



DAVID EVANS  
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October 15, 2008

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Office of Special Funded Projects  
Caltrans District 3  
2389 Gateway Oaks Drive  
Sacramento, CA 95833

EA:03-3E810K  
03-YUB-70 PM 7.0/9.6

**Subject: Transportation Management Plan (TMP) Data Sheet for Erle Rd. Option D at State Route 70 Interchange reconstruction**

**1. PROJECT INFORMATION**

- **Location:** On State Route 70 between the Olivehurst and State Route 70 interchange, and North Beale Road and State Route 70 interchange; In Yuba County, town of Olivehurst.
- **Scope of Work:** The project proposes the improvement of the Erle Rd. Interchange at State Route 70 between the Olivehurst and State Route 70 interchange, and North Beale Road and State Route 70 interchange; In Yuba County, town of Olivehurst. This project will improve traffic circulation at the interchange and adjoining areas. This interchange improvement will provide safer traffic movements for motorist, pedestrians and bicyclists. This project will also accommodate the demands of future growth and concurrently accommodate the development within the County's General Plan. This project is currently a part of multiple interchange improvement projects, the other interchanges include the State Route 65 and State Route 70 Interchange improvement project, and the McGowan Parkway and State Route 65 interchange improvement project.
- **Cost:** The proposed Erle Option D alternative estimate range is \$20 to \$30 million (FY 2008). The cost estimates include project development, environmental documentation, design, right-of-way engineering and acquisition, construction and construction management.
- **Estimated Duration of Construction:** Approximately 250 days, actual construction year to be determined.



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## **2. RECOMMENDATIONS:**

- Lane closures on State Route 70 will be prohibited during peak and daytime hours and on holidays.
- Lane closures will only be allowed when there is sufficient capacity in the remaining open lanes to accommodate the traffic volumes. Total facility closures will only be allowed only when the purposed detour route has the capacity to accept the traffic volumes from State Route 70 during the entire time the detour routing is in effect.
- Through the project limits, State Route 70 has two lanes in each direction of travel. To maintain public traffic during allowed hours of lane closures, a minimum of one open lane, in each direction of travel, will be required, at all times, except as noted below. It is likely that a minimum of one lane is needed for a portion of hours where traffic closures will be allowed for installation of K-railing, re-striping, etc.
- For special operations such as falsework erection/removal, full closure of State Route 70 may be allowed during late evening to early morning hours, provided acceptable detour plans are provided. The preferred traffic handling alternative is to construct crossover lanes and detour one direction of traffic onto the opposite side of the median prior to the area used for falsework erection and back again when the traffic is past the construction zone. Another alternative would be to stage the work with the first order of work involving the construction of diagonal ramps, which would be used to detour State Route 70 traffic down the off-ramps and then up the on-ramps. A third alternative would be to use alternate routes and detour traffic onto local roads (This is the least desirable option and should only be used as a last resort). The cost of any detours should be included in the total estimate cost of project.
- To construct the additional lanes, it is anticipated that shoulder closures at the Erle Rd. ramps will be needed.
- Detour and stage construction plans should be check to insure that all intersection along the detour route meet all Highway Design Manual requirements, including truck turning radii and vertical/horizontal clearances.
- Work that does not impact traffic lanes (i.e. work that is more than 6 feet from ETW, or behind K-rail) may be permitted during all hours without restriction. When K-rail is placed gawk screen will be required to prevent excessive slowing of traffic through the project limits.
- Prior to PS&E, the anticipated construction schedule(s) (construction schedule unknown) should be reviewed to determine if nearby projects should be indicated in the special provisions as requiring cooperation of the Contractor during construction. Prior to start of, and during actual construction, the construction should be



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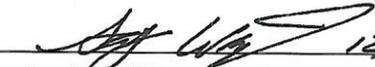
periodically reviewed by the Engineer in Charge to determine if any previously unanticipated nearby projects may result in potential closure conflicts on the State Route 65 or State Route 70 corridors. The Caltrans Area Construction Manager for the Yuba County Area or the District Traffic manager (DTM) may be of assistance in determining active nearby Caltrans projects that may be in conflict.

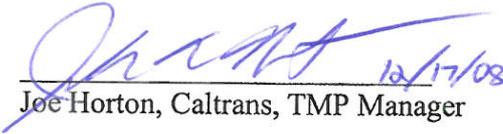
- Special provisions for the contract should include the requirement that the contractor obtain prior approval of the Engineer in Charge (RE), who in turn should obtain the approval of the District 3 Traffic Manager (DTM) prior to performing any lane closures that will interfere with traffic within the State Right-of-Way. The special provisions should be written to allow adequate time for all notifications requirements to be met prior to any lane closure, otherwise requested lane closure(s) may be denied by the DTM, due to conflicts with prior approved requests. Also coordination with the operation of the existing Union Pacific Railroad within the project limits is required if construction activities impacts the facility. Prior to PS&E, the designer should contact Caltrans District 3 DTM, at (916) 859-7978 to determine the number of days advance notification that the DTM currently requires, and the special provisions should be adjusted accordingly.
- Portable Changeable Message Signs (PCMS) are required for the approach to construction zone. Also, PCMS(s) shall be used to warn the public seven calendar days prior to implementation of any closure that will requires a detour. A minimum of four PCMSs is anticipated during the construction of this project.
- Construction Zone Enhanced Enforcement Program (COZEEP) is required in traffic control during lane reductions and on detour routes. For all other area the RE should have the option to use COZEEP where conditions warrant additional traffic control and enforcement. COZEEP should include two officers per vehicle when performing night work. It is also recommended that Freeway Service Patrol (FSP) on site during closures/detour.
- Lane closure based on anticipated demands and realistic construction zone capacities should be prepared during the PS&E design phase. Any current or future development that will cause increases in current traffic volumes should be considered when developing lane closure charts for this project.
- For estimating purposes, use \$3,500.00 per each working day that requires traffic control to estimate the costs that is estimated for TMP items. These items include Traffic Control be estimated at \$2,100 per working night or \$1100 per working day when COZEEP and/or FSP is required. This project should have penalty clause for closures that are not reopened later than allowed by the Special Provisions. AS public outreach campaign will be required; as such a \$25,000 in budget has been incorporated into the project cost.



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- All TMP requirements, including lane closure charts, shall be submitted to the Caltrans TMP unit for review prior to PS&E.

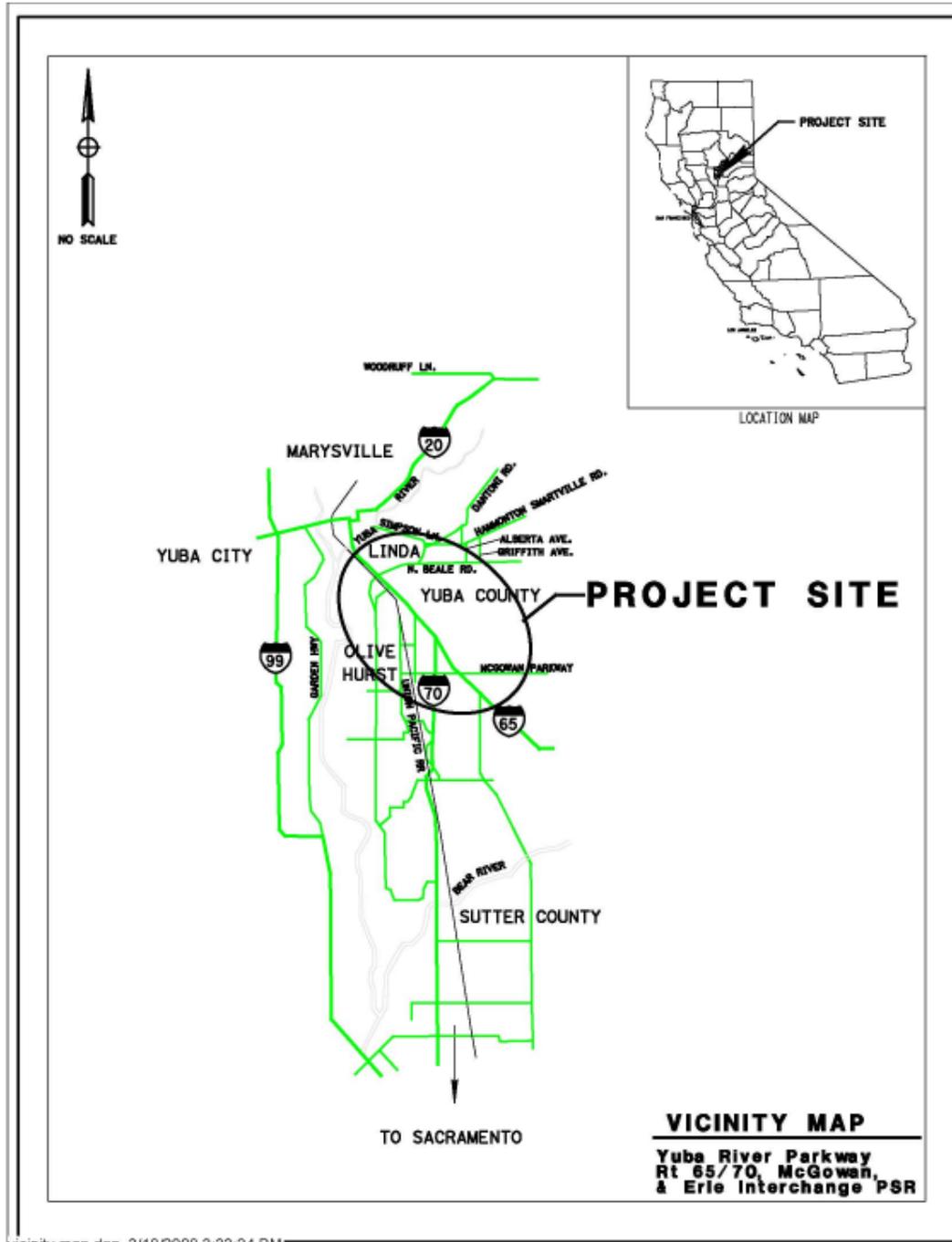
Prepared and approved by:  12/19/2008  
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(916) 960-4330

Concurrence:  12/17/08  
Joe Horton, Caltrans, TMP Manager

cc: Mike Lee



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vicinity map.dgn 2/18/2008 3:33:34 PM

# TRANSPORTATION MANAGEMENT PLAN CHECKLIST

**District / EA:** 03-3E810K  
**Date Prepared:** 10/8/2008  
**Prepared By:** Christine Jansen  
**Stage of Project:** PID phase (PSR(PDS))

**Dist-Co.-Rte:** 03-YUB-70  
**PM:** 7.0/9.0  
**Description:** Erle Rd. Option D - Interchange reconstruction

COMPLETED	REQUIRED	RECOMMENDED	NOT APPLICABLE	COMMENTS
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**1.0 Public Information**

- 1.1 Brochures and Mailers
- 1.2 Other (per recommendation of PIO)

		X		inform local users

**2.0 Motorist Information Strategies**

- 2.1 Fixed Changeable Message Signs
- 2.2 Portable Changeable Message Signs
- 2.3 Ground Mounted Signs
- 2.4 Highway Advisory Radio (fixed and mobile)
- 2.5 Radar Speed Message Sign

			X	portable will cover this
	X			informing users
	X			informing users
			X	not a big enough user base
		X		educate users on their speeds

**3.0 Incident Management**

- 3.1 COZEEP
- 3.2 Freeway Service Patrol
- 3.3 Traffic Surveillance (Loops or CCTV)
- 3.4 Transportation Management Center
- 3.5 Traffic Control Inspector (CT)

	X			
		X		if available
			X	
			X	
			X	

**4.0 Construction Strategies**

- 4.1 Incentive/Disincentive Clauses
- 4.2 Delay damage clause
- 4.3 Off Peak Work
- 4.4 Night Work
- 4.5 Weekend Work
- 4.6 Project Staging/Traffic Handling
- 4.7 Temporary Traffic Screens
- 4.8 Total Facility Closure
- 4.9 Truck Traffic Restrictions
- 4.10 Extended Weekend Closures
- 4.11 Reduced Speed Zones
- 4.12 Coordination with adjacent construction
- 4.13 Contingency Plans
  - 4.13.1 Emergency Detour Plan
  - 4.13.2 Emergency Notification Plan
  - 4.13.3 Late Closure Reopening Notification
- 4.14 Ramp metering
- 4.15 Signal timing modification

		X		
	X			
	X			
	X			
		X		speed of project progress
	X			
	X			
	X			falsework erection and removal SR 70
			X	
			X	
	X			safety
	X			many projects within region
		X		
		X		
		X		
			X	no signals

**5.0 Demand Management**

	X			
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**6.0 Alternate Route Strategies**

		X		
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**7.0 Other Strategies**

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