
November 2008

DEPARTMENT OF TRANSPORTATION

STATE OF CALIFORNIA



FINAL
TRANSPORTATION
MANAGEMENT
PLAN

Highway 1

Bridge and Rock Shed Project at Pitkins Curve and Rain Rocks

Near Limekiln State Park, on the Big Sur Coast

Monterey County

(05-MON-01 PM 21.3/21.6)

EA No. 05-0E9601

Prepared by: Christine C. Kahn
Transportation Management Coordination

<http://www.dot.ca.gov/dist05/projects/#mon>

EXECUTIVE SUMMARY

The Transportation Management Plan (TMP) was prepared by Caltrans with input from local residences, business owners and agencies to outline the process of minimizing project related traffic impacts and delays associated with the construction of the proposed Highway 1 Improvements Project at Pitkins Curve and Rain Rocks on the Big Sur Coast in Monterey County. This plan provides a framework for the implementation of traffic control strategies and timely distribution of traffic related information to emergency services and the local citizens and businesses of the Big Sur area throughout the four-year construction period, scheduled to begin in the Fall of 2009.

The following traffic control strategies will be used during the course of construction:

TYPE I: Single open lane, regulated by a traffic signal, 24 hours per day, 7 days per week with a maximum 15 minute delay. Type I traffic control is to be in effect for the majority of the project.

TYPE II: Single open lane, regulated by a flagger, Monday through Friday, between the hours of 8 AM and 4PM.

TYPE III: Full road closure during nighttime hours, Sunday through Thursday. Closures would begin at 9 PM Sunday evening and open at 6 AM the following morning (9-hour total duration). No closures will occur Friday or Saturday evenings. The contractor would be allowed to use Type III closures throughout the duration of the project with a one-week advanced public notification.

TYPE IV: Allows a total of 12 daytime extended delays per calendar year for the duration of project construction. These delays would occur between the hours of 9 AM and 4 PM Monday through Thursday and may last from 15 to 120 minutes. The contractor must provide a one-week advanced public notification.

The "corridor" for this project is considered to be between the Highway 1/46 Intersection and Carmel Valley Road. The District has set a maximum corridor delay limit of 30 minutes or less. Every effort will be made in advance to coordinate this project with other projects in the corridor, to minimize delay, without exceeding the maximum daily limit, except in instances where Type III and IV traffic control is necessary.

Bicycles, Pedestrians, Delivery Service Vehicles, Bus Services, and Emergency Services have been notified by the current public outreach. Notification and outreach will continue through a public awareness campaign (PAC), which will utilize flyers, radio, television and newspaper public service announcements, the current "Pitkins Curve" webpage, and an extensive email and fax distribution list that includes residents, businesses, and other stakeholders in the area. Construction area signs will be placed in appropriate locations within the project limits.

Six Changeable Message Signs (CMS) will be utilized to post traveler information during the four-year construction period. Two will be located within the project construction zone. Two will be located north of the project site in Monterey County at the Carmel River Bridge and Coast Gallery. The remaining two will be located south of the project in San Luis Obispo County near San Simeon and the Highway 1/46 Intersection. The Resident Engineer and District Traffic Manager will be responsible for the timing and activation of messages.

During construction motorists can access current road information by dialing:
Caltrans Highway Information Network (CHIN) at 1-800.427.7623.

The Road Information Bulletin (RIB) is a Caltrans traffic update for Monterey County and can be accessed at <http://www.dot.ca.gov/dist05/maint/road/upmon.htm>. The RIB is updated weekly and lists the date, time, location, and traffic impacts resulting from scheduled maintenance and construction projects.

Press releases with more detailed information are also provided by the Caltrans District 05 Public Information Office website at <http://www.dot.ca.gov/dist05/paffairs/release.htm#mon>.

Section 1 PROJECT INFORMATION

1.1 SCOPE OF WORK & BACKGROUND

Location

The California Department of Transportation (Caltrans) proposes to construct a 240-foot long rock shed and a 620-foot long bridge at two adjacent locations commonly known as “Pitkins Curve” and “Rain Rocks”, just north of Limekiln State Park on Highway 1 of the Big Sur Coast in Monterey County. The project will address recurring rockfall and persistent landslides that periodically close the highway at this location.

Background

Highway 1 on the Big Sur Coast is a world-renowned attraction and is traveled by thousands of tourists every year. The highway is the only direct coastal link to the communities between San Simeon and Carmel providing access to many residences, businesses, emergency services and public facilities. Keeping the highway reliable, and in good repair is crucial to the local economy and poses a challenge for the Department. Rockfall and landslides at this location frequently impact the highway, typically during the rainy winter months. Each event requires road repair and removal of slide material, resulting in traffic interruptions and increases in public and highway worker hazards. On average the road is closed at this location for approximately 10 days each year in order to clear debris from the roadway and/or realign the roadway. In years of catastrophic failure, the roadway has been closed for up to one month. Annual costs for emergency roadwork and repairs at this location average approximately \$1.0 million but have been as high as \$3.4 million in years of heavy storm damage.

Scope of Work and Schedule

Construction of the bridge and the rock shed is estimated to take 790 working days or approximately 4 years. Construction is scheduled to begin in November of 2009. The project site is located in a remote area, surrounded by steep slopes on either side of the roadway. Due to the complexity of the structures to be constructed and the site constraints, the roadway will be limited to one-way traffic control regulated with signals through most of the duration of the project. In addition, occasional multi-hour full closures at night will be necessary to complete certain job tasks, as well as approximately 12 daytime closures per year lasting up 120 minutes in duration. For a more detailed description of traffic impacts please refer to Project Traffic Delays, Sub-Section 2.1.

Purpose Of Transportation Management Plan

The Transportation Management Plan (TMP) outlines steps to minimize traffic impacts and delays associated with this project. The TMP summarizes the procedures that may be used to minimize traffic impacts and the process for distribution of accurate and timely information to the public.

Personnel

Caltrans staff with primary responsibility for development and implementation of the TMP is as follows:

Dave Rasmussen	Project Manager
Jim Perano	Design Manager
Amir Saedi	Project Engineer
Jacques Van Zeventer	District Traffic Manager
Christine C. Kahn	Transportation Management Coordinator
Susanna Cruz	District 05 Public Information Officer
Charlie Hench	Resident Engineer
Contractor	To be determined

1.2 EXISTING HIGHWAY FACILITY

Roadway

The Pitkins Curve project is located on State Route 1 in Monterey County between Post Mile (PM) 21.3 and PM 21.6 south of the community of Lucia. State Route 1 is a two-lane highway with lane widths averaging 12 feet and shoulders ranging from 2 to 4 feet. The existing shoulders within the project limits are 2 feet. The current design speed is 45 mph, and the current operational speed is 35 mph. The project site is approximately 200 feet above the Pacific Ocean. The adjacent uphill slopes at rain rocks are covered with wire and cable mesh drapery to control rockfall that comes from the approximately 340-foot high cliffs above the roadway.

Project Staging

Construction of the Rock Shed and Bridge will be preformed in stages to minimize traffic impacts. The complexity of construction operations and equipment and material storage associated with this location require that the TMP address each stage of construction and allow for several different types of traffic control. For a more detailed description of construction staging refer to Sub-Section 2.1: Highway 1 Traffic.

Section 2 TRAFFIC IMPACTS

2.1 GENERAL TRAFFIC IMPACTS

Traffic flow will be affected throughout the duration of the project due to construction of the two structures and the large amount of material and equipment that will be transported to the site. Approximately 9,800 cubic yards of concrete and pre-cast pieces will be delivered by an estimated 850 truckloads.

Highway 1 Traffic

Traffic impacts vary depending on each stage. For all stages of construction, temporary railing and delineators will be used to separate the vehicle traffic from the work zone. In addition, the speed limit will be reduced within the construction zone for the duration of the project. **All nighttime road closures and extended daytime delays will require one-week advanced public notification.**

Stage 1

This stage will consist of realigning the existing roadway to provide adequate room for construction activities, earthwork and drainage. The contractor will be encouraged to both lanes open as long as possible while they proceed with work outside the traveled area. This stage of construction is expected to last approximately 55 days. Occasional extended daytime delays and nighttime closures may be necessary for the transportation and placement of materials and equipment. .

Stage 2

This stage will consist of grading to construct the bridge, constructing the bridge shoring systems and working platforms, constructing the bridge main bent foundations and columns and maintaining the rock fence and clearing out slide material, which will occur throughout the project. Construction activities will shift from one side of the road to the other, shifting lane alignment accordingly. This stage of construction is estimated to last 230 days. Most of the work during this stage can be done during the day with minimal traffic delays. Occasional daytime extended delays and nighttime closures may be necessary for platform construction, crane placement, drilling and material delivery.

Stage 3

This stage consists of grading, drilling and constructing the bridge abutments, completing construction of bridge main bent foundations and columns, grading and constructing the working platform for the rock shed exterior bent, constructing the exterior rock shed bent and retaining wall, constructing the exterior concrete barrier and hand railing on the rock shed and viaduct and grading and placing the roadway section at the exterior rock shed bent. This stage is expected to last approximately 205 days. It is likely that the contractor will require nighttime road closures and extended daytime delays during some of these activities.

Stage 4

This stage will consist of removing the temporary traffic stripe, placing new traffic stripe and chandeliers, grading and constructing the interior rock shed bent, and a portion of the headwall and the interior retaining wall as well as constructing the bridge end spans and main span cantilevers. Expected duration of this stage is 195 days. Extended daytime delays and nighttime closures are anticipated for simultaneous work on the rock shed and bridge.

Stage 5

This stage will include constructing the rock-shed roof, pre-cast panels, overlay and parapet. Constructing the rock shed headwall, drainage system, barrier and architectural finish, completing the bridge main span segments, backfilling behind the rock shed interior wall and grade, constructing the bridge approach slab, concrete barrier and railing. Stage 5 and Stage 6 are expected to last approximately 105 days. Placement of the rock shed roof panels and construction of the headwall may require extended daytime delays and nighttime closures.

Stage 6

This stage will consist of placing permanent asphalt concrete (AC) and striping the new roadway, completing the concrete barrier connection and end treatment, removing rockfall protection and temporary drainage systems, removing temporary and old AC, and constructing treatments. There is a potential for short-term delays associated with completion of the final project stage.

Project Traffic Delays

The contractor will have four types of traffic control available in order to construct the project.

Emergency personnel will be allowed access through the construction site at all times.

Type I Traffic Control (one-lane open controlled by a traffic signal, 24/7)

This type of traffic control will occur 7-days per week and consist of a single open lane, 10 feet wide, regulated by a traffic signal. Delays during Type I control would last no more than 15-minutes. Type I traffic control will be for the majority of the project and requires no special notification to the community or emergency personnel.

Type II Traffic Control (one-lane open controlled by a flagger)

This type of traffic control will occur Monday through Friday from 8 AM to 4 PM and consist of a single open lane, 10 feet wide, regulated by a flagger. Delays during Type II control would last no more than 15-minutes. Type II traffic control will be utilized throughout the course of the project and requires no special notification to the community or emergency personnel.

Type III Traffic Control (night closure only, 9PM- 6AM, Sunday through Thursday)

This type of traffic control will be utilized by the contractor for activities that would involve full road closures and can be done during nighttime hours. Type III traffic control would allow full nine-hour closures to occur during weeknights only. No closures will occur on Friday or Saturday evenings. The contractor may use Type III closures only when completely necessary and with the approval from the Resident Engineer and the District 5 Traffic Manager. This type of closure will require one-week advanced notification to the public and emergency services agencies.

Type IV Traffic Control (daytime extended delays 15-120 minutes maximum, Monday through Thursday, 9AM- 4PM)

This type of traffic control can be utilized a total of 12 times per calendar year throughout the duration of the project. These delays would last anywhere from 15 to 120 minutes, between the hours of 9 AM and 4 PM. This type of control will be required for work that cannot safely be done at night. Type IV control will require one-week advanced notification with the approval from the Resident Engineer and the District 5 Traffic Manager.

Corridor Traffic Delays

The "corridor" for this project is considered to be between the Highway 1/Highway 46 Junction and Carmel Valley Road. Traffic impacts associated with this project and other projects along the corridor will be coordinated to maintain a maximum 30 minute delay period, except in instances where Type III and IV closures are necessary.

2.2 ADVERSE EFFECTS ON SPECIFIC TYPES OF TRAFFIC AND MITIGATION

Bicycles

Highway 1 is part of the Pacific Coast Bike Route and is utilized by bicyclists regularly. There is no designated bicycle lane along the entire route; therefore, the bicyclists must share the narrow roadway with vehicles in some locations. The majority of bicyclists ride south through the Big Sur Coast. Bicycle traffic will be accommodated through the construction zone alongside vehicular traffic throughout the duration of the project.

Pedestrians

Pedestrians on this portion of the highway are rare, but occasionally do travel the highway. The most significant location of pedestrian travel is north of the project site, in the vicinity of Big Sur Valley, Esalen, and Garrapata State Park. Pedestrian traffic will be accommodated through the construction zone alongside vehicular traffic throughout the duration of the project. Project construction activity is not expected to have a significant impact to pedestrian travel.

Delivery and Service Vehicles

Numerous vehicles service the Big Sur Area for deliveries on a varied schedule. Vehicles carrying mail, garbage, and service delivery trucks with groceries, fuel, and parcels all travel Highway 1. Notification by the business owners and advance noticing by the Public Awareness Campaign will be a necessary component of keeping the deliveries and/or services on schedule with minimal delay. Coordination with local business will continue throughout the duration of the project to ensure that delivery companies are informed of closures and extended delays.

Trucks

Truck traffic consists of 1% of the volume of vehicles using the highway. The Resident Engineer and Contractor will be required to notify the Caltrans Permits Office of any changes to vertical or horizontal clearances that would adversely affect trucks.

Emergency Services

Incident response is provided by Monterey County Emergency Communications by dialing 911. They provide tactical incident and dispatch communications for ambulance services, sheriff, CHP, and the Volunteer Fire Departments that service the area. Caltrans also uses the Big Sur Coast Emergency Operations and Notification Plan (established in the Corridor Management Plan, 2004) as a means of initiating and maintaining communications and operations during full closures of Highway 1 along the Big Sur Coast. Monterey County Emergency Communications will receive contact information from the Resident Engineer and the contractor. The Resident Engineer will monitor changes in access, so emergency vehicles will not be delayed. Monterey County Emergency Communications will receive adequate notice of closures and extended delays.

2.3 YEARLY and ONGOING LOCAL EVENTS

Amgen Bicycle Race – February (ATOCGeneralInfo@amgentourofcalifornia.com)

Big Sur Marathon – April (bsim.org)
(831) 625-6226

Big Sur River Run – October (BigSurRiverRun.org)
(831) 624-4112

Henry Miller Library – Summer (henrymiller.org)
(831) 667-2574

Hidden Gardens Tour – June (bigsurarts.org)
(831) 667-1530

Jade Festival, Pacific Valley School – October –(Pacificvalleyschol.com/jfest.html)
(831) 394-8315

Closures would not be scheduled during these events and/or weekends leading up to these events. PIO will provide advance noticing to the organizers and contacts.

Section 3 MITIGATION

3.0 MITIGATION OF TRAFFIC IMPACTS

Public Information

A Public Awareness Campaign (PAC) will be established and coordinated by the PIO. Updated information will be available the Pitkins Curve Website at www.dot.ca.gov/dist05/projects/pitkins/index.htm. Ongoing coordination between the RE, the contractor, Caltrans, PIO and the Transportation Management Department will be in effect for the duration of the project to provide timely updates. District 5 PIO currently maintains a list of Big Sur businesses and residents who receive timely traffic delay and road closure information through email or fax. Interested individuals and/or businesses can be added to this list by emailing the PIO at info-d5@dot.ca.gov attention: Susana Cruz. The majority of project and traffic related inquiries can be directed to the PIO via the above website. For concerns beyond general traffic information, please contact the project Resident Engineer or the District 5 Traffic Management Department, who's name, phone number and email address will be provided on the project website by the commencement of project construction.

Media

Radio and television updates will be aired via public service announcements approximately two weeks prior to construction and ongoing during construction on stations covering Monterey County. Newspaper articles will be published via public service announcements approximately one month prior to construction. Regular listings and updates will be placed in the following newspapers: Cambrian, Monterey County Herald Coast Weekly, Big Sur Roundup, and the Carmel Pine Cone. In addition regular postings will be placed on Craigslist online for Monterey County.

A Hotline will be established two months prior to construction. The Hotline will provide updated and timely information on the Pitkins Curve construction status and traffic control operations.

Materials

Flyer: A Fact Sheet will be created for the project, consisting of information such as project limits, project description, purpose and need, projects features, and time schedule. It will also include a visual representation of the completed proposed improvements. The flyer will be posted at several businesses and points of interest throughout the Big Sur area.

Business Cards will be prepared and distributed to the Stakeholders listed in Attachment A. The cards will provide Hotline, website and contact information.

Motorist Information

The public can access current road Information by dialing Caltrans Highway Information Network (CHIN) at 1-800-427-ROAD. The public can also obtain updated project information and traffic delay information by accessing the Road Information Bulletin (RIB) on the District 5 website at <http://www.dot.ca.gov/dist05/maint/road/upmon.htm>. The District Traffic Manager updates the RIB on a weekly basis.

In addition, Changeable Message Signs (CMS) will be posted on the north and south ends of the project as well as at the Coast Gallery and Carmel River Bridge to the north and near San Simeon and the Highway 1/46 Intersection to the south.

Construction Area Signs

Construction Area Signs will be placed at the project site, alerting the traveling public of construction ahead.

CMS's will be used for notification when the road will be closed or when there will be extended traffic delays (TYPE III and TYPE IV) traffic control with no vehicular traffic passing except Construction or Emergency Personnel. The CMS's located at the project site will be activated 48-hours in advance of a closure or extended delay, while the CMS's located further north and south of the project will be activated 24-hours in advance the day of the closure.

Construction

Project phasing has been maximized in order minimize traffic impacts. The Contractor must submit a traffic control plan for the following week, outlining which types of control will be used. (Type I, II, III, IV) The traffic control plan shall contain a detailed contingency plan, addressing equipment standby and emergency notification, in the event that problems arise in opening the lane(s) within the designated timeframe. During construction activities requiring Type III closures and Type IV extended delays, the contractor shall provide appropriate personnel to monitor activities and make decisions regarding activation of a contingency plan, if necessary

The contingency plan shall identify key operational decision points, with a schedule listing the expected completion time of each critical path activity. A communication plan shall include a decision tree with clearly defined lines of communication. The names, telephone numbers, and pager numbers of the Contractor's Project Manager, Caltrans Traffic Management Center (TMC), Resident Engineer, Caltrans Permit and/or Construction Inspector, CHP Area Commander, and other applicable personnel shall be provided.

Section 4 ATTACHMENTS

4.0 LIST OF ATTACHMENTS

- ATTACHMENT A: Letter of request for community response
- ATTACHMENT B: List of Stakeholders
- ATTACHMENT C: Community inquiries/responses with Caltrans response

Attachment A

Letter of Request for Community Response

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

July 28, 2008

Dear Stakeholder:

SUBJECT: Highway 1 Improvement Project at Pitkins Curve and Rain Rocks

As a continuation of the public outreach campaign for the improvement project at Pitkins Curve and Rain Rocks on Highway 1 just north of Limekiln State Park, the California Department of Transportation (Caltrans) has prepared a *Draft* Transportation Management Plan. The plan addresses and identifies the impacts and strategies to minimize disruptions and delays during the construction period. Construction is scheduled to begin in the Fall of 2009 and is expected to last approximately 4 years.

We welcome your comments on the plan and want you to take this opportunity to inform Caltrans of your areas of specific need due to the length and complexity of the construction project. Send your written comments to Caltrans by September 4, 2008 to the following address:

Christine C. Kahn
California Department of Transportation, Advance Planning Branch
50 Higuera Street,
San Luis Obispo, CA 93401

Comments via email can be submitted to: Christine_Kahn@dot.ca.gov

Once we receive your comments, we will provide an opportunity to meet and discuss these issues in more detail at a public meeting in the Big Sur area.

We look forward to working with your organization on this worthwhile transportation project for the Big Sur Coast.

Sincerely,

Christine C. Kahn
Transportation Management Plan Coordinator

Enclosure: *DRAFT* Transportation Management Plan

Attachment B

Stakeholders

<p>Susan Perry Pacific Valley School Big Sur, CA</p>	<p>Kirk Gafill Big Sur Chamber of Commerce Big Sur, CA</p>
<p>Debbie Hale Executive Director Transportation Agency For Monterey County (TAMC)</p>	<p>Astrid Coleman Monterey Peninsula Chamber of Commerce</p>
<p>Lisa Kleissner Coast Property Owners Association Big Sur</p>	<p>Big Sur Fire Brigade Big Sur, CA</p>
<p>Jerry Provost South Coast Land Use Advisory Committee Big Sur</p>	<p>Monterey County Office of Emergency Services Salinas, CA</p>
<p>Mike Galant Monterey-Salinas Transit (MST) Monterey, CA</p>	<p>Mat Fuzie Department of Parks and Recreation Monterey, CA</p>
<p>Craig Spencer Resource Management Agency County of Monterey</p>	<p>John Bradford U.S. Forest Service King City, CA</p>
<p>Captain Scott Lynch California Highway Patrol Salinas, CA</p>	<p>Mary Trotter South Coast Land Use Advisory Committee Big Sur</p>
<p>Lee Otter California Coastal Commission Santa Cruz, CA</p>	<p>John Handy Treebones Resort Big Sur, CA</p>
<p>Ken Harlan Lucia Lodge Lucia, CA</p>	<p>Dave Potter, County Supervisor District 5 Monterey, CA</p>
<p>Harry Harris 1 Pacific Valley Center P.O. box 1731 Big Sur, CA 93920</p>	<p>Nick Franco Department of Parks and Recreation 750 Hearst Castle Road San Simeon, CA 93452</p>
<p>Steve Wille Monterey County Convention & Visitors Bureau P.O. Box 1770 Monterey, CA 93942</p>	

Attachment C

Stakeholder Response Letters

"John Handy" <handyjc@mindspring.com>

09/15/2008 11:41 AM

To <christine_kahn@dot.ca.gov>
cc "Kirk Gafill"
<kgafill@nepenthebigsur.com>
Subject Highway #1 Plan for Pitkins
Curve and Rainrocks

Christine,

I've had a chance to review the plan. I'm very pleased that Caltrans is taking on such an extensive fix for this problematic stretch of Highway 1. I agree with Kirk Gafill's comments that the wording for closures and delays must be very specific. The word "closure" for the touring public usually is interpreted as the route is completely closed so when both lanes are going to be closed for a short time it should be worded as a delay.

Additionally all of our deliveries come from the North including food and Garbage pick-up. If possible I would ask that the vertical clearance should always allow for the passage of semis. Even a one or two day closure for semis could cut us off from supplies to the South of the project.

The wording on Type III Traffic Control is confusing to me should it read "between 9 pm Sunday Night and 7 AM Monday morning" instead of Friday morning.

Thanks, John Handy, owner Treebones Resort.

Caltrans Response: Wording for closures will be specific to Type III traffic control (nighttime only) and wording for delays (15 minutes to 120 minutes maximum daytime) will be specific to Type IV traffic control. The District Traffic Manager will be sensitive to this distinction when the CMS activation is required for these types of activities.

Caltrans Response: Traffic will traverse a temporary road for the majority of the construction period consisting of one 12-foot wide lane with no structures above it. Caltrans will maintain the necessary vertical clearance for vehicles operating on Highway 1 during construction and when the structures are completed.

Caltrans Response: The wording on Type III Traffic Control—nighttime full closure- has been revised to indicate closures that begin Sunday evening at 9pm and end Monday morning at 6AM with the final closure on Thursday 9 PM until Friday 6 AM. No closures will occur between Friday from 6 AM through Sunday 9 PM.

Big Sur Chamber of Commerce

August 25, 2008

Christine Kahn
Transportation Management Plan Coordinator
Caltrans
50 South Higuera
San Luis Obispo, Ca 93401

Re: Draft Traffic Management Plan for Highway 1 Improvements at Pitkins Curve and Rain Rocks

Dear Christine,

On behalf of the Big Sur Chamber of Commerce, I am writing this letter to provide comment on the draft Traffic Management Plan (TMP) for the Pitkins Curve/Rain Rocks project.

Overall, the TMP appears to provide a good balance between the needs of the travelling public, local businesses and residents, and the construction requirements for this project.

My primary concern, though, is the description of the Type IV Traffic Control (temporary delays of between 15 minutes and 120 minutes) as "closures." As we discussed at the Project Development Team meeting on Wednesday, August 20, 2008, traffic control periods that are described as "closures" in public communication to the media and the public at large have a far greater and longer lasting impact than those that are described as "delays." The result of which is that there can be a lingering public perception that the highway is still closed after it has reopened for days, weeks, or after long term closures, well over a year.

I believe that consistently replacing the word "closure" with either "delay" or "control" in regard to any control period of 120 minutes or less, will more effectively communicate the impact of these controls when they occur and will minimize the potential for misperceptions about the actual length of the control periods.

Additionally, I would request that Caltrans designate a specific Caltrans manager, with authority to direct the contractor(s) in regard to the implementation and execution of the traffic management plan, as a direct liaison with the Big Sur Chamber of Commerce and the Big Sur Volunteer Fire Brigade, our primary local emergency services agency. As you may know, in 1998 following the 10-week closure of Highway 1 from the El Nino storm activity, there were multiple bridge retrofit projects with different contractors. Time and again during this period, there were numerous instances of problematic and inconsistent communication about the timing, duration, and extent of traffic controls and the lack of a Caltrans liaison with oversight authority over the contractors created additional and quite significant challenges for the community.

Further, it is likely that there will be unexpected events and challenges associated with the project and at other locations on Highway 1 that may require modification of this TMP. I believe that having a dedicated Caltrans management liaison with whom we can discuss these changes, locations of Changeable Moving Signs, the specific language to be used on the signs, and information to the media in regard to any changes would be of great value to both Caltrans and the local community.

Lastly, I would suggest that you provide the following individuals with copies of this draft TMP as they have businesses to the very near north and south of the project location:

John Handy
Treebones Resort
71895 Highway 1
Big Sur, Ca 93920

Ken Harlan
Lucia Lodge
Lucia, Ca 93920

Please feel free to call me at 831.667.2345 if you have any questions about this letter.

Sincerely,


Kirk Gafill
President
Big Sur Chamber of Commerce

c/o Nepenthe/Phoenix Corporation
48510 Highway 1
Big Sur, CA 93920
Fax: 831.667.2394
Email: kgafill@nepenthebigsur.com

Caltrans Response:

- Type IV traffic control will be referred to as 15- 120 minute (maximum) “delays” to be utilized during daytime hours. It will be distinguished from a Type III “closure” which occurs during the nighttime hours of 9 PM and 6 AM only. In addition the ending hour for the closure was shortened from 7 AM to 6 AM to accommodate commuters.
- The District Traffic Manager, Jacques Van Zeventer will be the Caltrans management liaison for projects occurring on the Big Sur Coast and will be the point of contact for planned lane closure and/delay information, adjustment of language on CMS and potential modification of the TMP. His phone number, and email will be listed in the Traffic Management Plan Link located on the Pitkins Curve/Rain Rocks website at <http://www.dot.ca.gov/dist05/projects/>.

Prior to construction the Resident Engineer (RE) and Contractor, will be determined (approximately mid- 2009). The RE's name, phone number and email address will be included in the Transportation Management Plan Link on the Pitkins Curve/Rain Rocks website at <http://www.dot.ca.gov.ca.gov/dist05/projects/>. The Resident Engineer will be responsible for directing the Contractor(s) in the implementation and execution of the Transportation Management Plan and as a direct liaison with the Big Sur Chamber of Commerce and Big Sur Fire Brigade. Caltrans is committed to avoiding communication breakdowns regarding timing, duration, and extent of traffic control that unfortunately occurred during the 1998 bridge retrofit program.

- The Public Information Officer will also supply information through email to the extensive list already established for announcements/ emergencies/events that occur along the highway 1 corridor. Caltrans updates the Road Information Bulletin weekly and the website dedicated to this project will also be a source of updated information.
- The Draft TMP was sent to John Handy at Treebones Resort and Ken Harlan at Lucia Lodge for their review and comment on August 26, 2008.

Comments discussed with Christine Kahn via phone:

1. Will there be any additional signage other than the required construction signs?

Caltrans Response: No, the only signage on the project will be for the safety of the traveling public prior to and through the construction zone.

2. Is it possible to identify the number of times the road will be closed within the four-year span of the project?

Caltrans Response: Past experience on previous Caltrans projects in the vicinity has shown that traffic is very light after 9PM. At this time it is difficult to predict the number of times the contractor will use this option and limiting the contractor may be detrimental and further increase the time to construct the overall project. The contractor is required to give one week notice prior to using this type of traffic control and at all times emergency personnel will be given full access through the site.

3. How far in advance would the changeable message signs (CMS) be activated when a delay or a closure is planned?

Caltrans Response: The two CMS located at the job site will be activated 48 hours in advance to give notification to the local traffic, primarily commuting from home to work. The CMS located further to the north (Big Sur and Carmel) and the South (Cambria and San Simeon) will be activated 24 hours in advance. These times can be revised depending on how effective they are and how it affects the community.

4. Can we link the Caltrans website for Pitkins to the Big Sur Chamber website

Caltrans Response: Yes. This may be an effective tool for other stakeholders as well that provide reservations and information for the area.



DEPARTMENT OF PARKS AND RECREATION

Ruth Coleman, Director

San Luis Obispo Coast District
750 Hearst Castle Road
San Simeon, CA 93452
(805) 927-2065 telephone
(805) 927-2031 fax
nfranco@hearstcastle.com

September 3, 2008

Ms. Christine C. Kahn
Transportation Management Plan Coordinator
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401-5415

Re: Public Comments on Transportation Management Plan for Highway 1 Improvement Project at Pitkins Curve and Rainrocks

Dear Ms. Kahn,

Thank you for your letter dated July 28, 2008 inviting comments on the draft transportation management plan for the Pitkins Curve bridge and rockshed project. Our initial comments are as follows:

Under Section 2.4 "Points of Interest" we would appreciate the expansion of the points of interest to include the following:

Limekiln State Park
Pfeiffer Big Sur State Park
Julia Pfeiffer Burns State Park
Plaskett Creek Campground
Kirk Creek Campground
Ponderosa Campground
Salmon Creek Trail
Mill Creek Trail
Restaurants, stores, gas stations and tour bus stops at Ragged Point, Gorda, and Lucia
Lodging and resorts including Treebones Resort, Post Ranch Inn, and other Big Sur lodges.

Under Section 3.0 "Mitigation of Traffic Impacts" in the paragraph entitled "Motorist Information", please include a provision for the posting of a changeable message sign at the intersection of Highway 46 West and Highway 101 in Paso Robles, as this is a major decision point for west bound traffic coming from both Northern and Southern California, which may be destined for Big Sur points of interest. Please ensure that the changeable message signs mention the Highway 101/Highway 46 as an alternate route.

Thank you for providing the opportunity to comment on this important transportation improvement project along Highway 1 on the Big Sur Coast. We look forward to discussing this in more detail at the upcoming public meetings in the Big Sur area. Please include us on your mailing list for any future meeting or transportation plan notices related to this project.

Sincerely,
Nick Franco by *D. Banker*
Nick Franco, District Superintendent
San Luis Obispo Coast District

Caltrans Response:

- **Caltrans will work with Parks and Recreation to set up an updated list including additional State Park and Trail locations. The Caltrans Public Information Office (PIO) currently informs 60 private individuals, 40 businesses, 14 radio stations, and 5 newspapers with regular updates and emergency roadwork occurring on the Big Sur Coast via email and/or fax. Caltrans can add contact information upon request from State Parks regarding the above locations.**
- **Caltrans has a changeable message sign at the 101/46 West junction in Paso Robles and can be activated as needed for the project.**