

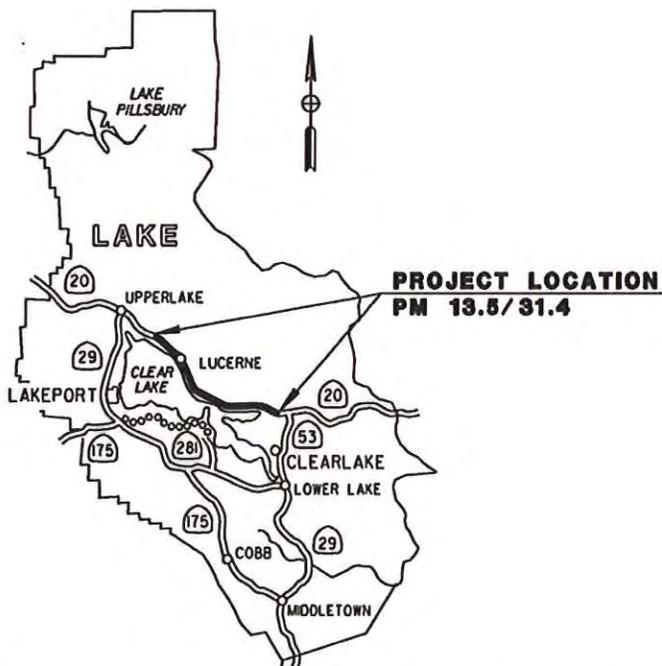


Project Scope Summary Report (Capital Preventative Maintenance)

01-LAK-20 PM 13.5/31.4
Program Code: 20.10.201.121
01-0B000K
May 2011

to

Request Programming in the 2010 SHOPP



In Lake County in and near Lucerne from 0.1 mile west of Sayre Avenue to 0.2 mile west of Junction Route 53



Route 20 - Eastbound



Route 20 - Westbound

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:

Karen Hawkins
Assistant Chief NR Right of Way

APPROVAL RECOMMENDED:

Mike Yancheff
Project Manager

Royal McCarthy (FOR)
Program Advisor

APPROVED:

CHARLES C. FIELDER
District Director

May 25, 2011
Date

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



JEFFREY L. PIMENTEL, P.E.
REGISTERED CIVIL ENGINEER

5/25/11

Date



1. INTRODUCTION AND BACKGROUND

Brief Project Description:

The project is located in Lake County in and near Lucerne from 0.1 mile west of Sayre Avenue to 0.2 mile west of Junction Route 53. The scope of work includes replacing failing hot mix asphalt (HMA), applying a 0.20' gap graded rubberized hot mix asphalt overlay (RHMA-G), placing shoulder backing, adjusting metal beam guard rail, replacing pedestrian ramps and replacing pavement delineation.

Route 20 is a two-lane conventional highway from PM 13.5 to PM 31.4 and passes through mostly flat terrain within the project limits. The proposed improvements meet the guidelines for the Capital Preventative Maintenance Program.

This project will be funded from the 201.121 program (CAPM Program) and amended into the 2010 SHOPP cycle. The total cost including right of way is \$25,440,000 (2011). A cost estimate is included as Attachment C.

Project Limits [Dist., Co., Rte., PM]	01-LAK-20, PM 13.5 – 31.4
Capital Costs:	\$21,190,000 (2011)
Right of way Costs:	\$62,500 (2011)
Funding Source:	SHOPP
Number of Alternatives:	2 (including the no build alternative)
Recommended Alternative (for programming and scheduling):	1
Type of Facility (conventional, expressway, freeway):	Conventional Highway
Number of Structures:	N/A
Anticipated Environmental Determination/Document:	CE – CEQA CE - NEPA
Legal Description	In Lake County in and near Lucerne from 0.1 mile west of Sayre Avenue to 0.2 mile west of Junction Route 53.

2. RECOMMENDATION

It is recommended that the cost associated with the build alternative (\$21,190,000 – 2011) be amended into the 2010 SHOPP and proceed with the preparation of the environmental document.

3. PURPOSE AND NEED STATEMENT

Need:

This portion of Route 20 is degraded such that Highway Maintenance programs are inadequate to preserve the existing roadway. Alligator cracking, rutting, delamination and raveling are present along portions of the project limits.

Purpose:

The purpose of this CAPM project is to preserve the drivability and serviceability of this section of Route 20, until a longer lead rehabilitation project can be delivered.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

4A. CONDITION OF EXISTING FACILITY

Traveled Way Data (Collection Date: 09/25/07)

PM	Lane		Alligator Cracking			Slab Cracking		Faulting (Y/N)	Patching Area %	Rutting (Y/N)	Bleeding (Y/N)	Priority	IRI	
	From	To	A%	B%	C (Y/N)	1st %	3rd %						Corner %	Score
13.50	14.40	L1	0	0	N	0	8	2	N	N	N	99	137	18
13.50	14.40	R1	0	0	N	0	8	2	N	N	N	99	142	19
14.40	15.47	L1	0	0	N	0	8	2	N	N	N	31	137	18
14.40	15.47	R1	0	0	N	0	8	2	N	N	N	31	155	22
15.47	16.81	L1	0	6	N	0	7	2	N	N	N	31	131	16
15.47	16.81	R1	0	46	N	0	7	2	N	Y	N	8	160	24
16.81	16.82													
MORRISON CREEK BRIDGE (#14-0004)														
16.82	17.75	L1	0	0	N	0	6	2	N	N	N	98	208	36
16.82	17.75	R1	0	36	N	0	6	2	N	N	N	8	209	36
17.75	18.69	L1	0	0	N	0	6	2	N	N	N	98	183	29
17.75	18.69	R1	0	67	N	0	6	2	N	N	N	8	191	32
18.69	19.55	R1	0	43	N	0	5	2	N	N	N	8	128	16
18.69	19.55	L1	0	0	N	0	5	2	N	N	N	98	156	23
19.55	20.65	L1	0	0	N	0	5	2	N	N	N	32	98	8
19.55	20.65	R1	0	0	N	0	5	2	N	N	N	32	127	15
20.65	22.09	L1	0	0	N	0	5	2	N	N	N	32	147	20
20.65	22.09	R1	0	0	N	0	5	2	N	N	N	32	187	30
22.09	23.09	L1	0	0	N	0	5	2	N	N	N	98	180	29
22.09	23.09	R1	0	0	N	0	5	2	N	N	N	98	223	40
23.09	24.47	L1	0	0	N	0	5	2	N	N	N	99	120	14
23.09	24.47	R1	0	0	N	0	5	2	N	N	N	99	127	15
24.47	25.47	L1	0	0	N	0	5	2	N	N	N	98	118	13
24.47	25.47	R1	0	15	N	0	5	2	N	N	N	8	168	26
25.47	26.76	L1	0	0	N	0	6	2	N	N	N	32	145	20
25.47	26.76	R1	0	0	N	0	6	2	N	N	N	99	159	23

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PM	Lane		Alligator Cracking		Slab Cracking		Faulting (Y/N)	Patching Area %	Rutting (Y/N)	Bleeding (Y/N)	Priority	IRI	
	From	To	A%	B%	C (Y/N)	1st %						3rd %	Corner %
26.76	27.85	L1	0	8	N	0	6	2	N	N	10	170	26
26.76	27.85	R1	0	0	N	0	6	2	N	N	31	199	34
27.85	28.75	L1	0	0	N	0	6	2	N	N	98	125	15
27.85	28.75	R1	0	100	N	0	6	2	N	N	8	169	26
28.75	29.82	L1	0	8	N	0	7	2	N	N	10	165	25
28.75	29.82	R1	0	75	N	0	7	2	N	N	8	201	34
29.82	30.75	L1	0	72	N	0	7	2	N	N	8	165	25
29.82	30.75	R1	0	100	N	0	7	2	N	N	8	204	35
30.75	31.40	L1	0	88	N	0	8	2	N	N	8	132	17
30.75	31.40	R1	0	79	N	0	8	2	N	N	8	182	29

Locations(s) of subsurface or ponded surface-water problem:

Locations of subsurface or ponded surface water will need to be reviewed at the next stage of the project.

Deflection Study Results:

A deflection test will need to be performed at the next stage of the project to confirm the materials recommendation.

Pedestrian Facility Data

Facility Type and Location(s)	Meets ADA Standards?	If Facility does not meet ADA Standards, what feature(s) are not ADA compliant?	Status of Each Noncompliant Location
Curb Ramps (throughout project limits)	No	Slope, detectable warning surfaces	Will be corrected as part of the project

Design Information Bulletin (DIB) 82-04 states on CAPM projects that are adjacent to existing sidewalks within the State highway right-of-way where curb ramps do not currently exist (at any intersection having curbs from a street level pedestrian walkway) new curb ramps shall be installed. DIB 82-04 also states CAPM projects that are adjacent to existing sidewalks within the State highway right-of-way with existing curb ramps, the curb ramps must be evaluated and upgraded where necessary to meet the accessibility design standards discussed in the DIB.

4B. STRUCTURES INFORMATION

Morrison Creek Bridge at PM 16.81 (#14-0004) is the only structure within the project limits. No work is planned for this structure. Grinding the roadway surface for 25 feet leading up to the beginning and end of the structure will be required in order to construct a conform with the pavement overlay.

4C. VEHICLE TRAFFIC DATA

The current and forecasted traffic data is listed in the table below:

Base Year ADT (2009)	11,500
Construction Year ADT (2012)	12,000
10-Year ADT	13,700
20-Year ADT	15,500
DHV	1,250
D	60%
Trucks	6%
T.I. (10-Year)	10.0
T.I. (20-Year)	11.5

Collision Data:

Collision Data Summary (4/1/07 to 3/31/10)				
Location	Total	Fatal	Injury	PDO
PM 13.5 to 31.4	194	5	88	101

PDO = Property Damage Only

Collision Rates* (4/1/07 to 3/31/10)						
Location	Actual			State Average		
	Fatal	F+I	Total	Fatal	F+I	Total
PM 13.5 to 31.4	0.033	0.61	1.28	0.041	0.84	1.65

* Rates are per million vehicles

F+I = Fatal plus Injury

According to the TASAS Table B this location has an actual total collision rate of 1.28 which is less than the state average of 1.65. The actual fatal collision rate is 0.033, which is also less than the statewide average of 0.041. The actual fatal plus injury collision rate is 0.61, which is less than the statewide average of 0.84.

Of the 194 total collisions that occurred, the primary collision factor for 67 collisions was "improper turn" and 65 collisions had "speeding" as the primary collision factor. Twenty five collisions had a primary collision factor of "influence of alcohol". Seventeen collisions had a primary collision factor of "other violations". Twelve of the collisions had a primary collision factor of "failure to yield", six had a collision factor of "other than driver", one was "unknown" and one was "follow too close".

Seventy two of the 194 collisions were "hit object" types of collisions. Forty four of the collisions were "rear end", 20 were "overturn", 18 were "sideswipe", 17 were "broadside", 14 were "head-on". Five of the total collisions were "auto-pedestrian" collisions.

4D. MATERIALS

A materials recommendation was completed by District 1 Materials and is included as Attachment G. A life cycle cost analysis was not prepared at this stage and will need to be completed at the next phase of the project.

5. CORRIDOR AND SYSTEM COORDINATION

Route 20 in District 1 begins at Route 1 in the City of Fort Bragg, and progresses generally easterly to Route 101 in the City of Willits. At Willits, there is a break in Route 20, and it resumes again just north of the community of Calpella, continuing southeasterly, across the remainder of Mendocino County and all of Lake County. It is a Federal Aid Primary Route and is eligible for designation as a Scenic Highway but has not been officially designated. Route 20

is functionally classified as a Rural Minor Arterial from Route 1 to Route 101, and along the north shore of Clear Lake from Route 29 to Route 53. The remainder of Route 20 in District 1 is functionally classified as a Rural Principal Arterial.

The existing facility is typically 2-lane conventional highway with 12-foot lanes and 0 to 10 foot shoulders. Horizontal alignment is generally curvilinear and vertical alignment is rolling to mountainous. The concept for this section of Route 20 is that it remains 2-lane conventional highway on the existing alignment. No concept level of service has been established for the Minor Arterial segment from Route 29 to Route 53 (LAK-20 PM 8.3 to 31.6).

6. ALTERNATIVES

6A. BUILD ALTERNATIVE – ALTERNATIVE 1

The build alternative includes an overlay with 0.20' of Rubberized Hot Mix Asphalt – Gap Graded (RHMA-G), replace failing hot mix asphalt (HMA), placing shoulder backing, adjusting metal beam guard rail and terminal sections, replacing pedestrian ramps and replacing pavement delineation/markers.

According to CAPM guidelines the cost associated with replacing failing HMA for digouts has been assumed to be approximately 20% of the project cost.

6B. NO BUILD ALTERNATIVE – ALTERNATIVE 2

The no build alternative is not recommended and does not meet the purpose and need of the project.

6C. DESIGN EXCEPTIONS:

Per DIB 81, no design exception fact sheets are needed to document existing non standard features. CAPM projects that are consistent with the scope of intent of the 201.121 program, as presented in the DIB, do not require design exception fact sheets for deviations from mandatory and advisory design standards. CAPM projects are not intended to change existing geometric features.

The subject project will maintain the existing geometric features. No changes are proposed to the cross section. The Caltrans Geometric Reviewer, Heidi Sykes concurred with this statement.

7. OTHER PROJECT DETAILS

7A. ENVIRONMENTAL COMPLIANCE:

A Preliminary Environmental Assessment Report (PEAR) was not prepared at this phase of the project due to the accelerated schedule to complete this PSSR. In lieu of a PEAR the environmental memorandum prepared for the Project Initiation Form (PIF) was used as the environmental assessment and is included as Attachment D.

It is anticipated that all work will avoid archaeological sites. Alternatively, work deemed to impact a site will be eliminated from the scope of work.

The environmental memorandum states that the probable document under the California Environmental Quality Act (CEQA) would be a Categorical Exemption and under the National Environmental Policy Act (NEPA) it would be a Categorical Exclusion. In the event cultural resources were to be adversely affected, the environmental documents would be an Environmental Impact Report and a Finding of No Significant Impacts under CEQA and NEPA, respectively. Allow 24 to 28 months for a Categorical Exemption and Categorical Exclusion to allow for appropriate botanical surveys. No permits are estimated to be necessary based upon the information provided.

7B. HAZARDOUS WASTE DISPOSAL SITE REQUIRED?

An ISA was prepared for the project and is included as Attachment E. The ISA states that no issues were identified for Aerially Deposited Lead (ADL) or thermoplastic material, however; naturally occurring asbestos (NOA) may be an issue, depending on where the actual pedestrian ramps will be constructed and if there is space on site to place excess soil ramp material.

7C. OTHER AGENCIES INVOLVED (PERMITS/APPROVALS FROM FISH & GAME, CORPS OF ENGINEERS, COASTAL COMMISSION, ETC.):

No permits required for the project.

7D. ROADSIDE DESIGN AND MANAGEMENT:

All metal beam guard rail and terminal sections will be adjusted to meet current design standards after the pavement overlay.

7E. STORMWATER COMPLIANCE:

A Storm Water Data Report was not prepared at this phase of the project, but will be required at the next phase. The waiver for this phase was approved by Wesley Faubel (North Region Design & Engineering Services Storm Water Coordinator) and a record of the conversation can be found in the project file.

7F. RIGHT OF WAY ISSUES:

A Right of Way Data Sheet was prepared for this project and is included as Attachment F. The total estimated Right of Way cost is \$62,500, which all originates from acquisition cost related to temporary construction easements for pedestrian ramp replacement.

Right of Way lead time will require a minimum of sixteen months after submitting the first appraisal maps, utility conflict maps, and the necessary environmental clearance. Additionally a minimum of thirteen months will be required after receiving the last appraisal map. Shorter lead times are possible.

7G. SALVAGING AND RECYCLING OF HARDWARE AND OTHER NON-RENEWABLE RESOURCES:

All materials and hardware removed from this project will become the property of the contractor.

7H. RECYCLED MATERIALS:

Rubberized asphalt concrete, which consists of recycled rubber, is recommended for this project. The primary reason for using rubberized asphalt is that it provides significantly improved engineering properties over conventional paving grade asphalt.

7I. WHAT ARE THE CONSEQUENCES OF NOT DOING THIS ENTIRE PROJECT?

If the subject project is not completed, Route 20 will continue to degrade and require Field Maintenance to use more of their limited resources to provide minimum levels of drivability to the public.

8. TRANSPORTATION MANAGEMENT**8A. TRANSPORTATION MANAGEMENT PLAN**

A Transportation Management Plan (TMP) was prepared for this project and is included for reference as Attachment H. Significant traffic impacts (vehicular/pedestrian) are not anticipated provided the recommendations in the TMP are incorporated into the project.

9. ENVIRONMENTAL DETERMINATION/DOCUMENT

The anticipated environmental approval document for the subject project will be a Categorical Exemption (CE) under CEQA and a Categorical Exclusion (CE) under NEPA.

10. FUNDING/SCHEDULING**10A. FUNDING**

This project will be amended into the 2010 SHOPP.

10B. PROJECT SUPPORT:

A Programming Sheet has been prepared for the project and is included as Attachment J.

10C. PROJECT SCHEDULE:

Milestones	Delivery Date (Month, Day, Year)
PA & ED	3/1/12
Project PS&E	3/15/12
Right of Way Certification	11/1/12
Ready to List	11/1/12
Approve Contract	6/1/13
Contract Acceptance	8/1/14
End Project	8/1/15

11. FEDERAL COORDINATION

No FHWA action required for this project.

12. PROJECT REVIEWED BY:

District Maintenance	<u>Daniel Ramirez</u>	Date	<u>5/17/11</u>
District Safety	<u>Dennis McBride</u>	Date	<u>5/17/11</u>
District Materials	<u>Wesley Johnson</u>	Date	<u>5/17/11</u>
HQ Design Coordinator/Reviewer	<u>Heidi Sykes</u>	Date	<u>5/17/11</u>
Advance Planning	<u>Ilene Poindexter</u>	Date	<u>5/17/11</u>

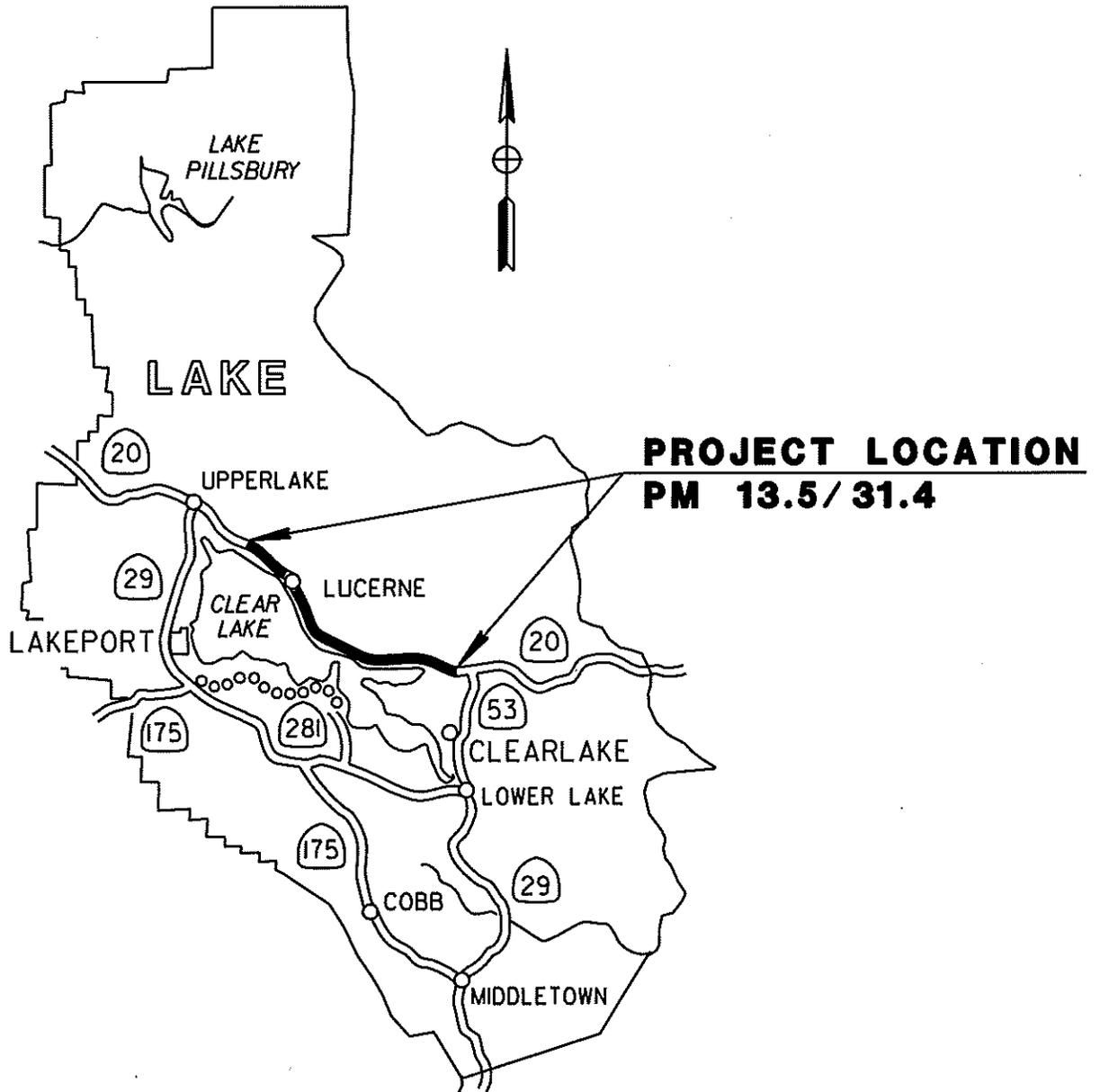
13. ATTACHMENTS

- A. Project Location Map
- B. Typical Section
- C. PSSR Cost Estimate
- D. Environmental Memorandum
- E. Initial Site Assessment
- F. Right of Way Data Sheet
- G. Preliminary Materials Recommendation
- H. Transportation Management Plan
- I. Risk Management Plan
- J. Programming Sheet

ATTACHMENT A

PROJECT LOCATION MAP

VICINITY MAP



NO SCALE

PROJECT LOCATION
01-Lak-20-PM 13.5/31.4

ATTACHMENT B

TYPICAL SECTION

ATTACHMENT C

PSSR COST ESTIMATE

LAK 20 CAPM PROJECT

District - County - Route: 01-LAK-20
PM: 13.5/31.4
EA: 0B000K
Program Code: 201.121

PROJECT DESCRIPTION:

Limits: In Lake County in and near Lucerne from 0.1 mile west of Sayre Avenue to 0.2 mile west of Junction Route 53

Proposed Improvement (Scope): 0.20' RHMA overlay, pavement digouts, adjust metal beal guard rail/terminal sections, replace pedestrian ramps and replace pavement delineation/markers.

SUMMARY OF ESTIMATED COST

TOTAL ROADWAY ITEMS	\$21,122,000	
TOTAL STRUCTURE ITEMS	\$0	
SUBTOTAL CONSTRUCTION COSTS	\$21,122,000	
TOTAL RIGHT OF WAY ITEMS	\$63,000	
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$21,185,000	
CALL	\$21,190,000	(2011 dollars)

Reviewed by District Program Manager _____ Date _____

Approved by Project Manager _____ Date _____

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Item Cost
			Subtotal Earthwork	\$0
Section 2 Pavement Structural Section	Quantity	Unit	Unit Price**	Item Cost
Gap Graded Rubberized Hot Mix Asphalt (RHMA-G)	65,000	TON	\$135	\$8,775,000
Replace HMA (digouts-20%)	1	LS	\$2,623,800	\$2,623,800
Cold Plane AC	131,318	SQYD	\$10	\$1,313,180
Tack Coat	203	TON	\$500	\$101,500
Imported Material (shoulder backing)	12,076	TON	\$65	\$784,940
Replace Frame and Cover	1	LS	\$50,000	\$50,000
Adjust Frame and Cover to Grade	1	LS	\$80,000.00	\$80,000
			Subtotal Pavement Structural Section	\$13,728,420
Section 3 Drainage	Quantity	Unit	Unit Price	Item Cost
			Subtotal Drainage	\$0
Section 4 Specialty Items	Quantity	Unit	Unit Price	Item Cost
Construction Site Management	1	LS	\$5,000	\$5,000
Prepare Storm Water Pollution Prevention Plan	1	LS	\$6,000	\$6,000
Adjust Metal Beam Guard Rail	3,971	FT	\$6	\$23,826
Replace Pedestrian Ramps	57	EA	\$5,000	\$285,000
Adjust MBGR Terminal Sections	22	EA	\$1,000	\$22,000
Centerline Rumble Strip	631	STA	\$80	\$50,480
			Subtotal Specialty Items	\$392,306
Section 5 Traffic Items	Quantity	Unit	Unit Price	Item Cost
Thermoplastic Striping (4")	368,436	FT	\$0.40	\$147,374
Thermoplastic Pavement Marking	8,788	SQFT	\$5.00	\$43,940
Pavement Marker (Retroreflective)	8,628	EA	\$6.00	\$51,768
Remove Thermoplastic Pavement Markings	8,788	SQFT	\$5.00	\$43,940
Portable Changeable Message Sign (PCMS)	4	EA	\$5,000	\$20,000
Construction Area Signs	1	LS	\$15,000	\$15,000
			Subtotal Traffic Items	\$322,022
Traffic Additions (Added in "TOTAL SECTIONS 1 thru 5)				
Traffic Control System	1	LS	(5% Item Subtotal)	\$722,200
Maintain Traffic	1	LS	(6% Item Subtotal)	\$866,600
			SUBTOTAL	\$14,442,748
			TOTAL SECTIONS 1 thru 5	\$16,031,548

Section 6 Minor Items	
$\$16,031,548 \times (5\%) =$	\$801,577
(Subtotal Sections 1 thru 5)	
TOTAL MINOR ITEMS	\$801,577

Section 7 Roadway Mobilization	
$\$16,833,126 \times (10\%) =$	\$1,683,313
(Subtotal Sections 1 thru 6)	
TOTAL ROADWAY MOBILIZATION	\$1,683,313

Section 8 Roadway Additions	Quantity	Unit	Unit Price	Item Cost
Supplemental Work				
(Subtotal Sections 1 thru 6)				
Contingencies				
$\$16,833,126 \times (15\%) =$				\$2,524,969
COZEEP setups @ \$100 per Hour Working 10 Hour Days	\$ Per Hour	Hours Per Day	Work Days	
	\$100	10	80	\$80,000

(Subtotal Sections 1 thru 6) \$16,833,126

TOTAL ROADWAY ADDITIONS (Sections 7 & 8) \$4,288,281

TOTAL ROADWAY ITEMS	\$21,122,000
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II. STRUCTURES ITEMS

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SUBTOTAL STRUCTURES ITEMS **\$0**
(Sum of Total Cost for Structures)

Railroad Related Costs:

SUBTOTAL RAILROAD ITEMS **\$0**

TOTAL STRUCTURES ITEMS **\$0**

III. RIGHT OF WAY ITEMS

A. Acquisition, including excess lands,	\$62,500
B. Mitigation acquisition & credits	\$0
C. Project Development Permit Fees	\$0
D. Utility Relocation (State share)	\$0
E. Relocation Assistance (RAP)	\$0
F. Clearance/Demolition	\$0
G. Title and Escrow Fees	\$0

TOTAL RIGHT OF WAY ITEMS **\$63,000**

Anticipated Date of Right of Way Certification N/A
(Date to which Values are Escalated)

Estimate Prepared By: Jeffrey Pimentel

Phone # 707-445-6358

ATTACHMENT D

ENVIRONMENTAL MEMORANDUM

MEMORANDUM

TO: Gary Banducci

May 4, 2011

FROM: Deborah Harmon

SUBJECT: Environmental's Comments on PIF #1315, Lak-20-PM13.5/31.4-- digouts, overlay, pedestrian improvements, repair/replace MBGR

It is anticipated that there would be some ground disturbing work associated with repair and upgrade of the MBGR, pedestrian improvements (curb ramps, ADA ramps, sidewalk), digouts, and overlay. Route 20 within the project limits has been surveyed (2010 TEA Inventory) so archaeological site locations should be known. If sites can be avoided (no ground disturbing activity off the paved roadway), the project would likely be screenable.

If subsurface work is to occur in or near a known site there could be the need for archaeological excavation to determine the impacts of the project on the site. This effort would include preparing an HPSR that requires SHPO consultation and concurrence as well as Native American consultation.

If conflicts with archaeological sites can be avoided, the time necessary to complete the cultural resource efforts (NA consultation, field visit, background research, meetings, and screening memo) would be approximately 60 hours over three months. The time necessary to complete this work will depend a lot on the ability of the design team to accurately identify all upgrades on the pedestrian facilities and MBGR work as well as staging and construction scenario describing how work would be done.

If conflicts with archaeological sites cannot be avoided the time necessary to complete cultural studies (APE map, NA consultation, field visits, meetings, background research, research design and SHPO concurrence for Extended Phase 1 Excavation and possibly Phase II Excavations, and HPSR and other compliance documents) would be a minimum of 300 hours over 8 to 16 months. In addition, a Task Order would likely have to be prepared to perform the actual excavations. This would require additional staff time for TO preparation and oversight. A best guess estimate at this time for any consultant work is in the range of \$60,000 to \$80,000. One option might be to drop any MBGR or pedestrian improvements in areas that have conflicts with archaeological sites.

There are no known State or federally listed plants within the project limits, however several sensitive species could be present including Koncti Manzanita, Norris' beard moss, glandular western flax, and Colusa layia. Botanical surveys will be required to determine if sensitive species could be affected by the project. Potential to affect the water quality of Clear Lake will also be of concern. If any of the improvements require tree removal that could also be of concern.

Probable CEQA/NEPA document if no sensitive cultural resources are adversely affected would be CE/CE. If significant cultural resources would be adversely affected, the probable environmental document is an EIR/FONSI. Allow 24 to 28 months for a CE/CE to allow for appropriate botanical surveys and if an EIR/Fonsi is necessary, allow 30 to 36 months for PAED. No permits are estimated to be necessary based upon the information provided.

ATTACHMENT E

INITIAL SITE ASSESSMENT



Mark
Melani/D03/Caltrans/CAGov
05/04/2011 03:37 PM

To Jeffrey Pimentel/D01/Caltrans/CAGov@DOT
cc
bcc
Subject 01-0B000K CAPM, e-mail ISA attached 

Good Afternoon Jeff,

Hazardous Waste did a quick review of your proposed project. no big issues identified for Aerially Deposited Lead (ADL) or thermoplastic, however, naturally occurring asbestos (NOA) may be a significant issue, depending on where the actual pedestrian ramps will be constructed and if we have any room on sight to place excess soil ramp material. When you near P&E contact Hazardous Waste to re-evaluate NOA impacts and start to draft project specific specification.

Thanks,

Mark Melani
Caltrans
Office of Environmental Engineering - South
703 B Street
Marysville, California 95901

Phone (530) 741-4556
FAX (530) 741-4457
Jeffrey Pimentel/D01/Caltrans/CAGov



Jeffrey
Pimentel/D01/Caltrans/CAGo
v
05/02/2011 03:14 PM

To Mark Melani/D03/Caltrans/CAGov@DOT
cc
Subject 01-0B000K CAPM - expedited ISA?

Mark,

Per our phone conversation here are the details of the project. Please note that this project has not gone to a PIF meeting yet so the information we have is very basic and limited. I have attempted to give you as much detail as possible.

We just received word there is funding available in the 2010 SHOPP and they would like this PSSR complete by June 1 in order to secure the funding. We are shooting to circulate a draft PSSR by early next week and are hoping we can get the functional units to deliver by Wednesday of this week. In our conversation we discussed the impact of disturbing the soil for your preparation of the ISA. We are not sure how many pedestrian ramps will be replaced at this time. Please let me know how soon we can expect the ISA.

Project Limits:
Lak-20 PM 13.5 to 31.4

Project Description:

This project proposes to replace failing HMA (digouts) and apply a 0.20' gap graded rubberized hot mix asphalt (RHMA-G) overlay according to CAPM guidelines. Metal beam guardrail will be upgraded as

necessary. Portions of the project adjacent to curb and gutter will be cold planed prior to application of the overlay to maintain existing drainage capacity. Pedestrian facilities will be upgraded and pavement delineation will be replaced.

Rationale for Project (purpose and need):

This portion of Route 20 is degraded such that Highway Maintenance (HM) programs are inadequate to preserve the existing roadway. Alligator cracking, rutting, delamination and raveling are present along portions of the project limits. This CAPM project is necessary to preserve the driveability and serviceability of this section of Route 20, until a longer lead rehabilitation project can be delivered.

Thanks!

Jeffrey L. Pimentel, P.E.

Project Engineer
Caltrans - District 1
Advance Planning
(707) 445-6358

ATTACHMENT F

RIGHT OF WAY DATA SHEET

Memorandum

*Flex your power!
Be energy efficient!*

To: ILENE POINDEXTER
Branch Chief Advance Planning
Department of Transportation, District 1

Attention JEFFREY PIMENTEL
Project Engineer

Date: May 5, 2011

File: 01-LAK-20 PM 13.5/31.4
E.A. 01-0B000K
Alternate No. 1 of 1 - CAPM
CAPM in Lake County in and
Near Lucerne From 0.1 Mile
West of Sayre Avenue to 0.2
Mile West of Junction Route 53

From: LEOTA K. LOVELACE,
Senior Right of Way Agent
Project Delivery
Eureka

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 on May 4, 2011. The attached estimate is based on the following assumptions and limiting conditions:

Acquisition:

Assume \$50,000 for TCEs needed for work behind pedestrian facilities as instructed by the P.E. Estimated that 25 TCEs will be needed for the project. No mapping was provided. Current schedule does not allow for condemnation and it is unknown if Permits To Enter and Construct will be needed to conform driveways. It is recommended that a revised RW Datasheet be completed in the 0-Phase as more information becomes available.

Permits:

No permits required per Environmental Coordinator.

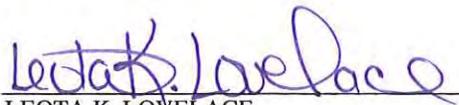
Mitigation:

Unknown at this time due to the preliminary nature of the project.

Utilities:

Assume no utility involvement as instructed by the P.E. as there will be no digging over 6-12 inches.

Right of Way Lead Time will require a minimum of **16** 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 **13** 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.



LEOTA K. LOVELACE,
Senior Right of Way Agent
Project Delivery

Attachments:
Right of Way Data Sheet

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



Date: May 5, 2011

01-LAK-20 PM 13.5/31.4
 E.A. 01-0B000K
 CAPM in Lake County in and Near Lucerne
 From 0.1 Mile West of Sayre Avenue to 0.2
 Mile West of Junction Route 53

1. Right of Way Cost Estimate: **Alternate No. 1 of 1 - CAPM**

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	\$62,500	5%	\$64,022
B. Mitigation acquisition & credits	\$0		\$0
C. Project Development Permit Fees	\$0		\$0
Subtotal	\$62,500		\$64,022
D. Utility Relocation (State Share) (Owner's share: _____ \$0)	\$0		\$0
E. Relocation Assistance (RAP)	\$0		\$0
F. Clearance/Demolition	\$0		\$0
H. Title & Escrow	\$0		\$0
I. Total Estimated Right of Way Cost	\$62,500	Rounded	\$64,000
J. Construction Contract Work	\$0		

2. Current Date of Right of Way Certification November 1, 2011

3. Parcel Data:

<u>Type</u>	<u>Dual/Appr</u>	<u>Utilities</u>	<u>RR Involvements</u>
X <u>0</u>		U4 - 1 <u>0</u>	None <u>X</u>
A <u>25</u>		- 2 <u>0</u>	C&M Agrmt <u>_____</u>
B <u>0</u>		- 3 <u>0</u>	Svc Contract <u>_____</u>
C <u>0</u>	<u>0</u>	- 4 <u>0</u>	Easements <u>_____</u>
D <u>0</u>	<u>0</u>	U5 - 7 <u>1</u>	Rights of Entry <u>_____</u>
		- 8 <u>0</u>	Clauses <u>_____</u>
Total <u>25</u>		- 9 <u>0</u>	
Areas:			Misc. R/W Work
R/W:	<u>N/A</u>		RAP Displ <u>N/A</u>
Excess:	<u>N/A</u>	No. Excess Pcls: <u>0</u>	Clear/Demo <u>N/A</u>
Mitigation:	<u>N/A</u>		Const Permits <u>N/A</u>
			Condemnation <u>3</u>
			USA Involvement <u>No</u>

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.).

TCEs will be required for work behind pedestrian facilities.

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? Yes _____ Not Significant _____
No X

8. Are utility facilities or rights of way affected? Yes X No _____

Utility relocations are not anticipated; however, utility verifications will be required.

This project is exempt from the Policy on High/Low Risk Underground Facilities Within Highway Rights of Way. Per the Project Engineer, there are no conflicts with above ground utilities either.

9. Are railroad facilities or rights of way affected? Yes _____ No X
None.

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

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

15. What type of mitigation is required for the project?
Unknown at this time due to the preliminary nature of the project.

16. 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 16 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 13 months will be required after receiving the last appraisal map to Right of way for certification.

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

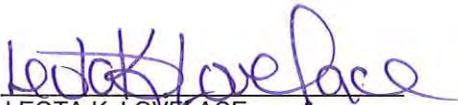
Evaluation Prepared By:

Right of Way:  Danette Fowler Date 5/6/11

Reviewed By:

RW Project Coordinator:  Robert Close Date 5/5/11

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


LEOTA K. LOVELACE,
Senior Right of Way Agent
Project Delivery Branch
Eureka

6 May 11
Date

ATTACHMENT G

PRELIMINARY MATERIALS RECOMMENDATION

Memorandum

To: Ilene Poindexter
Division Chief,
Advance Planning

Date: May 5, 2011

Attn: Jeffrey Pimentel

File: 01-LAK-20
PM 13.5/31.4
EA: 01-0B000K
EFIS: TBD
LAK 20 Overlay

From: DEPARTMENT OF TRANSPORTATION - North Region
Wesley D. Johnson - North Region, Eureka Materials

Subject: Preliminary Materials Recommendation

In response to a request for an expedited overlay recommendation from Jeffrey Pimentel of your office, dated May 3, 2011, the following is provided. At this early stage of this project, a visit to the site was not conducted, nor was any sampling or testing conducted for the purposes of this report.

Under the guidelines presented in the Highway Design Manual (HDM), Section 603.3(2) Capital Preventative Maintenance (CAPM), CAPM strategies are considered non-structural and therefore do not require Traffic Index calculations or deflection studies. Accordingly, no deflection study was ordered for this project. The 2007 Pavement Condition Survey Inventory (PCSI) lists the maximum Ride score as 40, with an average ride score of 24 within the project limits. Ride scores of 45 or higher will generally trigger a project to alleviate high ride scores by placing the overlay in two separate lifts. The 2008 PCSI also lists the maximum International Roughness Index (IRI) of 223, with an average IRI of 160 within the project limits. The CAPM Guidelines indicate pavement overlay strategies selecting



Wesley D. Johnson

overlay thicknesses of 0.15 foot (rubberized asphalt) and 0.20 foot (other asphalt binder types) for locations having IRI scores of less than 170. Due to the out-of-date nature of the 2007 PCSI, the variability of the IRI scores, and the continued deterioration of the road surface, thicker overlay is warranted and is outlined below. A copy of the 2007 Pavement Condition Survey is included as Attachment "A".

Existing Surface

A review of the Materials Laboratory's Structural Section History Files and a review of the "as-built" project files within this project's limits indicate the existing surface consists of Open Graded Asphalt Concrete (OGAC), placed in 2000 under contract 01-2974U4 from Post Mile 11.0 to Post Mile 18.0. The remainder of the roadway surface within the project's limits consists of Dense Graded Hot Mix Asphalt of varying age and condition.

Repair Prior to Overlay

Cold plane and remove the existing surface course of OGAC to a depth of 0.08' from Post Mile 13.5 to Post Mile 18.0. After cold planing and removal of the existing OGAC surface friction course, a thorough inspection should be made to locate areas of severe pavement failure identified by rutting greater than 1/2" and/or loose spalling pavement. Dig out and repair the localized failed areas to a depth of 0.25' (mill & fill with HMA (Type A)) and seal all cracks wider than 1/4" by route and seal method. See Attachment "B" for a detail for crack repair. Upon completion of the repairs noted above, select one of the overlay strategies given below.

Overlay Alternative 1

Place a 0.20 foot layer of Rubberized Hot Mix Asphalt-Gap Graded (RHMA-G).

Overlay Alternative 2

Place a 0.25 foot layer of Hot Mix Asphalt-Type A (HMA-A) in two lifts. The first lift shall be 0.15 feet thick, followed by the second lift placed at 0.10 feet thick. Two lifts are specified in anticipation of improving degraded ride scores within the project's limits.

Notes:

- The District 1 Materials Laboratory strongly encourages the use of rubberized asphalt concrete pavement. Rubberized asphalt pavement

has proven to provide longer life than that of conventional asphalt concrete. Additionally, Assembly Bill 338 (AB 338) requires the Department of Transportation to meet minimum Rubberized HMA usage amounts, which are targeted to increase year to year with a ceiling of 50% of asphalt pavement projects constructed using Rubberized HMA by January 1, 2015.

- All Hot Mix Asphalt and Rubberized Hot Mix Asphalt shall be produced using Warm Mix technology or additives. Using Warm Mix will improve asphalt compactive efforts and contribute to longer life pavements. Additionally, reductions in Green House Gas (GHG) emissions achieved using Warm Mix asphalts will be in concert the goals expressed in the California Global Warming Solutions Act (AB32) signed in September 2006. Hot Mix Asphalt used for digout repair can be either Hot Mix Asphalt (HMA) or Warm Mix Asphalt (WMA).
- District 1 has developed a formal Pavement Selection Committee (PSC) to help provide a process for proper and consistent pavement selection in pavement design. District Directive Number DD-07-1 entitled "*District 1 Pavement Selection Committee*" defines and assigns responsibilities for the management of the District's pavement standards, policies, and guidelines. The objective is to have a concurrence or recommendation for pavement selection in pavement design by the Committee as early as possible in the Capital Project Development process, typically in the Advanced Planning/Project Initiation Document (PID) stage. For further guidance and direction, see: http://northregion.dot.ca.gov/pd/d1_district_resources.htm and select *Materials*, then navigate to *Pavement Selection Process Flowchart*. It is the responsibility of the Project Engineer to document approval of pavement strategy by the PSC for Office Engineer at P&E submittal. Formal approval of the pavement surface strategy should be sought from the PSC prior to P&E delivery date.
- If delivery of this project to overlay is delayed beyond 2012; and due to the current condition of the existing roadway as indicated in the 2007 PCSI, an updated materials recommendation should be ordered with a repair strategy based on results of deflection testing. If it appears the project will be substantially delayed, please order a deflection study through this office as early in the P&E process as possible.

Material Specifications

- Rubberized Hot Mix Asphalt - Gap Graded (RHMA-G): Shall be Type G (gap graded), conforming to Section 39 of the Standard Specifications and using nSSPs for Warm Mix Asphalt production.
- Hot Mix Asphalt (HMA): Shall be Type A (HMA-A), conforming to

Section 39 of the Standard Specifications and using nSSPs for Warm Mix Asphalt production.

- Paint Binder (Tack Coat): Shall conform to Section 39 of the Standard Specifications.

- Asphalt Binder for "Low Mountain" Climatic Region:

Rubberized Hot Mix Asphalt: Shall be rubberized PG 64-16 meeting Caltrans specifications for RHMA-G with estimated total rubberized asphalt binder contents of 8.0%.

Conventional Hot Mix Asphalt: Shall be PG 64-28 TR for hot mix asphalt (HMA-A). The estimated percentage of asphalt to be added per dry weight of aggregate is 5.4% for 1/2 inch HMA-A.

- Asphalt Concrete Dike: Hot Mix Asphalt used in the construction of dikes shall be Type A (HMA-A), conforming to revised Section 39 of the Standard Specifications.
- Shoulder Backing: Shall conform to the requirements within the Standard Special Provisions for shoulder backing, with the following change: The minimum loose unit weight per California Test Method 212, (a. Compacted Method (by rodding)) shall be 105 lbs/ft³.

If you have any questions, please call Dave Waterman at (707)445-6355 or Wes Johnson at (707)445-6386.

Attachments

WJ:wj

cc: I.Poindexter
J.Pimentel
M.Yancheff
Lab Files

Attachment A

01-LAK-20 PM 13.5/31.4
01-0B000K

2007 Pavement Condition Survey Inventory (PCSI)

Collection Date: 09/25/2007
 Printed: 05/02/2011

District 1
 County LAK
 Route 020
 Begin PM 12.947

Caltrans Maintenance Program 2007 Pavement Condition Survey Inventory Caltrans Drive Order

District 1, LAK, Rte 020, PM 13.5 - 31.4

District 1 County LAK Route 020

Lane	Surface Type	End PM	Length	Alligator Cracking		LaneMi. (Est.)	Type	AAADT (,000)	Faulting		Ride, IRI	Priority	Skid	Defect
				A %	B % C (Y/N)?				Slab Cracking 1st %	Corner %				
12.947	-	14.397	1.450	2.900	2LND	8	2			18	137	99	NO DISTRESS OBSERVED	
L1	F-OG	0	0							19	142	99	NO DISTRESS OBSERVED	
R1	F-OG	0	0											
14.397	-	15.467	1.070	2.140	2LND	8	2			18	137	31	COARSE RAVEL	
L1	F-OG	0	0							22	155	31	COARSE RAVEL	
R1	F-OG	0	0											
15.467	-	16.812	1.345	2.690	2LNU	7	2			16	131	31	COARSE RAVEL	
L1	F-OG	0	6							24	160	8	HIGH ABC	
R1	F-OG	0	46											
16.824	-	17.747	0.923	1.846	2LND	6	2		100	36	208	98	GOOD CONDITION	
L1	F-DG	0	0							36	209	8	HIGH ABC	
R1	F-DG	0	36											
17.747	-	18.687	0.940	1.880	2LND	6	2			29	183	98	GOOD CONDITION	
L1	F-DG	0	0							32	191	8	HIGH ABC	
R1	F-DG	0	67											
18.687	-	19.547	0.860	1.720	2LNU	5	2			16	128	8	HIGH ABC	
L1	F-DG	0	43							23	156	98	GOOD CONDITION	
R1	F-DG	0	0					100						
19.547	-	20.647	1.100	2.200	2LNU	5	2			8	98	32	FINE RAVEL	
L1	F-OG	0	0							15	127	32	FINE RAVEL	
R1	F-OG	0	0					100						
20.647	-	22.087	1.440	2.880	2LNU	5	2			20	147	32	FINE RAVEL	
L1	F-OG	0	0							30	187	32	FINE RAVEL	
R1	F-OG	0	0											
22.087	-	23.092	1.005	2.010	2LNU	5	2			29	180	98	GOOD CONDITION	
L1	F-DG	0	0					100		40	223	98	GOOD CONDITION	
R1	F-DG	0	0					100						

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

Collection Date: 09/26/2007
 Printed: 05/02/2011

District 1
 County LAK
 Route 020
 Begin PM 23.092

Caltrans Maintenance Program 2007 Pavement Condition Survey Inventory Caltrans Drive Order

District 1, LAK, Rte 020, PM 13.5 - 31.4

District 1 County LAK Route 020

Begin PM - End PM	Lane	Surface Type	Alligator Cracking		Length	LaneMi. (Est)	Ruttings, Bleeding	Type	AADT	MSL	Fauling	Patching		Ride, IRI	Priority	Skid	Defect
			A %	B %								Slab Cracking 1st %	Corner %				
23.092	L1	F-OG	0	0	1.375	2.750	2LNU	5	2					14	120	99	NO DISTRESS OBSERVED
	R1	F-OG	0	0										15	127	99	NO DISTRESS OBSERVED
24.467	L1	F-DG	0	0	1.000	2.000	2LNU	5	2	100				13	118	98	GOOD CONDITION
	R1	F-DG	0	15						50				26	168	8	MOD ABC & PAT
25.467	L1	F-OG	0	0	1.290	2.580	2LNU	6	2					20	145	32	FINE RAVEL
	R1	F-OG	0	0										23	159	99	NO DISTRESS OBSERVED
26.757	L1	F-DG	0	8	1.090	2.180	2LND	6	2					26	170	10	PAT, LOW ABC
	R1	F-DG	0	0						39	Yes			34	199	31	PATCHING
27.847	L1	F-DG	0	0	0.900	1.800	2LND	6	2	100				15	125	98	GOOD CONDITION
	R1	F-DG	0	100										26	169	8	HIGH ABC
28.747	L1	F-DG	0	8	1.077	2.154	2LND	7	2					25	165	10	PAT, LOW ABC
	R1	F-DG	0	75						92				34	201	8	HIGH ABC
29.824	L1	F-DG	0	72	0.923	1.846	2LNU	7	2					25	165	8	HIGH ABC
	R1	F-DG	0	100										35	204	8	HIGH ABC
30.747	L1	F-DG	0	88	1.008	3.024	MLU	8	2					17	132	8	HIGH ABC
	R1	F-DG	0	79										29	182	8	HIGH ABC

$\bar{X} = \frac{24}{160}$
 MAX = 40 223

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

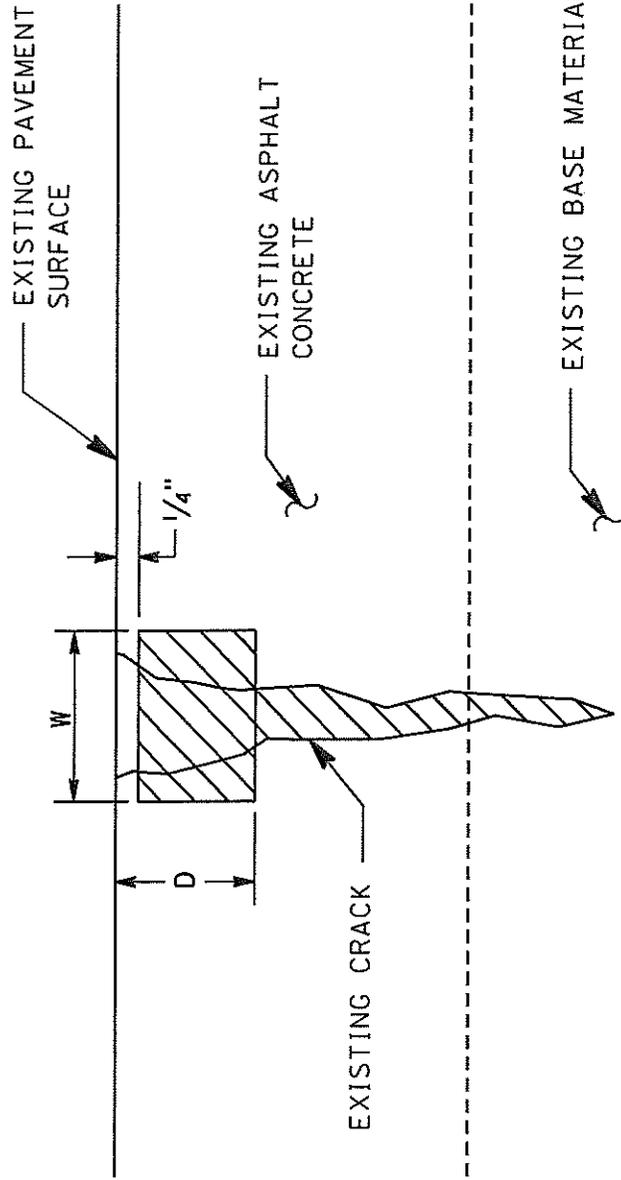
ATTACHMENT B

01-LAK-20 PM 13.5/31.4

01-OB000K

W = WIDTH OF ROUTING = WIDTH OF CRACK + 1/4" MIN

D = DEPTH OF ROUTING = W + 1/4" MIN



NOTES:

1. ALL CRACKS 1/4" WIDE OR GREATER ARE TO BE ROUTED AND SEALED.
2. IF ANY PART OF ANY CRACK IS 1/4" OR WIDER, THEN THE ENTIRE CRACK WILL BE ROUTED AND SEALED.
3. NO SEALANT MATERIAL WILL BE ALLOWED ON HMA PAVEMENT SURFACE.



CRACK SEALANT

SEAL RANDOM CRACKS

TYPICAL CROSS SECTION

ATTACHMENT H

TRANSPORTATION MANAGEMENT PLAN

TRANSPORTATION MANAGEMENT PLAN

To: JEFFREY L. PIMENTEL
Project Engineer
Advance Planning

Date: 03 MAY 2011
File: LAK-20 PM 13.5/31.4
EA: 01-0B000K
Lake 20 CAPM

From: TROY ARSENEAU, Chief 
District 1 Office of Traffic Operations

Project Information

Location: In Lake County, near Nice, from PM 13.5 to 31.4

Type of Work: Digouts, gap graded rubberized HMA overlay, possible guardrail upgrades

Anticipated Traffic Control: One-way reversible traffic control.
Lane reduction.
Moving lane closure.
Shoulder closure.
Sidewalk closure.

Estimated Maximum Delay: 20 minutes.

Peak Hour Traffic Volumes: 700 vph.

Lane Requirement Charts Included: Yes.

Work During Night Hours: Possible.

Number of Working Days: TBD.

Next Major Milestone and Date: TBD.

RTL Date: TBD.

District Traffic Manager/ TMP Manager: Troy Arseneau (707) 445-6377

TMP Coordinator: Marie Brady (707) 445-6689

Anticipated Traffic Impacts

Significant traffic impacts are not anticipated provided that the following recommendations and requirements are incorporated into the project. In conformance with Deputy Directive-60, District Lane Closure Review Committee approval is not required for projects with anticipated traffic delay less than 30 minutes.

Hours of Work

- See Chart No. 1 “Conventional Highway Lane Requirements” for work hour restrictions.
- See Chart No. 2 “Lane Closure Restrictions for Designated Legal Holidays” for work day restrictions.

Public Notice

- Upon receipt of notice that the roadway width, including paved shoulder, for a direction of travel will be narrowed to less than 16 ft, the Resident Engineer shall promptly notify the HQ Construction Liaison Jay Horton at (916) 322-4957.
- The District Public Information Office, (707) 445-6444, shall be contacted two weeks in advance of the start of construction.
- Any emergency service agency whose ability to respond to incidents will be affected by any lane closure must be notified prior to that closure.
- Work shall be coordinated with the local busing system (including school buses and public systems) to minimize impact on their bus schedules.
- The Resident Engineer shall provide information to residents and businesses before and during project work that may represent a negative impact on commerce and travel surrounding the zone of construction. Funding shall be included in supplemental funds for public information.
- Consider incorporating supplemental funds into the cost estimate for this project for an open house public meeting prior to the construction phase.
- Notify the Resident Engineer at least 5 days in advance of excavation work in the vicinity of possible Caltrans electrical facilities. The Resident Engineer shall contact the Maintenance-Electrical Supervisor at (707) 825-0590 to locate existing Caltrans underground electrical facilities.

Traffic Control

- A maximum of two concurrent closures are permitted within the project limits. The closures shall be separated by a minimum of 5 miles.
- The W11-1 vehicular traffic sign (bicycle symbol) and the W16-1 supplemental plaque (SHARE THE ROAD) shall be placed, in each direction of travel, prior to the construction zone.

- One-way traffic control shall be in conformance with the Caltrans Standard Plan T-13, “TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON TWO LANE CONVENTIONAL HIGHWAYS.”
 - A minimum of 11 ft of paved roadway shall be open for use by public traffic.
 - The maximum length of one-way traffic control closure is 2500 ft.
- Work that occurs within 6 ft of the edge of traveled way, on a conventional highway, shall require a shoulder closure in conformance with “Figure 6H-3. Work on Shoulders (TA-3)” in the September 26, 2006 CA MUTCD for Streets and Highways (Pg. 6H-11/12).
- Work that requires a moving lane closure shall be in conformance with the Caltrans Standard Plan T-17, “TRAFFIC CONTROL SYSTEM FOR MOVING LANE CLOSURES ON TWO LANE HIGHWAYS.”
- A minimum of one PCMS in advance of both ends of the construction site shall be required to notify the public of the closures related to this project.
- Access to businesses, side roads and residences shall be maintained at all times. When work or traffic queues extend through an intersection, additional traffic control will be required at the intersection.
- Bicyclists shall be accommodated through the work zone by instructing them to join the vehicle queue.
- Crosswalks shall be maintained through the work zone until the tack coat has been placed. Barricades or caution tape shall be placed along work area to keep pedestrians from crossing the highway where the tack coat has been placed.
- Pedestrian detours shall be required when sidewalks are not available for public travel and shall be in conformance with “Figure 6H-28. Sidewalk Detour or Diversion (TA-28)” in the September 26, 2006 CA MUTCD for Streets and Highways (Pg. 6H-68/69).
- Pedestrian detours shall be required when sidewalks and/or crosswalks are not available for public travel and shall be in conformance with “Figure 6H-29. Crosswalk Closures and Pedestrian Detour (TA-29)” in the September 26, 2006 CA MUTCD for Streets and Highways (Pg. 6H-70/71).

- If persons with disabilities (e.g. hearing, visual, or mobility) are found to use this facility, the temporary traffic control measures mentioned in the September 26, 2006 CA MUTCD Chapter 6D shall be incorporated to accommodate disabled pedestrians through the work zone.
- The following project is anticipated to have closures near this project and shall be used to assess cumulative corridor delay: 01-48050 (Lake 20 Roundabout)

Contingency Plan

The contractor shall prepare a contingency plan for reopening closures to public traffic. The Contractor shall submit the contingency plan for a given operation to the Engineer within one working day of the Engineer's request. Contingencies for unanticipated delays, emergencies, etc. shall be coordinated between the RE and the Contractor.

Approval

Approved by:

 FOR MAB

Transportation Management Plan Coordinator

Approved by:



District Traffic/ TMP Manager

TAA/pwh

CC: 1)TAArseneau, 2)JCandalot
1)RMMartinelli, 2)NBraafladt, 3)File
IPoindexter
MYancheff
JMcGee
AJones

Chart No. 1 Conventional Highway Lane Requirements																										
County: Lake							Route/Direction: 20 EB/WB							PM: 13.5/31.4'												
Closure Limits:																										
FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
Mondays through Thursdays	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
Fridays	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R											
Saturdays																										
Sundays																							R	R	R	R

Legend:

R	Provide at least one 11 ft through traffic lane for use by both directions of travel (Reversing Control).
	No closures allowed.

REMARKS: The full width of the traveled way shall be open for use by public traffic when construction operations are not actively in progress.

Chart 2: Lane Closure Restrictions for Designated Legal Holidays										
Thu	Fri	Sat	Sun	Mon	Tues	Wed	Thu	Fri	Sat	Sun
xx	H xx									
	xx	H xx								
	xx		H xx	xx						
	xx			H xx						
				xx	H xx					
					xx	H xx				
						xx	H xx	xx		

Legends:

	Refer to lane closure charts
xx	The full width of the traveled way shall be open for use by public traffic.
H	Designated Legal Holiday

ATTACHMENT I

RISK MANAGEMENT PLAN

Project Risk Register

DIST- EA 01-0B000					Project Name:			Project Manager: Mike Yancheff				Date Created:		Last Updated:				
					Co - Rte - PM: Lak-20-13.5/31.4			Telephone: 707-441-297										
ITEM	ID #	Status	Threat / Opportunity	Category	Date Risk Identified	Risk Discription	Root Causes	Primary Objective	Overall Risk Rating	Cost/Time Impact Value	Risk Owner	Risk Trigger	Strategy	Response Actions w/ Pros & Cons	Adjusted Cost/Time Impact Value	WBS Item	Status Date and Review Comments	
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	
1	01-0B000-01	Active	Threat	ENV	05/20/11	Phase 2 Archeological Study	Potential presence of archaeological artifacts	TIME	Probability	8 =High	Mike Yancheff (707) 441-2097 (707) 496-6100 mike_yancheff@dot.ca.gov	Potential outcome of Environmental Review	ACCEPT	Adjust schedule to allow time for Phase 2 study		165 PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT		
									4=High (40-59%)									
									High									
									Impact									
2	01-0B000-02	Active	Threat	ENV	05/20/11	Rare or threatened plants in shoulder areas	Potential presence of rare or threatened plants in shoulder areas	TIME	Probability	2 =Low	Mike Yancheff 7074412097 7074966100 mike_yancheff@dot.ca.gov	Potential outcome of Environmental Review	AVOID	Avoid placing shoulder backing in sensitive areas		165 PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT		
									3=Med (20-39%)									
									Low									
									Impact									
3									Probability									
									Impact									
4									Probability									
									Impact									
5									Probability									
									Impact									

ATTACHMENT J

PROGRAMMING SHEET

PROGRAMMING SHEET - 2010/2011

EA: 01-08000 Project Manager: Mike Yancheff Date: 05/26/2011
 Proj Name: LAK-20 CAPM Co-Rte-PM: LAK-020- 013.5/ 031.4 Type: SHOPP

PROJECT SCHEDULE

MILESTONE		DATE (STATUS)
Begin Environmental Document	M020	
Begin Project Report	M040	
Circulate Environmental Document (DED)	M120	
Project Approval & Environmental Document (PA&ED)	M200	03/01/2012 (T)
District Submits Bridge Site Data to Structures	M221	
Right of Way Maps	M224	
Regular Right of Way	M225	
District Plans, Specifications & Estimates to DOE	M377	03/15/2012 (T)
Draft Structures Plans, Specifications & Estimates	M378	
District Plans, Specifications & Estimates (PS&E)	M380	
Right of Way Certification	M410	11/01/2012 (T)
Ready to List (RTL)	M460	11/01/2012 (T)
Headquarters Advertise (HQ AD)	M480	02/01/2013 (T)
Approve Construction Contract	M500	06/01/2013 (T)
Contract Acceptance (CCA)	M600	08/01/2014 (T)
End Project	M800	08/01/2015 (T)

ESTIMATE	DATE	AMOUNT
ROADWAY	05/06/11	\$ 21122
BRIDGE		\$ 0
Subtotal Const		\$ 21122
RIGHT OF WAY	05/06/11	\$ 63
MITIGATION		\$ 0
Subtotal RW		\$ 63
GRAND TOTAL		\$ 21185

EXISTING PROGRAMMING	
PAED	\$
PS&E	\$
RW - Sup	\$
RW - Cap	\$
Const - Sup	\$
Const - Cap	\$

*Does not apply to RW Capital + Not Escalated ++ Only Escalated to 1 year into Future

PROJECT COSTS BY SB45 CATEGORY

CAPITAL COST ESTIMATE (Escalation Factor)	Prior Yrs+	10/11+	11/12 (3.5%)	12/13 (3.5%)	13/14 (3.5%)	14/15 (3.5%)	Future++ (3.5%)	Total	
Right of Way			64					\$ 64	
Construction			21861					\$ 21,861	
CAPITAL COSTS TOTAL								\$ 21,925	
SUPPORT COSTS (Escalation Factor)			(1.5%)	(1.5%)	(1.5%)	(1.5%)	(1.5%)		Sup/Cap
PAED		0	300					\$ 300	1.36%
PS&E			380					\$ 380	1.73%
Right of Way			47	0	0	0		\$ 47	0.21%
Construction			930	0	0	0		\$ 930	4.24%
SUPPORT COSTS TOTAL								\$1,657	7.54%
TOTAL PROJECT COSTS								\$ 23,582	

PROJECT SUPPORT IN PYS

	Prior Yrs	10/11	11/12	12/13	13/14	14/15	Future	Total	PY %
Environmental	0.00	0.01	0.13	0.01	0.00	0.00	0.00	0.15	0.91%
Design	0.00	0.00	0.92	0.09	0.01	0.00	0.00	1.02	6.18%
Engineering Services	0.00	0.00	0.99	0.60	0.01	0.00	0.00	1.60	9.70%
Surveys	0.00	0.00	0.44	0.97	0.02	0.00	0.00	1.43	8.67%
Right of Way	0.00	0.01	0.06	0.01	0.01	0.00	0.00	0.09	0.55%
Traffic	0.00	0.00	0.36	0.19	0.01	0.00	0.00	0.56	3.39%
Construction	0.00	0.00	2.05	7.14	0.10	0.00	0.00	9.29	56.30%
Project Management	0.00	0.00	0.47	0.11	0.11	0.03	0.00	0.72	4.36%
District Units*	0.00	0.01	1.27	0.07	0.01	0.00	0.00	1.36	8.24%
Subtotal Dist/Region Resources	0.00	0.03	6.69	9.19	0.28	0.03	0.00	16.22	98.30%
59-DES Project Development	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
59-DES Structures Foundation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
59-Office Engineer	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.28	1.70%
59-DES Project Management	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
59-DES Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
59-DES Other Units**	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
Subtotal DES Resources	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.28	1.70%
TOTAL PYs	0.00	0.03	6.97	9.19	0.28	0.03	0.00	16.50	

*Admin, Plng, Maintenance

**DES Admin, DES Plng, DES Maintenance

HRS/PYS = 1758

Comments: