

**STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION**



**TRANSPORTATION MANAGEMENT PLAN**  
***I-680 SUNOL GRADE SOUTHBOUND HOV LANE PROJECT***

***Interstate 680  
From Stoneridge Drive in Pleasanton  
To Calaveras Blvd./Route 237 in Milpitas  
EA No. 4A5201***

**PROJECT DEVELOPMENT - EAST  
OFFICE OF DESIGN ALAMEDA II  
DISTRICT 4  
October 15, 2007**

**This report was prepared by TE and the PE and reviewed by DTM TMP Coordinator, Shein Lin.  
The final version of this report shall be included in Caltrans R. E. file.**

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## 1.0 PROJECT DESCRIPTION

I-680 between Route 84 in Alameda County and Route 237/Calaveras in Santa Clara County runs in the north-south direction. It serves as the main corridor for local and inter-regional commuter, commercial, and recreational traffic. In the a.m. peak hours on southbound I-680 over the Sunol Grade, traffic congestion spans about 24 kilometers (15 miles from Route 262/Mission to Sunol Boulevard) for four or more hours. In the project area it traverses through flat, rolling, and steep terrain with most grades being moderate to steep.

Improvement on the Southbound I-680 will take place in 3 phases with a separate project to construct sound walls for permanent noise mitigation. Phase I which was complete installed an auxiliary lane between Automall Parkway to Mission Boulevard/Route 262. Phase II which was complete constructed an interim HOV lane in the median. Phase III, this project, will widen the roadway for auxiliary lanes and standard width shoulders; in addition, it will widen over-crossings to accommodate freeway widening and install ramp-metering systems on the on-ramps. An AC overlay and slope/super elevation correction will also be done. Furthermore, Phase 3 will be divided into three contracts. The first contract is from Grimmer Rd. to Mission Blvd./SR 238 (EA 253794). The second contract is from Mission Blvd./SR238 to Stoneridge Drive (EA 4A5204). The third contract is from Calaveras Blvd./SR 237 to Grimmer Road (EA 253784).

### Auxiliary Lanes

Between Washington Blvd and Automall Pkwy	(Contract 1)
Between Mission/Rte. 262 and Scott Creek Road	(Contract 3)
Between Scott Creek Road and Jacklin Road	(Contract 3)

### Structure Widening

Calaveras Boulevard/Route 237 U.C.	(Contract 3)
Jacklin Road U.C.	(Contract 3)
South D.W.R. U.C.	(Contract 3)
North D.W.R. U.C.	(Contract 3)
East Warren Avenue U.C.	(Contract 3)
Mission Blvd/Route 238	(Contract 1)
Vargas Road U.C.	(Contract 2)
Vargas Road Ramp U.C.	(Contract 2)

### Ramp Metering Locations

SB 680/Calaveras Blvd./SR 237 Diagonal	(Contract 3)
SB680/Jacklin Road Diagonal	(Contract 3)
SB680/Scott Creek Road Diagonal	(Contract 3)
SB680/Mission Blvd./SR 262 Collector	(Contract 3)
SB680/Automall Parkway Diagonal	(Contract 1)
SB680/Washington Boulevard Diagonal	(Contract 1)
SB680/Mission Blvd./SR 238 Diagonal	(Contract 1)

SB680/Vargas Road Diagonal	(Contract 2)
SB680/Sheridan Road Diagonal	(Contract 2)
SB680/Andrade Road Diagonal	(Contract 2)
SB680/Route 84 Diagonal	(Contract 2)
SB680/Sunol Boulevard Diagonal	(Contract 2)
SB680/Bernal Avenue Diagonal	(Contract 2)
SB680/Stoneridge Drive Diagonal	(Contract 2)

## 2.0 TRANSPORTATION MANAGEMENT PLAN SUMMARY

During construction activity of this project on SB I-680 from Route 84 to Route 237, temporary lane, ramp, and freeway closures will be performed in accordance with lane closure recommendations of the District Highway Operation Branch. The detour plans for the temporary closed southbound on/off ramps will direct traffic to the destinations utilizing the adjacent interchanges via northbound/local streets.

The Transportation Management Plan (TMP) is a specialized program tailored to prevent and mitigate the impacts of a construction project by applying a variety of techniques including *Motorist Information, Incident Management, Construction Strategies, and Public Information Strategies*. The major objectives of the TMP are to maintain efficient and safe movement of vehicles through the construction zone and to provide intensive public awareness of potential impacts on Interstate 680.

The TMP proposes a program of public information, motorist information, and an incident detection and response. The public information program will consist of media notification, telephone hotline, press release, and traveler information system (Internet). The motorist information program will notify drivers of freeway closures and detours using changeable message signs. The incident detection and response program will initiate a roving tow truck patrol that will alert the California Highway Patrol to accidents under the COZEEP program.

**TABLE 1**  
**Roles and Responsibilities/ Cost Estimate**

	Transportation Management Measure	Responsible Agency	Action Required	Cost	Comments
1	FSP	CHP, MTC, Caltrans	Increase FSP coverage during shoulder and lane closures	\$82 K	
2	COZEEP	CHP Caltrans	Increase CHP presence during freeway closures	\$500 K	
3	Ground Mounted Signs	Caltrans	Provide warning information to motorists.	--	Included in PS&E
4	Changeable Message Signs	Contractor	Install portable CMSs announcing delays, detours, and upcoming construction. Message content and deployment supervised by RE.	\$63 K	Included in PS&E
5	Staging & Detours	Contractor	Establish detour routes, signing, truck routes.	--	Included in PS&E
6	Public Information	Caltrans	Brochures and Mailers, Press Release, Paid Advertising, Public Information Center/Kiosk Telephone Hotline, Internet E-mail	\$30 K	
7	Press releases	Caltrans	Provide project and construction information through media.	--	No additional cost
8	Highway Advisory Radio	Caltrans	Provide construction information to public by Highway Advisory Radio.	\$15K	No additional cost if included under communication strategy for I-680 improvement
9	Traveler Information System (optional)	Caltrans	Provide real time traffic information on Caltrans' website.	--	No addl. cost if included under comm. strategy for I-680 improvement
10	SSP12-220 Damages Clause	Contract Provision	Contractor pays for damages for late lane closure pick up.	--	Included in SSP. No addl. cost to Caltrans.
<b>Total</b>				<b>\$690K</b>	

### 3.0 TRANSPORTATION MANAGEMENT PLAN STRATEGIES

This section describes possible TMP strategies to mitigate construction-related traffic delays. The TMP strategies are of a general nature and mitigate the overall level of congestion. The strategies are grouped into four broad transportation management strategies:

- Motorist Information Strategies
- Incident Management
- Construction Strategies
- Public Information

Traffic management strategies that require action by the construction contractor are described briefly in the TMP and presented in detail in the project Technical Specifications. Traffic management strategies that are to be implemented by Caltrans appear only in the TMP and are not included in the contract Technical Specifications.

### **3.1 Motorist Information**

The motorist information system provides advance notice regarding potential delays and/or available detours during construction throughout the project. The strategies include two measures: Changeable Message Signs (CMS), and Ground Mounted Signs.

#### **3.1.1 Changeable Message Signs (CMS)**

The function of Changeable Message Signs (CMS) is to alert drivers to changing travel conditions in the construction zone such as congestion and detours and improve their opportunity to change routes or adjust travel plans. CMS's can also be used to announce upcoming freeway or ramp closures. Messages should conform to Caltrans guidelines. For example, CMS use should be limited to real-time conditions such as an ongoing freeway closure. For advance notice of ramp closures and other events, it is recommended that a standard sign package be used. The Project Construction Manager (CM) is responsible for monitoring message content and CMS deployment. At least one portable CMS should be utilized for every lane closure or ramp closure. When traffic is detoured, additional CMS's shall be provided.

#### **3.1.2 Ground Mounted Signs**

Ground Mounted construction and warning signs provide information about immediate road hazards to motorists. Construction may provide input regarding numbers of signs needed.

### **3.2 Incident Management**

The incident detection and response system include the Freeway Service Patrol (FSP) and Construction Zone Enhanced Enforcement Program (COZEEP)

#### **3.2.1 Freeway Service Patrol**

Because there would be portions of the construction zone where there would be no shoulders, disabled vehicles would be unable to leave the travel way, increasing congestion and reducing freeway capacity. Once an incident is detected, a quick response is needed to remove disabled vehicles from the roadway. The Freeway Service Patrol (FSP) is a team of tow trucks that patrol Bay Area freeways and performs minor repairs to remove stranded vehicles and motorists from the freeway at no charge to the motorist.

The section of I-680 affected by construction is currently patrolled by a FSP operated by private tow truck operators under the auspices of Caltrans, the California Highway Patrol, and the Metropolitan Transportation Commission's Service Authority for Freeways and Expressways (SAFE). The FSP tow trucks patrol during morning and afternoon commute hours.

At several highway construction projects where shoulders have been closed, Caltrans has supplemented FSP coverage with more hours in the day. FSP coverage during morning and

afternoon commute hours and could reduce tow truck response times and reduce delay associated with stalls and accidents. For example, it is estimated that vehicle stalls take a total of 15 minutes to clear, property damage accidents 40 minutes to clear, and injury accidents 65 minutes to clear.

A more aggressive incident management system could reduce response times by about five minutes from the above clearance times. The expanded FSP program would lower delay costs.

- Prior to the implementation of supplementary FSP coverage the following steps need to be taken:

Caltrans will supplement its agreement with MTC to include expansion of the FSP. The agreement between MTC and Caltrans will be included in the cooperative agreement for construction and include funding provisions.

The resident engineer shall contact the Caltrans FSP Supervisor as soon as the FSP funding has been secured. At this time the FSP supervisor can begin arranging tow contracts with the MTC.

### **3.2.2 Construction Zone Enhanced Enforcement Program (COZEEP)**

The program involves continuous presence of the California Highway Patrol (CHP) in the construction zone, provides enforcement of speed restriction, and faster incident response.

It is recommended that a COZEEP be established for the entire construction period. During freeway closures, CHP officers should be stationed at the beginning of detours. Enhanced enforcement would most likely be used during freeway closures but could be invoked at other times at the discretion of the CM. The CM would prepare a contract change order for each event requiring COZEEP. The total COZEEP cost, for each of the freeway closures, is \$1000/day/unit. The total COZEEP cost, including all lane closures, at the discretion of the RE, will be approximately \$500k.

### **3.3 Construction Strategies**

Construction strategies are implemented for projects regardless whether a TMP is prepared. One of the primary considerations in planning and staging construction projects is to minimize the impact of the construction activity on traffic circulation. The manner in which construction is staged is the first strategy employed to minimize disruption to traffic through the construction zone and of adjacent neighborhoods. One key feature of stage construction is scheduling work to minimize impacts to traffic, and another is the provision of alternate routes. These are accomplished by scheduling all work requiring lane closures to off-peak times, typically in the late night and early morning hours and by providing clearly marked detours whenever the freeway, local streets or freeway ramps are closed. In addition, the construction contracts would prohibit freeway closures and construction activity during heavy travel periods.

The strategies proposed as part of the TMP, supplement measures routinely adhered to during construction. Described here are descriptions of two other construction strategies implemented

as part of the TMP that could supplement the project. The measures include a system of controls on contractor operations and efforts to block views of construction activity from passing motorists.

In addition, the project contract general conditions and agreement sections include liquidated damages from contractors if schedule slippage occurs. If project work extends beyond the hours specified in the approved Lane Closure Charts, the general traffic delay caused by the late closure would be extended as would the cost of extending the implementation period of TMP measures.

Other controls on contractor operations to reduce construction-related congestion, like detour management, are written into construction contracts.

### **3.4 Public Information**

Alameda County CMA will provide Public Relations firm.

#### **3.4.1 Telephone Hotlines**

At a minimum, both hot line recordings should include a brief description of on going or imminent construction activity hours of impact and detours.

Telephone information **hotline** messages should be prepared announcing the following events:

- Start of construction
- Full or partial interchange closures
- Freeway closures
- Ramp closure

#### **3.4.2 Traveler Information System (Internet)**

The message provided through telephone **hotlines** should be posted on the Caltrans web site, in addition to real time traffic information.

#### **3.4.3 Press Release**

Project and construction information will be released to the press through Caltrans Public Information Office.

### **3.5 Contingency Plan**

The contractor will be required to submit a traffic control plan at least one week prior to any lane closure or freeway closure. The traffic control plan shall contain a detailed contingency plan to ensure opening of the freeway by the designated time. During construction activities requiring lane closure or freeway closure, the contractor shall provide appropriate personnel to monitor activities and make decisions regarding activation of contingency plans. As soon as it becomes evident during any construction activity that it will not be possible to complete that activity and remove the closure at the designated time, that activity shall be halted and postponed until a later date.

The contingency plan shall identify key operational decision points with a **timeline** listing the expected completion time of each critical path activity. Clearly defined trigger points shall be identified with each critical path activity to establish when the contingency plan will be activated. The plan will list and describe any and all standby equipment and secondary material suppliers, to be available to complete the operations in the event of equipment failure, unexpected loss of material, or unexpected uselessness of material.

A decision tree with clearly defined lines of communication and authority shall be provided in the contingency plan. The names, telephone numbers and pager numbers of the Contractor's Project Manager, City's Resident Engineer, Caltrans Permit and/or Construction Inspector, CHP Area Commander, and other applicable personnel shall be provided.

**ATTACHMENT A**

**LANE REQUIREMENT CHARTS**

<b>Chart No. 1</b>																									
<b>Freeway/Expressway Lane Requirements</b>																									
County: Alameda					Route/Direction: 680/Southbound										KP: 7.78/19.06 PM: 4.83/11.845										
Closure Limits: From Calaveras Road/Junction Rte 84 East UC to Mission Blvd./Junction Rte 238 North UC																									
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	1	1	1	1																	3	2	2	2	1
Fridays	1	1	1	1																	3	2	2	2	2
Saturdays	1	1	1	1	1	1	2	2	3												3	3	3	2	2
Sundays	1	1	1	1	1	1	1	1	2	3	3												3	3	2

Legend:

1	Provide at least one through freeway lane open in direction of travel
2	Provide at least two adjacent through freeway lanes open in direction of travel
3	Provide at least three adjacent through freeway lanes open in direction of travel
	Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

<b>Chart No. 2</b>																									
<b>Freeway/Expressway Lane Requirements</b>																									
County: Alameda					Route/Direction: 680/Southbound										KP: 19.06/32.28 PM: 11.845/20.06										
Closure Limits: From Junction Rte 580 UC to Junction Rte 84 East UC																									
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	1	1	1	1																		2	2	2	1
Fridays	1	1	1	1																		2	2	2	2
Saturdays	1	1	1	1	1	1	2	2															2	2	
Sundays	1	1	1	1	1	1	1	1	2																2

Legend:

1	Provide at least one through freeway lane open in direction of travel
2	Provide at least two adjacent through freeway lanes open in direction of travel
3	Provide at least three adjacent through freeway lanes open in direction of travel
	Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

Chart No. 3 Freeway/Expressway Lane Requirements																											
County: Alameda					Route/Direction: 680/Northbound										KP: 7.78/19.06 PM: 4.834/11.845												
Closure Limits: From Mission Blvd./Junction Rte 238 North UC to Calaveras Road/Junction Rte 84 East UC																											
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		1	1	1	1	1																			2	2	1
Fridays		1	1	1	1	1																				2	2
Saturdays		1	1	1	1	1	1	2	2																		2
Sundays		2	1	1	1	1	1	1	2	2	2															2	2
Legend:																											
1		Provide at least one through freeway lane open in direction of travel																									
2		Provide at least two adjacent through freeway lanes open in direction of travel																									
		Work permitted within project right of way where shoulder or lane closure is not required.																									
REMARKS:																											

Chart No. 4 Freeway/Expressway Lane Requirements																													
County: Alameda					Route/Direction: 680/Northbound										KP: 7.78/19.06 PM: 4.834/11.845														
Closure Limits: From Junction Rte 84 East UC to Junction Rte 580 UC																													
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		1	1	1	1	1																				2	2	1	
Fridays		1	1	1	1	1																					2	2	
Saturdays		1	1	1	1	1	1	2	2																		2	2	
Sundays		2	1	1	1	1	1	1	2	2	2																2	2	1
Legend:																													
1		Provide at least one through freeway lane open in direction of travel																											
2		Provide at least two adjacent through freeway lanes open in direction of travel																											
		Work permitted within project right of way where shoulder or lane closure is not required.																											
REMARKS:																													

Chart No. 5																										
Complete Ramp Closure Hours/Ramp Lane Requirements																										
County: Alameda					Route/Direction: 680/Southbound										KP: 31.399					PM: 19.511						
Closure Limits: On the Stoneridge Drive off-ramp																										
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	C	C	C	C	C																					
Fridays	C	C	C	C	C																					
Saturdays	C	C	C	C	C	C																				
Sundays	C	C	C	C	C	C	C	C																		
Legend:																										
<input type="checkbox"/> Ramp may be closed completely <input type="checkbox"/> Work permitted within project right of way where shoulder or lane closure is not required.																										
REMARKS:																										

Chart No. 6																										
Complete Ramp Closure Hours/Ramp Lane Requirements																										
County: Alameda					Route/Direction: 680/Southbound										KP: 28.399					PM: 16.801						
Closure Limits: On the Bernal Avenue off-ramp																										
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	C	C	C	C																						
Fridays	C	C	C	C																						
Saturdays	C	C	C	C	C	C																				
Sundays	C	C	C	C	C	C	C																			
Legend:																										
<input type="checkbox"/> Ramp may be closed completely <input type="checkbox"/> Work permitted within project right of way where shoulder or lane closure is not required.																										
REMARKS:																										

Chart No. 7																									
Complete Ramp Closure Hours/Ramp Lane Requirements																									
County: Alameda					Route/Direction: 680/Southbound										KP: 24.881					PM: 15.461					
Closure Limits: On the Pleasanton (Sunol) off-ramp																									
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	C	C	C	C	C																C	C	C	C	C
Fridays	C	C	C	C	C																C	C	C	C	C
Saturdays	C	C	C	C	C	C	C														C	C	C	C	C
Sundays	C	C	C	C	C	C	C	C	C	C	C										C	C	C	C	C
Legend:																									
<input checked="" type="checkbox"/> Ramp may be closed completely																									
<input type="checkbox"/> Work permitted within project right of way where shoulder or lane closure is not required.																									
REMARKS:																									

Chart No. 8																									
Complete Ramp Closure Hours/Ramp Lane Requirements																									
County: Alameda					Route/Direction: 680/Southbound										KP: 20.456					PM: 12.711					
Closure Limits: On the Sunol (Koopman) off-ramp																									
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	C	C	C	C	C																C	C	C	C	C
Fridays	C	C	C	C	C																C	C	C	C	C
Saturdays	C	C	C	C	C	C	C	C	C	C	C										C	C	C	C	C
Sundays	C	C	C	C	C	C	C	C	C	C	C	C									C	C	C	C	C
Legend:																									
<input checked="" type="checkbox"/> Ramp may be closed completely																									
<input type="checkbox"/> Work permitted within project right of way where shoulder or lane closure is not required.																									
REMARKS:																									

Chart No. 9																									
Complete Connector Closure Hours/Connector Lane Requirements																									
County: Alameda					Route/Direction: 680/Southbound					KP: 19.281					PM: 11.981										
Closure Limits: On the SB Rte 680/SB Rte 84 off-connector																									
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	C	C	C	C	C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	C	C	C	C	C
Fridays	C	C	C	C	C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	C	C	C	C	C
Saturdays	C	C	C	C	C	C	C	C	C	C	C	N	N	N	N	N	N	N	N	C	C	C	C	C	C
Sundays	C	C	C	C	C	C	C	C	C	C	C	N	N	N	N	N	N	N	N	C	C	C	C	C	C
Legend:																									
C Connector may be closed completely																									
N No work permitted.																									
REMARKS: See Detour No. 1																									

Chart No. 9A																									
Complete Connector Closure Hours/Connector Lane Requirements																									
County: Alameda					Route/Direction: 680/Southbound					KP: 19.281					PM: 11.981										
Closure Limits: On the SB Rte 680/SB Rte 84 off-connector																									
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	C	C	C	C	C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	C	C	C	C	C
Fridays	C	C	C	C	C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	C	C	C	C	C
Saturdays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sundays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Legend:																									
C Connector may be closed completely																									
N No work permitted.																									
REMARKS: • Use this chart for shoulder replacement and overlay operations only. • See Detour No. 1.																									

Chart No. 10																									
Complete Ramp Closure Hours/Ramp Lane Requirements																									
County: Alameda					Route/Direction: 680/Southbound										KP: 15.869					PM: 9.861					
Closure Limits: On the Andrade Road off-ramp																									
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	C	C	C	C	C							C	C	C	C	C					C	C	C	C	C
Fridays	C	C	C	C	C							C	C	C	C	C					C	C	C	C	C
Saturdays	C	C	C	C	C	C	C	C	C					C	C	C	C	C	C	C	C	C	C	C	C
Sundays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Legend:																									
<input type="checkbox"/> C Ramp may be closed completely																									
<input type="checkbox"/> Work permitted within project right of way where shoulder or lane closure is not required.																									
REMARKS:																									

Chart No. 11																									
Complete Ramp Closure Hours/Ramp Lane Requirements																									
County: Alameda					Route/Direction: 680/Southbound										KP: 12.039					PM: 7.481					
Closure Limits: On the Vargas Road off-ramp																									
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	C	C	C	C	C								C	C	C						C	C	C	C	C
Fridays	C	C	C	C	C								C	C	C						C	C	C	C	C
Saturdays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sundays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Legend:																									
<input type="checkbox"/> C Ramp may be closed completely																									
<input type="checkbox"/> Work permitted within project right of way where shoulder or lane closure is not required.																									
REMARKS:																									

Chart No. 12																									
Complete Connector Closure Hours/Connector Lane Requirements																									
County: Alameda					Route/Direction: 680/Southbound										KP: 10.719					PM: 6.661					
Closure Limits: On the SB Rte 680/SB Rte 238 off-connector																									
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	C	C	C	C	C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	C	C	C
Fridays	C	C	C	C	C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	C	C
Saturdays	C	C	C	C	C	C	C	C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	C
Sundays	C	C	C	C	C	C	C	C	C	N	N	N	N	N	N	N	N	N	N	N	N	N	C	C	C
Legend:																									
C Connector may be closed completely																									
N No work permitted.																									
REMARKS: See Detour No. 2																									

Chart No. 13																										
Complete Ramp Closure Hours/Ramp Lane Requirements																										
County: Alameda					Route/Direction: 680/Southbound										KP: 31.142					PM: 19.351						
Closure Limits: On the WB Stoneridge Drive on-ramp																										
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	C	C	C	C	C																		C	C	C	C
Fridays	C	C	C	C	C																		C	C	C	C
Saturdays	C	C	C	C	C	C	C	C														C	C	C	C	C
Sundays	C	C	C	C	C	C	C	C	C													C	C	C	C	C
Legend:																										
C Ramp may be closed completely																										
Work permitted within project right of way where shoulder or lane closure is not required.																										
REMARKS: See Detour No. 3																										

Chart No. 14																															
Complete Ramp Closure Hours/Ramp Lane Requirements																															
County: Alameda					Route/Direction: 680/Southbound										KP: 30.82					PM: 19.151											
Closure Limits: On the EB Stoneridge Drive on-ramp																															
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		C	C	C	C	C																					C	C	C	C	
Fridays		C	C	C	C	C																						C	C	C	C
Saturdays		C	C	C	C	C	C	C																				C	C	C	C
Sundays		C	C	C	C	C	C	C	C	C																		C	C	C	C
Legend:																															
C		Ramp may be closed completely																													
		Work permitted within project right of way where shoulder or lane closure is not required.																													
REMARKS: See Detour No. 4																															

Chart No. 15																															
Complete Ramp Closure Hours/Ramp Lane Requirements																															
County: Alameda					Route/Direction: 680/Southbound										KP: 28.652					PM: 16.561											
Closure Limits: On the Bernal Avenue on-ramp																															
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		C	C	C	C	C																						C	C	C	C
Fridays		C	C	C	C	C																						C	C	C	C
Saturdays		C	C	C	C	C	C	C	C	C																		C	C	C	C
Sundays		C	C	C	C	C	C	C	C	C	C																	C	C	C	C
Legend:																															
C		Ramp may be closed completely																													
		Work permitted within project right of way where shoulder or lane closure is not required.																													
REMARKS: See Detour No. 5																															

Chart No. 16																																
Complete Ramp Closure Hours/Ramp Lane Requirements																																
County: Alameda					Route/Direction: 680/Southbound										KP: 24.543					PM: 15.251												
Closure Limits: On the Pleasanton-Sunol Blvd. on-ramp																																
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		C	C	C	C	C																					C	C	C	C	C	
Fridays		C	C	C	C	C																						C	C	C	C	C
Saturdays		C	C	C	C	C	C	C	C	C												C	C	C	C	C	C	C	C	C	C	
Sundays		C	C	C	C	C	C	C	C	C	C											C	C	C	C	C	C	C	C	C	C	
Legend:																																
<input type="checkbox"/> C		Ramp may be closed completely																														
<input type="checkbox"/>		Work permitted within project right of way where shoulder or lane closure is not required.																														
REMARKS: See Detour No. 6																																

Chart No. 17																																
Complete Ramp Closure Hours/Ramp Lane Requirements																																
County: Alameda					Route/Direction: 680/Southbound										KP: 17.512					PM: 10.881												
Closure Limits: On the Calaveras/Paloma Way on-ramp																																
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		C	C	C	C	C																						C	C	C	C	C
Fridays		C	C	C	C	C																						C	C	C	C	C
Saturdays		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
Sundays		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
Legend:																																
<input type="checkbox"/> C		Ramp may be closed completely																														
<input type="checkbox"/>		Work permitted within project right of way where shoulder or lane closure is not required.																														
REMARKS: See Detour No. 7																																

Chart No. 18																									
Complete Ramp Closure Hours/Ramp Lane Requirements																									
County: Alameda					Route/Direction: 680/Southbound					KP: 15.401					PM: 9.571										
Closure Limits: On the Andrade Road on-ramp																									
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	C	C	C	C	C						C	C	C	C	C					C	C	C	C	C	
Fridays	C	C	C	C	C						C	C	C	C	C					C	C	C	C	C	
Saturdays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sundays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Legend:																									
<input type="checkbox"/> C Ramp may be closed completely <input type="checkbox"/> Work permitted within project right of way where shoulder or lane closure is not required.																									
REMARKS: See Detour No. 8																									

Chart No. 19																									
Complete Ramp Closure Hours/Ramp Lane Requirements																									
County: Alameda					Route/Direction: 680/Southbound					KP: 13.188					PM: 8.195										
Closure Limits: On the Sheridan Road on-ramp																									
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	C	C	C	C	C						C	C	C	C	C					C	C	C	C	C	
Fridays	C	C	C	C	C						C	C	C	C	C					C	C	C	C	C	
Saturdays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sundays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Legend:																									
<input type="checkbox"/> C Ramp may be closed completely <input type="checkbox"/> Work permitted within project right of way where shoulder or lane closure is not required.																									
REMARKS: See Detour No. 9																									

Chart No. 20																									
Complete Ramp Closure Hours/Ramp Lane Requirements																									
County: Alameda					Route/Direction: 680/Southbound					KP: 11.862					PM: 7.371										
Closure Limits: On the Vargas Road on-ramp																									
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	C	C	C	C	C							C	C	C	C	C					C	C	C	C	C
Fridays	C	C	C	C	C							C	C	C	C	C					C	C	C	C	C
Saturdays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sundays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

Legend:

C Ramp may be closed completely

Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS: See Detour No. 10

Chart No. 21																									
Complete Ramp Closure Hours/Ramp Lane Requirements																									
County: Alameda					Route/Direction: 680/Southbound					KP: 10.285					PM: 6.391										
Closure Limits: On the Mission/Rte 238 on-ramp																									
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	C	C	C	C	C																	C	C	C	C
Fridays	C	C	C	C	C																	C	C	C	C
Saturdays	C	C	C	C	C	C	C	C														C	C	C	
Sundays	C	C	C	C	C	C	C	C	C													C	C	C	

Legend:

C Ramp may be closed completely

Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS: See Detour No. 11

**Chart No. 22**  
**Complete Ramp Closure Hours/Ramp Lane Requirements**

County: Alameda      Route/Direction: 84/Southbound      KP:      PM: 18.021

Closure Limits: On the SB Paloma Road off-ramp

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	C	C	C	C	C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	C	C	C	C	C
Fridays	C	C	C	C	C	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	C	C	C	C	C
Saturdays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sundays	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

Legend:

C Connector may be closed completely

N No work permitted.

REMARKS: • Use this chart for shoulder replacement and overlay operations only.  
 • See Detour No. 12.

**ATTACHMENT B**

**CONTACT NOTIFICATION MATRIX**

<b>I-680 SUNOL GRADE SOUTHBOUND HOV LANE TMP Contact List</b>				Jan 29, 2008
Organization	Contact	Title	Telephone	e-mail
<b>California Highway Patrol</b>				
San Jose 2020 Junction Ave., San Jose, CA	Richard Shaw	Sergeant	(408) 467-5400	rshaw@chp.ca.gov
TMC	Mary Emery	Sergeant	(510) 286-6909	maemery@chp.ca.gov
<b>Caltrans District 4</b>				
<b>Corridor TMP Manager</b>				
Construction – CTM	Kamran Abolfazlian	Construction Eng.	(510) 450-2409	Kamran_Abolfazlian@dot.ca.gov
Construction RE				
Project Management	Emily Landin-Lowe	Project Manager	(510) 286-5124	Emily_Landin-low@dot.ca.gov
Highway Operations	Lance Hall (SCI) Peter Lau (Ala)	Senior Eng. Senior Eng.	(510) 286-6311 (510) 286-6157	Lance_Hall@dot.ca.gov Peter_Lau@dot.ca.gov
Public Information	Brigetta Smith	Public Affairs	(510) 286-5820	Brigetta_Smith@dot.ca.gov
District Traffic Management	Barry Loo	District 4 Traffic Manager	(510) 286-6910	Barry_Loo@dot.ca.gov
	Chan Newlander	Lane Closure Manager	(510) 286-6911	chan_newlander@dot.ca.gov
	Dale McCrossen	TMT Supervisor	(510) 286-4987	Dale_McCrossen@dot.ca.gov
	Shein Lin	DTM TMP Coordinator	(510) 286-4710	Shein_Lin@dot.ca.gov
Transportation Management Center	Cyrus Mashhoodi	Supervising TE	(510) 622-8817	Cyrus_Mashhoodi@dot.ca.gov
Transit Coordination	Becky Frank	CT Senior Planner	(510)-286-5536	Becky_Frank@dot.ca.gov
FSP	Kane Wong	FSP Program Coordinator	(510) 286-5917	Kane_Wong@dot.ca.gov

<b>City of Fremont</b>	Norm Hughes	City Engineer	(510) 284-4000	nhughes@ci.fremont.ca.us
<b>City of Milpitas</b>	Kunle Odumade	Traffic Engineer	(510) 494-4746	trafficingineering@ci.fremont.ca.us
	Jaime Rodriguez	Traffic Engineer	(408) 586-3335	Jrodriguez@ci.milpitas.ca.gov
	Greg Armendariz	City Engineer	(408) 586-3317	garmendariz@ci.milpitas.ca.gov
<b>Alameda Congestion Management Agency</b>	Dennis R. Fay	Executive Director	(510) 836-2560	dfay@accma.ca.gov
1333 Broadway Ste 220, Oakland, CA 94612	Leo Scott	Hot Lane Integrator	(408) 000-0000	ffurger@accma.ca.gov
<b>Travinfo</b>	Ken Aparri	Operations Manager	(510) 286-6845	ken_aparri@travinfo.org
<b>Transit Operators</b>				
Santa Clara Valley Transportation Authority (VTA)	Donald Smith	Chief Operation	(408) 952-8980	donald.smith@vta.org
	Bernice Alaniz	Deputy Director Marketing & Public Affairs	(408) 321-7539	bernice.alaniz@vta.org

Attachment C

**TMP BEES ITEMS/COSTS**

**I-680 SUNOL GRADE SOUTHBOUND HOV LANE PROJECT**

**TRANSPORTATION MANAGEMENT PLAN**

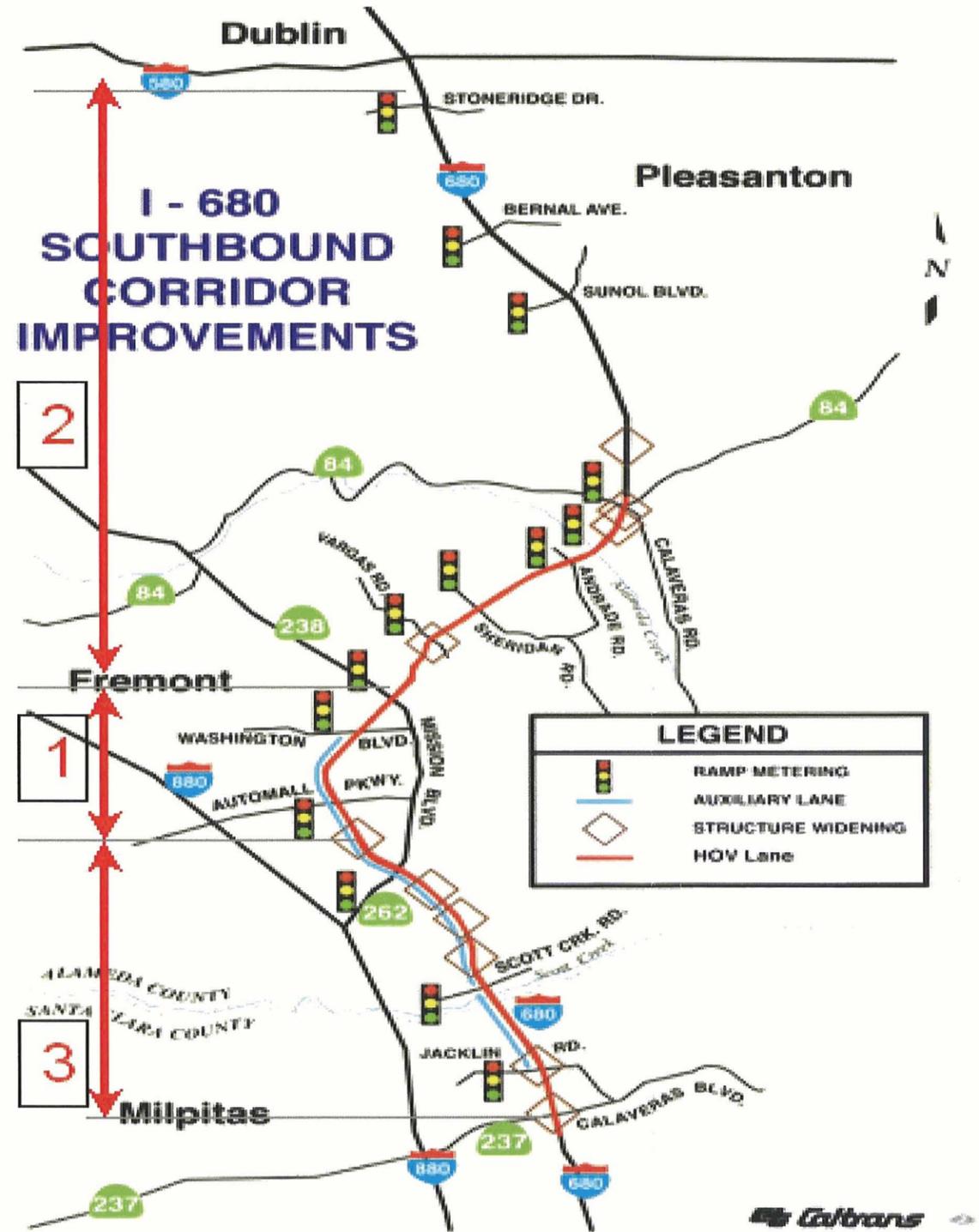
<b>Item Code</b>	<b>Description</b>	<b>Unit</b>	<b>Amount</b>
066062	COZEEP (\$200,000 Tow Truck Service Patrol included with COZEEP in the State Furnished Material)	LS	\$500,000
066063	Traffic Management Plan (Public Information)	LS	\$30,000
066066	Public Transit Support	LS	25,000
066070	Maintain Traffic	LS	\$20,000
120090	Construction Area Sign	LS	\$38,000
120100	Traffic Control System	LS	\$500,000
128650	Portable Changeable message Sign	LS	\$63,000
	<b>TOTAL TMP COSTS</b>		<b>\$ 1,176,000</b>

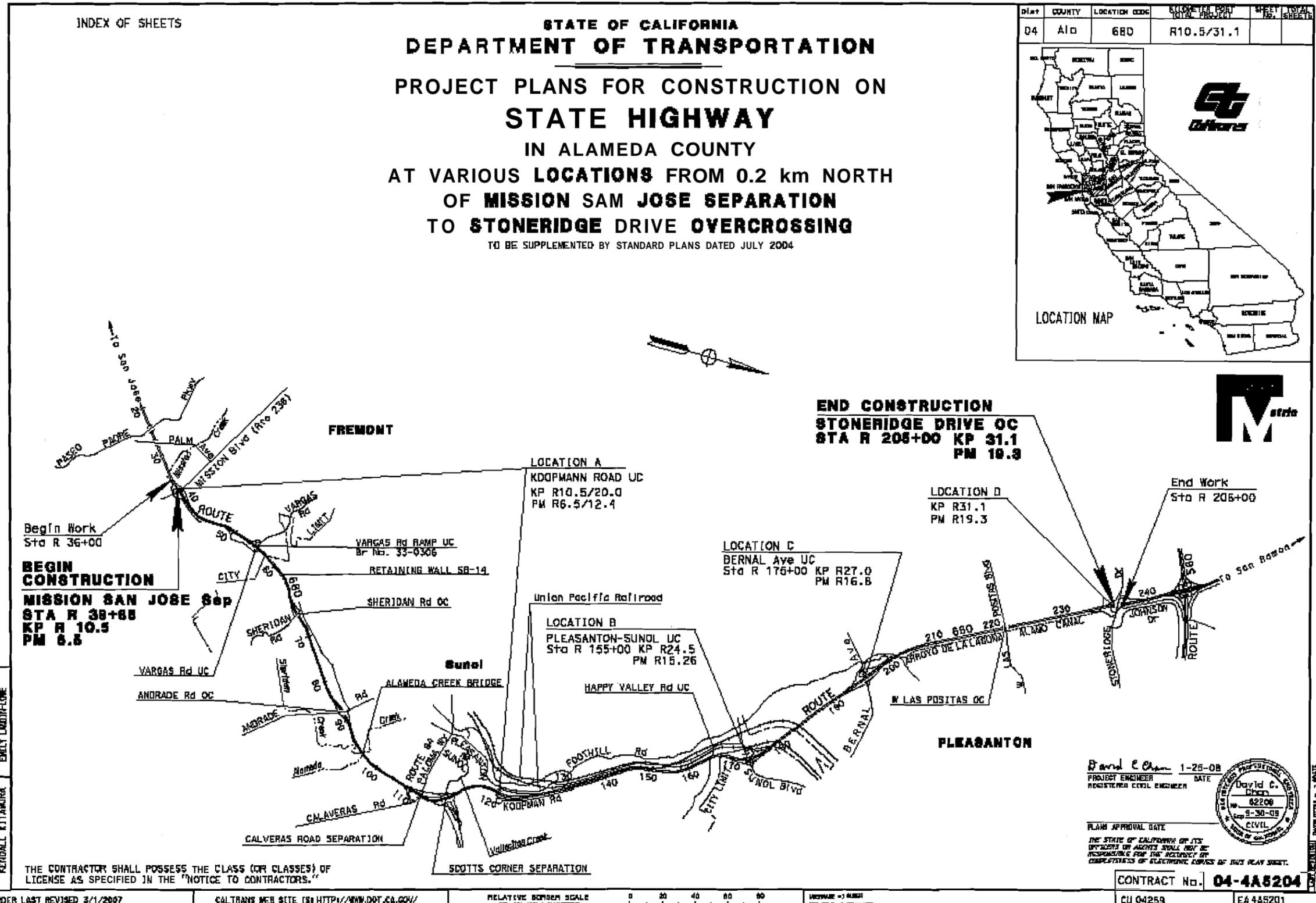
# I-680 HOV/HOT/ Rehabilitation

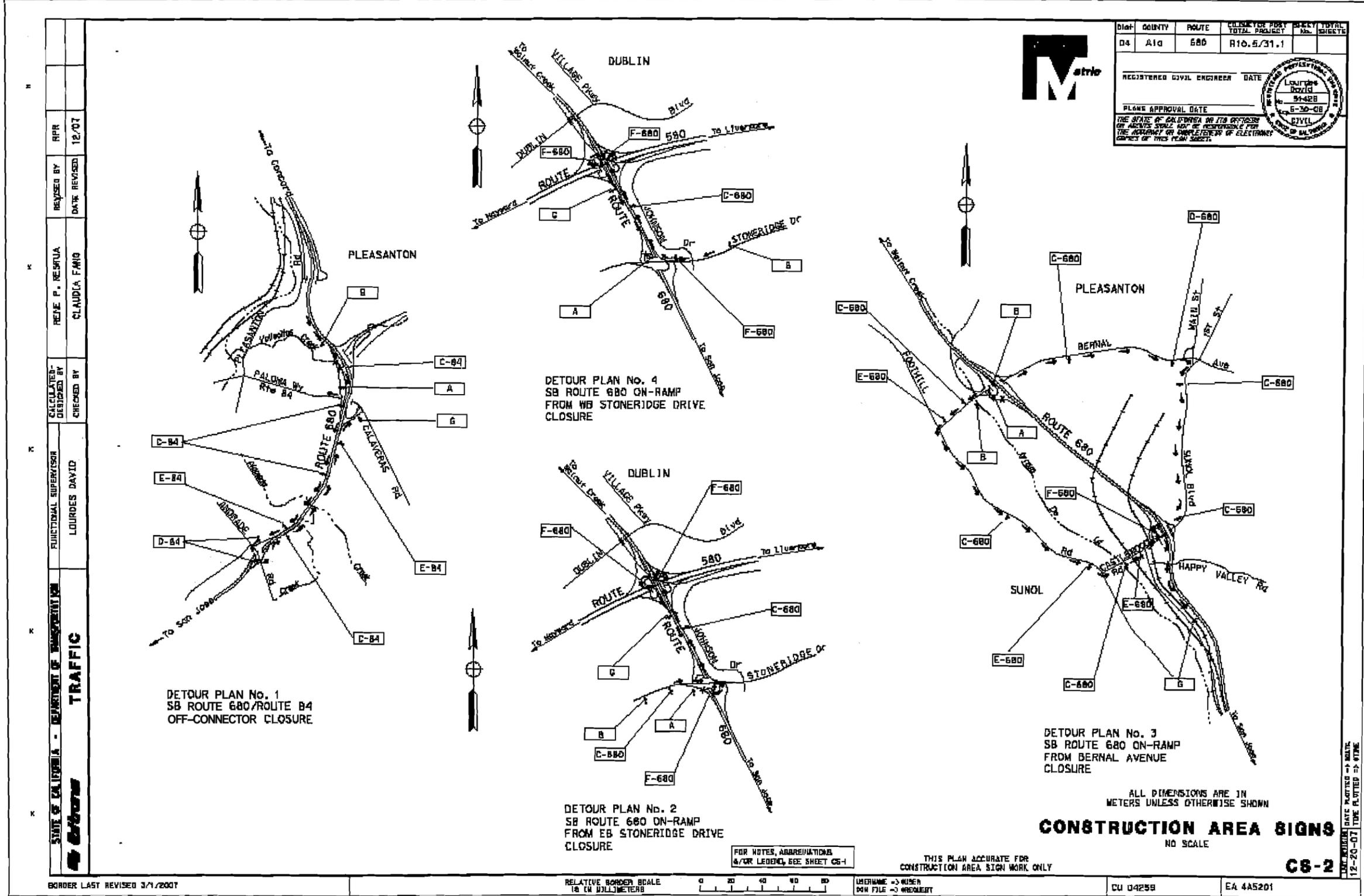
## Contracts

- 1- \$48 M
- 2- \$49 M
- 3- \$54 M

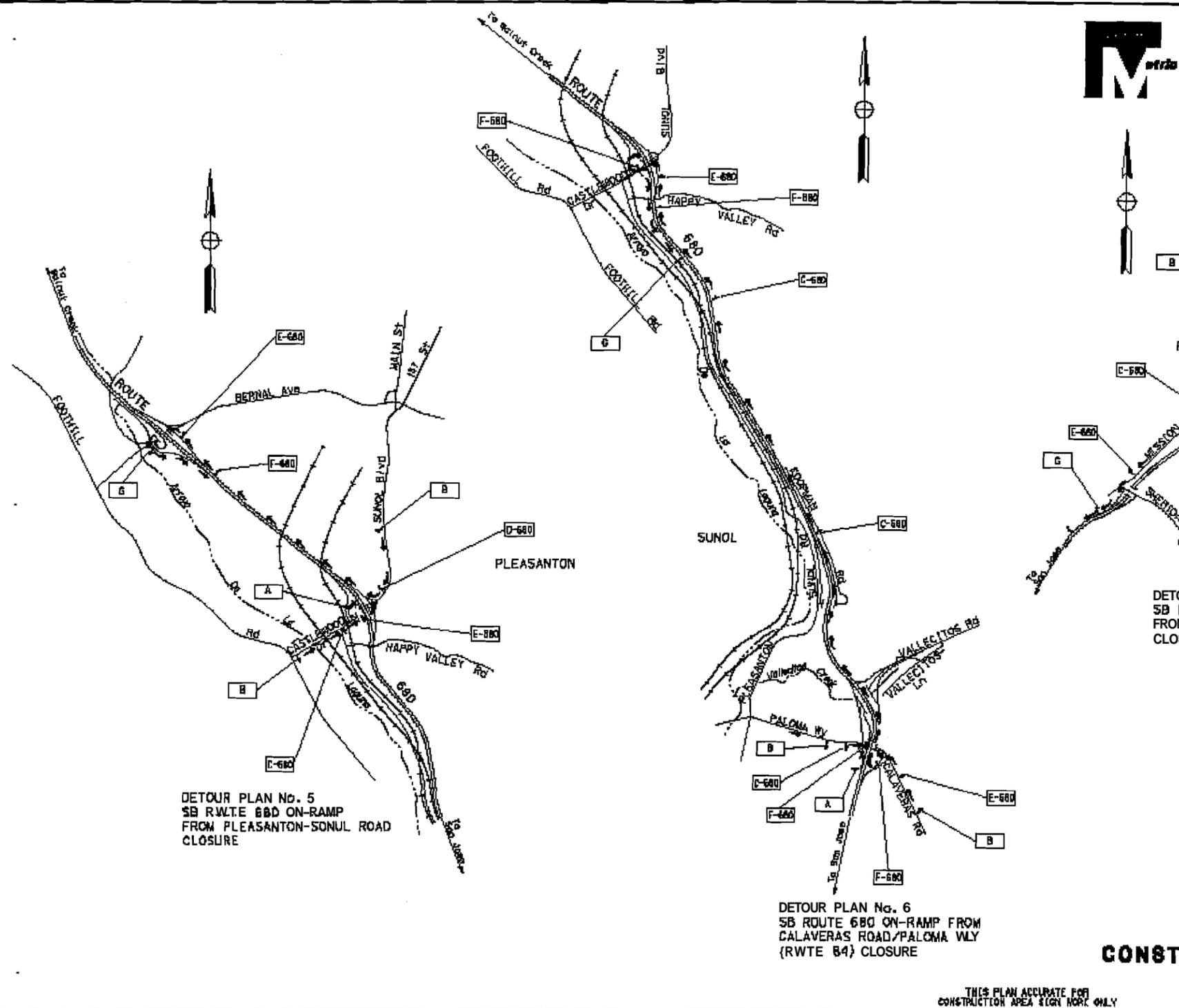
**Total \$151 M**







STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION <b>Caltrans</b>	TRAFFIC	FUNCTIONAL SUPERVISOR	DESIGNED BY	REVISIONS	DATE
		LOURDES DAVIJO	DIANEY BY	REVISIONS	DATE
				REVISIONS	DATE
				REVISIONS	DATE



DETOUR PLAN No. 5  
SB RWTE 680 ON-RAMP  
FROM PLEASANTON-SONUL ROAD  
CLOSURE

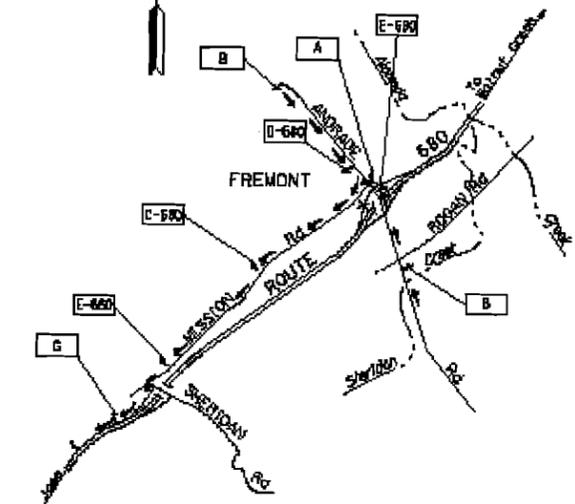
DETOUR PLAN No. 6  
SB ROUTE 680 ON-RAMP FROM  
CALAVERAS ROAD/PALOMA WLY  
(RWTE 64) CLOSURE

DIST	COUNTY	ROUTE	KILOMETER POINT TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	Alq	680	R1D.5/31.1		

REGISTERED CIVIL ENGINEER DATE  
**Lourdes Davijo**  
 No. 01428  
 Exp. 5-30-08  
 (EWS)  
 STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.



DETOUR PLAN No. 7  
SB ROUTE 680 ON-RAMP  
FROM ANDRADE ROAD  
CLOSURE

METERS/FOOT (MENSURACIONES) SHOWN  
**CONSTRUCTION AREA SIGNS**  
 NO SCALE

**CS-3**

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE  
 1:50000  
 0 20 40 60 80

UNPAPER => PAPER  
 DWM FILE => REWDM

CU 04299

EA 448201

DATE PLOTTED => DATE  
 TIME PLOTTED => TIME

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**California**  
**TRAFFIC**

REVISIONS

NO.	DATE	BY	REASON
1	12/07	RPM	

RENE P. RESTUA  
 CLAUDIA FANG

REVISIONS

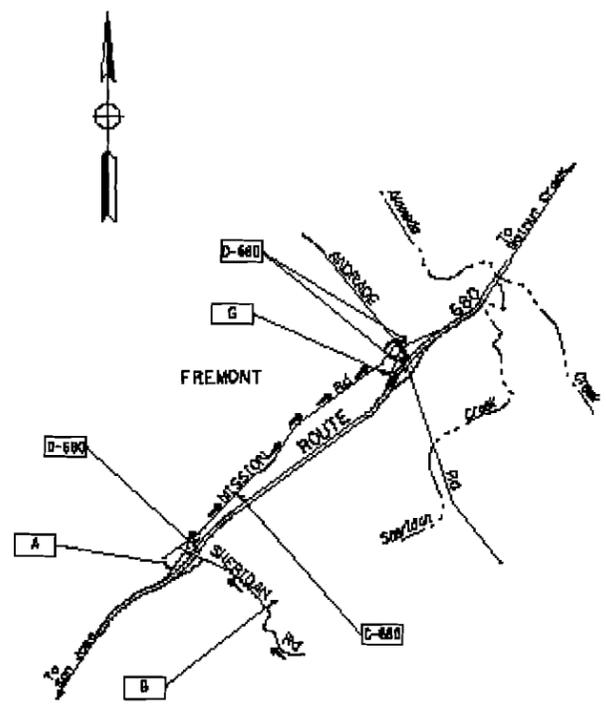
NO.	DATE	BY	REASON
1	12/07	RPM	

FUNCTIONAL SUPERVISOR  
 LOURDES DAVID

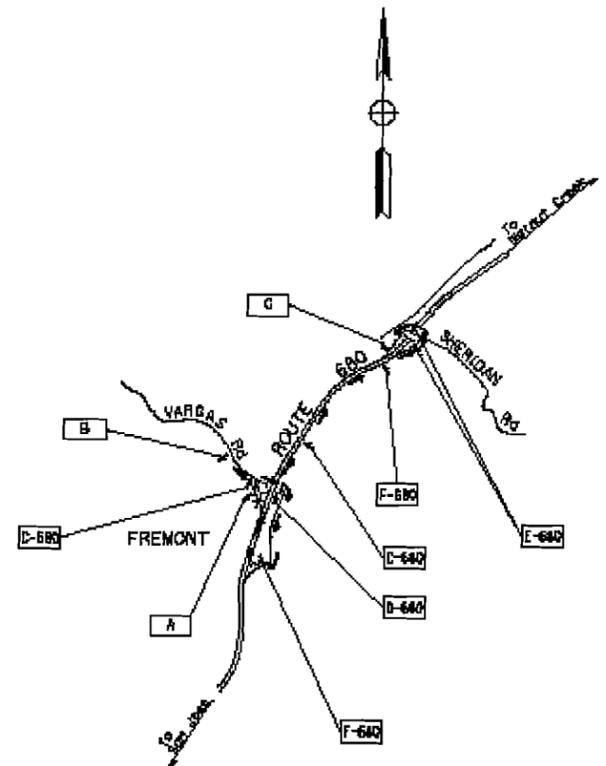
REVISIONS

NO.	DATE	BY	REASON
1	12/07	RPM	

BORDER LAST REVISED 3/1/2007



DETOUR PLAN No. 8  
 SB ROUTE 680 ON-RAMP  
 FROM SHERIDAN ROAD  
 CLOSURE



DETOUR PLAN NO. 9  
 SB ROUTE 680 ON-RAMP  
 FROM VARGAS ROAD  
 CLOSURE

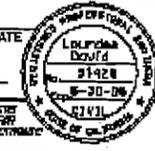


STATE	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
09	Alameda	680	R10.5/31.1		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

FOR STATE OF CALIFORNIA BY ITS DEPARTMENT OF TRANSPORTATION THE AGENCY SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC FILES OF THIS PLAN SHEET.



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN  
**CONSTRUCTION AREA SIGNS**  
 NO SCALE

**CS-4**

RELATIVE BORDER SCALE  
 1:6 IN KILOMETERS



USERNAME => INFER  
 DGN FILE => MREQWEST

CU 04259

EA 445201

DATE PLOTTED => WHITE  
 PLOT FILE => WHITE



## Attachment G

## Traffic Specification

### Maintaining Traffic

Maintaining traffic shall conform to the provisions in Sections 7-1.08, "Public Convenience," Section 7-1.09, "Public Safety," and Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications, "Public Safety" of these special provisions and these special provisions.

Closure is defined as the closure of a traffic lane or lanes, including shoulder, ramp or connector lanes, within a single traffic control system and it shall conform to the provisions in "Traffic Control System for Lane Closure" of these special provisions.

In addition to the provisions set forth in "Public Safety" of these special provisions, whenever work, including the work of installing, maintaining, and removing temporary railing (Type K) is to be performed on the freeway within 1.8 m of the adjacent traffic lane, the adjacent traffic lane shall be closed.

Except as listed above, closure of adjacent traffic lane will not be required for grinding and grooving operations, and for installing, maintaining and removing traffic control devices.

At locations where falsework pavement lighting or pedestrian openings through falsework are designated, falsework lighting shall be installed in conformance with the provisions in Section 86-6.11, "Falsework Lighting," of the Standard Specifications.

Openings shall be provided through bridge falsework for the use of public traffic at each location where falsework is constructed over the streets or routes listed in the following table. The type, minimum width, height, and number of openings at each location, and the location and maximum spacing of falsework lighting, if required for each opening, shall conform to the requirements in the table.

#### Calaveras Boulevard Separation (Route 237) (Widen)

	<u>Number</u>	<u>Width</u>	<u>Height</u>
<u>Vehicle Openings</u>	2	19.2	4.9
<u>Pedestrian Openings</u>	2	2.5	4.9
	<u>Location</u>	<u>Spacing</u>	
<u>Falsework Pavement Lighting</u>	R and L with C Staggered ½ Space	7	

*Jacklin Road Undercrossing (Widen)*

	<i>Number</i>	<i>Width</i>	<i>Height</i>
<i>Vehicle Openings</i>	<u>2</u>	<u>12.0</u>	<b>4.6</b>
<i>Pedestrian Openings</i>	2	<u>1.8</u>	<u>4.6</u>
	<i>Location</i>	<i>Spacing</i>	
<i>Falsework Pavement Lighting</i>	<u>R and L</u>	7	

*(Width and Height in meters)*

*(R = Right side of traflc. L = Left side of traflc)*

*(C = Centered overhead)*

*East Warren Avenue Undercrossing (Widen)*

	<i>Number</i>	<i>Width</i>	<i>Height</i>
<i>Vehicle Openings</i>	2	9.6	5.1
<i>Pedestrian Openings</i>	2	1.8	5.1
	<i>Location</i>	<i>Spacing</i>	
<i>Falsework Pavement Lighting</i>	<i>R and L Staggered ½ Space</i>	9	

*(Width and Height in meters)*

*(R = Right side-of traflc. L = Left side of traflc)*

*(C = Centered overhead)*

*Closures are only allowed during the hours shown in the lane requirement charts included in this section "Maintaining Traffic," except for work required under Sections 7-1.08, "Public Convenience," and Section 7-1.09, "Public Safety."*

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

*Unless approved by the Engineer, the maximum length of a single stationary lane closure shall be 3 km.*

*Unless approved by the Engineer, not more than 1 separate stationary lane closures will be allowed at one time. Concurrent stationary closures shall be spaced no closer than 3 km apart.*

*Local authorities shall be notified at least 5 business days before work begins. The Contractor shall cooperate with local authorities to handle traffic through the work area and shall make arrangements to keep the work area clear of parked vehicles.*

*Adjacent ramps, in the same direction of travel, servicing 2 consecutive local streets shall not be closed simultaneously unless directed by the Engineer.*

*Personal vehicles of the Contractor's employees shall not be parked on the traveled way or shoulders including sections closed to public traffic.*

*When work vehicles or equipment are parked on the shoulder within 1.8 m of a traffic lane, the shoulder area shall be closed as shown on the plans.*

*If minor deviations from the lane requirement charts are required, a written request shall be submitted to the Engineer at least 15 days before the proposed date of the closure. The Engineer may approve the deviations if there is no significant increase in the cost to the State and if the work can be expedited and better serve the public traffic.*

*Designated legal holidays are: January 1st, the third Monday in February, the last Monday in May, July 4th, the first Monday in September, November 11th, Thanksgiving Day, and December 25th. When a designated legal holiday falls on a Sunday, the following Monday shall be a designated legal holiday. When November 11th falls on a Saturday, the preceding Friday shall be a designated legal holiday.*

## **CLOSURE SCHEDULE**

*By noon Monday, the Contractor shall submit a written schedule of planned closures for the following week period, defined as Sunday noon through the following Sunday noon. Closures involving work (temporary barrier placement and paving operations) that will reduce horizontal clearances, traveled way inclusive of shoulders, to 2 lanes or less shall be submitted not less than 25 days and not more than 125 days before the anticipated start of operation. Closures involving work (pavement overlay, overhead sign installation, falsework and girder erection) that will reduce the vertical clearances available to the public, shall be submitted not less than 25 days and not more than 125 days before the anticipated start of operation.*

*The Closure Schedule shall show the locations and times of the proposed closures. The Closure Schedule request forms furnished by the Engineer shall be used. Closure Schedules submitted to the Engineer with incomplete or inaccurate information will be rejected and returned for correction and resubmittal. The Contractor will be notified of disapproved closures or closures that require coordination with other parties as a condition of approval.*

*Closure Schedule amendments, including adding additional closures, shall be submitted by noon to the Engineer, in writing, at least 3 business days in advance of a planned closure. Approval of Closure Schedule amendments will be at the discretion of the Engineer.*

*The Engineer shall be notified of cancelled closures 2 business days before the date of closure.*

*Closures that are cancelled due to unsuitable weather may be rescheduled at the discretion of the Engineer.*

**COOPERATION**

*It is anticipated that work by another contractor may be in progress adjacent to or within the limits of this project during progress of the work on this contract. The following table lists contracts anticipated to be in progress during this contract.*

Contract No.	Co-Rte-KP	Location	Type of Work
04-4A5204	Alameda-680-R10.5/31.1	Mission Boulevard SR 238 Stoneridge Drive	Widening and Rehabilitatiion
253794	Santa Clara/Alameda-680-KP M5.4/R10.5	Grimmer Boulevard Mission Avenue	Widening and Rehabilitation

**Weekly Schedule Meeting**

*The Contractor shall attend joint weekly meetings, to be organized by the Engineer with other contractors and/or operations managers on adjacent projects, to minimize potential conflicts and coordinate traffic control. The Contractor shall coordinate with and accommodate other segment contractors when preparing operations and work schedules.*

## **Contingency Plan**

*A detailed contingency plan shall be prepared for reopening closures to public traffic. If required by "Beginning of Work, Time of Completion and Liquidated Damages" of these special provisions, the contingency plan shall be submitted to the Engineer before work at the job site begins. Otherwise, the contingency plan shall be submitted to the Engineer within one business day of the Engineer's request.*

## **Compensation**

*The Engineer shall be notified of delays in the Contractor's operations due to the following conditions, and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of those conditions, and the Contractor's loss due to that delay could not have been avoided by rescheduling the affected closure or by judicious handling of forces, equipment and plant, the delay will be considered a right of way delay and will be compensated in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications:*

- 1. The Contractor's proposed Closure Schedule is denied and his planned closures are within the time frame allowed for closures in "Maintaining Traffic" of these special provisions, except that the Contractor will not be entitled to compensation for amendments to the Closure Schedule that are not approved.*
- 2. The Contractor is denied a confirmed closure.*

*Should the Engineer direct the Contractor to remove a closure before the time designated in the approved Closure Schedule, delay to the Contractor's schedule due to removal of the closure will be considered a right of way delay and compensation for the delay will be determined in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.*

## **Traffic Control System For Lane Closure**

*A traffic control system shall consist of closing traffic lanes and ramps in conformance with the details shown on the plans, the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications, the provisions under "Maintaining Traffic" and "Construction Area Signs" of these special provisions, and these special provisions.*

*The provisions in this section will not relieve the Contractor of responsibility for providing additional devices or taking measures as may be necessary to comply with the provisions in Section 7-1.09, "Public Safety," of the Standard Specifications.*

*During traffic stripe operations and pavement marker placement operations using bituminous adhesive, traffic shall be controlled, at the option of the Contractor, with either stationary or moving lane closures. During other operations, traffic shall be controlled with stationary lane closures. Attention is directed to the provisions in Section 84-1.04, "Protection From Damage," and Section 85-1.06, "Placement," of the Standard Specifications.*

*If components in the traffic control system are displaced or cease to operate or function as specified, from any cause, during the progress of the work, the Contractor shall immediately repair the components to the original condition or replace the components and shall restore the components to the original location.*

### **Temporary Crash Cushion Module**

*This work shall consist of furnishing, installing, and maintaining sand filled temporary crash cushion modules in groupings or arrays at each location shown on the plans, as specified in these special provisions or where designated by the Engineer. The grouping or array of sand filled modules shall form a complete sandfilled temporary crash cushion in conformance with the details shown on the plans and these special provisions.*

*Attention is directed to "Public Safety", and "Order of Work" of these special provisions.*

*Whenever the work or the Contractor's operations establishes a fixed obstacle, the exposed fixed obstacle shall be protected with a sand filled temporary crash cushion. The sand filled temporary crash cushion shall be in place prior to opening the lanes adjacent to the fixed obstacle to public traffic.*

*Sandfilled temporary crash cushions shall be maintained in place at each location, including times when work is not actively in progress. Sandfilled temporary crash cushions may be removed during a work period for access to the work provided that the exposed fixed obstacle is 4.6 m or more from a lane carrying public traffic and the temporary crash cushion is reset to protect the obstacle prior to the end of the work period in which the fixed obstacle was exposed. When no longer required, as determined by the Engineer, sandfilled temporary crash cushions shall be removed from the site of the work.*

*At the Contractor's option, the modules for use in sand filled temporary crash cushions shall be either Energite III Inertial Modules, Fitch Inertial Modules or TrafFix Sand Barrels manufactured after March 31, 1997, or equal:*

*1. Energite III and Fitch Inertial Modules, manufactured by Energy Absorption Systems, Inc., 35 East Wacker Drive, Suite 1100, Chicago, IL 60601:*

*1.1. Northern California: Traffic Control Service, Inc., 8585 Thys Court, Sacramento, CA 95828, telephone (800) 884-8274, FAX (916) 387-9734*

*1.2. Southern California: Traffic Control Service, Inc., 1818 E. Orangethorpe, Fullerton, CA 92831-5324, telephone (800) 222-8274, FAX (714) 526-9501*

*2. TrafFix Sand Barrels, manufactured by TrafFix Devices, Inc., 220 Calle Pintoresco, San Clemente, CA 92672, telephone (949) 361-5663, FAX (949) 361-9205*

- 2.1. Northern California: United Rentals, Inc., 1533 Berger Drive, San Jose, CA 95112, telephone (408) 287-4303, FAX (408) 287-1929
- 2.2. Southern California: Statewide Safety & Sign, Inc., P.O. Box 1440, Pismo Beach, CA 93448, telephone (800) 559-7080, FAX (805) 929-5786

### **Existing Highway Facilities**

*The work performed in connection with various existing highway facilities shall conform to the provisions in Section 15, "Existing Highway Facilities," of the Standard Specifications and these special provisions.*

### **Project Site/Existing Traffic Conditions**

This section of I-680 consist of four through traffic lanes in the Southbound direction and three through traffic lanes in the Northbound direction from just south of Calaveras Blvd. Rte. 237 to Grimmer Blvd..

### **Construction Area Signs**

*Construction area signs for temporary traffic control shall be furnished, installed, maintained, and removed when no longer required in conformance with the provisions in Section 12, "Construction Area Traffic Control Devices," of the Standard Specifications and these special provisions.*

*Attention is directed to "Furnish Sign" of these special provisions.*

*Attention is directed to the provisions in "Prequalified and Tested Signing and Delineation Materials" of these special provisions. Type II retroreflective sheeting shall not be used on construction area sign panels. Type III, IV, VII, VIII, or IX retroreflective sheeting shall be used for stationary mounted construction area sign panels.*

*Attention is directed to "Construction Project Information Signs" of these special provisions regarding the number and type of construction project information signs to be furnished, erected, maintained, and removed and disposed of.*

*Unless otherwise shown on the plans or specified in these special provisions, the color of construction area warning and guide signs shall have black legend and border on orange background, except W10-1 or W47(CA) (Highway-Rail Grade Crossing Advance Warning) sign shall have black legend and border on yellow background.*

### **Late Reopening Of Closure**

*If a closure is not reopened to public traffic by the specified time, work shall be suspended in conformance with the provisions in Section 8-1.05, "Temporary Suspension of Work," of the Standard Specifications. No further closures are to be made until the Engineer has accepted a work plan, submitted by the Contractor, that will insure that future closures will be reopened to public traffic at the specified time. The Engineer will have 2 business days to accept or reject the Contractor's proposed work plan. The Contractor will not be entitled to compensation for the suspension of work resulting from the late reopening of closures.*

*For each 10-minute interval, or fraction thereof past the time specified to reopen the closure, the Department will deduct \$ 3,500 per interval from moneys due or that may become due the Contractor under the contract.*