is not on the Strategic Highway Network (STRAHNET) and the National Network for Surface Transportation Assistance Act (STAA) Route. SR-88 is officially designated as a Scenic Highway from Dew Drop east to the Nevada State Line. The Carson Spur Pavement Rehab project is located within the Scenic Highway area.

(3) Projects Identified within this Project Location

Planned Project(s)

Besides the Carson Spur Pavement Rehab project, there are currently no planned projects for this segment.

Programmed Project(s)

There are currently no programmed projects for this segment.

6. ALTERNATIVES

6A. CAPM STRATEGY:

Based on a previous Deflection Study dated January 25, 2007, and the materials report recommendation updated on August 4, 2011 (see Attachment E), the corrective CAPM strategy for this project is as follows:

Conduct a field review and locate specific areas of sever failure identified by rutting greater than ½” and/or loose or spalling pavement. Dig out and repair these localized areas and seal all cracks wider than 1/8”. Finally, place a Rubberized HMA (RHMA) overlay of 0.20’.

6B. ENVIRONMENTAL COMPLIANCE:

Categorically Exempt under Class 1 of the California Environmental Quality Act (CEQA) guidelines and a 6004 Categorical Exclusion under National Environmental Policy Act (NEPA). (See Attachment F).

6C. HAZARDOUS WASTE DISPOSAL SITE REQUIRED? IF YES, WHERE ARE SITES?

There is no hazardous waste anticipated from the work involved under this project.

6D. MATERIALS AND OR DISPOSAL SITE NEEDS AND AVAILABILITY?

Disposal of asphalt concrete grindings will be addressed in the Caltrans Standard Specification and Special Provisions.

6E. STORMWATER COMPLIANCE:

A short form Storm Water Data Report (SWDR) has been prepared and approved for this project (See Attachment G). No soil disturbance is anticipated. A National Pollutant Discharge Elimination System (NPDES) permit will not be required.

6F. RIGHT OF WAY ISSUES: INCLUDE UTILITY ISSUES IN GUIDANCE:

All work will be performed within the existing right of way and no additional right of way will be required. There are no Utility conflicts on this project. (See Attachment H –Pending).

6G. SALVAGING AND RECYCLING OF HARDWARE AND OTHER NON-RENEWABLE RESOURCES:

Possible salvaging of existing MBGR may be a possibility and it will be evaluated during the next phase of project.

6H. RECYCLED MATERIALS:

Possibility of using AC grindings as shoulder backing will be evaluated during the next phase of project.

6I. WHAT ARE THE CONSEQUENCES OF NOT DOING THIS ENTIRE PROJECT?

Further deterioration of roadway and higher maintenance costs.

7. TRAFFIC MANAGEMENT

7A. TRAFFIC MANAGEMENT PLAN

It is anticipated that one way traffic control will be required during construction. A Traffic Management Plan (TMP) (see Attachment I) will be required for all lane and shoulder closures. Reverse traffic control will be required as per the Lane Requirement Chart. Use of advanced signing and Changeable Message Signs (CMS) will be utilized to inform the public of construction work.

The cost associated with the required TMP for this Project is as follows:

Caltrans Public Information Office (PIO)	\$ 18,000.00
Portable Changeable Message Signs (PCMS)	\$ 54,000.00
Maintaining Traffic/Flagging	\$ 20,000.00

The total costs of implementing the Transportation Management Plan are estimated at \$92,000.00.

8. FUNDING/SCHEDULING

8A. COST ESTIMATE

<u>Pavement Work</u>	<u>Lane-Miles/Number</u>	<u>Cost</u>
Total Lane-Miles of CAPM Work	<u>11.2</u>	
AC Overlay of AC Pavement	<u>14119 ton</u>	\$ <u>1,411,900</u>
AC Cold Plan	<u>842 yd²</u>	\$ <u>16,840</u>
Dig Outs (20% project cost)		\$ <u>376,040</u>
Imported Material (Shoulder Backing)	<u>1494 ton</u>	\$ <u>44,820</u>
	SUBTOTAL	<u>\$1,849,600</u>

Non-Pavement Structural Section Work

Remove MBGR	1050 lf	\$ 26,250
Replace MBGR	1050 lf	\$ 9,450
Alternative Flared End Section	2 EA	\$ 5,000
Hydraulics Items	1LS	\$ 179,740
Stormwater Items	1LS	\$ 72,200
Pavement Delineation	1 LS	\$ 18,000
Construction Area Signs	1LS	\$ 4,000
Transportation Management Plan	1LS	\$ 92,000
Minor Items (10%)	1LS	\$ 188,020
Roadway Mobilization (10%)	1LS	\$ 188,020

SUBTOTAL **\$782,680**

SUM OF SUBTOTALS **\$2,632,280**

Contingencies (20%) **\$ 526,456**

TOTAL PROJECT COST **\$3,158,736**

8B. PROJECT SUPPORT:

Capital Cost Estimate provided by Design and R/W Functions. Support Cost Estimate from XPM.

PROJECT COST	Fiscal Years						Total
	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	
COMPONENT							
R/W Capital	\$0						\$0
Constr Capital					\$3,625		\$3,625
PA&ED	\$691						\$ 691
PS&E			\$661				\$ 661
R/W Support			\$206				\$ 206
Constr Support						\$868	\$ 868
Total	\$691		\$867		\$3,625	\$868	\$6,051

Note: (1) All costs X \$1,000. Construction Capital is escalated at 3.5% per year and Support Costs are escalated 3.1% per year.

(2) Support Categories are the same as those identified by SB 45.

8C. FUNDING

This project will be amended into the 2012 SHOP in the 2011/12 Fiscal Year. This is a Capital Preventative Maintenance Project (CAPM) that will be funded by the Pavement Rehabilitation Program 201.121.

8D. FHWA COORDINATION

Per the Transportation Equity Act for the 21st Century (TEA-21), this project is eligible for federal-aid funding and is considered to be STATE AUTHORIZED under current FHWA/Caltrans Stewardship Agreements.

8E. PROJECT SCHEDULE:

Milestones	Delivery Date (Month, Day, Year)
PA & ED	8/23/2011
Amendment into SHOPP	8/2011
Project PS&E to DOE	2/2/15
Project PS&E to HQ	6/2/2015
Right of way Certification	9/15/2015
Ready to List	9/15/2015
Approve Contract	4/6/2016
Contract Acceptance	4/6/2017

9. SCOPING TEAM FIELD REVIEW ATTENDANCE ROSTER:

Scoping Team Field Review was completed on July 29, 2011.

10. PROJECT REVIEWED BY:

Field Review	<u>HQ and District 10 Maintenance</u>	Date	<u>July 29, 2011</u>
District Maintenance	<u>Long Huynh</u>	Date	<u>July 29, 2011</u>
District Materials	<u>Dave Whaling</u>	Date	<u>Sept 1, 2011</u>
HQ Design Coordinator/Reviewer	<u>Antonette Clark</u>	Date	<u>Sept 1, 2011</u>
HQ Maintenance Program	<u>Ron Jones</u>	Date	<u>July 29, 2011</u>

11. ATTACHMENTS

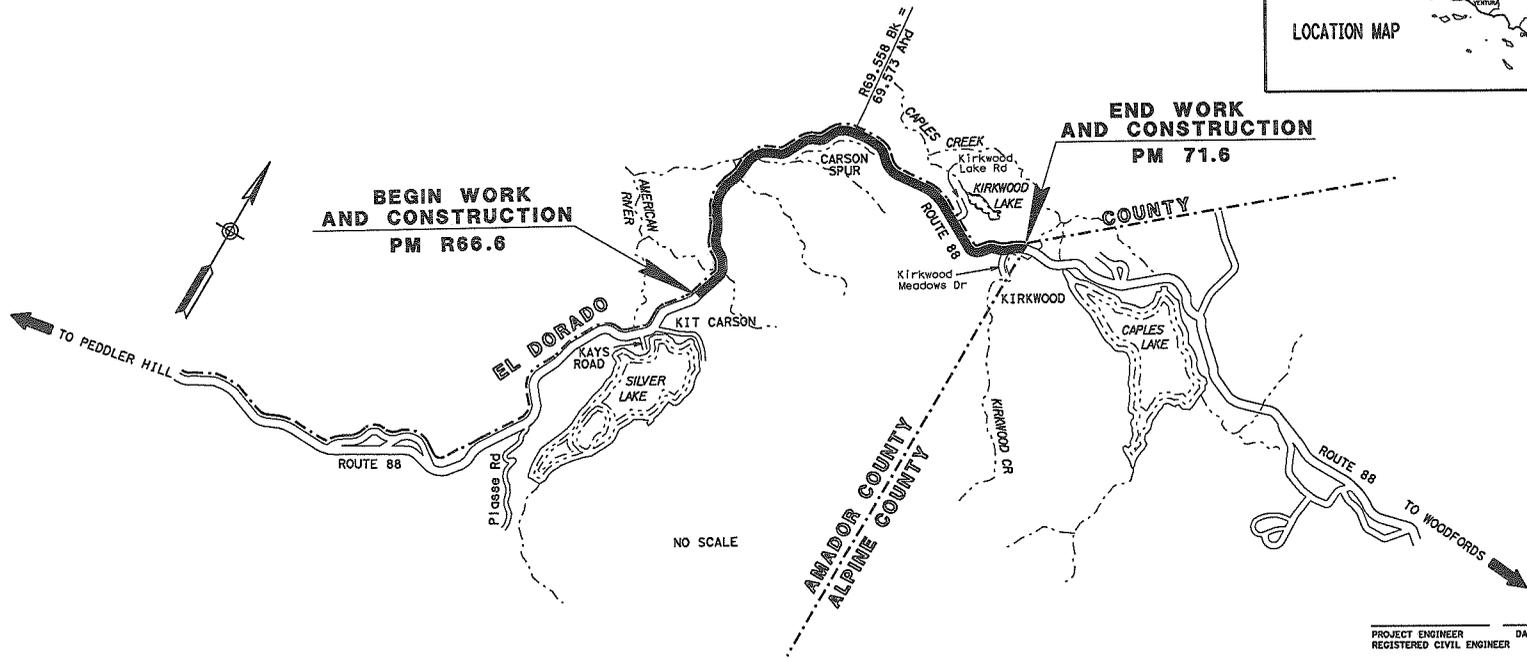
- A. Title Sheet
- B. Typical Cross Section
- C. Pavement Condition Survey
- D. Conceptual Report
- E. Overlay Recommendation
- F. Environmental Document
- G. Stormwater Data Sheet
- H. Right of Way Data Sheet-Pending
- I. Transportation Management Plan

INDEX OF PLANS

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY**

IN AMADOR COUNTY
 FROM 0.7 MILE EAST OF KAYS ROAD
 TO THE ALPINE COUNTY LINE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



NO SCALE

PROJECT MANAGER	PETER JEMERIGOE
DESIGN ENGINEER	DAVID SANGHA

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

PROJECT ENGINEER _____ DATE _____
 REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE _____
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



CONTRACT No.	00-000004
PROJECT ID	1012000018

BORDER LAST REVISED 7/2/2010 CALTRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/)

RELATIVE BORDER SCALE 15 IN INCHES

USERNAME => s111846
 DGN FILE => T11e sheet.dgn

UNIT 1471 PROJECT NUMBER & PHASE 1012000018K

ATTACHMENT A

DATE PLOTTED => 01-SEP-2011 08:25:41

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	REVISOR
<i>Caltrans</i>	DAVID SANGHA	LARRY CAO	
DESIGN	CHECKED BY	DATE REVISOR	

- NOTES:
- Dimensions of the structural sections are subject to tolerances specified in the Standard Specifications.
 - Superelevation as shown or as directed by the engineer.

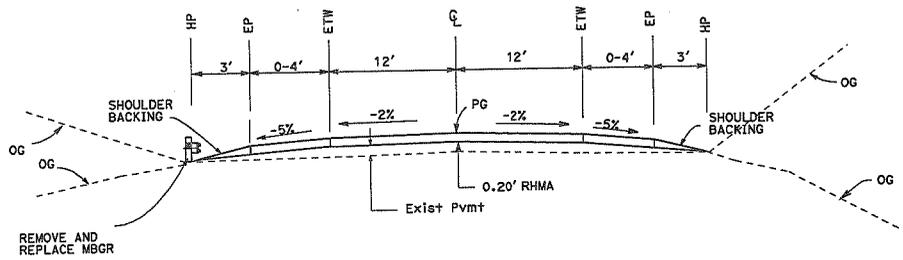
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	AMA	88	66.6/71.6		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

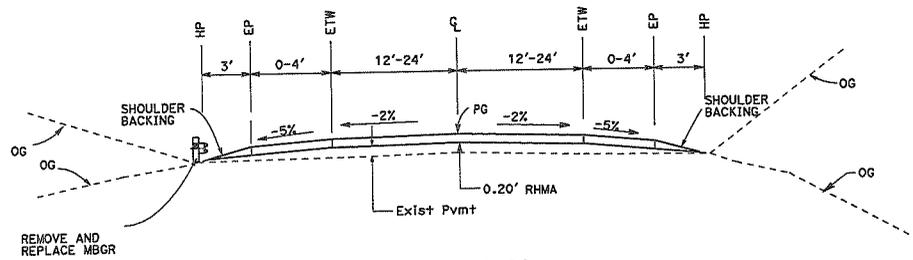
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REGISTERED PROFESSIONAL ENGINEER
No. _____
Exp. _____
CIVIL
STATE OF CALIFORNIA



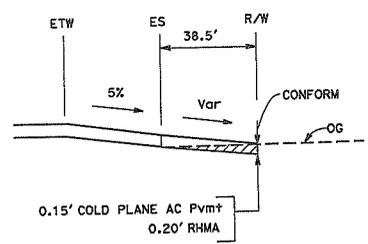
ROUTE 88

STA 164+33 TO 265+00
 STA 305+00 TO 406+00
 STA 419+00 TO 433+61



ROUTE 88

STA 266+00 TO 305+00
 STA 402+00 TO 419+00



**KIRKWOOD MEADOWS DR.
 TYPICAL COLD PLAN AC**

TYPICAL CROSS SECTIONS

NO SCALE

X-1

DATE PLOTTED => 01-SEP-2011 10:51:11 DATE PLOTTED => 01-SEP-2011

Caltrans Maintenance Program 2007 Pavement Condition Survey Inventory Caltrans Drive Order

District 10, AMA, Rte 088, PM 66.6 - 71.6

District 10 County AMA Route 088

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AADT (,000)			MSL	Faulting	Patching		Ride, IRI	Priority	Skid	Defect
				Slab Cracking					Area %	Poor Cond.?				
Lane	Surface Type	Alligator Cracking A % B % C (Y/N)?	Rutting, Bleeding	1st %	3rd %	Corner %								
66.361	-	66.944	0.583	1.166	2LNU	3	2							
L1	F-DG	0 0						100		7 94	98		GOOD CONDITION	
R1	F-DG	0 0						100		7 96	98		GOOD CONDITION	
66.944	-	68.144	1.200	2.400	2LNU	3	2							
L1	F-DG	0 0						100		5 76	98		GOOD CONDITION	
R1	F-DG	0 0						100		5 79	98		GOOD CONDITION	
68.144	-	68.876	0.732	2.196	MLU	3	2							
L1	F-DG	0 50						50		13 119	8		HIGH ABC	
R1	F-DG	0 0 Yes						50		10 106	32		FINE RAVEL	
R 68.876	- R	69.044	0.168	0.504	MLU	3	2							
L1	F-DG	0 50						50		15 127	8		HIGH ABC	
R1	F-DG	0 0 Yes						50		13 119	32		FINE RAVEL	
R 69.044	- R	69.558	0.514	1.542	MLU	3	2							
L1	F-DG	0 0						50		19 140	32		FINE RAVEL	
R1	F-DG	0 0						50		6 89	32		FINE RAVEL	
69.573	-	70.459	0.886	1.772	2LNU	3	2							
L1	F-DG	0 0						50		12 116	32		FINE RAVEL	
R1	F-DG	0 0						50		8 98	32		FINE RAVEL	
70.459	-	71.649	1.190	2.380	2LNU	3	2							
L1	F-DG	0 0						100		15 127	32		FINE RAVEL	
R1	F-DG	0 0						100		15 124	98		GOOD CONDITION	

ATTACHMENT C

*Surface type of 'EB' is Enhanced Binder.

**Caltrans Maintenance Program
2007 Pavement Summary
Caltrans Drive Order
District 10, AMA, Rte 088, PM 66.6 - 71.6**

District 10
County AMA
Route 088
Begin PM 66.361

District 10 County AMA Route 088

Priority	County	Route	Begin PM	- End PM	Length	Pave Type	Trig. Dir.	Trig. Dir.	Trig. Ln Mi	AADT (,000)	MSL	----- Maximum Observed Values -----							Int'l Rough. Index	Defect	
												Allig. A	Allig. B	Patch- ing	Bleed- ing	Rut- ting	1st St. Crk.	3rd St. Crk.			Corn- er Crk.
98	AMA	088	66.361	- 66.944	0.583	F B			0.000	3	2									96	GOOD CONDITION
98	AMA	088	66.944	- 68.144	1.200	F B			0.000	3	2									79	GOOD CONDITION
8	AMA	088	68.144	- 68.876	0.732	F B	L		0.732	3	2	50	50							119	HIGH ABC
8	AMA	088	R68.876	- R69.044	0.168	F B	L		0.168	3	2	50	50							127	HIGH ABC
32	AMA	088	R69.044	- R69.558	0.514	F B	B		1.028	3	2			50						140	FINE RAVEL
32	AMA	088	69.573	- 70.459	0.886	F B	B		1.772	3	2			50						116	FINE RAVEL
32	AMA	088	70.459	- 71.649	1.190	F B	L		1.190	3	2			100						127	FINE RAVEL
Total Triggered Lane Miles									4.890												

Note: HA Project locations highlighted in bold typeface.

<p>PREPARED BY: Office: Maintenance Engineering Name: Long Huynh Date: 07/21/2011</p> <p>WORK DESCRIPTION: Pavement Repair</p> <p>LOCATION DESCRIPTION: In Amador County in and near Kirkwood from Silver Lake camp ground to Alpine County line.</p> <p>APPROVAL RECOMMENDED:</p> <table style="width:100%; border: none;"> <tr> <td style="width:33%; border: none;"><i>Ali Juma</i> 7/21/11</td> <td style="width:33%; border: none;"><i>Dennis T. Agar</i> 7/21/11</td> <td style="width:33%; border: none;"></td> </tr> <tr> <td style="border: none;">Program Advisor Date</td> <td style="border: none;">Deputy District Director Date</td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;">for Ali Juma</td> <td style="border: none;">Dennis T. Agar</td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;">_____</td> <td style="border: none;">_____</td> <td style="border: none;">_____</td> </tr> <tr> <td style="border: none;">Date</td> <td style="border: none;">Date</td> <td style="border: none;"></td> </tr> </table> <p>APPROVED:</p> <table style="width:100%; border: none;"> <tr> <td style="width:33%; border: none;"><i>Carrie Bowen</i> 7-21-11</td> <td style="width:33%; border: none;"></td> <td style="width:33%; border: none;"></td> </tr> <tr> <td style="border: none;">District 10 Director Date</td> <td style="border: none;"></td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;">Carrie Bowen</td> <td style="border: none;"></td> <td style="border: none;"></td> </tr> </table>	<i>Ali Juma</i> 7/21/11	<i>Dennis T. Agar</i> 7/21/11		Program Advisor Date	Deputy District Director Date		for Ali Juma	Dennis T. Agar		_____	_____	_____	Date	Date		<i>Carrie Bowen</i> 7-21-11			District 10 Director Date			Carrie Bowen			<p><input checked="" type="checkbox"/> SHOPP <input type="checkbox"/> Minor A <input type="checkbox"/> Minor B</p> <p>Project #: 10 12 0000 18 EA. 10-0W600K County: AMA Route: 88 PM: 66.6 to 71.7</p> <p>Program Category: Pavement Rehab Program Code: 201.121 Target Delivery Year: 2015/16</p> <table style="width:100%; border: none;"> <tr> <td style="width:70%;">TOTAL COST: \$</td> <td style="width:30%; text-align: right;">5,500,000</td> </tr> <tr> <td>Roadway Cost: \$</td> <td style="text-align: right;">5,500,000</td> </tr> <tr> <td>R/W Cost: \$</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Structure Cost: \$</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Facility Cost: \$</td> <td style="text-align: right;">0</td> </tr> <tr> <td>State Funding: \$</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Local Funding: \$</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Measure/Other Funding: \$</td> <td style="text-align: right;">0</td> </tr> </table> <p>Maintenance Agreement: <input type="checkbox"/> Anticipated Cooperative Agreement: <input type="checkbox"/> Anticipated Agency: N/A</p> <p>Performance Measure: 10.9 Lane miles TIR #: TIR Approval Date:</p>	TOTAL COST: \$	5,500,000	Roadway Cost: \$	5,500,000	R/W Cost: \$	0	Structure Cost: \$	0	Facility Cost: \$	0	State Funding: \$	0	Local Funding: \$	0	Measure/Other Funding: \$	0
<i>Ali Juma</i> 7/21/11	<i>Dennis T. Agar</i> 7/21/11																																								
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State Funding: \$	0																																								
Local Funding: \$	0																																								
Measure/Other Funding: \$	0																																								

DESCRIPTION OF DEFICIENCY:

This interim CAPM project proposes to extend the service life of the existing pavement and provide a smoother riding pavement surface.

BACKGROUND:

This project is located on Route 88 in Amador County in and near Kirkwood from Silver Lake camp ground to Alpine County line.

PURPOSE AND NEED STATEMENT:

The pavement will deteriorate more rapidly if nothing is done and result in a more costly rehabilitation strategy in the future. The purpose of this project is to improve the ride and extend the life of the existing pavement.

PROPOSED SOLUTION(S) OR RANGE OF ALTERNATIVES:

The scope of work includes dig outs, repair of localized failures, placing asphalt concrete overlay to provide a smoother riding pavement surface. Dikes will be replaced and guardrail reconstructed where necessary.

ENVIRONMENTAL CONCERNS, ANTICIPATED ENVIRONMENTAL DOCUMENT:

Type of environmental document required will be determined in the PID phase.

OTHER PROPOSED PROJECTS, SYSTEM PLANNING:

This project is an interim CAPM to candidate Roadway Rehabilitation project EA 10-0M790K.

ANTICIPATED RIGHT OF WAY INVOLVEMENT:

Right of Way needs to be contacted to clear the proposed area.

OTHER COMMENTS:

Ron Jones (HQ's Program Advisor) and Long Huynh (District 10 Pavement Manager) should be consulted during the PID and PS&E stages.

ATTACHMENTS:

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Vicinity Map | <input type="checkbox"/> Traffic Safety Index | <input type="checkbox"/> Signal Warrants |
| <input type="checkbox"/> Layout | <input type="checkbox"/> Table B | <input type="checkbox"/> Photographs |
| <input type="checkbox"/> Typical X-Section(s) | <input type="checkbox"/> Collision Diagram(s) | <input type="checkbox"/> Operational Analysis |
| <input type="checkbox"/> Cost Estimate | <input type="checkbox"/> Other: | <input checked="" type="checkbox"/> Other: 2008 Pavement Condition Survey |

Memorandum

To: LARRY CAO
Design Engineer

Date: August 4, 2011

Attn:

File: 10-Ama-88-66.6/71.6
CAPM Overlay
10-0W600K

From: **DEPARTMENT OF TRANSPORTATION**
District 10 – Materials Branch

Subject: Deflection Study - CAPM Overlay Estimate

Based on a previous Deflection Study dated January 25, 2007, and a field review, the following may be used for Design and cost estimating purposes.

Alternative 1. - Conduct a field review and locate specific areas of severe failure identified by rutting greater than 1/2" and/or loose or spalling pavement. Dig out and repair these localized areas and seal all cracks wider than 1/8". Finally, place a Dense Graded AC HMA overlay of 0.25'.

Alternative 2. - Conduct a field review and locate specific areas of severe failure identified by rutting greater than 1/2" and/or loose or spalling pavement. Dig out and repair these localized areas and seal all cracks wider than 1/8". Then place an RHMAC overlay of 0.20'.

If you have any questions or comments, please contact me at 7951.

Dave Whaling, P.E.
District Materials Engineer

DW

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

10 - AMA - 88	66.6 / 71.6	0W600K	N/A
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.

PROJECT DESCRIPTION:

(Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)

Enter project description in this box. Use Continuation Sheet, if necessary

The California Department of Transportation (Caltrans) is proposing a Capital Preventive Maintenance Project under the Pavement Rehabilitation Program (program code 201.121). Project is located on State Route 88 in Amador County. Project description detailed on continuation page 1. *This project is Categorical Exempt under CEQA and Categorical Excluded under NEPA unless: 1) the scope of project changes to include additional activities or areas; or 2) there is unforeseen discovery of sensitive or cultural resources.*

CEQA COMPLIANCE (for State Projects only)

Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION (Check one)

Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)

Based on an examination of this proposal, supporting information, and the above statements, the project is:

Categorically Exempt. Class 1. (PRC 21084; 14 CCR 15300 et seq.)

Categorically Exempt. General Rule exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b])[3]]

<i>Mary Olivia</i>	8-23-11	<i>PETER JEMERIGBE</i>
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer
<i>Mary Olivia</i>		<i>Peter James Joe</i>
Signature	Date	Signature
		8/23/11

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b)
(<http://www.fhwa.dot.gov/hep/23cfr771.htm> - sec.771.117).

In non-attainment or maintenance areas for Federal air quality standards, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to 42 USC 7506(c) and 40 CFR 93.

CALTRANS NEPA DETERMINATION (Check one)

Section 6004: The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2010, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)()
- 23 CFR 771.117(d): activity (d)(1)
- Activity ___ listed in the MOU between FHWA and the State

Section 6005: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under Section 6005 of 23 U.S.C. 327.

<i>Mary Olivia</i>	8-23-11	<i>PETER JEMERIGBE</i>
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer
<i>Mary Olivia</i>		<i>Peter James Joe</i>
Signature	Date	Signature
		8/23/11

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if Section 6005 project; §106 commitments; §4(f); §7 results; Wellands Finding; Floodplain Finding; additional studies; and design conditions). Revised June 7, 2010

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

<u>10 - AMA - 88</u>	<u>66.6 / 71.6</u>	<u>0W600</u>	<u>N/A</u>
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.

Project Description

The California Department of Transportation (Caltrans) is proposing a Capital Preventive Maintenance Project under the Pavement Rehabilitation Program (program code 201.121). Project is located on State Route 88 in Amador County. The scope of work includes dig-outs, repairs of localized failures, placing asphalt concrete overlay to provide a smoother riding pavement surface. Dikes will be replaced and guardrail reconstructed where necessary.

Per the request from Design the project will not involve any of the following:

- Realignment or new alignment
- Working outside the existing shoulder backing
- Trenching, grading, or other ground disturbance
- Drainage work or alterations (all types)
- Construction of access roads
- Use of detour
- Temporary construction easements
- Work in channel
- Work on bridge piers
- New right-of-way acquisition or easements
- Removal of trees/vegetation
- Work in seasonally wet areas, drainages, or areas of standing water or flooding
- Work on United States Forest Service, State Park, National Park, or other publically owned lands
- Work on structures on/or adjacent to the proposed right-of-way
- Utility relocation
- Material or disposal sites

Should the scope of the project change a re-evaluation would be required.

Environmental Issues

Air Quality - Vladimir C Timofei

According to 40 CFR 93.126 Table 2, the proposed project is exempt from the requirement that a conformity determination be made. Such project may proceed toward implementation even in the absence of a conforming transportation plan and Transportation Improvement Program (TIP). During construction, the proposed project would generate air pollutants that would vary each day as construction progresses.

Caltrans standard specification pertaining to dust control and palliative requirement should effectively reduce and control emissions impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.01 "Air Pollution Control" and Section 14-9.02 "Dust Control" require the contractor to comply with the applicable Air Pollution Control District's rules, ordinances, and regulation.

Biology

Due to the scope of the project, special-status species or their habitat would not be affected. No further biological studies or permits are required.

Large mature trees are present throughout the project area. Therefore, the Bird Protection Standard Special Provision is required and a preconstruction survey for migratory birds would be necessary if work is conducted during the migratory bird nesting season (February 15 - September 1)

Cultural - Archaeology, Raymond Benson Architectural Historian, Chris Kuzak

Having been Screened and reviewed by certified Caltrans Professionally Qualified Staff pursuant to Attachment 2 of the PA under activity classes 1, 11,13 it has been determined that this project has no potential to effect historic properties and is exempt from further review or consultation.

Hazardous Waste - Saiyed Ali

A database search identified no evidence of hazardous waste site which could impact the project. The potential to encounter contaminated soil in or along this project is considered minimal and no further studies will be required. However, a Lead Compliance Plan would be required and any excess treated wood from the removal of the Metal Beam Guard Rail shall be properly disposed off.

Noise - Vladimir C Timofei

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

The proposed project is not a Type 1 project as defined by 23 CFR 772 and is therefore not subject to Caltrans Traffic Noise Analysis Protocol.

Paleontology – Juergen Vesperman

Based on the scope of the proposed project no paleontological impacts are anticipated. No additional studies are required.

Water Quality - Vladimir C Timofei

The proposed project would involve minor ground disturbance activities, and has the potential to of impacting short water quality in the area. No long-term water quality impacts are anticipated.

All short-term water quality impacts need to be addressed in the Design and Construction phase of the projects. In order to address any potential impacts, Best Management Practices (BMPs) need to be selected and implemented in accordance with the Project Planning and Design Guide. The contractor, as required in Caltrans Standard Specification Section 7-1.01G, must address all potential water quality impacts that may occur during constructions.

By incorporating proper and accepted engineering practices and Best Management Practices, the proposed project will not produce significant impacts to water quality during construction or its operation.

Short Form - Storm Water Data Report



Dist-County-Route: 10-AMA-88
 Post Mile Limits: 66.6/71.6
 Project Type: Pavement Rehabilitation
 Project ID (or EA): 1012000018 (10-OW600K)
 Program Identification: 201.121
 Phase: PID/PR
 PA/ED
 PS&E

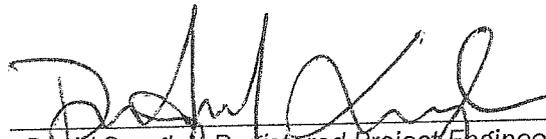
Regional Water Quality Control Board(s): Central Valley (5S)

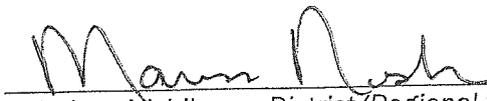
- | | | | |
|----|--|------------------------------|--|
| 1. | Is the project required to consider incorporating Treatment BMPs? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 2. | Does the project disturb 5 or more acres of soil? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 3. | Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 4. | Does the project potentially create permanent water quality impacts? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 5. | Does the project require a notification of ADL reuse | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

If the answer to any of the preceding questions is "Yes", prepare a Long Form - Storm Water Data Report.

Estimate Construction Start Date: 05-01-2015 Construction Completion Date: 09-01-2015
 Separate Dewatering Permit (if yes, permit number) Yes Permit # _____ No
 Erosivity Waiver Yes Date: _____ No

This Short Form - Storm Water Data Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.


 _____ 8/29/2011
 David Sangha, Registered Project Engineer Date
 I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:


 _____ 8/30/2011
 Marissa Nishikawa, District/Regional SW Coordinator Date

[Stamp Required for PS&E only]



Right of Way
Data Sheet - Pending

D-10 TRANSPORTATION MANAGEMENT PLAN CHECKLIST

District - Project No: 10 0000 0129
 Date Prepared: July 15, 2011
 Prepared By: Nabeel Burhan
 Requested By: Larry Cao

Co.-Rte.-P.M. AMA-88-66.6/71.6
 Location: In Amador County from 0.7 miles east of Kays Road to Alpine County Line

Stage of Project (X box) PID PSR PR PS&E

Description: Pavement Rehabilitation

Date Signed
Date Signed
Date Signed
Date Signed

REQUIRED	RECOMMENDED	NOT APPLICABLE	BEEES Item No.	COMMENTS	ITEM COST	REQUIRED IN SPEC.
----------	-------------	----------------	----------------	----------	-----------	-------------------

1.0 Public Information Strategies

- 1.1 Brochures and Mailers
- 1.2 Media Releases (& minority media sources)
- 1.3 Paid Advertising
- 1.4 Public Information Center
- 1.5 Public Meetings/Speakers Bureau
- 1.6 Project Telephone Hotline
- 1.7 Internet, E-Mail
- 1.8 Local cable TV and News
- 1.9 Notification to Impacted groups
(i.e. bicycle users, pedestrians with disabilities, others)
- 1.10 Project Web Page
- 1.11 Caltrans Public Information Office
- 1.12 Consultant Public Information Office
- 1.13 Other Items

X				RE to hand-deliver to business/residences.		
X						
		X				
	X			See comments below.		
	X		066063	Designer to add to budget if public meeting is added.		
		X				
		X				
X				Designer to verify impacted groups.		
		X		Web page could be linked to local City pg.		
X			066063	Items 1.1 to 1.11 to be handled by CT PIO.	\$18K	
		X				
		X				

2.0 Traveler Information Strategies

- 2.1 Changeable Message Signs (permanent)
- 2.2 Changeable Message Signs (portable)
- 2.3 Special Construction Signs
- 2.4 Traveler Information Systems (CHIN/Internet)
- 2.5 Highway Advisory Radio "HAR" (fixed or mobile)
- 2.6 Radar Speed Sign
- 2.7 Traffic Management Team
- 2.8 Revised Transit Schedules/ Maps
- 2.9 Bicycle community information
- 2.10 Other Items

		X				
X			128650	See comments below	\$54K	X
		X	120690			
	X		861985	As required.		
		X	860520			
		X	066064			
		X				
		X				
X				Same as Item 1.9.		
		X				

3.0 Incident Management

- 3.1 COZEEP
- 3.2 Freeway Service Patrol (tow truck service patrol)
- 3.3 Traffic Surveillance Stations (loops or CCTV)
- 3.4 Transportation Management Center
- 3.5 Traffic Control Inspector (Caltrans)
- 3.6 Traffic Management Team
- 3.7 On-site Traffic Advisor (contractor)
- 3.8 Other Items

		X	066062	See comments below		
		X	066065			
X			066876	Existing to remain &/or provide new stations.		
X				RE to notify for incident & status closure.		
		X				
X				TMC will contact TMT as needed.		
		X				

4.0 Construction Strategies

- 4.1 Delay damage clause
- 4.2 Night work
- 4.3 Weekend Work
- 4.4 Extended Weekend Closures
- 4.5 Planned Lane Closures
- 4.6 Planned Ramp Closures/Connector Closure
- 4.7 Total Facility Closure
- 4.8 Project Phasing
- 4.9 Truck Traffic Restrictions
- 4.10 Reduced Lane Widths
- 4.11 Temporary K-Rail
- 4.12 Temporary Traffic Screens
- 4.13 Reduced Speed Zones
- 4.14 Traffic Control Improvements

		X				
		X				
		X				
		X				
X				Per Lane Closure Charts		X
		X				
		X				
	X			As per stage construction if any.		
		X				
X				Per drawings/data sheet if any.		
		X	129000			
		X	129150			
		X				
X				As necessary.		

4.0 Construction Strategies (Continued)

REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No.	COMMENTS	ITEM COST	REQUIRED IN SPEC.
X				Construction to determine items 4.15.1 thru. 4.15.9		X
		X				
X			07850	RE to confirm prior to scheduling of closures.		X
		X				
X			066022	Designer to determine costs for maintaining traffic	TBD	X
X				See comments below.		X
X				See comments below.		X

5.0 Demand Management

		X				
		X				
		X				
		X				
		X				
		X	066069			
		X	066066			
		X				
		X				
		X				
		X				

6.0 Alternate Route Strategies

		X				
		X				
		X				
		X				
		X				
		X				
		X				

7.0 Other Strategies

		X				
		X				
		X				

Comments:

- 1.4 Plan, progress/completion information should be available at Local Public Works, Chamber of Commerce Offices, and CT Maintenance Offices.
- 1.9 Impacted groups need to be notified and informed about upcoming construction. During construction, access across job site will be needed.
- 1.11 PIC estimated at \$2k/mo. Or per stage construction or per major milestone.
- 2.2 PCMS Estimate: 1 pair cms (9 mo.) (6k/mo.) = \$54k
- 3.1 COZEEP Estimate:
- 4.20 Ensure that temporary routes, which are provided around and through construction along pedestrian facilities under Caltrans jurisdiction, are accessible to persons with disabilities when provided.
- 4.21 RE/Inspector shall maintain access to all business & residences at all times.

Approved by:



NABEEL BURHAN

DISTRICT TRAFFIC MANAGER

7/15/2011

DATE

Lane Closure Restriction for Designated Legal Holidays and Spécial Days

Thu	Fri	Sat	Sun	Mon	Tues	Wed	Thu	Fri	Sat	Sun
x	H xx	xx	xx							
	SD xx									
x	xx	H xx	xx							
		SD xx								
	x	xx	H xx	xx						
			SD xx	xxx						
	x	xx	xx	H xx	xx					
	x	xx	xx	SD xx	xxx					
				x	H xx	xxx				
				x	SD xx					
					x	H xx	xxx			
						SD xx				
						x	H xx	xx	xx	xx
							SD xx			

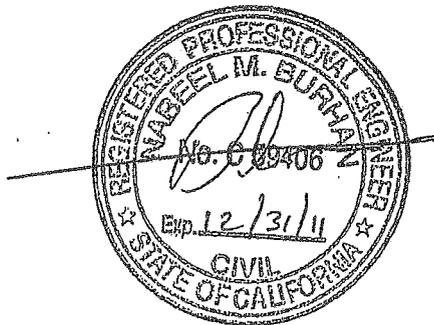
Legends:

	Refer to lane closure charts
x	The full width of the traveled way shall be open for use by public traffic after 6:00 am.
xx	The full width of the traveled way shall be open for use by public traffic.
xxx	The full width of the traveled way shall be open for use by public traffic until 9:00 am.
H	Designated Legal Holiday
SD	Special Day

Chart No. 1 Conventional Highway Lane Requirements																								
County: AMA							Route/Direction: 88/EB-WB							PM: 66.6/71.6										
Closure Limits: From 0.7 mile east of Keys Road to Alpine County Line																								
FROM HOUR TO HOUR																								
Mondays through Thursdays																								
Fridays																								
Saturdays																								
Sundays																								
Legend:																								
<input type="checkbox"/> R Provide at least one through traffic lane, not less than 10 feet in width, for use by both directions of travel (Reversing Control)																								
<input type="checkbox"/> Work permitted within project right of way where shoulder or lane closure is not required.																								
REMARKS:																								
1. See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.																								
2. Closures of local roads will require City/County concurrence.																								

Note to Design:

Above window must be re-evaluated or updated if actual construction takes place later than 2013



7/15/11