

**PROJECT STUDY REPORT-PROJECT
DEVELOPMENT SUPPORT
(PSR-PDS)**

To

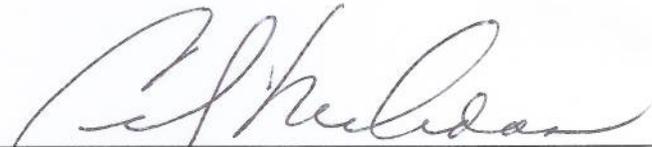
**Request Programming for
Capital Support
(Project Approval and Environmental Document Phase)**

On Route 80

Between Route 65

And Rocklin Rd. Interchange

APPROVAL RECOMMENDED:



*PROJECT SPONSOR, Accepts Risks Identified in this
PSR-PDS and Attached Risk Register*



SAMUEL JORDAN, PROJECT MANAGER

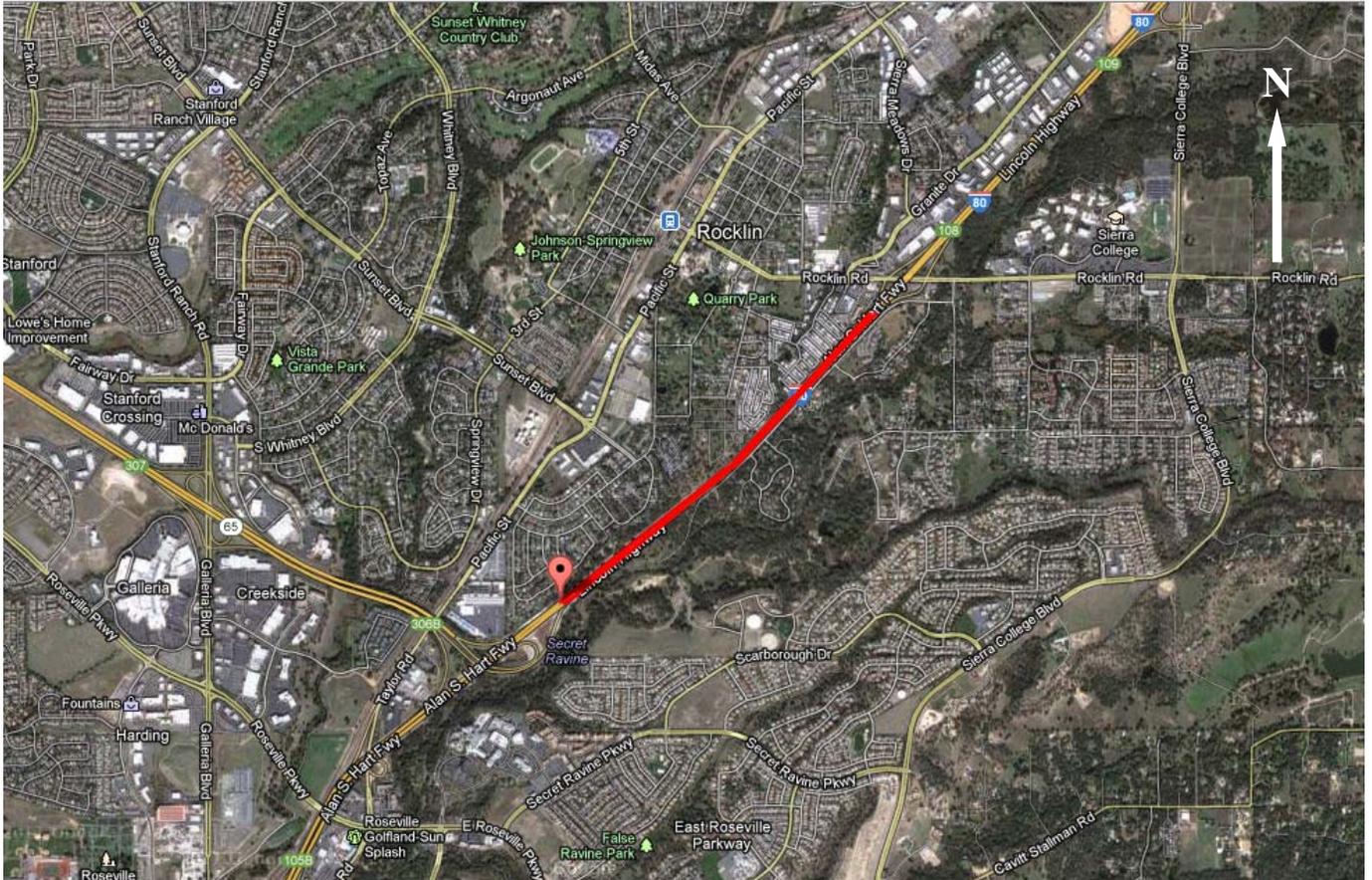
APPROVED:



JODY JONES, DISTRICT DIRECTOR

5/28/12

DATE



On Route 80

Between Route 65

And Rocklin Rd. Interchange

Auxiliary Lane
Project Study Report-Project Development Support
April 2012

03-PLA-80-PM 4.5/5.9
EA 03-3F230K
Project ID No. 0312000106

This Project Study Report-Project Development Support (PSR-PDS) has been prepared under the direction of the following Registered Engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.


REGISTERED CIVIL ENGINEER


DATE



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1. INTRODUCTION

Brief Project Description:

This project proposes to construct an auxiliary lane on eastbound Interstate 80 (I-80) in Placer County, in the City of Rocklin from State Route 65 (SR-65) to Rocklin Rd. interchange. Additional work will include widening the eastbound I-80 off ramp to Rocklin Rd. to two lanes, add a second right-turn lane at the terminus of eastbound I-80 off ramp to Rocklin Rd., eliminate the left-turn pocket at the Rocklin Road/El Don Drive intersection to convert the intersection to an exit only into Sierra College, add another left turn lane to the existing single lane left-turn pocket at Havenhurst Circle.

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

Project Limits Dist., Co., Rte., PM)	03-PLA-80-PM 4.5/5.9
Number of Alternatives:	4 (including No Build)
Capital Outlay Support PA&ED Range	\$260,000 to \$460,000
Capital Construction Cost Range (excluding “no build”).	\$6,500,000 to \$11,500,000
Right of Way Cost Range (excluding “no build”).	\$45,900
Funding Source:	Local/Federal Demonstration
Type of Facility (conventional, expressway, freeway):	Freeway
Number of Structures:	0
Anticipated Environmental Determination or Document:	Initial Study with a Negative Declaration/Categorical Exclusion

The remaining support, right of way and construction components of the project are preliminary estimates and are not suitable for programming purposes. Either a Supplemental PSR or Project Report will serve as the programming document for the remaining support and capital components of the project. A project report will serve as approval of the “selected” alternative.

2. BACKGROUND

I-80 is a primary transcontinental freeway serving passenger and goods movement between the San Francisco Bay Area, Northern California, ports and transshipment facilities, transcontinental highway networks, the Midwest, Canada, and the eastern United States. It is the principal east-west route through Northern California and the sole freeway crossing of the Sierra Nevada range.

Traffic patterns have changed due to the growth of the South Placer County region, with increased demand for recreational facilities in the Sierra Mountains to the east, and an increase in daily commuter traffic to Sacramento and to Sierra College. Placer County Transportation Planning Agency (PCTPA) and South Placer Regional Transportation Authority (SPRTA) have identified the need to construct an auxiliary lane between I-80/SR 65 interchange and Rocklin Rd interchange to reduce the operational problem and improve safety.

3. PURPOSE AND NEED STATEMENT

The I-80 Capacity and Operational Improvements in Roseville added HOV and auxiliary lanes to the facility west of the subject area, ultimately providing three mixed flow lanes and an HOV lane EB just past SR 65. The end of the HOV lane .9 miles east of SR 65, combined with the merge of vehicles from SR 65 requires two merges within ½ mile. Meanwhile, during commute hours, the eastbound I-80 off-ramp to Rocklin Road is stacking up with cars all the way to the No. 3 lane on I-80. These two reoccurring problems are impeding the smooth flow of traffic on I-80. The purpose and need is to provide an auxiliary lane that can facilitate a smoother transition from the I-80 improvements and SR 65, and be used as additional storage to prevent vehicles from impeding the flow on mainline I-80.

4. DEFICIENCIES

Traffic counts and field observations were conducted from January 25, 2012 through January 27, 2012 by District 3 Office of Freeway Operations. The PM peak hour volume for the off-ramp during this time was 1,430 vph. Eight hundred vph were counted for the right-turn movement. The traffic volume for the right-turn movement exceeded the minimum requirements for providing double right-turn lanes (600 vph) in the Department's Guide for Preparation of Traffic Impact Studies.

The biggest trip generator near this intersection is Sierra College. Its entry driveway is located on Rocklin Road/El Don Drive intersection, 1,800 feet east of this intersection. Currently, there are 20,000 full and part time students attending the college. The available parking space was calculated at 750. The congestion source and start of the bottleneck at the I-80 off-ramp appears to be the El Don Drive entrance to Sierra College drive on Rocklin Road.

A less significant bottleneck occurs in the westbound direction at the intersection of the westbound I-80 on-ramp. This bottleneck is caused by high traffic volumes queuing for the westbound on-ramp. Observations showed that the queue from this bottleneck extended through the eastbound off-ramp intersection. This could impact operations and performance of the intersection for the left turn movement and add to ramp queuing.

5. CORRIDOR AND SYSTEM COORDINATION

This project was recently identified by PCTPA; therefore it is not identified in the 2009 I-80 Corridor System Management Plan (CSMP). This project is consistent with the identified goals and strategies of the CSMP which recognizes the mobility challenges of an incomplete set of freeway auxiliary lanes. This project is an incremental improvement to meeting these challenges.

6. ALTERNATIVES

Four alternatives were identified in this report. The alternatives range from the No Build Alternative (Alternative 1) to an ultimate build alternative (Alternative 4). This alternative involves work outside of State right of way and would require partnering with other agencies. Alternatives 2 and 3 are interim alternatives, which provide storage and congestion relief for eastbound I-80 mainline lanes, but do not eliminate the queuing problems at the Rocklin Road Interchange.

Alternative 1 (No-build)

This alternative does not meet the need and purpose of the project. However, it remains viable and should be advanced to the next phase of the project development process. Further studies and additional data during the PA&ED phase will be needed to validate this alternative.

Alternative 2

This interim project would widen the eastbound I-80 off-ramp entrance from one lane to two lanes with one trap-off and one option-off, widen the terminus to add another right turn lane and dedicate the middle lane to straight and left turn only. All pedestrian facilities within the I-80/Rocklin Rd. interchange will be upgraded to comply with Americans with Disabilities Act (ADA) laws and regulations. Additional work would include replacing or adjusting impacted drainage elements, overhead and roadside signs, electrical and landscape conduits, metal beam guard rail, traffic signal modification, etc. as needed. As indicated earlier, the PM peak hour traffic volume for the right-turn is 800 vph. This exceeds the minimum requirements for placement of a double right-turn lane.

This alternative should increase the capacity of the off-ramp by moving more traffic onto eastbound Rocklin Road, as well as provide more storage. However, it does not address the downstream bottlenecks and queuing on Rocklin Road. Further studies and additional data during PA&ED phase would be needed to validate this alternative.

Alternative 3

This interim project would include all of the recommendations in Alternative 2,

plus construct an auxiliary lane on eastbound I-80 from SR-65 to Rocklin Road. Additional work would include constructing earth retaining systems to keep all work within the existing State's right of way, construct new sound wall if needed, and replace or adjust impacted drainage elements, overhead signs, electrical and landscape conduits, etc. as needed. Modification to existing soundwall may be needed to accommodate the concrete barrier (Type 60D) and proposed retaining walls adjacent to it. This will be evaluated during PA&ED phase.

This alternative, in conjunction with Alternative 2, should increase the capacity of the off-ramp. If Alternative 2 is not included, this alternative would still provide all required storage and would reduce merge/weave turbulence on eastbound I-80 and reduce congestion. However, it does not address the downstream bottlenecks and queuing on Rocklin Road. Further studies and additional data during PA&ED phase would be needed to validate this alternative.

Alternative 4

This alternative would include all of the recommendations in Alternative 3, plus it would eliminate the left-turn pocket at the Rocklin Road/El Don Drive intersection. It would also, convert the intersection to an exit only from the college, re-route the entry traffic to the next intersection at Havenhurst Circle, as well as, convert the existing single lane left-turn pocket at Havenhurst Circle to a double lane left turn to accommodate the entry traffic. This alternative would provide an additional 1,400 feet of storage (3,200 feet total from I-80) along Rocklin Road.

This alternative is the ultimate alternative to relieve queuing on Rocklin Road and at the Rocklin Road Interchange. This alternative, although not on State right of way and no longer a State project, is projected to resolve the problem at its source, rather than indirect methods up stream. Although this alternative falls outside of the scope of the project, it should remain viable and should be advanced to the next phase of the project development process. Other interim alternatives are not as effective.

Further studies and additional data during PA&ED phase would be needed to verify if this alternative would be sufficient to solve the queuing problems on State right of way.

Alternatives considered and rejected

An alternative to convert the outside lane to a free-right or add an additional lane as a free right was considered and rejected. This alternative would provide performance benefits similar to Alternative 2; however, it could introduce a pedestrian safety concern. Free right turns do not contain crosswalk markings and should be avoided if other alternatives exist, such as two signalized right turn lanes (Alternative 2).

7. RIGHT OF WAY

No new right of way will be required for this project. Permits to enter from the city/county agencies will be required to perform work on local streets. No public utilities conflicts are anticipated however, request for facility mapping is recommended during the PA&ED phase to verify this assumption. Caltrans owned utilities, such as lighting, are anticipated to be relocated. No railroad involvement is anticipated.

8. STAKEHOLDER INVOLVEMENT

Coordination with PCTPA, SPRTA, Placer County, and the City of Rocklin will be needed during the development of this project. PCTPA (the project sponsor) would need to work with City of Rocklin and Sierra College to make the necessary improvements to the two entrances into Sierra College. Detours during ramp closures should be made with input from the local agencies.

9. ENVIRONMENTAL DETERMINATION/DOCUMENT

In order to identify environmental issues, constraints, costs and resource needs, a mini-PEAR (Preliminary Environmental Analysis Report) was prepared for the project. Potential construction staging areas and disposal/borrow sites will need to be identified in the PA&ED phase for environmental review. All technical reviews were completed using data searches. It is important to note that all technical studies will be deferred to the Capital phases of the project.

It is anticipated an Initial Study with a Negative Declaration and a Categorical Exclusion will apply to this project. Based on existing workload and available resources, it is anticipated to take 18 months to complete the environmental process. If possible, Environmental Planning would like to receive the ESR no later than February of a given year in order to complete spring surveys.

10. FUNDING

10A. Capital Cost

Capital Cost Estimate for the Alternative Identified below

Capital Outlay Estimate

	Range for Total Cost	Fund Source
Alternative 1	\$0	
Alternative 2	\$1,000,000 to \$ 2,000,000	Local/Federal Demonstration Funds
Alternative 3	\$5,000,000 to \$10,500,000	Local/Federal Demonstration Funds
Alternative 4	\$6,500,000 to \$11,500,000	Local/Federal Demonstration Funds

The level of detail available to develop these capital cost estimates is only accurate to within the above ranges and is useful for long-range planning purposes only. The capital costs should not be used to program or commit capital funds. The Project Report will serve as the appropriate document from which the remaining support and capital components of the project will be programmed.

10B. Capital Support Estimate

Capital Support Estimate for the Programmable PA&ED for this project: \$260,000 to \$460,000

11. SCHEDULE

HQ Milestones	Delivery Date (Month, Year)
Begin Environmental	February, 2013
Notice of Intent (NOI)	February, 2013
Circulate DED	August, 2013
PA & ED	January, 2014
Regular Right of Way	April, 2014
Project PS&E	January, 2015
Right of Way Certification	April, 2015
Ready to List	April, 2015
Approve Contract	October, 2015
Contract Acceptance	December, 2016
End Project	December, 2018

12. FHWA COORDINATION

This Report has been reviewed by Cesar Perez, *FHWA Liaison Engineer* on 04/20/2012. Per the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), this project is eligible for federal-aid funding and is considered to be *STATE-AUTHORIZED* under current FHWA-Caltrans Stewardship Agreements.

Federal engineering and operational acceptability determination was received on TBD.

Submittal of an unsigned PSR or an unsigned Project Report to FHWA is required to request federal "engineering and operational acceptability" determination of a new or modified access to the Interstate. Federal "engineering and operational acceptability" determination must be obtained prior to circulation of the

acceptability" determination must be obtained prior to circulation of the environmental document.

CMAQ Eligibility N/A

13. DISTRICT CONTACTS

Title	Name	Phone #
Project Manager	Samuel Jordan	530-740-4920
Design Engineer	Isam Tabshouri	530-741-5749
Project Engineer	Tou Vang	530-741-5736
Senior Right of Way Agent	Lee Ann Lambirth	530-741-4109
Environmental	Ken Lastufka	916-274-0586
Traffic Operations	Jim Calkins	916-859-7940
Traffic Management Plan	Nhan Bui	530-740-5765

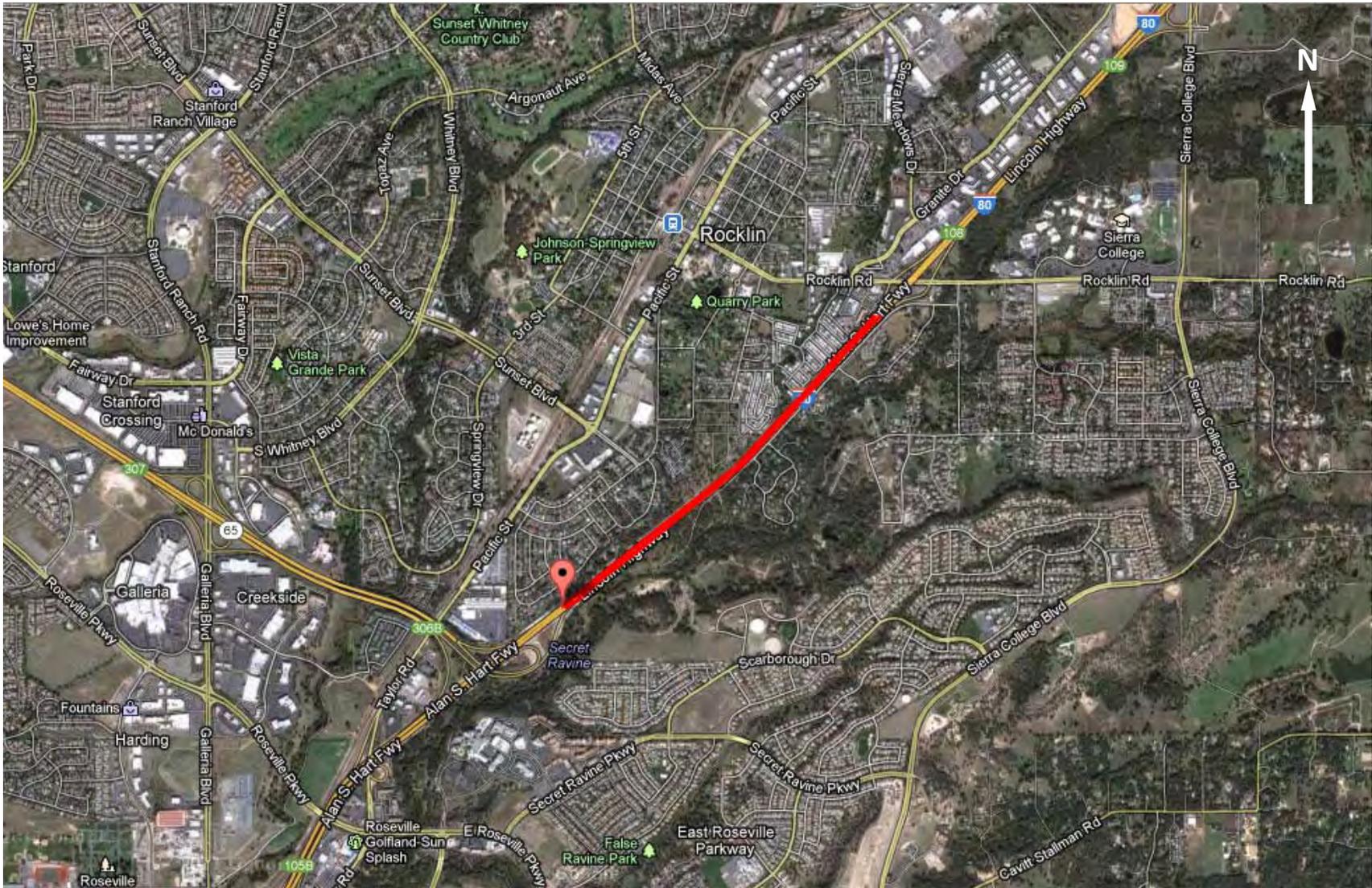
14. PROJECT REVIEWS

Field Review	<u>Isam Tabshouri, Tou Vang, & Carrie Hodges</u>	Date <u>11-18-11</u>
District Maintenance	<u>Mike Gunn</u>	Date <u>02-10-12</u>
District Safety Review	<u>Naghi Ghafari</u>	Date <u>02-10-12</u>

15. ATTACHMENTS

- A. Location Map
- B. Preliminary Layouts
- C. Typical Cross-sections
- D. Cost Estimate.
 - 1. Alternative 1
 - 2. Alternative 2
 - 3. Alternative 3
- E. Mini-Preliminary Environmental Analysis Report (Mini-PEAR)
- F. Transportation Planning Scoping Information Sheet
- G. Right of Way Data Sheet
- H. Risk Register

ATTACHMENT A
LOCATION MAP



EA 03-3F230K PLA-80 AUX LANE PROJECT
PLA-80 PM 4.5/5.9

ATTACHMENT B
PRELIMINARY LAYOUTS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 FUNCTIONAL SUPERVISOR
 ISAM TABSHOURI
 CALCULATED-DESIGNED BY
 CHECKED BY
 TOU VANG
 REVISED BY
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	PLA	080	4.5/5.9	1	4

REGISTERED CIVIL ENGINEER DATE
 PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
 No. 10156
 EXP. CIVIL
 STATE OF CALIFORNIA



LAYOUTS
 SCALE 1" = 50'

L-1

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LAYOUTS
 SCALE 1" = 50'

L-2



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03	PLA	080	4.5/5.9	1	4

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 Exp. CIVIL
 STATE OF CALIFORNIA



LAYOUTS
 SCALE 1" = 50'

L-3



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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	PLA	080	4.5/5.9	1	4

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REGISTERED PROFESSIONAL ENGINEER
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INCOMPLETE STUDY



PROPOSED RETAINING WALL

EXISTING SOUNDWALL TO REMAIN

LAYOUTS
 SCALE 1" = 50'

L-4



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
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 TOU VANG
 REVISED BY
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	PLA	080	4.5/5.9	1	4

REGISTERED CIVIL ENGINEER DATE
 PLANS APPROVAL DATE
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 CIVIL
 STATE OF CALIFORNIA



PROPOSED RETAINING WALL

END WIDENING (PM 5.7)

LAYOUTS
 SCALE 1" = 50'

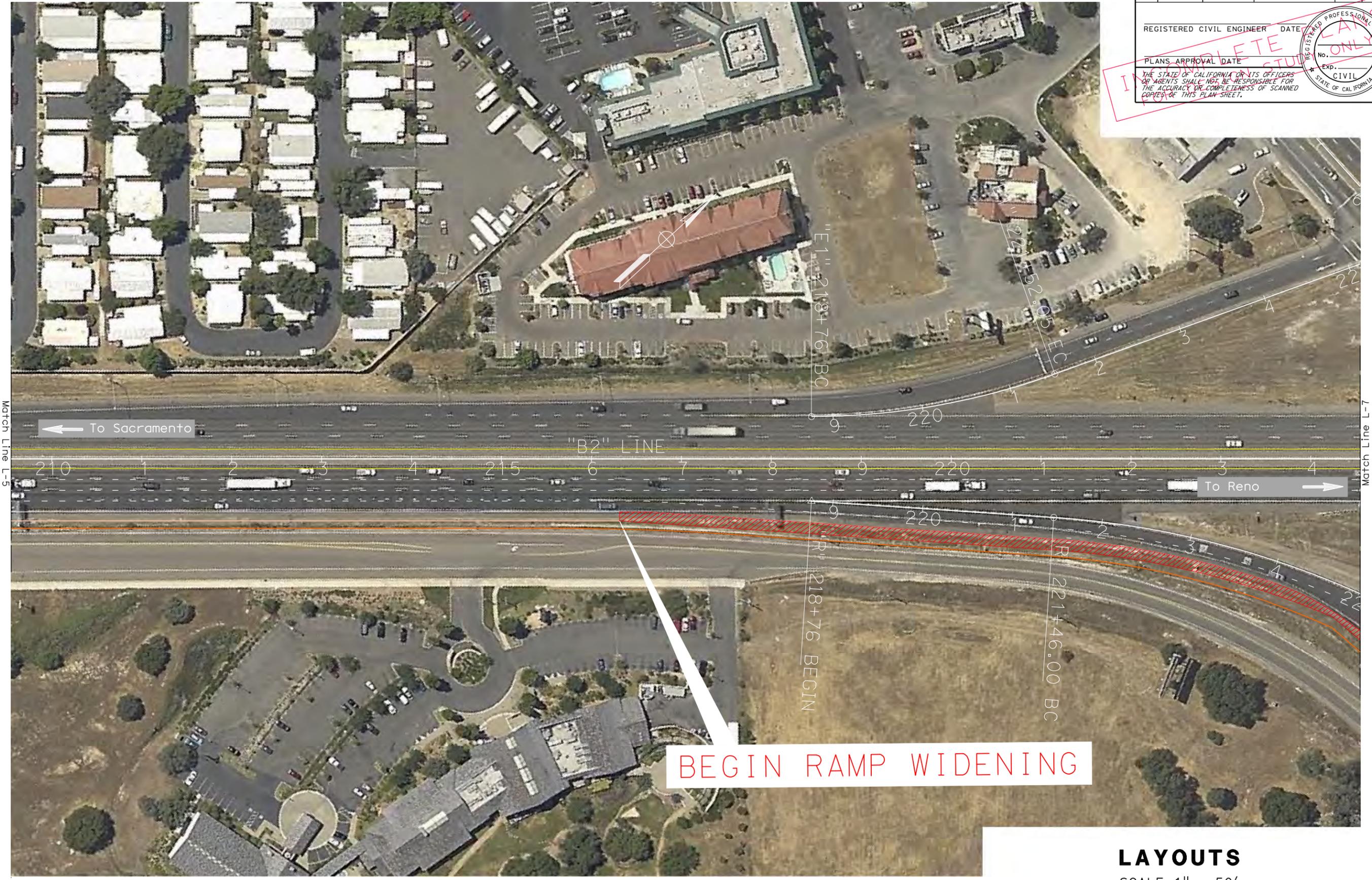
L-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	PLA	080	4.5/5.9	1	4

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BEGIN RAMP WIDENING

LAYOUTS
 SCALE 1" = 50'

L-6

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 ISAM TABSHOURI
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 TOU VANG
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 DATE REVISOR

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	PLA	080	4.5/5.9	1	4

REGISTERED CIVIL ENGINEER DATE
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 STATE OF CALIFORNIA



LAYOUTS
 SCALE 1" = 50'

L-7



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	PLA	080	4.5/5.9	1	4

REGISTERED CIVIL ENGINEER DATE
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INCOMPLETE STUDY

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



ELIMINATE LEFT TURN POCKET

LAYOUTS
 SCALE 1" = 50'

L-8

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	PLA	080	4.5/5.9	1	4

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REGISTERED PROFESSIONAL ENGINEER
 CIVIL
 STATE OF CALIFORNIA
 No. [REDACTED]
 Exp. [REDACTED]



Match Line L-8

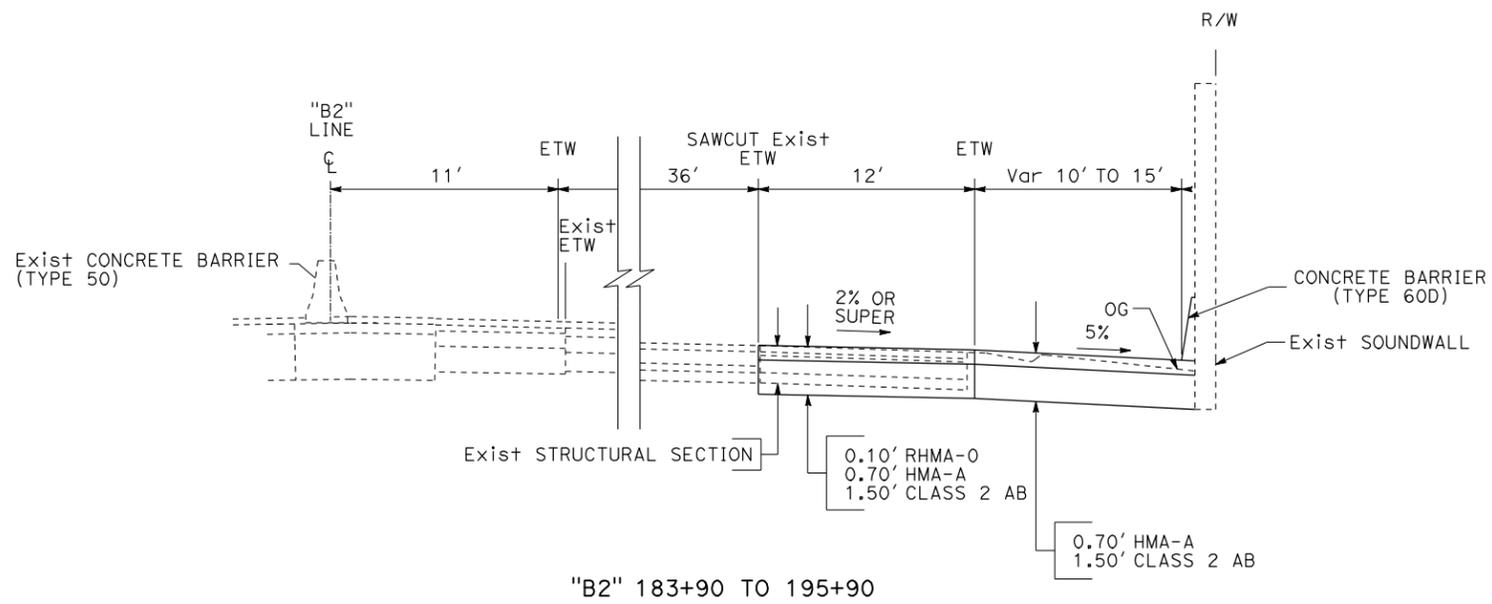
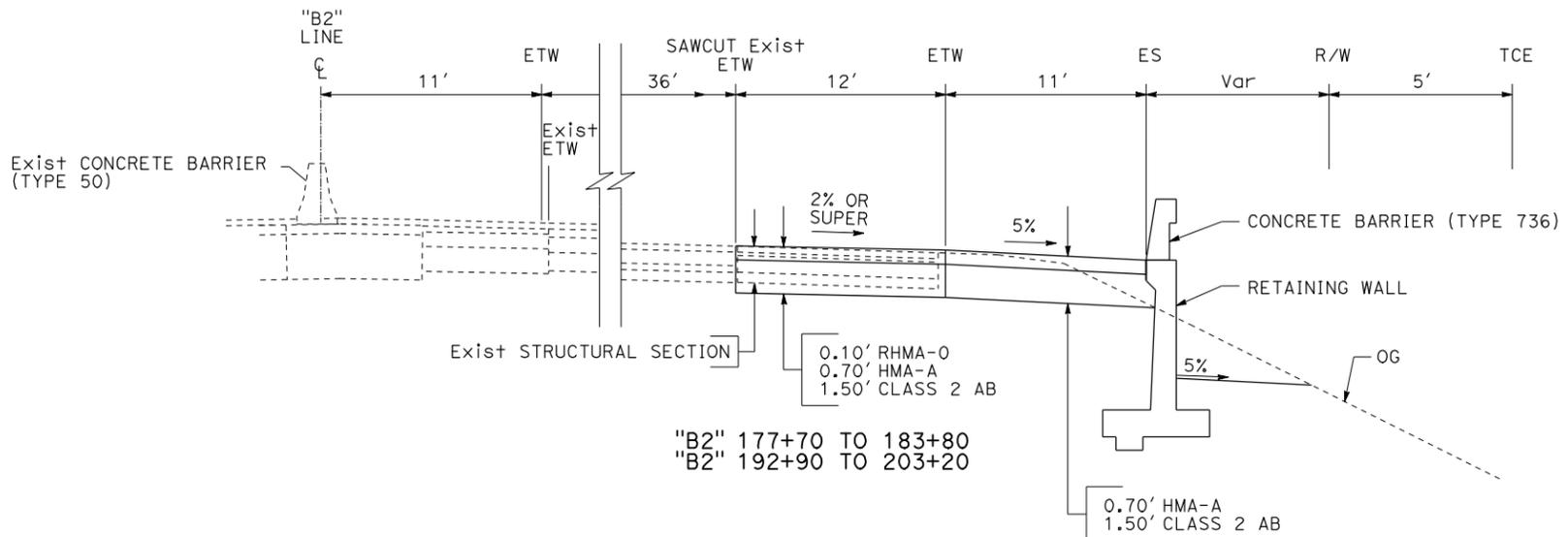
LAYOUTS
 SCALE 1" = 50'

L-9

ATTACHMENT C
TYPICAL CROSS-SECTIONS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 FUNCTIONAL SUPERVISOR
 ISAM TABSHOURI
 REVISIONS:
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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	PLA	080	4.5/5.9		
REGISTERED CIVIL ENGINEER			DATE	No.	
PLANS APPROVAL DATE			DATE	No.	
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EB INTERSTATE 80

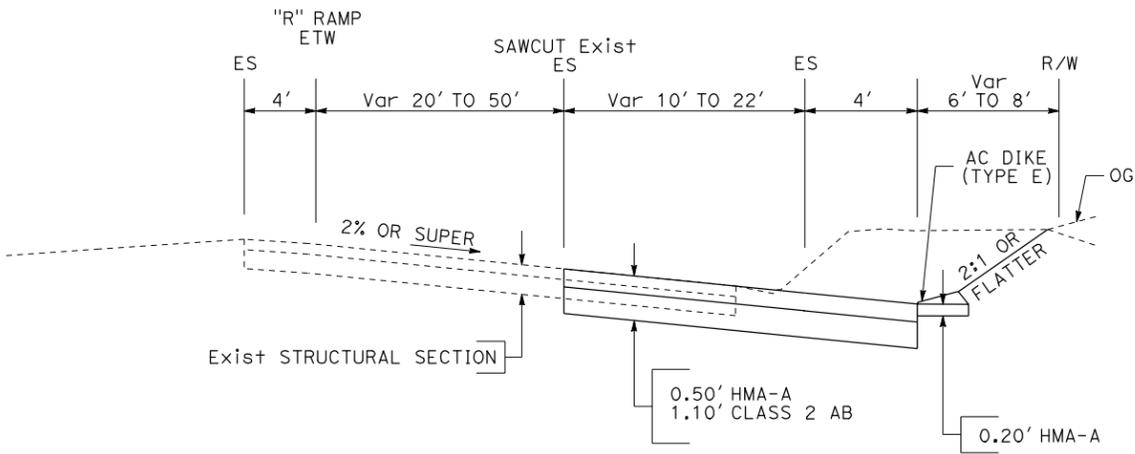
TYPICAL CROSS SECTIONS

NO SCALE

X-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR ISAM TABSHOURI	CALCULATED-DESIGNED BY CHECKED BY	REVISOR	DATE
			REVISOR	DATE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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"R" 218+00 TO 229+75

EB OFF-RAMP ROCKLIN ROAD

TYPICAL CROSS SECTIONS
NO SCALE
X-3

ATTACHMENT D-1
ALTERNATIVE 2 COST ESTIMATE

Project Study Report-Project Development Support Cost Estimate

03-PLA-80-PM 4.5/5.9
EA 03-3F230K
Project ID No. 0312000106

PROJECT DESCRIPTION:

Limits: On eastbound Interstate 80 (I-80) in Placer County, in the City of Rocklin from State Route 65 (SR-65) to Rocklin Rd. interchange.

Proposed Improvement (Scope): Widening the eastbound I-80 off ramp to Rocklin Rd. to two lanes, add a second right-turn lane at the terminus of eastbound I-80 off ramp to Rocklin Rd.

Alternate: 2

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ 2,000,000
TOTAL STRUCTURE ITEMS	\$ -
TOTAL ENVIRONMENTAL MITIGATION ITEMS	\$ 20,000
SUBTOTAL CONSTRUCTION COSTS	\$ 2,020,000
TOTAL RIGHT OF WAY ITEMS	\$ 45,900
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 2,065,900

Project Study Report-Project Development Support Cost Estimate

03-PLA-80-PM 4.5/5.9
 EA 03-3F230K
 Project ID No. 0312000106

I. ROADWAY ITEMS

	<u>Average Cost Per Lane Mile</u>	<u>Number of Lane Miles</u>	<u>Total Cost</u>
Total Cost of Lane Miles	\$ 6,700,000	0.3	\$ 2,000,000

The work included in the average cost per lane mile include: roadway excavation, hot mix asphalt (Type A), rubberized hot mix asphalt (Type O), class 2 aggregate base, overhead and roadway signs, signing and striping, traffic management plan, traffic electrical, drainage work, stormwater related work, and work on two local road intersection including traffic control systems, electrical, and concrete sidewalks. Estimate prepare by Tou Vang 530-741-5736.

II. STRUCTURE ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name	_____	_____	_____
Total Cost for Structure	_____	_____	_____
			TOTAL STRUCTURES TIEMS \$ _____ - (Sum of Total Cost for Structures)

No structure work.

Project Study Report-Project Development Support Cost Estimate

03-PLA-80-PM 4.5/5.9
EA 03-3F230K
Project ID No. 0312000106

III. ENVIRONMENTAL MITIGATION

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>
Environmental Mitigation	<u>1</u>	<u>LS</u>	<u>\$ 20,000</u>	<u>\$ 20,000</u>

Environmental work items include cost to conduct Aerially Deposited Lead site investigation. This cost estimate does not \$40K for oak tree mitigation which is included in the Right of Way estimate. Estimate prepared by Ken Lastufka 916-274-0586.

IV. RIGHT OF WAY ITEMS

	ESCALATED VALUE
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill.	<u>\$ 45,900</u>
B. Utility Relocation (State share)	<u>\$ -</u>

TOTAL RIGHT OF WAY ITEMS \$ 45,900
(Escalated Value)

Anticipated Date of Right of Way Certification 1/1/2015
(Date to which values are escalated)

Right of way cost including \$40K for oak tree mitigation. Estimate prepared by Maria Mendoza 530-741-4417.

ATTACHMENT D-2
ALTERNATIVE 3 COST ESTIMATE

Project Study Report-Project Development Support Cost Estimate

03-PLA-80-PM 4.5/5.9
EA 03-3F230K
Project ID No. 0312000106

PROJECT DESCRIPTION:

Limits: On eastbound Interstate 80 (I-80) in Placer County, in the City of Rocklin from State Route 65 (SR-65) to Rocklin Rd. interchange.

Proposed Improvement (Scope): Construct an auxiliary lane on eastbound Interstate 80 (I-80) in Placer County, in the City of Rocklin from State Route 65 (SR-65) to Rocklin Rd. interchange, widening the eastbound I-80 off ramp to Rocklin Rd. to two lanes, add a second right-turn lane at the terminus of eastbound I-80 off ramp to Rocklin Rd.

Alternate: 3

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ 10,500,000
TOTAL STRUCTURE ITEMS	\$ -
TOTAL ENVIRONMENTAL MITIGATION ITEMS	\$ 20,000
SUBTOTAL CONSTRUCTION COSTS	\$ 10,520,000
TOTAL RIGHT OF WAY ITEMS	\$ 45,900
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 10,565,900

Project Study Report-Project Development Support Cost Estimate

03-PLA-80-PM 4.5/5.9
 EA 03-3F230K
 Project ID No. 0312000106

I. ROADWAY ITEMS

	<u>Average Cost Per Lane Mile</u>	<u>Number of Lane Miles</u>	<u>Total Cost</u>
Total Cost of Lane Miles	\$ <u>7,000,000</u>	<u>1.5</u>	\$ <u>10,500,000</u>

The work included in the average cost per lane mile include: roadway excavation, hot mix asphalt (type A), rubberized hot mix asphalt (type O), class 2 aggregate base, constructing retaining walls, constructing soundwalls, overhead and roadway signs, signing and striping, traffic management plan, traffic electrical, traffic signal modification, drainage work, stormwater related work, MBGR, ADA upgrades. A rough quantity estimate for retain walls was made based on a field review. Topo data gather during the PA&ED phase of the project will refined the cost estimate because retaining walls make up a major portion of the cost estimate. A large portion of this cost estimate also include about \$2M in potential soundwall cost. The decision to include new soundwalls will be determined after a noise analysis is completed during the PA&ED phase. Estimate prepare by Tou Vang 530-741-5736.

II. STRUCTURE ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name	_____	_____	_____
Total Cost for Structure	_____	_____	_____

TOTAL STRUCTURES TIEMS \$ _____ -
 (Sum of Total Cost for Structures)

No structure work.

Project Study Report-Project Development Support Cost Estimate

03-PLA-80-PM 4.5/5.9
EA 03-3F230K
Project ID No. 0312000106

III. ENVIRONMENTAL MITIGATION

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>
Environmental Mitigation	<u>1</u>	<u>LS</u>	<u>\$ 20,000</u>	<u>\$ 20,000</u>

Environmental work items include cost to conduct Aerially Deposited Lead site investigation. This cost estimate does not \$40K for oak tree mitigation which is included in the Right of Way estimate. Estimate prepared by Ken Lastufka 916-274-0586.

IV. RIGHT OF WAY ITEMS

	ESCALATED VALUE
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill.	<u>\$ 45,900</u>
B. Utility Relocation (State share)	<u>\$ -</u>

TOTAL RIGHT OF WAY ITEMS \$ 45,900
(Escalated Value)

Anticipated Date of Right of Way Certification 1/1/2015
(Date to which values are escalated)

Right of way cost including \$40K for oak tree mitigation. Estimate prepared by Maria Mendoza 530-741-4417.

ATTACHMENT D-3
ALTERNATIVE 4 COST ESTIMATE

Project Study Report-Project Development Support Cost Estimate

03-PLA-80-PM 4.5/5.9
EA 03-3F230K
Project ID No. 0312000106

PROJECT DESCRIPTION:

Limits: On eastbound Interstate 80 (I-80) in Placer County, in the City of Rocklin from State Route 65 (SR-65) to Rocklin Rd. interchange.

Proposed Improvement (Scope): Construct an auxiliary lane on eastbound Interstate 80 (I-80) in Placer County, in the City of Rocklin from State Route 65 (SR-65) to Rocklin Rd. interchange, widening the eastbound I-80 off ramp to Rocklin Rd. to two lanes, add a second right-turn lane at the terminus of eastbound I-80 off ramp to Rocklin Rd., eliminate the left-turn pocket at the Rocklin Road/El Don Drive intersection to convert the intersection to an exit only into Sierra College, add another left turn lane to the existing single lane left-turn pocket at Havenhurst Circle.

Alternate: 4

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ 11,500,000
TOTAL STRUCTURE ITEMS	\$ -
TOTAL ENVIRONMENTAL MITIGATION ITEMS	\$ 20,000
SUBTOTAL CONSTRUCTION COSTS	\$ 11,520,000
TOTAL RIGHT OF WAY ITEMS	\$ 45,900
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 11,565,900

Project Study Report-Project Development Support Cost Estimate

03-PLA-80-PM 4.5/5.9
 EA 03-3F230K
 Project ID No. 0312000106

I. ROADWAY ITEMS

	<u>Average Cost Per Lane Mile</u>	<u>Number of Lane Miles</u>	<u>Total Cost</u>
Total Cost of Lane Miles	\$ 6,350,000	1.8	\$ 11,500,000

The work included in the average cost per lane mile include: roadway excavation, hot mix asphalt (type A), rubberized hot mix asphalt (type O), class 2 aggregate base, constructing retaining walls, constructing soundwalls, overhead and roadway signs, signing and striping, traffic management plan, traffic electrical, traffic signal modification, drainage work, stormwater related work, MBGR, ADA upgrades, and work on two local road intersection including HMA-A paving, roadway excavation, traffic control systems, electrical, and concrete sidewalks. A rough quantity estimate for retain walls was made based on a field review. Topo data gather during the PA&ED phase of the project will refined the cost estimate because retaining walls make up a major portion of the cost estimate. A large portion of this cost estimate also include about \$2M in potential soundwall cost. The decision to include new soundwalls will be determined after a noise analysis is completed during the PA&ED phase. Estimate prepare by Tou Vang 530-741-5736.

II. STRUCTURE ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name	_____	_____	_____
Total Cost for Structure	_____	_____	_____

TOTAL STRUCTURES TIEMS \$ _____
 (Sum of Total Cost for Structures)

No structure work.

Project Study Report-Project Development Support Cost Estimate

03-PLA-80-PM 4.5/5.9
EA 03-3F230K
Project ID No. 0312000106

III. ENVIRONMENTAL MITIGATION

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>
Environmental Mitigation	<u>1</u>	<u>LS</u>	<u>\$ 20,000</u>	<u>\$ 20,000</u>

Environmental work items include cost to conduct Aerially Deposited Lead site investigation. This cost estimate does not \$40K for oak tree mitigation which is included in the Right of Way estimate. Estimate prepared by Ken Lastufka 916-274-0586.

IV. RIGHT OF WAY ITEMS

	ESCALATED VALUE
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill.	<u>\$ 45,900</u>
B. Utility Relocation (State share)	<u>\$ -</u>

TOTAL RIGHT OF WAY ITEMS \$ 45,900
(Escalated Value)

Anticipated Date of Right of Way Certification 1/1/2015
(Date to which values are escalated)

Right of way cost including \$40K for oak tree mitigation. Estimate prepared by Maria Mendoza 530-741-4417.

ATTACHMENT E
MINI PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT

Mini-Preliminary Environmental Analysis Report

Project Information

District 03 County PLA Route 80 Post Mile 4.5-5.9 EA 03-3F230

Project Title: PLA 80 Auxiliary Lane Project

Project Manager Samuel Jordan Phone # 530-740-4920

Project Engineer Tou Vang Phone # 530-741-5736

Environmental Branch Chief Jeremy Ketchum Phone # 916-274-0621

Project Description

Purpose and Need: Continued growth in residential, commercial, and industrial development in and around the City of Rocklin has resulted in congestion on the eastbound Interstate 80 (I-80) off ramp at Rocklin Road. Storage capacity on the off ramp is regularly exceeded during commute hours and when Sierra College is in session; as a result, traffic flow in mainline I-80 is impeded. The purpose of this project is to improve capacity on the eastbound I-80 off ramp at Rocklin Road and improve traffic operation levels on mainline I-80.

Description of work: The project is located in Placer County from the I-80/SR 65 interchange to the Rocklin Road interchange (PM 4.5-5.9). The proposed project improvements include but are not limited to:

- Construct eastbound auxiliary lane on I-80 from the I-80/SR 65 Interchange to the Rocklin Road interchange.
- Construct earth retaining systems to keep all work within existing State right-of-way.
- Widen eastbound off-ramp to Rocklin Road to 2 lanes.
- Adjust drainage, install overhead signs, relocate electrical and landscape conduits, etc, as needed.

Anticipated Environmental Approval

CEQA

Initial Study with a Negative Declaration

NEPA

Categorical Exclusion

Summary Statement

In order to identify environmental issues, constraints, costs and resource needs, a mini-PEAR (Preliminary Environmental Analysis Report) was prepared for the project. Potential construction staging areas and disposal/borrow sites will need to be identified in the PA&ED phase for environmental review. All technical reviews were completed using data searches. It is important to note that all technical studies will be deferred to the Capital phases of the project.

It is anticipated an Initial Study with a Negative Declaration and a Categorical Exclusion will apply to this project. Based on existing workload and available resources, it is anticipated to take 18 months to complete the environmental process. If possible, Environmental Planning would like to receive the ESR no later than February of a given year in order to complete spring surveys.

Special Considerations

Biology: Bird species and raptors protected by the Migratory Bird Treaty Act may try to nest in vegetation within the project area between April 15th and September 1st. Surveys for nesting birds shall

be performed if vegetation removal is scheduled to commence between April 15th and September 1st when nesting migratory birds are assumed to be present within the project area. Implementing recommended avoidance and minimization measures, construction activities will not likely directly impact bird species or habitat. Impacts to sensitive or migratory bird species will require consultation with the US Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG).

Habitat suitable for red-legged frog (RLF) and giant garter snake (GGS) does not occur within the project area. However, surveys (to established protocols for aquatic amphibians) may be required at the discretion of the USFWS to detect the presence of this species in suitable habitat within the project area.

Suitable habitat for vernal pool fairy shrimp, vernal pool tadpole shrimp and California linderiella occurs adjacent to the the project area. Delineations of all potential habitat typically 250 feet from the project area will be required to determine direct and potential indirect impacts. Construction activities adjacent to seasonal wetlands have the potential to impact special status vernal pool invertebrates. Any impacts to, or within 200 feet of, seasonally wet areas that may provide potential habitat to special status vernal pool invertebrates will require consultation with USFWS.

Surveys will be required to identify, map and measure native oak trees within the project area. Impacts to native oak trees will require consultation with CDFG and the City of Rocklin.

Archaeology: The background research revealed that some of the areas have been previously surveyed for cultural resources with negative results. Previous cultural resources studies have also been conducted within a half-mile radius of the project primarily for numerous commercial and residential developments in the project vicinity. Within this radius, but outside the present project Area of Potential effect (APE), numerous investigations with prehistoric and historical archaeological resources have been identified. The area of the I-80/SR 65 IC/Rocklin Road IC is an extremely disturbed area of commercial, residential development and recent highway construction, which may preclude the presence of surface and/or buried archaeological resources. The District 3 Transportation Enhancement Activities Program (TEA) Inventory Cultural Resource Data Base (CRDB) was not applicable for this project. Furthermore, the project has no potential to affect the historic era built environment.

Hazardous Waste: An ISA will need to be completed for this project, as well as a Site Investigation for Aerially Deposited Lead.

Water Quality: A water quality assessment will be prepared for this project.

Air Quality: Full scope project level analysis, including PM_{2.5}, CO, O₃, ROG, NO_x MSATs, and construction emissions, is required for the project.

Noise: This project is considered a Type I project and a detailed Traffic Noise Analysis is required.

Visual Resources: The project involves vegetation removal and the possibility of new sound walls. A visual impact assessment will be required.

Community Impacts: Minimal community impacts are anticipated. A community impact assessment memo will be completed for the project.

Disclaimer

This report is not an environmental document. Due to resource constraints, only minimal information was obtained from specialists. The above recommendations are based on the project description provided in this

report. The discussion and conclusions provided by this mini-PEAR are approximate and are based on an in-house review of records to estimate the potential for probable effects. The purpose of this report is to provide a preliminary level of environmental analysis to supplement the Project Initiation Document. Changes in project scope, alternatives, or environmental laws will require a re-evaluation of this report.

Prepared by:



Ken Lastufka, Associate Environmental Planner

Date: 2-1-12

Reviewed by:



Samuel Jordan, Project Manager

Date: 2-1-12

PEAR Environmental Commitments Cost Estimate

PART 1 PROJECT INFORMATION

rev. 11/08

District-County-Route-Post Mile 03-Pla-80-4.5/5.9	EA: 03-3F230 (EFIS #0312000106)
Project Description: Construct eastbound auxiliary lane on I-80 from the I-80/SR 65 Interchange to the Rocklin Road interchange	
Form completed by (Name/District Office): Ken Lastufka, Office of Environmental Management, Sacramento	
Project Manager: Sam Jordan	Phone Number: 530-740-4920
Date: January 30, 2012	

PART 2 PERMITS AND AGREEMENTS

	Permits and Agreements (\$\$)
Permit form City of Rocklin for oak tree removal	Unknown
Total (enter zeros if no cost)	

Environmental Commitments		
	Estimated Cost	Notes
Noise abatement or mitigation	\$2.135 million	This estimate reflects potential costs of approximately 3,050 linear feet of 10' high masonry soundwalls (at \$700 a linear foot). A decision to include new soundwall(s) won't be determined until after noise analysis is complete.
Special landscaping	N/A	
Archaeological resources	N/A	
Biological resources	\$40,000	Replace removed oak trees
Historical resources	N/A	
Scenic resources	N/A	
Wetland/riparian resources	N/A	
Res./bus. relocations	N/A	
Other:		
Haz Waste	\$20,000	Conduct ADL site investigation
Total	\$60,000	

ATTACHMENT B - Resources by WBS Code

EA: 3F230

Description: Placer 80 Auxiliary Lane Project

Assigned Unit	Jeremy Ketchum (Senior, 03-170)	Ken Lastufka (Coord, 03-170)	Michele Lukkarila (Biology, 03-170)	Rich Olson and Joan Fine (Cultural, 03-170)	Raj Chadha (Haz Waste, 03-349)	Socio-Economic (03-170)	Santiago Cruz-Roveda (Storm Water, 03-349)	Shalanda Christian (Air, 03-349)	Saeid Zandian (Noise, 03-174)	Kathleen Grady (Visual, 03-340)	Sup Svcs (03-157)	Construction Liasion (03-183)	Total
Project Management													
100.05.05 – Project Init. & Plng.	8	16					2						26
100.10.05 – PA&ED Meetings	24	60	8	8	8		8	8	8	8		32	172
Total Project Management (WBS 100)	32	76	8	8	8	0	10	8	8	8	0	32	198
Perform Preliminary Engineering Studies and Prepare Draft Project Report													
160.05 – Review and Update Project Information										20			20
160.10.30 – Develop LAAS										60			60
160.15.05 – Prepare Cost Estimate for Alternatives										20			20
160.15.20 – Draft Project Report	16	24					4						44
160.40 – NEPA Delegation	4	8											12
Total Prelim Eng Studies (WBS 160)	20	32	0	0	0	0	4	0	0	100	0	0	156
Perform Environmental Studies and Prepare Draft Environmental Document													
165.05.05 – Project Information Review	15	24	60							20	16		135
165.05.10 – Pub & Agency Scoping	16	32	20										68
165.10.15 – CIA, Land Use & Growth						32							32
165.10.20 – Visual Resource Assessment										60			60
165.10.25 – Noise Study									468				468
165.10.30 – Air Quality Study								420					420
165.10.35 – Water Quality Studies							24						24
165.10.40 – Energy/Climate Change Studies							12						12
165.10.50 – Preliminary Site Investigation HW					88								88
165.10.75 – Envir Commitments Record													0
165.15.05 – Biological Assessment			80							20			100
165.15.10 – Perform Wetlands Study			40										40
165.15.15 – Resource Agency Coord			40										40
165.15.20 – NES Report			40										40
165.20.05 – Archaeology Survey													0
165.20.05.05 – APE Map				32									32
165.20.05.10 – NA Consultation				72									72
165.20.05.15 – Records & Literature Search				32									32
165.20.05.20 – Field Survey				40									40
165.20.05.25 – ASR				72									72
165.20.20 – Hist & Architectural Studies				16									16
165.20.25 – Cultural Res Comp Docs													0
165.20.25.05 – Final APE Maps				40									40
165.20.25.10 – PRC 5024.5 Consult													0
165.20.25.15 – HPSR/HRCR				140									140
165.25.05 – Draft ED Preparation	16	180											196
165.25.20 – Env Quality Control & Other Reviews	16	24	8	8	8	8	8	8	8	8	32	8	144
165.30 – NEPA Delegation													0
Total Env Studies & Prep DED (WBS 165)	63	260	288	452	96	40	44	428	476	108	48	8	2311
Circulate Draft Environmental Document and Select Preferred Project Alternative													
175.05.05 – Master Dist & Invitation Lists	4	8											12
175.05.10 – Notices Pub Hear & DED Avail	4	24											28

ATTACHMENT F
TRANSPORTATION PLANNING SCOPING INFORMATION SHEET

ARTICLE 4 Transportation Planning Scoping Information Sheet

PROJECT INFORMATION

District	County	Route	Post Miles	Project ID No/ Expenditure Authorization No.
03	PLA	80	4.5/5.9	0312000106 / 3F230
Project Name and Description: In the Cities of Roseville and Rocklin, from Route 65 to Rocklin Road, construct eastbound auxiliary lane.				

Prepared by:

District Information Sheet Point of Contact*:	Name: Kelly Eagan	Functional Unit: Corridor Management	Planning & Modal Programs
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* The District Information Sheet Point of Contact is responsible for completing Project Information, PDT Team and Stakeholder Information, and coordinating the completion of project-related information with the Transportation Planning Stakeholders. Upon completion, provides the Transportation Planning PDT Representative and Project Manager with a copy of the Information Sheet.

Project Development Team (PDT) Information		
Title	Name	Phone Number
Project Manager	Samuel Jordan	(530) 740-4920
Project Engineer	Tou Vang	(530) 741-5736
Transportation Planning PDT Representative**	Kelly Eagan	(530) 741-5452

Transportation Planning Stakeholder Information		
Title	Name	Phone Number
Regional Planner	Dianira Soto	(530) 740-4905
System Planner	Sadie Smith	(530) 741-4004
Local Development-Intergovernmental Review (LD-IGR) Planner	Dianira Soto	(530) 740-4905
Community Planner	Dianira Soto	(530) 740-4905
Goods Movement Planner	Jeff Morneau	(530) 741-4507
Transit Planner	Rebecca Pike	(530) 634-7612
Bicycle and Pedestrian Coordinator	Chad Riding	(530) 741-4543
Park and Ride Coordinator	Susan Zanchi	(530) 741-4199
Native American Liaison	Chad Riding	(530) 741-4543
Other Coordinators: Travel Forecasting	Tim Hart	(530) 634-7613

Project Purpose and Need** Project initiated by Placer County Transportation Planning Agency. Purpose and need not identified in current Caltrans Planning documents.
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** The Transportation Planning PDT Representative is responsible for providing the PDT with the system-wide and corridor level deficiencies identified by Transportation Planning. The PDT uses the information provided by Transportation Planning to develop the purpose and need with contributions from other Caltrans functional units and external stakeholders at the initiation of the PID and is refined throughout the PID process. As the project moves past the project initiation stage and more data becomes available, the purpose and need is refined. For additional information on purpose and need see: www.dot.ca.gov/hq/env/emo/purpose_need.htm

1. Project Funding:

a	List all known and potential funding sources and percent splits: (ie. State Transportation Improvement Program (STIP)/State Highway Operations and Protection Program (SHOPP)/Transportation Enhancement (TE)/Environmental Enhancement and Mitigation (EEM)/Safe Routes to School (SR2S)/etc.).
	Federal Demonstration Funds 100%
b	Is this a measure project? Yes <input type="checkbox"/> /No <input checked="" type="checkbox"/> . If yes, name and describe the measure.
	Not Applicable – Measure funds will not be used.

2. Regional Planning:

a	Name of and contact information for Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA).
	Celia McAdams , Placer County Transportation Planning Agency (530) 823-4030 Matt Carpenter, Sacramento Council of Governments (SACOG) (916) 340-6276
b	Name of and contact information for local jurisdiction (City or County)
	Ricky A. Horst, City of Rocklin, City Manager (916) 625-5570
	Paul Richardson, City of Roseville, Director (916) 774-5276
	Larry Wing, Rocklin Public Works, Director (916) 625-5140 Rhon Herndon, Roseville Public Works, Director (916) 774-5331
c	Provide the page number and project description as identified in the Regional Transportation Plan (RTP) and the date of adoption, or provide an explanation if not in RTP.
	The project is not currently included in RTP. PCTPA and/or SACOG are amending the project into the Plan(s).
d	Provide nexus between the RTP objectives and the project to establish the basis for the project purpose and need.
	The project is not currently included in RTP. PCTPA and/or SACOG are amending the project into the Plan(s).
e	Is the project located in an area susceptible to sea-level rise?
	Not Applicable.
f	Name of Air Quality Management District (AQMD)
	Placer County Air Pollution Control District Ms. Ann Hobbs, Air Quality Specialist; 110 Maple Street, Auburn, CA 95603. (530) 745-2327
g	If the project is located in a federal non-attainment or attainment-maintenance area is the project:
	• Regionally Significant? (per 40 (Code of Federal Regulations (CFR) 93.101) Y <input checked="" type="checkbox"/> /N <input type="checkbox"/>
	• Exempt from conformity? (per 40 CFR 93.126 and 93.128) Y <input type="checkbox"/> /N <input checked="" type="checkbox"/>
	• Exempt from regional analysis? (per 40 CFR 93.127) Y <input type="checkbox"/> /N <input checked="" type="checkbox"/>
	• Not exempt from conformity (must meet all requirements)? Y <input checked="" type="checkbox"/> /N <input type="checkbox"/>

3. Native American Consultation and Coordination:

a	If project is within or near an Indian Reservation or Rancheria? If so, provide the name of Tribe.
	The project is not within or near Indian Reservation or Rancheria.
b	Has/have the Tribal Government(s) been consulted? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/> . If no, why not?
	The project is not within or near an Indian Reservation or Rancheria
c	If the project requires Caltrans to use right-of-way on trust or allotted lands, this information needs to be included as soon as possible as a key topic in the consultation with the Tribe(s). Has the Tribe been consulted on this topic? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/> If no, why not?
	The project is not within or near an Indian Reservation or Rancheria
d	Has the Bureau of Indian Affairs (BIA) been notified? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/>
	The project is not within or near Indian Reservation or Rancheria.
e	Have all applicable Tribal laws, ordinances and regulations [Tribal Employment Rights Ordinances (TERO), etc.] been reviewed for required contract language and coordination?
	The project is not within or near Indian Reservation or Rancheria.
f	If the Tribe has a TERO, is there a related Memorandum of Understanding between the District and the Tribe?

	The project is not within or near an Indian Reservation or Rancheria.
g	Has the area surrounding the project been checked for prehistoric, archeological, cultural, spiritual, or ceremonial sites, or areas of potentially high sensitivity? If such areas exist, has the Tribe, Native American Heritage Commission or other applicable persons or entities been consulted?
	Caltrans has not conducted a record search or archaeological survey within these exact post miles, nor has it contacted Tribes, Native American Heritage Commission or other interested parties for this particular project; however, numerous studies in the vicinity of this project conducted between 1994 and 2008 did not reveal the presence of cultural resources. Nevertheless, given the project's proximity to Fiddler Creek, sensitivity for archaeological resources in this area is moderate to high.
h	If a Native American monitor is required for this project, will this cost be reflected in cost estimates?
	Yes
i	In the event of project redesign, will the changes impact a Native American community as described above in d, e, or h?
	The project is not within or near Indian Reservation or Rancheria.

4. System Planning:

a	Is the project consistent with the DSMP? Y <input checked="" type="checkbox"/> /N <input type="checkbox"/> . If yes document approval date: 2010 . If no, explain.
	The project is consistent with the goals and policies included in the District 3 2010 DSMP.
b	Is the project identified in the TSDP? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/> /? If yes, document approval date _____. If no, explain.
	The project is included in the draft 2012 TSDP which is anticipated to be finalized in June.
c	Is the project identified in the TCR/RCR or CSMP? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/> . If yes, document approval date: Click here to enter text . If no, explain. Is the project consistent with the future route concept? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/> . If no, explain.
	PCTPA recently identified the project and presented it to District 3. While the project is not consistent with the route concept included in the 2009 80/51 CSMP, it is consistent with the identified goals and strategies.
d	Provide the Concept Level of Service (LOS) through project area.
	Level of Service F
e	Provide the Concept Facility – include the number of lanes. Does the Concept Facility include High Occupancy Vehicle lanes? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/> .
	The Concept (20-year) facility identified in the 2009 CSMP is a 6-lane freeway
f	Provide the Ultimate Transportation Corridor (UTC) – include the number of lanes. Does the UTC include High Occupancy Vehicle Lanes? Y <input checked="" type="checkbox"/> /N <input type="checkbox"/>
	The ultimate (build out) facility is a six-lane freeway with 1 HOV lane in each direction.
g	Describe the physical characteristics of the corridor through the project area (i.e. flat, rolling or mountainous terrain...).
	The terrain located along this segment of I-80 is rolling hills. Located in the westbound direction are several fast food establishments, the Sierra Lakes Mobile Home Community, several housing developments, and the Taylor Road Self Storage. Located in the eastbound direction are housing developments, the Rocklin Park Hotel, and the Rocklin Granite Quarry.
h	Is the highway in an urban or rural area? Urban <input checked="" type="checkbox"/> /Rural <input type="checkbox"/> . Provide Functional Classification:
	Sacramento Urbanized Area; Functional Classification: Interstate
8i	Is facility a freeway, expressway or conventional highway?
	Freeway
j	Provide Route Designations: (i.e. Interregional Transportation Strategic Plan (ITSP) High Emphasis or Focus Route, Surface Transportation Assistance Act (STAA) Route, Scenic Route...).
	I-80 (in its entirety) is a part of the Interregional Road System (High Emphasis Route), the Federal National Network that accommodates STAA Trucks, the National Highway System, the Strategic Highway Network, and California's State Freeway and Expressway System.
k	Describe the land uses adjacent to project limits (i.e. agricultural, industrial...).
	This segment of I-80 passes through the Cities of Roseville and Rocklin. Land uses include medium density residential, general commercial, light industrial, and agriculture.

l	Describe any park and ride facility needs identified in the TCR/CSMP, local plans, and RTP.
	No existing or planned Park & Ride facilities are within the project limits. The nearest exist are at Taylor Road to the west and Sierra College to the east.
m	Describe the Forecasted 10 and 20-year Vehicle Miles Traveled (VMT), Annual Average Daily Traffic (AADT), and Peak Hour truck data in the TCR. Include the source and year of Forecast, and names and types of traffic and travel demand analysis tools used.
	2009 CSMP Data Forecast Years = 2007 Base Year and 2027 Future Year; Sources = 2007 Traffic Volumes Manual and Cambridge Systematics 2008 Existing Conditions Report; VMT = 170,800. AADT(2007) = 122,000; AADT(2027 No Build) = 182,800, AADT(2027 Build) = 186,100 Peak Hour Truck: 2007 = 605; 2027 = 905; Data derived from SACMET Travel Demand Model, PeMSs traffic data, 2007 HICOMP, & Tach runs
n	Has analysis on Daily Vehicle Hours of Delay (DVHD) from the Highway Congestion Monitoring Program (HICOMP) been completed and included? Y <input checked="" type="checkbox"/> /N <input type="checkbox"/>
	11,022. (DVHD represents entire 80 corridor in Sacramento region and may not accurately reflect the DVHD for the project segment)

5. Local Development – Intergovernmental Review (LD-IGR):

List LD-IGR projects that may directly or indirectly impact the proposed Caltrans project or that the proposed Caltrans project may impact. (Attach additional project information if needed.)

LD-IGR Project Information		Project
a	County-Route-Postmile & Distance to Development.	Rocklin Crossings located southeast of Interchange. No impact to project.
b	Development name, type, and size.	NA – No planned developments near project site.
c	Local agency and/or private sponsor, and contact information.	NA – No planned developments near project site.
d	California Environmental Quality Act (CEQA) status and Implementation Date.	NA – No planned developments near project site.
e	If project includes federal funding, National Environmental Policy Act (NEPA) status.	NA – No planned developments near project site.
f	All vehicular and non-vehicular unmitigated impacts and planned mitigation measures including Transportation Demand Management (TDM) and Transportation System Management (TSM) that would affect Caltrans facilities.	NA – No planned developments near project site.
g	Approved mitigation measures and implementing party.	NA – No planned developments near project site.
h	Value of constructed mitigation and/or amount of funds provided.	NA – No planned developments near project site.
i	Encroachment Permit, Transportation Permit, Traffic Management Plan, or California Transportation Commission (CTC) Access approvals needed.	NA – No planned developments near project site.
j	Describe relationship to Regional Blueprint, General Plans, or County Congestion Management Plans.	NA – No planned developments near project site.
k	Inclusion in a Regional Transportation Plan Sustainable Community Strategy or Alternative Planning Strategy?	NA – No planned developments near project site.
l	Regional or local mitigation fee program in place?	NA – No planned developments near project site.

6. Community Planning:

INITIAL PID INFORMATION	
a	Has lead agency staff worked with any neighborhood/community groups in the area of the proposed improvements? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/> . If yes, summarize the process and its results including any commitments made to the community. If no, why not?

	Stakeholder Focus Group Meetings: October 31, 2011 had Focused Technical Team – Concepts Pre-Screening Meeting #4. The two current I-80 Bottleneck improvement projects (additional carpool lanes and auxiliary lanes) will improve traffic operations and provide additional capacity. A Caltrans study, currently underway, will address future SR 65 improvements required to improve operations, reduce congestion, and enhance safety. Even with corridor improvements, the I-80/SR 65 interchange has problems, which must be addressed. The project’s traffic analysis will identify interchange improvements and list mitigation measures to avoid or minimize potential transportation and traffic impacts further east.
b	Are any active/completed/proposed Environmental Justice (EJ) or Community-Based Transportation (CBTP) Planning Grants in the project area? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/> . If yes, summarize the project, its location, and whether/how it may interact with the proposed project. No grants for EJ or CBTP Grants in the project area.
c	Describe any community participation plans for this PID including how recommendations will be incorporated and/or addressed. Has a context sensitive solutions (CSS) approach been applied? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/> December Project Newsletter included January 25 Public Workshop Notice. No known plans for CSS.
FINAL PID INFORMATION	
d	How will the proposed transportation improvements impact the local community? Is the project likely to create or exacerbate existing environmental or other issues, including public health and safety, air quality, water quality, noise, environmental justice or social equity? Y <input type="checkbox"/> /N <input type="checkbox"/> . Describe issues, concerns, and recommendations (from sources including neighborhood/community groups) and what measures will be taken to reduce existing or potential negative effects.
e	Does this highway serve as a main street? Y <input type="checkbox"/> /N <input type="checkbox"/> . If yes, what main street functions and features need to be protected or preserved?

7. Freight Planning:

INITIAL PID INFORMATION	
a	Identify all modal and intermodal facilities that may affect or be affected by the project. I-80 is a STAA designated route for trucks that travel between Bay Area Ports, the Sacramento Metropolitan Area, and the Western United States. Trucks <u>City of Roseville:</u> Truck Routes: Stanford Ranch Road ,Sierra College Blvd. Eureka Road, North Sunrise Ave, Douglas Road, Lead Hill. Source: http://www.roseville.ca.us/civica/filebank/blobdload.asp?BlobID=2144 <u>City of Rocklin:</u> Truck Routes: Pacific Street, Sierra College Blvd. Source: http://www.rocklin.ca.us/civica/filebank/blobdload.asp?BlobID=2307 Rail <u>City of Rocklin:</u> J. D. Rail Yard, Roseville Intermodal Facility
FINAL PID INFORMATION	
b	Describe how the design of this project could facilitate or impede Goods Movement and relieve choke points both locally and statewide through grade separations, lane separations, or other measures (e.g., special features to accommodate truck traffic and at-grade railroad crossings).
c	Describe how the project integrates and interconnects with other modes (rail, maritime, air, etc.). Do possibilities exist for an intermodal facility or other features to improve long-distance hauling, farm-to-market transportation and/or accessibility between warehouses, storage facilities, and terminals?
d	Is the project located in a high priority goods movement area, included in the Goods Movement Action Plan (GMAP) or on a Global Gateways Development Program (GGDP) route? Y <input type="checkbox"/> /N <input type="checkbox"/> . If yes, describe.
e	Is the project on a current and/or projected high truck volume route [e.g., Average Annual Daily Truck Traffic (AADTT) of 5 axle trucks is greater than 3000]? Yes <input type="checkbox"/> /N <input type="checkbox"/> . If yes, describe how the project addresses this demand.

f	If the project is located near an airport, seaport, or railroad depot, describe how circulation (including truck parking) needs are addressed.
g	Describe any other freight issues.

8. Transit (bus, light rail, commuter rail, intercity rail, high speed rail):

	INITIAL PID INFORMATION
a	<p>List all local transit providers that operate within the corridor.</p> <p>Placer County Transit Will Garner (530) 745-7582 Placer County Pride Industries Joan Pederson (916) 788-2327 Auburn Transit Megan Siren (530) 823-4211 x 145 Roseville Transit Mike Wixon (916) 774-5480</p>
b	<p>Have transit agencies been contacted for possible project coordination? Y <input checked="" type="checkbox"/>/N <input type="checkbox"/>. If no, why not?</p> <p>Transit agencies have been contacted by phone.</p>
c	<p>Describe existing transit services and transit features (bus stops, train crossings, and transit lines) within the corridor.</p> <p>Transit agencies operating bus service in the I-80 Corridor include Sacramento Regional Transit District, Yolo bus, Roseville Transit, and Placer County Transit. Amtrak's Capitol Corridor service operates 16 trains in each direction between Sacramento and the Bay Area, with one train serving Auburn and buses extending to Reno. Greyhound provides bus service in the corridor. In addition, five public transit providers, including the Western Placer Consolidated Transportation Services Agency, serve the western portion of Placer County, and Tahoe Area Regional Transit Service, serves the northern and western shores of Lake Tahoe.</p> <p>For Transit Routes see L:\Plan\Shared\Planning and Modal Programs\Corridor Planning Managers\2009 CSMPs\2009 I80 SR51 CSMP\Final CSMP\Final CSMP Background Information\I-80 Final CSMP, 5-1-9.pdf</p>
d	<p>Describe transit facility needs identified in short- and long-range transit plans and RTP. Describe how these future plans affect the corridor.</p> <p>PCTPA did not identified new unmet transit needs in their FY 2010/11 Unmet Transit Need Report; however their next Unmet Transit Needs Report is anticipated to be approved February of 2012.</p> <p>Each year, usually in October and/or November, PCTPA solicits testimony on unmet transit needs that may exist. The process is advertised in the local newspapers, via press releases and public service announcements, on flyers in buses, in notices to social service agencies, and so on. Testimony may be provided in person at public workshops and/or hearings, by phone, or in writing. The <u>Social Services Transportation Advisory Council (SSTAC)</u> also provides testimony, though a listing of priorities for improvements in the transit system.</p> <p>Once the testimony period is ended, PCTPA staff compiles and analyzes each request. Based on this analysis and input from the SSTAC, staff provides recommendations for findings to the Board. The 2010/2011 Unmet Transit Needs process concluded with the approval by the PCTPA Board of the <u>Unmet Transit Needs Analysis and Recommendations Report</u> on February 23, 2011.</p> <p>The unmet transit needs process accomplishes more than simply meeting a state requirement. It also provides a forum for public input on transit issues, assists transit providers in setting priorities for service improvements or modifications, and assists jurisdictions in budgeting the use of Local Transportation Funds.</p> <p>Projects: PCTPA, along with regional partners, have been working cooperatively on a <u>Regional Rail Implementation Plan</u> to explore a commuter rail system between Auburn and Oakland. This regional rail (commuter) service would augment existing <u>Capitol Corridor</u> intercity service by providing additional peak period capacity within the greater Sacramento urban area and between Sacramento and the Bay Area. The two services (Capitol Corridor and Regional Rail) would utilize the same equipment, staff, and fare structure, and thus would appear fully unified to the riding public. The Implementation Plan has been developed in conjunction with our funding partners on this effort, with assistance from the Capitol Corridor Joint Powers Authority (CCJPA), California Department of</p>

	<p>Transportation Division of Rail, Union Pacific Railroad (UPRR), and the Sacramento Area Council of Governments (SACOG) as appropriate.</p> <p>Recommendations of the Implementation Plan include: 5 new weekday round-rip trains serving 19 locations between Bowman and Oakland 30-minute headways during peak periods (when mixed with Capitol Corridor service)</p> <p>Bus Rapid Transit (BRT) With costs of light rail service moving upwards of \$50 million per mile to build, PCTPA and Placer County have undertaken <u>preliminary studies</u> to implement Bus Rapid Transit (BRT) service in western Placer County. BRT has many advantages over light rail service, and in its higher forms, can mimic light rail at half the cost. No overhead wires. No metal tracks. And because it uses rubber tires, there is the flexibility to use existing roads in some circumstances, or use separate right of way in others. The studies has taken a look at the following corridors as potential areas for BRT service:</p> <ul style="list-style-type: none"> • Watt Avenue • Pleasant Grove Blvd • Blue Oaks Blvd • Placer Parkway • SR 65 • I-80 • Roseville Parkway • Douglas Blvd • Eureka Road <p>Recommended BRT routes would connect such destinations as the future CSUS-Placer Campus, the Hewlett Packard Campus, SR 65/Blue Oaks Blvd/Corporate Center, the Roseville Galleria, the Watt/I80 LRT station, the future West Roseville Town Center, the future Placer Vineyards Center, and the Sunrise Avenue and Hazel Avenue light rail stations. The initial studies estimate approximately 5,900 daily boardings at build out of BRT service in Placer County.</p>
	
FINAL PID INFORMATION	
e	Describe how the proposed project integrates transit and addresses impacts to transit services and transit facilities.
f	Have transit alternatives and improvement features been considered in this project? Y <input type="checkbox"/> /N <input type="checkbox"/> . If yes, describe. If no, why not?

9. Bicycle:

INITIAL PID INFORMATION	
a	Does the facility provide for bicyclist safety and mobility needs? If no, please explain. Bicycle travel is restricted on this segment of I-80, and there are no identified deficiencies crossing the project area at the 65/80 IC and the Rocklin Rd IC.
b	Are any improvements for bicyclist safety and mobility proposed for this facility by any local agencies or included in bicycle master plans? If yes, describe (including location, time frame, funding, etc.). Class II bikeways are proposed on China Garden Road which runs parallel to I-80 from PM 5.00 to 5.9. . The construction of the eastbound auxiliary lane may require the purchase of new Right of Way to accommodate the lane width and provide sufficient shoulder width. Taking more ROW may impact the construction of bikeways because it would potentially force the road's closure or not allow enough road width for the bikeways.
c	Are there any external bicycle advocacy groups and bicycle advisory committees that should be included in the project stakeholder list? If so, provide contact information. Sacramento Area Bicycle Advocates – Tricia Hedahl - 916-444-6600. SACOG Bicycle Advisory Committee – Lacey Symons-Holtzen (916) 340-6212
FINAL PID INFORMATION	
d	Will bicycle travel deficiencies be corrected? How or why not?

e	How will this project affect local agency plans for bicycle safety and mobility improvements?
f	If the project is the construction of a new freeway or modification to an existing freeway, will it sever or destroy existing provisions for bicycle travel? If yes, describe how bicycle travel provisions will be included in this project.

10. Pedestrian including Americans with Disabilities Act (ADA):

INITIAL PID INFORMATION	
a	Does this facility provide for pedestrian safety and mobility needs? If so, describe pedestrian facilities. Do continuous and well-maintained sidewalks exist? Are pedestrians forced to walk in the roadway at any locations due to lack of adequate pedestrian facilities? Please explain. The current facility provides sidewalks and crosswalks at ramps for 80/Rocklin Rd IC.
b	Are pedestrian crossings located at reasonable intervals? One pedestrian overcrossing is located at the northern edge at PM 5.9/Rocklin Road on Rocklin Road.
c	Are all pedestrian facilities within the corridor ADA accessible and in compliance with Federal and State ADA laws and regulations? Pedestrian access is restricted along this segment of I-80. State Route 65 is a freeway to freeway connector (western termini). The 80/Rocklin Rd IC (eastern termini) allows for bicycle and pedestrian crossings. <u>ADA needs at 80/Rocklin Rd IC:</u> WB Off Ramp need Truncated Dome Pads at south corner Slope is greater than 2% at north corner need 4 pedestrian buttons WB Off Ramp Crossing Need Truncated Dome Pad Need Pedestrian Button WB On Ramp Need Truncated Dome Pads at south corner Slope is greater than 2% at north corner Need 2 pedestrian buttons EB Off Ramp Need Truncated Dome Pads
FINAL PID INFORMATION	
d	Will pedestrian travel deficiencies be corrected? How or why not?
e	How will this project affect local agency plans for pedestrian safety and mobility improvements?
f	If the project is the construction of a new freeway or modification to an existing freeway, will it sever or destroy existing provisions for pedestrian travel? If yes, describe how pedestrian travel provisions will be included in this project.
g	Are there any external pedestrian advocacy groups and advisory committees that should be included in the project stakeholder list? If so, provide contact information.
h	Have ADA barriers as noted in the District's ADA Transition Plan been identified within the project limits? If not included in the project, provide justification and indicate whether District Design coordinator approval was obtained.

11. Equestrian:

INITIAL PID INFORMATION	
a	If this corridor accommodates equestrian traffic, describe any project features that are being considered to improve safety for equestrian and vehicular traffic? Not Applicable - Bicycle travel is restricted on this segment of I-80.
FINAL PID INFORMATION	
b	Have features that accommodate equestrian traffic been identified? If so, are they included a part of this project? Describe. If no, why not?

12. Intelligent Transportation Systems (ITS):

INITIAL PID INFORMATION																																											
a	<i>Have ITS features such as closed-circuit television cameras, signal timing, multi-jurisdictional or multimodal system coordination been considered in the project? Y <input type="checkbox"/>/N <input checked="" type="checkbox"/>. If yes, describe. If no, explain.</i>																																										
	All planned and programmed ITS elements are included in the table below.																																										
	Intelligent Transportation System Elements																																										
	<table border="1"> <thead> <tr> <th>County</th> <th>Post Mile</th> <th>Location</th> <th>Description</th> <th>Status</th> <th>Source</th> </tr> </thead> <tbody> <tr> <td>Pla</td> <td>4.5/5.9</td> <td>Project limits</td> <td>Add fiber optics</td> <td>Planned</td> <td>TOS Plan</td> </tr> <tr> <td>Pla</td> <td>4.1</td> <td>80/65 IC</td> <td>Add detection</td> <td>Programmed 80/65 IC project (PLA25440)</td> <td>CTIPS - 1/2012</td> </tr> <tr> <td>Pla</td> <td>3.95</td> <td>80/65 IC</td> <td>Add westbound ramp meter</td> <td>Programmed 80/65 IC project (PLA25440)</td> <td>CTIPS - 1/2012</td> </tr> <tr> <td>Pla</td> <td>4.1</td> <td>80/65</td> <td>Add detection</td> <td>Programmed 80/65 IC project (PLA25440)</td> <td>CTIPS - 1/2012</td> </tr> <tr> <td>Pla</td> <td>5.1</td> <td>80/Rocklin/65, E/O</td> <td>Add detection</td> <td>Programmed 80/65 IC project (PLA25440)</td> <td>CTIPS - 1/2012</td> </tr> <tr> <td>Pla</td> <td>6.27</td> <td>80/Rocklin Rd IC</td> <td>Add eastbound ramp meter</td> <td>Programmed: 80/Rocklin Rd IC Project (349901)</td> <td>CTIPS - 1/2012</td> </tr> </tbody> </table>	County	Post Mile	Location	Description	Status	Source	Pla	4.5/5.9	Project limits	Add fiber optics	Planned	TOS Plan	Pla	4.1	80/65 IC	Add detection	Programmed 80/65 IC project (PLA25440)	CTIPS - 1/2012	Pla	3.95	80/65 IC	Add westbound ramp meter	Programmed 80/65 IC project (PLA25440)	CTIPS - 1/2012	Pla	4.1	80/65	Add detection	Programmed 80/65 IC project (PLA25440)	CTIPS - 1/2012	Pla	5.1	80/Rocklin/65, E/O	Add detection	Programmed 80/65 IC project (PLA25440)	CTIPS - 1/2012	Pla	6.27	80/Rocklin Rd IC	Add eastbound ramp meter	Programmed: 80/Rocklin Rd IC Project (349901)	CTIPS - 1/2012
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FINAL PID INFORMATION																																											
b	Have ITS features been identified? If so, are they included a part of this project? Describe. If no, why not?																																										

ATTACHMENT G
RIGHT OF WAY DATA SHEET

Memorandum

*Flex your power!
Be energy efficient!*

To: Isam Tabshouri
Senior Transportation Engineer
Department of Transportation, District 3

Attention Tou Vang
Project Engineer

Date: March 7, 2012
E.A. 3F230K
PN: 0312000106
File: 03-PLA-80 PM 4.5/5.9
Construct Eastbound Auxiliary Lane

From: LEE ANN LAMBIRTH, 
Senior Right of Way Agent
Marysville

Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on information received from you on January 13, 2012 .

Right of Way Lead Time requests a minimum of 3 months lead time in order to complete the certification process in a timely manner.

Attachments:
Right of Way Data Sheet

cc. Sam Jordan



Date: March 7, 2012
 E.A. 3F230K
 PN: 0312000106
 File: 03-PLA-80 PM 4.5/5.9

1. Right of Way Cost Estimate:

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	\$0		\$0
B. Mitigation acquisition & credits	\$40,000	5%	\$45,904
C. Project Development Permit Fees	\$0		\$0
Subtotal	\$40,000		\$45,904
D. Utility Relocation (State Share) (Owner's share: _____ \$0)	\$0		\$0
E. Relocation Assistance (RAP)	\$0		\$0
F. Clearance/Demolition	\$0		\$0
G. Title & Escrow	\$0		\$0
H. Total Estimated Right of Way Cost	\$40,000	Rounded	\$45,900
I. Construction Contract Work	\$0		

2. Current Date of Right of Way Certification January 1, 2015

3. Parcel Data:

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

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

4. Are there any major items of construction contract work?

Yes _____ No X

None have been identified at this time.

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.)

All work will be performed within he existing right of way.

6. Are any properties acquired for this project expected to be rented, leased, or sold?

Yes _____ No X

7. Is there an effect on assessed valuation?

No X

Yes _____ Not Significant _____

8. Are utility facilities or rights of way affected?

Yes X No _____

According to the Project Engineer, there are no public utility conflicts anticipated. Any utilities are Caltrans owned, such as lighting. There are several utilities in the area, and estimator recommends requesting facility mapping and conducting a permit search of the area.

9. Are railroad facilities or rights of way affected?

Yes _____ No X

10. Were any previously unidentified sites with hazardous waste and/or material found?

Yes _____ None Evident X

11. Are RAP displacements required?

Yes _____ No X

No. of single family No. of business/nonprofit

No. of multi-family No. of farms

Based on Draft/Final Relocation Impact Statement/Study dated N/A
it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.

12. Are there material borrow and/or disposal sites required?

Yes _____ No X

13. Are there potential relinquishments and/or abandonments?

Yes _____ No X

14. Are there any existing and/or potential airspace sites?

Yes _____ No X

15. Indicate the anticipated Right of Way schedule and lead time requirements.

Right of Way Lead Time will require a minimum of 3 months lead time in order to complete the certification in a timely manner.

16. Is it anticipated that Caltrans will perform all Right of Way work?

Yes X No _____

RIGHT OF WAY DATA SHEET

17. Assumptions and Limiting Conditions:

17.1 According to the Right of Way Data Sheet Request, all work will be performed within the existing right of way, therefore, no right of way involvement, i.e. no Utilities, Property Management, Railroads nor USFS will be affected in this project, however, there may be Oak Tree mitigation.

17.2 According to the Right of Way Data Sheet Request, there is utility relocation work required, but according to the Project Engineer, there are no public utility conflicts anticipated.

17.3 According to the Right of Way Data Sheet request, there is planned Environmental Permits, and the Information Sheet indicates that Permits are not necessary for this project; however there may be Oak Tree Mitigation on this project, the costs have been included in this estimate.

Evaluation Prepared By:

Right of Way:



MARIA E. MENDOZA

Date

3/07/12

Reviewed By:

RW Planning & Management:

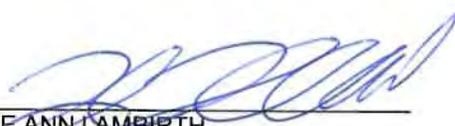


PAUL SLOULIN

Date

3/12/12

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



LEE ANN LAMBIRTH,
Senior Right of Way Agent
Project Coordination
Marysville

Date

03/09/12

ATTACHMENT H
RISK REGISTER

Project Risk Register

DIST- EA 03-3F230K						Project Name: EB I-80 Aux Lane Project			Project Manager: Samuel Jordan					Date Created:	Last Updated:		
						Co - Rte - PM: PLA-80-PM4.5/5.9			Telephone: 530-740-4920								
ITEM	ID #	Status	Threat / Opportunity	Category	Date Risk Identified	Risk Discription	Root Causes	Primary Objective	Overall Risk Rating	Cost/Time Impact Value	Risk Owner	Risk Trigger	Strategy	Response Actions w/ Pros & Cons	Adjusted Cost/Time Impact Value	WBS Item	Status Date and Review Comments
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)
1	03-3F230K-01	Active	Threat	ENV	04/02/12	Increase traffic noise impact to nearby subdivision.	Requirement	SCOPE	Probability 2=Low (10-19%) High Impact 8 =High		Enviromental	Noise analysis determines that soundwalls will be needed.	MITIGATE	Add soundwalls to scope.		165 PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT	TBD
2	03-3F230K-02	Active	Threat	ENV	04/02/12	Migratory birds may nest in the project area.	Requirement	TIME	Probability 3=Med (20-39%) Med Impact 4 =Med		Env/Design/PM	Vegetation is not removed the year prior to construction	AVOID	Work with Design and PM to ensure that vegetation removal is completed the year or mitigation measures are in place.		235 MITIGATE ENVIRONMENTAL IMPACTS AND CLEAN UP HAZARDOUS WASTE	TBD
3	03-3F230K-03	Active	Threat	ENV	04/02/12	Design changes require additional Environmental analysis.	Complexity and Interface	SCOPE	Probability 3=Med (20-39%) Med Impact 4 =Med		Env/Design	Changes to project scope	AVOID	Communicate possible changes to Project Management as soon as possible.		165 PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT	TBD
4	03-3F230K-04	Active	Threat	DESIGN	4/2/012	Utility Conflicts	Complexity and Interface	COST	Probability 2=Low (10-19%) Med Impact 4 =Med		Design	Survey work confirms location and clearance requirements for public utilities.	MITIGATE	Add cost to relocate utility.		200 UTILITY RELOCATION	TBD
5	03-3F230K-05	Active	Opportunity	DESIGN	04/02/12	Coordinate project with other state/city/county projects.	Complexity and Interface	TIME	Probability 3=Med (20-39%) Low Impact 2 =Low		PM/Design	Unknown project impacts from other projects.	ACCEPT	Revise design as necessary to match any changes during the final design.		185 PREPARE BASE MAPS AND PLAN SHEETS	TBD
6									Probability Impact								
7									Probability Impact								