



# CAPM Project Scope Summary Report

Weaverville East CAPM • Preventive Maintenance

02-TRI-299 PM 53.5/64.0

20.XX.201.121

PPNO 3463

02 0002 0282

02-4E410

2011



## PROJECT LOCATION

In Trinity County at  
and near Weaverville  
from 0.1 mile east  
of Industrial Parkway  
to 0.2 mile east of  
Old Highway



### Approval Recommended:

  
**STEVE ROGERS, P.E.**  
Project Manager, District 2  
8/31/11  
Date

  
**ED LAMKIN, P.E.**  
Deputy District Director  
Maintenance and Operations, District 2  
SHOPP Program Manager  
9/31/11  
Date

### Approved By:

  
**JOHN BULINSKI, P.E.**  
District Director, District 2  
8/31/11  
Date



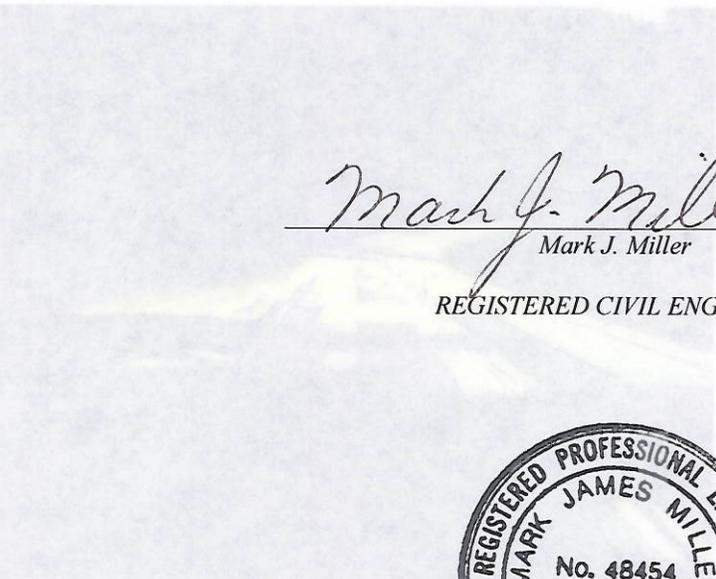
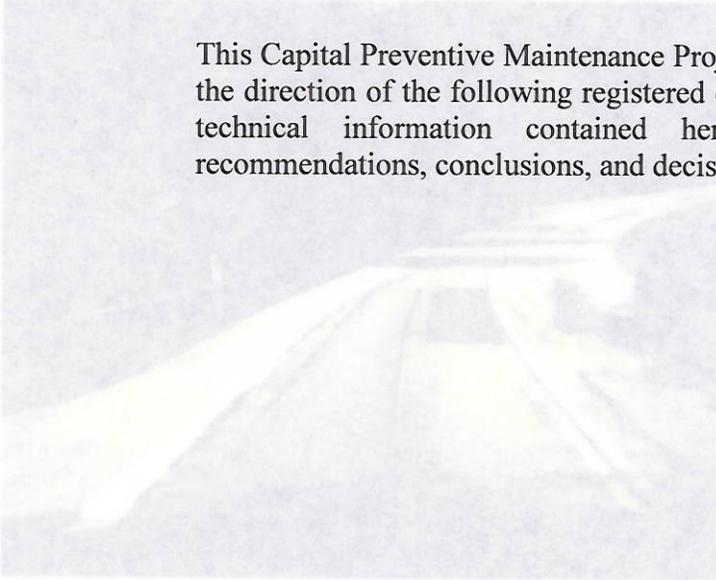


AUGUST 2011

02-0145-4E410

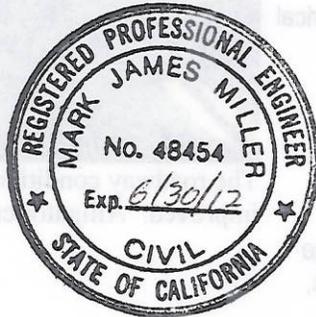
I. INTRODUCTION AND BACKGROUND

This Capital Preventive Maintenance Project Scope Summary Report has been prepared under the direction of the following registered engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



*Mark J. Miller*  
Mark J. Miller  
REGISTERED CIVIL ENGINEER

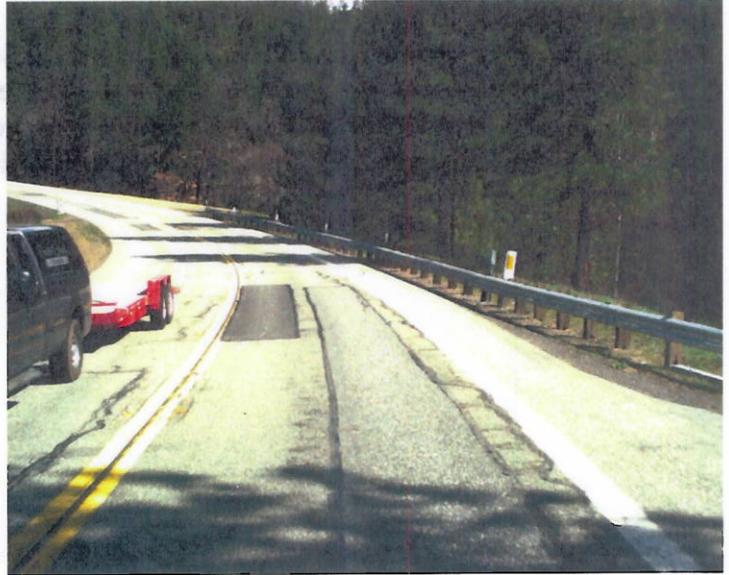
*August 30, 2011*  
DATE



## 1. INTRODUCTION AND BACKGROUND

This Capital Preventive Maintenance Project Scope Summary Report (CAPM PSSR) proposes to overlay the pavement on State Route (SR) 299 in Trinity County from PM 53.5/64.0 with 0.2' of Hot Mix Asphalt (HMA). Guardrails and guardrail end treatments will be reconstructed to meet current Standards. Shoulder backing, roadway signs and delineation with recessed and surface markers will be placed as needed. Drainage work will consist of replacing deficient culverts. Approximately 90 working days are estimated to complete this project. Traffic control will be required for the same amount of time.

<b>Project Limits:</b>	02-Tri-299-PM 53.5/64.0
<b>Structures:</b>	\$0
<b>Roadway:</b>	\$8.2 million
<b>Right of Way Costs:</b>	\$8,000
<b>Capital Costs:</b>	\$8.2 million
<b>Funding Source &amp; Program:</b>	2012 SHOPP 20.XX.201.121
<b>Number of Alternatives:</b>	1 plus no build
<b>Recommended Alternative (for programming and scheduling):</b>	Alternative A
<b>Type of Facility:</b>	Two & four lane conventional highway
<b>Anticipated Environmental Approval Document:</b>	CEQA – Categorically Exempt; NEPA – Categorical Exclusion
<b>Construction Year:</b>	2014
<b>Number of Working Days:</b>	90
<b>Cost/ lane mile</b>	\$328,000
<b>Performance Measures:</b>	25 Lane Miles, 6 Drainage Systems, 5 ITS Elements, One ADA Curb Ramp.



The deteriorating conditions of the roadway justify the proposed CAPM.



The roadway conditions on SR 299 at PM 63.86 need to be improved. Alligator cracking is present at various locations.

**2. RECOMMENDATION**

It is recommended that Alternative A be approved and that the project be programmed.

**3. PURPOSE AND NEED STATEMENT**

**Need:**

The pavement within the project limits is exhibiting minor distress and poor ride quality, which if left uncorrected, will deteriorate to a condition that will require major roadway rehabilitation. Major Maintenance strategy is no longer cost effective.

**Purpose:**

The purpose of this proposed project is to improve the ride quality, extend the service life of the existing highway for a minimum of five years and enhance highway safety.

**4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA**

**4A. CONDITION OF EXISTING FACILITY**

See ATTACHMENT D

**(1) Pedestrian Facility Data**

**Remarks**

There are no sidewalks within the project limits, except at the Moon Lim Lee Rest Area. A curb ramp at the Moon Lim Lee Rest Area will be improved to meet current ADA Standards.

**(2) Bicycle Path Data**

**Remarks**

There are no bicycle paths within the project limits. SR 299 is a Class III Bikeway (Bike Route).

**4B. STRUCTURES INFORMATION FOR SR 299 PM 53.5/64.0**

Remarks: Structures within the project limits will not require work, due to recent maintenance work these structures received. This information was provided by the District 2 Bridge Program Advisor, Roy Cahill on 7/28/11.

CO-RTE-PM	STRUCT NO	NAME	LENGTH (ft)	WIDTH (ft)
TRI-299-PM 54.54	05-0086	Little Browns Creek Br	60	51.5
TRI-299-PM 56.50	05-0045	Weaver Creek Br	218	32
TRI-299-PM 58.00	05-0018	Trinity River Br	817	44
TRI-299-PM 59.68	05-0019	Indian Creek Br	135	43

**4C. VEHICLE TRAFFIC DATA**

TRAFFIC VOLUMES: Traffic volumes decrease with distance from Weaverville.

ROADWAY SEGMENT	AADT 2009	PEAK VPH		TRUCKS 2009	DATA SOURCE FOR PEAK
		WD	WE		
Beginning Limits to West of SR 3 Jct	4,050	268	235	11%	TMS #208, TRI-299-PM 58.11, AUG 2008
East of SR 3 Jct to end Project Limits	3,500	262	305	15%	TMS #159, TRI-299-PM 72.25 AUG 2009

NOTES: AADT is for both directions. Peak VPH is for one direction. WD=weekday; WE=weekend.

Latest 3-Year Accident Data: 04/01/07 to 03/31/10

(\*Acc/MVM = accidents per million vehicle miles - average vs. actual rates)

**Accident Rates for TRI-299-PM 53.5/64.0**

*Acc/MVM	Fatal	Fatal + injury	Total
Actual	0.020	0.35	0.63
Average	0.028	0.43	0.95

Location(s) of Accident Concentration: None noted.

## 5. ALTERNATIVES

### ALTERNATIVE A

This CAPM PSSR proposes to overlay the pavement on SR 299 in Trinity County from PM 53.5/64.0 with 0.2' of HMA. Areas of severe localized failure will be repaired by replacing AC surfacing (0.33' deep). Crack sealing will be done on cracks wider than 0.02' as a preparation for the overlay. This strategy will be applied in areas where profile grade can be raised; in areas within community limits that have utilities, curb, gutter and sidewalk, or other features that require profile grade not to be modified, 0.2' of AC will be ground and replaced with 0.2' of HMA. From PM 57.73/58.1 a grind and replace (0.2') strategy will be applied to the AC pavement. It is proposed to place two Changeable Message Signs (CMS). One CMS will be placed at PM 53.62 and the other one at PM 58.5. If approved, a Highway Advisory Radio (HAR) & 2 HAR Flashers will be placed at PM 58.2. The Moon Lim Lee Rest Area parking lot will be overlaid, a curb ramp at this location will be improved to meet ADA Standards. Guardrails and guardrail end treatments will be reconstructed or adjusted to meet current Standards. Shoulder backing will be placed in areas that do not have curb and gutter. Roadway signs, recessed markers, and surface markers will be placed as needed. Drainage work will consist of replacing deficient culverts. The drainage and parking patterns will be perpetuated as will the total pavement width.

Approximately 90 working days are estimated to complete this project. Traffic control will be required for the same amount of time.

Caltrans Maintenance does not want the AC grindings, these will given to Trinity County or become property of the contractor.

Alternative A has a capital cost of \$8.2 million.

### No-Build ALTERNATIVE

## 5A. ANTICIPATED ENVIRONMENTAL COMPLIANCE:

### Categorical Exemption (CEQA)

The anticipated CEQA determination is categorically exempt for Class 1 facilities under section 15301 of the State CEQA Guidelines.

### Categorical Exclusion (NEPA)

The anticipated NEPA determination is Programmatic Categorical Exclusion.

The Environmental Office has requested that they receive the Environmental Study Request for environmental clearance no later than February 2013 in order to complete any surveys in the spring. See Attachment C.

**5B. HAZARDOUS WASTE DISPOSAL SITE REQUIRED? IF YES, WHERE ARE SITES?**

The Contractor shall submit the name and location of a Class 1 disposal facility along with the testing requirements to the Engineer three weeks before starting removal of yellow thermoplastic traffic stripe and pavement markings on the project.

**5C. OTHER AGENCIES INVOLVED (PERMITS/APPROVALS FROM FISH & GAME, CORPS OF ENGINEERS, COASTAL COMMISSION, ETC.):**

The Community of Weaverville will be notified. A 401 Water Quality Certification from the Regional Water Quality Control Board and a 404 Nationwide Permit from the US Army Corp of Engineers could be needed. A letter of concurrence from Shasta-Trinity National Forest may be needed

**5D. RIGHT OF WAY ISSUES: INCLUDE UTILITY ISSUES IN GUIDANCE:**

Utilities are located outside the roadway prism. Utility relocation will not be needed.

**5E. RAILROAD INVOLVEMENT:**

There is no railroad involvement within the project limits.

**5F. WHAT ARE THE CONSEQUENCES OF NOT DOING THIS ENTIRE PROJECT?**

The pavement will continue to deteriorate and will need more costly repairs in the very near future. Also, the ride will not be improved.

**6. TRANSPORTATION MANAGEMENT**

**6A. TRANSPORTATION MANAGEMENT PLAN**

See Attachment F

**6B. VEHICLE DETECTION SYSTEMS**

There are two locations with traffic census loops that will have to be replaced :

TRI-299-PM 56.87

TRI-299-PM 58.25

There is one new proposed location at the rest area, PM 56.94.

**7. FUNDING/SCHEDULING**

It is proposed to program this project in the 2012 SHOPP in the 14/15 fiscal year.

**7A. PROJECT SUPPORT:**

Support costs are developed from a top down approach using historical charging information.

NOTE		CAPITAL & SUPPORT COSTS BY PROGRAM AND PROJECT FUNDING COMPONENT (East Weaverville CAPM)						
Please provide input to all yellow cells								
Program	Component	"Baseline" (Original Identified Hours and Funding)						
EA 02-4E410		Planned (Hours)	Loaded Rate Estimate (\$/Hr.)	Prior Allocation	Initial Programming Expectation		Total Component Funding	Support/Capital (%)
					Direct Charges	Indirect Charges (ICRP)		
201.121	PA&ED	2,900	\$85.00	\$0	\$164	\$83	\$250	2.60%
201.121	PS&E	4,550	\$94.00	\$0	\$285	\$143	\$500	5.20%
201.121	RW	550	\$83.00	\$0	\$30	\$15	\$50	0.52%
201.121	CON	8,050	\$87.00	\$0	\$466	\$234	\$800	8.33%
SUPPORT SUBTOTAL		16,050		\$0	\$945	\$475	\$1,600	16.65%
		Baseline	Escalation	Program Funding Total	PPM Deputy Directors Initials <i>sc</i> 8/31/11			
201.121	RW Capital	\$8.0	\$0.8	\$9				
201.121	Construction	\$8,900	\$634	\$9,540				
201.121	Con Contingencies	\$0	\$0	\$0				
201.121	Con Capital total	\$8,900	\$634	\$9,600				
CAPITAL SUBTOTAL		\$8,908	\$635	\$9,609				
TOTALS				\$11,209				
Rate Information		Input	Historic Program Support/Capital Cost Data (%)					
Capital Contingency Rate %	0%	RANGE	Lowest Similar Project	9%				
ICRP Rate %	33.47%		Highest Similar Project	23%				
Escalation Rate Construction	3.50%		Average Similar Project	17%				
Escalation Rate RW	5.00%		Cumulative 2012 SHOPP Support/Capital		24%			
# of years to escalate	2							

**7B. PROJECT SCHEDULE**

Proposed PROJECT SCHEDULE					
M000	ID Need		M275	General Plans	-
M010	Approve PID/IRDAP		M377	P & E to R.O.E.	5/30/2013
M015	Program Project		M378	Draft Struct. PS&E	-
M020	Begin Envir	8/1/2012	M380	HQ PS&E	8/19/2013
M040	Begin Project		M410	Right of Way Cert.	7/19/2013
M120	Circ. Draft ED	-	M460	Ready to List	12/2/2013
M200	PA & ED	2/15/2013	M480	Advertise	3/3/2014
M221	Bridge Site Submit	-	M500	Approve Contract	5/14/2014
M224	Right of Way Maps	1/30/2013	M600	Accept Contract	12/30/2015
M225	Reg. Right of Way	3/14/2013	M700	Final Report	

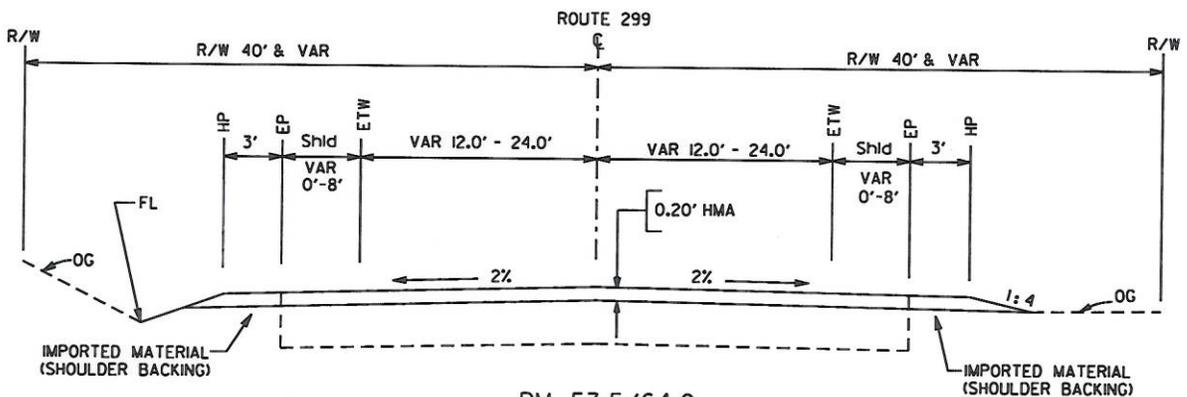
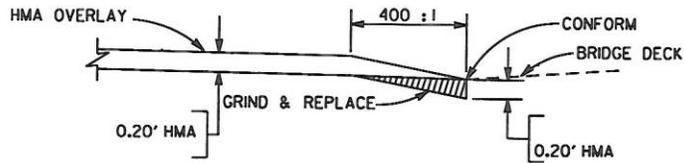
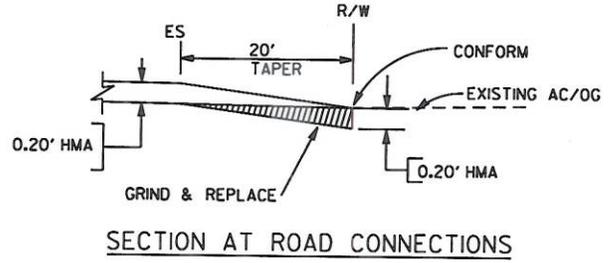
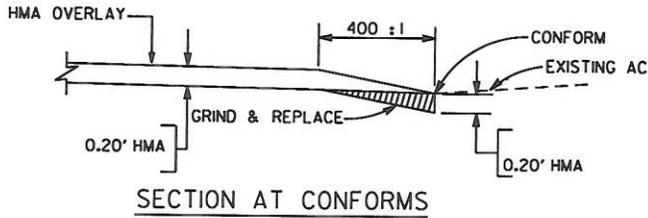
**8. PROJECT REVIEWED BY:**

District Maintenance Lance Brown	Date 5/26/11
District Materials Byron Berger	Date 3/29/11
HQ Design Coordinator/Reviewer Jim Deluca	Date 7/20/11
HQ Pavement Reviewer Brian Weber	Date 5/26/11
District Bridge Engineer Roy Cahill	Date 7/28/11

**9. ATTACHMENTS**

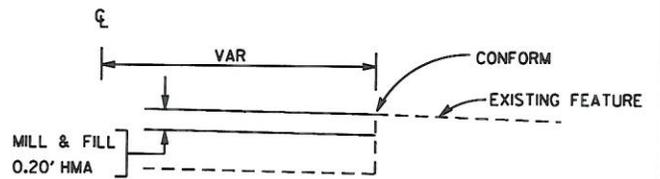
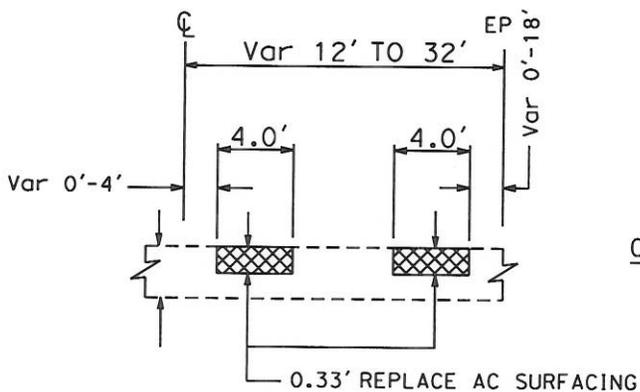
- A. Typical Cross Section
- B. Preliminary Cost Estimate
- C. Environmental Compliance Document
- D. PCS Inventory Data
- E. Right of Way Data Sheet
- F. TMP Data Sheet
- G. Risk/Opportunity Log

HMA = HOT MIX ASPHALT  
 AC = ASPHALT CONCRETE  
 ES = EDGE OF SHOULDER



PM 53.5/64.0

FOR GRIND & REPLACE PORTIONS SEE SECTION BELOW



CONFORM SECTION @ PERMANENT ROAD FEATURES

ALTERNATIVE A

**ATTACHMENT A**

TYPICAL CROSS SECTION

NOT TO SCALE

EA: 02-4E410

REPLACE AC SURFACING (TYPICAL BOTH DIRECTIONS)



ITEM NO	ITEM CODE	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
39	820110	MILEPOST MARKER	EA	42	\$95.00	\$3,990.00
40	820112	MARKER (CULVERT)	EA	20	\$55.00	\$1,100.00
41	820118	GUARD RAILING DELINEATOR	EA	24	\$22.00	\$528.00
42	820152	OBJECT MARKER (TYPE L-2)	EA	20	\$45.00	\$900.00
43	832013	METAL BEAM GUARD RAILING (7' POST)	LF	250	\$25.00	\$6,250.00
44	832070	VEGETATION CONTROL (MINOR CONCRETE)	SQYD	340	\$30.00	\$10,200.00
45	839568	TERMINAL ANCHOR ASSEMBLY (TYPE SFT)	EA	2	\$500.00	\$1,000.00
46	839585	ALTERNATIVE FLARED TERMINAL SYSTEM	EA	20	\$2,400.00	\$48,000.00
47	850122	PAVEMENT MARKER (RETROREFLECTIVE-RECESSED)	EA	3,850	\$6.25	\$24,062.50
48	860090	MAINTAINING EXISTING TRAFFIC MANAGEMENT SYSTEM DURING CONSTRUCTION	LS	LUMP SUM	\$2,000.00	\$2,000.00
49		BRIDGE WORK	LS	LUMP SUM	\$0.00	\$0.00
50		CMS (PM 53.62 & 58.5)	EA	2	\$250,000.00	\$500,000.00
51		1 HAR @ PM 58.2 + 2 HAR FLASHERS @ (TBD in Design)	LS	LUMP SUM	\$290,000.00	\$290,000.00
52	860811	DETECTOR LOOP	LS	LUMP SUM	\$12,000.00	\$12,000.00
53	999990	MOBILIZATION (10%)	LS	1	\$608,994.80	\$608,994.80
						<b>\$6,698,942.80</b>
		<b>SUPPLEMENTAL WORK</b>				
	066015	FEDERAL TRAINEE PROGRAM	LS		\$800.00	\$800.00
	066070	MAINTAIN TRAFFIC	LS		\$98,000.00	\$98,000.00
	066595	WATER POLLUTION CONTROL MAINTENANCE SHARING	LS		\$5,000.00	\$5,000.00
	066596	ADDITIONAL WATER POLLUTION CONTROL	LS		\$10,000.00	\$10,000.00
	066610	PARTNERING	LS		\$20,000.00	\$20,000.00
	066670	PAYMENT ADJUSTMENTS FOR PRICE INDEX FLUXUATIONS	LS		\$150,671.50	\$150,671.50
	066846	INCENTIVE FOR HOT MIX ASPHALT (QC/QA)	LS		\$120,537.20	\$120,537.20
	066866	OPERATION OF EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS DURING CONSTRUCTION	LS		\$2,000.00	\$2,000.00
						<b>\$407,008.70</b>
		<b>STATE FURNISHED MATERIALS AND EXPENSES</b>				
	066021	RAILROAD INSPECTION	LS		\$36,000.00	\$36,000.00
	066062A	COZEEP	LS	0	\$3,500.00	\$0.00
	066063	TRAFFIC MANAGEMENT PLAN - PUBLIC INFORMATION	LS		\$10,000.00	\$10,000.00
	066105	RESIDENT ENGINEERS OFFICE	LS		\$10,000.00	\$10,000.00
	066915	BOE TREATED WOOD WASTE GENERATION FEE	LS		\$23,500.00	\$23,500.00
						<b>\$7,129,451.50</b>
		<b>PROJECT SUBTOTAL</b>				<b>\$1,069,420.00</b>
		<b>CONTINGENCIES 15%</b>				<b>\$8,198,871.50</b>
		<b>TOTAL</b>				

**PRELIMINARY ESTIMATE OF COST**

EXPENDITURE AUTHORIZATION: 02-4E410K

LAST PRINTED: 9:20|30-Aug-2011

DISTRICT, COUNTY, ROUTE, PM:  
02-TRI-299-PM 53.5/64.0

DESCRIPTION: PAVEMENT - 0.2' HMA OVERLAY

ITEM NO	ITEM CODE	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	070012	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	LUMP SUM	\$3,000.00	\$3,000.00
2	070013	SMALL BUSINESS UTILIZATION REPORT	EA	2	\$250.00	\$500.00
3	070018	TIME-RELATED OVERHEAD	WDAY	0	\$4,420.00	\$0.00
4	074016	CONSTRUCTION SITE MANAGEMENT	LS	LUMP SUM	\$5,000.00	\$5,000.00
5	074017	PREPARE WATER POLLUTION CONTROL PROGRAM	LS	LUMP SUM	\$3,000.00	\$3,000.00
6	074028	TEMPORARY FIBER ROLL	LF	2,610	\$3.75	\$9,787.50
7	074038	TEMPORARY DRAINAGE INLET PROTECTION	EA	10	\$225.00	\$2,250.00
8	074056	RAIN EVENT ACTION PLAN	EA	1	\$500.00	\$500.00
9	074042	STORM WATER ANNUAL REPORT	EA	1	\$2,000.00	\$2,000.00
10	074042	SAMPLING AND ANALYSIS	EA	2	\$500.00	\$1,000.00
11	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	\$20,000.00	\$20,000.00
12	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	\$189,000.00	\$189,000.00
13	128660	PORTABLE CHANGEABLE MESSAGE SIGN	LS	LUMP SUM	\$15,000.00	\$15,000.00
14	150630	REMOVE MARKER	EA	510	\$35.00	\$17,850.00
15	150771	REMOVE ASPHALT CONCRETE DIKE	LF	8,400	\$2.00	\$16,800.00
16	151224	REMOVE DELINEATOR	EA	390	\$20.00	\$7,800.00
17	151572	RECONSTRUCT METAL BEAM GUARD RAILING	LF	13,221	\$22.00	\$290,860.00
18	152469	ADJUST UTILITY COVER TO GRADE	EA	0	\$500.00	\$0.00
19	152500	ADJUST METAL BEAM GUARD RAILING	FT	500	\$7.00	\$3,500.00
20	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	10,849	\$2.40	\$26,040.00
21	170101	DEVELOP WATER SUPPLY	LS	LUMP SUM	\$10,000.00	\$10,000.00
22	190101	ROADWAY EXCAVATION	CY	0	\$20.00	\$0.00
23	190110	LEAD COMPLIANCE PLAN	LS	LUMP SUM	\$1,500.00	\$1,500.00
24	198007	IMPORTED MATERIAL (SHOULDER BACKING)	TON	5,777	\$25.00	\$144,420.00
25	260201	CLASS 2 AGGREGATE BASE	CY	0	\$30.00	\$0.00
26	390095	REPLACE ASPHALT CONCRETE SURFACING	CY	6,857	\$175.00	\$1,200,000
27	390131	HOT MIX ASPHALT	TON	35,452	\$85.00	\$3,013,430.00
28	394050	RUMBLE STRIP	STA	0	\$20.00	\$0.00
29	394060	DATA CORE	LS	LUMP SUM	\$3,000.00	\$3,000.00
30	394076	PLACE HOT MIX ASPHALT DIKE (TYPE E)	LF	3,500	\$2.00	\$7,000.00
31	394077	PLACE HOT MIX ASPHALT DIKE (TYPE F)	LF	5,400	\$2.00	\$10,800.00
32	394090	PLACE HOT MIX ASPHALT DIKE (MISCELLANEOUS AREA)	SQYD	0	\$80.00	\$0.00
33	397005	TACK COAT	TON	34	\$600.00	\$20,400.00
34	510502	MINOR CONCRETE (MINOR STRUCTURE)	CY	0.0	\$800.00	\$0.00
35	566012A	ROADSIDE SIGNS	MILE	11	\$6,200.00	\$68,200.00
36	690104	DRAINAGE	LS	1	\$60,000.00	\$60,000.00
37	731627	CURB RAMPS	EA	1	\$15,000.00	\$15,000.00
38	820108	DELINEATOR (CLASS 2)	EA	495	\$45.00	\$22,280.00

## Mini-Preliminary Environmental Analysis Report

### Project Information

District 02 County TRI Route 299 Post Mile 53.5/64.0 EA 02-4E410K

Project Title: Weaverville East CAPM

Project Manager Steve Rogers Phone # (530) 225-2455

Project Engineer Mark Miller Phone # (530) 225-3094

Environmental Branch Chief Tom Balkow Phone # (530) 225-3405

### Project Description

**Purpose and Need:** The pavement within the projects limits is exhibiting minor distress and unacceptable ride quality, which left uncorrected, will deteriorate to a condition that will need major roadway rehabilitation to repair it. The purpose of this proposed CAPM project is to improve the ride quality, extend the service life of the existing highway for a minimum of five years and enhance highway safety.

**Description and Work:** This CAPM project will apply an overlay of 0.2' of Hot Mix Asphalt (HMA) on the existing pavement after localized areas of severe failure have been repaired by replacing AC surfacing (0.33' deep). Crack sealing will be done on cracks wider than 0.02' as a preparation for the overlay. This strategy will be applied in areas where profile grade can be raised; in areas within the city limits that have utilities, curb, gutter and sidewalk, 0.2' of AC will be ground and replaced with 0.2' of HMA. Curb ramps will be added where needed and existing curb ramps that do not meet standards will be upgraded to meet current ADA standards. Guardrails and guardrail end treatments will be reconstructed to meet current Standards. Shoulder backing will be placed in areas that do not have curb and gutter. Roadway signs and delineation with recessed and surface markers will be placed as needed. Drainage work will be kept to a minimum. Approximately 90 working days are estimated to complete this project. Traffic control will be required for the same amount of time.

### Anticipated Environmental Approval:

#### CEQA

Categorical Exemption

#### 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. It is important to note that all technical studies will be deferred to the Capital phases of the project. In addition, during project development, proposed staging areas, disposal sites, utility relocation plans, and construction site access requirements will be need to be included as part of this project. The cultural and biological studies for this report were limited to database searches and windshield surveys. For environmental engineering, resources and time

were estimated to meet an aggressive schedule. With regard to the conceptual plans being presented at this stage, it is anticipated that a Categorical Exemption will fulfill CEQA requirements and that a Categorical Exclusion would fulfill the NEPA requirement. Based on existing workload and available resources, it is estimated to take *2 years* to complete the environmental process through PA&ED and *1 additional year* from PA&ED through RTL. If possible, Environmental Planning would like to receive the ESR for environmental clearance for this project, no later than February of a given year in order to complete any required surveys during the spring.

**Special Considerations:**

***Biology:*** A project at this location has the potential to affect many biologically sensitive species. Depending on the drainage work, informal/formal consultation with NOAA for both Coho Salmon and Steelhead may be needed. If tree removal is proposed, informal/formal consultation with the USFWS for Marbled Murrelet and Northern Spotted Owl may be needed. Additional surveys for salamanders and snails may also be needed if any cuts are proposed. Rare Plant surveys will need to be conducted in the spring and summer. Past and current projects within the same range of post miles have been environmental cleared without any significant impacts. Based on these studies, I predict there will be minimal impacts if jurisdictional waters and tree removal are avoided.

***Archaeology:*** The proposed project transverses through a dense concentration of cultural resources, including a listed resource on the National Register of Historical Places and many historic and prehistoric archaeological sites. Additionally, many resources have not been formally recorded and will need to be updated and submitted to the NEIC at Chico.

At a minimum this project will require:

- ❖ Consultation, which will include field meetings, with local Native Americans, Trinity County Historical Society, US Forest Service and Bureau of Land Management.
- ❖ Records Search at CSU Chico.
- ❖ Field Review
- ❖ Numerous formally unrecorded sites will need to be formally recorded
- ❖ HPSR/ASR/HRER & ESA Action Plan
- ❖ Possible SHPO consultation and review/concurrence

***Hazardous Waste:*** An ISA will need to be completed during the '0' phase of the project.

***Water Quality:*** A water quality assessment may need to be prepared for this project.

***Air Quality:*** An air quality report may be necessary.

***Noise:*** A noise report may be necessary.

***Hydrology:*** A hydrology study may be necessary.

Weaverville CAPM Project

**Permits:**

Depending on the severity and location of drainage work this project could need (but are not anticipated) the following permits/certifications: 1602 Streambed Alteration Permit from the California Department of Fish and Game, a 401 Water Quality Certification from the Regional Water Quality Control Board, and a 404 Nationwide Permit from the United States Army Corp of Engineers.

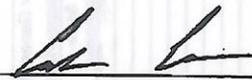
**Mitigation:**

Estimated mitigation costs will be developed as preliminary environmental analysis sheds light on potential values that might be impacted. Impacts to sensitive values will need to be quantified and cost estimates generated, based on current industry practices. If jurisdictional waters and tree removal are avoided, it is estimated that mitigation costs will be low.

**Disclaimer:**

This report is not an environmental document. Due to resource constraints, only minimal information was provided 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 PSRPR. Changes in project scope, alternatives, or environmental law will require a reevaluation of this report.

**Prepared by:**

  
\_\_\_\_\_  
Cabe Cornelius, Environmental Coordinator

Date: 7-19-11

**Reviewed by:**

  
\_\_\_\_\_  
Steve Rogers, Project Manager

Date: 7-20-11

ATTACHMENT B - Resources by WBS Code

EA:	02-4E410K	NOTE: This WBS resource estimating tool is for Generalist use ONLY when a district-specific WBS estimating tool is not available. Check with your supervisor before using this form.													WBS current @2011	
Description	Weaver/ville East CAPM	Senior	Coord	Biology	Cultural	Herz	Socio-	Storm	Noise/Air	Paleo	Sup Svcs	Total	Begin Date	End Date	Duration (days)	
Assigned Unit						Waste	Economic	Water								
100.05.09 - Project Init. & Plan.																
100.05.10 - PID Compt Exec. & Cmt.																
100.05.15 - PID Compt Closeout																
100.10.05 - PA&ED Compt Init. & Plan.		2	2	0	5						0	9				
100.10.10 - PA&ED Compt Exec. & Cmt.																
100.10.15 - PA&ED Compt Closeout																
100.10.20 - Project Unshelving (PA&ED)																
100.10.25 - Project Unshelving (PA&ED)																
100.10.30 - Updat Admin Rec during PA&ED																
100.10.35 - Execut Coop Agria for PA&ED Process																
100.15.05 - PS&E Compt Init. & Plan.																
100.15.10 - PS&E Compt Exec. & Cmt.																
100.15.15 - PS&E Compt Closeout																
100.15.20 - Project Unshelving (PS&E)																
100.15.25 - Project Unshelving (PS&E)																
100.15.30 - Updat Admin Rec during PS&E																
100.15.35 - Execut Coop Agria for PS&E Process																
100.20.05 - Const. Compt Init. & Plan.																
100.20.10 - Const. Compt Exec. & Cmt.																
100.20.15 - Const. Compt Closeout																
100.20.20 - Project Unshelving (Construction)																
100.20.25 - Project Unshelving (Construction)																
100.20.30 - Updat Admin Rec during Const																
100.20.35 - Execut Coop Agria for Const Process																
100.25.05 - RW Compt Init. & Plan.																
100.25.10 - RW Compt Exec. & Cmt.																
100.25.15 - RW Compt Closeout																
100.25.20 - Project Unshelving (Right of Way)																
100.25.25 - Project Unshelving (Right of Way)																
100.25.30 - Updat Admin Rec during RW																
100.25.35 - Execut Coop Agria for RW Process																
100.25.50 - Execut Coop Agria for RW Rmmt																
Total Project Management		2	2	0	5	0	0	0	0	0	0	9				
180.05.05 - Approv PID Review		1	1									1				
180.05.10 - Geotechnical Information Review			1			0										
180.05.20 - Traffic Data & Forecast Review			1													
180.05.30 - Project Scope Review			1													
180.10.20 - Value Analysis																
180.10.25 - Hydraulic/Hydro Study			1													
180.10.30 - Hwy Planning Des Concepts			1													
180.15.20 - Draft Project Report			1													
180.15.25 - Draft PR Cnc. Rev & App																
180.20.05 - Maps for ESR			1		0											
180.20.10 - Surveys/Maps for Env Studies																
180.20.15 - Prop Access Rights for Env/Eng Studies			1													
180.20 - NEPA Deliegation			1													
Total Prelim Eng Studies		4	9	0	0	0	0	0	0	0	0	1				

Collection Date: 07/24/2008  
 Printed: 07/18/2011

District 2  
 County TRI  
 Route 299  
 Begin PM 53.000

# Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 2, TRI, Rte 299, PM 53.5 - 64.0

District 2 County TRI Route 299

Begin PM - End PM	Lane	Surface Type	Alligator Cracking		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL	Faulding	Patching Area %	Ride, IRI	Priority	Skid	Defect
			A %	B %											
53.000	-	54.000	1.000	2.000	2LND	6	1					5	70	99	NO DISTRESS OBSERVED
	L1	F-DG	0									5	75	7	HIGH ABC
	R1	F-DG	41	41											
54.000	-	54.541	0.541	1.082	2LNU	6	1					5	76	99	NO DISTRESS OBSERVED
	L1	F-DG	0									6	92	99	NO DISTRESS OBSERVED
	R1	F-DG	0												NO DISTRESS OBSERVED
54.541	-	54.547	0.006	0.012	2LNU	5	1					N/A	0	0	N/A - Bridge
	L1	B										N/A	0	0	N/A - Bridge
	R1	B													
54.547	-	55.000	0.453	0.906	2LNU	5	1					5	59	99	NO DISTRESS OBSERVED
	L1	F-DG	0									5	65	99	NO DISTRESS OBSERVED
	R1	F-DG	0												
55.000	-	55.971	0.971	1.942	2LNU	5	1					5	71	99	NO DISTRESS OBSERVED
	L1	F-DG	0									5	77	99	NO DISTRESS OBSERVED
	R1	F-DG	0												
55.971	-	56.498	0.527	1.054	2LNU	5	1					5	77	99	NO DISTRESS OBSERVED
	L1	F-DG	0									5	77	99	NO DISTRESS OBSERVED
	R1	F-DG	0												
56.498	-	56.539	0.041	0.082	2LNU	5	1					5	121	0	N/A - Bridge
	L1	B										5	121	0	N/A - Bridge
	R1	B													
56.539	-	57.000	0.461	0.922	2LNU	5	1					5	62	99	NO DISTRESS OBSERVED
	L1	F-DG	0									5	75	99	NO DISTRESS OBSERVED
	R1	F-DG	0												
57.000	-	57.800	0.800	1.600	2LNU	4	1					5	61	99	NO DISTRESS OBSERVED
	L1	F-DG	0									5	75	99	NO DISTRESS OBSERVED
	R1	F-DG	0												

**ATTACHMENT D**



# Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

Collection Date: 07/24/2008  
Printed: 07/18/2011

District 2  
County TRI  
Route 299  
Begin PM R 57.800

District 2, TRI, Rte 299, PM 53.5 - 64.0

District 2 County TRI Route 299

Begin PM - End PM	Surface Type	Alligator Cracking		Length	LaneMi. (Est.)	Rutting, Bleeding	Type	Slab Cracking		Fauling	Patching		Ride, IRI	Priority	Skid	Defect
		A %	B %					C (Y/N)?	1st %		3rd %	Area %				
<b>R 57.800</b>	- R	<b>57.937</b>	<b>0.137</b>		<b>0.274</b>	<b>2LNU</b>	<b>4</b>	<b>1</b>					5	56	99	NO DISTRESS OBSERVED
	L1	F-DG	0										5	71	99	NO DISTRESS OBSERVED
	R1	F-DG	0													
<b>R 57.937</b>	- R	<b>57.996</b>	<b>0.059</b>		<b>0.118</b>	<b>2LNU</b>	<b>4</b>	<b>1</b>					24	160	99	NO DISTRESS OBSERVED
	L1	F-DG	0										N/A		99	NO DISTRESS OBSERVED
	R1	F-DG	0													
<b>R 57.996</b>	- R	<b>58.151</b>	<b>0.155</b>		<b>0.310</b>	<b>2LNU</b>	<b>4</b>	<b>1</b>					5	117	0	N/A - Bridge
	L1	B											8	130	0	N/A - Bridge
	R1	B														
<b>R 58.151</b>	- R	<b>58.269</b>	<b>0.118</b>		<b>0.236</b>	<b>2LNU</b>	<b>3</b>	<b>1</b>					5	70	99	NO DISTRESS OBSERVED
	L1	F-DG	0										6	91	99	NO DISTRESS OBSERVED
	R1	F-DG	0													
<b>58.363</b>	-	<b>59.000</b>	<b>0.637</b>		<b>1.274</b>	<b>2LNU</b>	<b>3</b>	<b>1</b>					5	63	99	NO DISTRESS OBSERVED
	L1	F-DG	0										5	72	99	NO DISTRESS OBSERVED
	R1	F-DG	0													
<b>59.000</b>	-	<b>59.680</b>	<b>0.680</b>		<b>1.360</b>	<b>2LNU</b>	<b>3</b>	<b>1</b>					5	75	99	NO DISTRESS OBSERVED
	L1	F-DG	0										5	69	99	NO DISTRESS OBSERVED
	R1	F-DG	0													
<b>59.680</b>	-	<b>59.702</b>	<b>0.022</b>		<b>0.044</b>	<b>2LNU</b>	<b>3</b>	<b>1</b>					15	148	0	N/A - Bridge
	L1	B											5	114	0	N/A - Bridge
	R1	B														
<b>59.702</b>	-	<b>60.000</b>	<b>0.298</b>		<b>0.596</b>	<b>2LNU</b>	<b>3</b>	<b>1</b>					11	111	99	NO DISTRESS OBSERVED
	L1	F-DG	0										28	179	99	NO DISTRESS OBSERVED
	R1	F-DG	0													
<b>60.000</b>	-	<b>61.000</b>	<b>1.000</b>		<b>3.000</b>	<b>MLU</b>	<b>3</b>	<b>1</b>					8	100	99	NO DISTRESS OBSERVED
	L1	F-DG	0										5	80	99	NO DISTRESS OBSERVED
	R1	F-DG	0													

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



**Caltrans Maintenance Program  
2008 Pavement Condition Survey Inventory  
Caltrans Drive Order**

Collection Date: 07/24/2008  
Printed: 07/18/2011

District 2  
County TRI  
Route 299  
Begin PM 61.000

District 2, TRI, Rte 299, PM 53.5 - 64.0

District 2 County TRI Route 299

Begin PM - End PM	Lane	Surface Type	Alligator Cracking		Length	LaneMi. (Est.)	Rutting, Bleeding	Type	AADT (,000)	MSL	Faulding		Ride, IRI	Priority	Skid	Defect
			A %	B %							1st %	3rd %				
61.000	-	62.060	1.060	0	4.240	MLU	3	1				11	109	99		NO DISTRESS OBSERVED
	L1	F-DG	0	0								26	171	98		GOOD CONDITION
	L2	F-DG	0	0								5	83	99		NO DISTRESS OBSERVED
	R1	F-DG	0	0								9	104	98		GOOD CONDITION
	R2	F-DG	0	0												
62.060	-	63.000	0.940	27	3.760	MLU	3	1				5	85	9		MOD.ABC
	L1	F-DG	0	27								11	112	98		GOOD CONDITION
	L2	F-DG	0	18								7	96	9		MOD.ABC
	R2	F-DG	0	18												
63.000	-	64.000	1.000	0	2.000	2LNU	3	1				5	88	98		GOOD CONDITION
	L1	F-DG	0	0							39	6	91	98		GOOD CONDITION
	L2	F-DG	0	0								8	100	98		GOOD CONDITION
	R1	F-DG	0	0							27	8	99	98		GOOD CONDITION
	R2	F-DG	0	0												GOOD CONDITION
64.000	-	65.000	1.000	2	4.000	MLD	3	1				5	78	9		PAT, LOW ABC
	L1	F-DG	0	2							39	13	119	9		PAT, LOW ABC
	R1	F-DG	0	2							26					

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



# Caltrans Maintenance Program 2008 Pavement Summary Caltrans Drive Order

District 2, TRI, Rte 299, PM 53.5 - 64.0

District **2**  
County **TRI**  
Route **299**  
Begin PM **53.000**

District 2 County TRI Route 299

----- Maximum Observed Values -----

Prior-ity	County	Route	Begin PM	- End PM	Length	Pave Type	Pave Dir.	Trig. Dir.	Trig. Ln	Trig. Mi	AADT	MSL	Allig. A	Allig. B	Patch- ing	Bleed- ing	Rut- ting	1st St. Crk.	3rd St. Crk.	Com- ing	Fault- ing	Int'l Rough. Index	Defect	
7	TRI	299	53.000	54.000	1.000	F	R	R	1.000	7	1	41	41										75	HIGH ABC
99	TRI	299	53.000	54.000	1.000	F	L		0.000	7	1												70	NO DISTRESS OBSERVED
99	TRI	299	54.000	54.541	0.541	F	B		0.000	6	1												92	NO DISTRESS OBSERVED
0	TRI	299	54.541	54.547	0.006	B	B		0.000	6	1												N/A	N/A - Bridge
99	TRI	299	54.547	55.000	0.453	F	B		0.000	6	1												65	NO DISTRESS OBSERVED
99	TRI	299	55.000	55.971	0.971	F	B		0.000	6	1												77	NO DISTRESS OBSERVED
99	TRI	299	55.971	56.498	0.527	F	B		0.000	6	1												77	NO DISTRESS OBSERVED
0	TRI	299	56.498	56.539	0.041	B	B		0.000	5	1												121	N/A - Bridge
99	TRI	299	56.539	57.000	0.461	F	B		0.000	5	1												75	NO DISTRESS OBSERVED
99	TRI	299	57.000	57.800	0.800	F	B		0.000	5	1												75	NO DISTRESS OBSERVED
99	TRI	299	57.800	R57.937	0.137	F	B		0.000	5	1												71	NO DISTRESS OBSERVED
99	TRI	299	R57.937	R57.996	0.059	F	B		0.000	5	1												160	NO DISTRESS OBSERVED
0	TRI	299	R57.996	R58.151	0.155	B	B		0.000	4	1												130	N/A - Bridge
99	TRI	299	R58.151	R58.269	0.118	F	B		0.000	4	1												91	NO DISTRESS OBSERVED
99	TRI	299	58.363	59.000	0.637	F	B		0.000	4	1												72	NO DISTRESS OBSERVED
99	TRI	299	59.000	59.680	0.680	F	B		0.000	4	1												75	NO DISTRESS OBSERVED
0	TRI	299	59.680	59.702	0.022	B	B		0.000	4	1												148	N/A - Bridge
99	TRI	299	59.702	60.000	0.298	F	B		0.000	4	1												179	NO DISTRESS OBSERVED
99	TRI	299	60.000	61.000	1.000	F	B		0.000	4	1												100	NO DISTRESS OBSERVED
98	TRI	299	61.000	62.060	1.060	F	B		0.000	4	1												171	GOOD CONDITION
9	TRI	299	62.060	63.000	0.940	F	B	B	1.880	4	1	27											112	MOD ABC
98	TRI	299	63.000	64.000	1.000	F	B		0.000	4	1												100	GOOD CONDITION
9	TRI	299	64.000	65.000	1.000	F	R	R	1.000	3	1	2	26										119	PAT, LOW ABC
9	TRI	299	64.000	65.000	1.000	F	L	L	1.000	3	1	2	39										78	PAT, LOW ABC

**Total Triggered Lane Miles 4.880**



# Caltrans Maintenance Program 2008 Recommended Project List Caltrans Drive Order

District 2, TRI, Rte 299, PM 53.5 - 64.0

Program	Priority	County	Route	Begin PM -	End PM	Trig. Dir.	Pave Type	Length	AADT (,000)	MSL	Trig. Lmmi	Proj. Lmmi	Effect-iveness	Defect
HA	7	TRI	299	53,000 -	54,000	R	F	1.000	7	1	1.000	1.000	100	HIGH ABC
	0	TRI	299	54,541 -	54,547		B	0.006	6	1	0.000	0.012	0	N/A - Bridge
	0	TRI	299	56,498 -	56,539		B	0.041	5	1	0.000	0.082	0	N/A - Bridge
	0	TRI	299	R 57,996 -	R 58,151		B	0.155	4	1	0.000	0.310	0	N/A - Bridge
	0	TRI	299	59,680 -	59,702		B	0.022	4	1	0.000	0.044	0	N/A - Bridge
HA	9	TRI	299	62,060 -	63,000	B	F	0.940	4	1	1.880	3.760	50	MOD ABC
HA	7	TRI	299	64,000 -	67,000	R	F	3.000	3	1	1.968	3.936	50	MOD ABC & PAT
HA	7	TRI	299	64,000 -	69,111	B	F	5.111	4	1	5.793	10.222	56	HIGH ABC
HM	32	TRI	299	67,000 -	68,000	R	F	1.000	4	1	1.000	2.000	50	ALL. A, NO B, OPEN CRKS
Project count for district: 2											9	Totals	11.641	21.366

Project Count 9      Totals 11.641      21.366





Date: June 17, 2011

02-Tri-299- PM 53.5/64.0  
 E.A. 4E410  
 Weaverville East CAPM

**1. Right of Way Cost Estimate:**

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

**2. Current Date of Right of Way Certification**

May 1, 2015

**3. Parcel Data:**

Type	Dual/Appr	Utilities	RR Involvements
X 0		U4 - 1 0	None X
A 0		- 2 0	C&M Agrmt
B 0		- 3 0	Svc Contract
C 0	0	- 4 0	Easements
D 0	0	U5 - 7 5	Rights of Entry
Total 0		- 8 0	Clauses
		- 9 0	
<b>Misc. R/W Work</b>			
Areas:			
R/W: N/A			RAP Displ N/A
Excess: N/A	No. Excess Pcls: 0		Clear/Demo N/A
Mitigation: N/A			Const Permits N/A
			Condemnation N/A
			USA Involvement Yes

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

4. Are there any major items of construction contract work?  
 Yes \_\_\_\_\_ No  X

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

No right of way required. Information received is preliminary. Project crosses through BLM lands. Coordination will be required. Areas, parcel counts and dollars are only roughly estimated and are subject to change.

6. Are any properties acquired for this project expected to be rented, leased, or sold?  
 Yes \_\_\_\_\_ No  X

7. Is there an effect on assessed valuation? Yes \_\_\_\_\_ Not Significant \_\_\_\_\_  
 No  X

8. Are utility facilities or rights of way affected? Yes  X  No \_\_\_\_\_  
 Utility relocations are not anticipated; however, utility verifications will be required.

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. (Discuss if district proposes less than PMCS lead time and/or if significant pressures for project advancement are anticipated.)

Right of Way Lead Time will require a minimum of 3 months after we receive first appraisal maps, utility conflict maps, and the necessary environmental clearance and freeway agreements have been approved and obtained. Additionally a minimum of 3 months will be required after receiving the last appraisal map to Right of way for certification.

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

---

16. Is it anticipated that Caltrans will perform all Right of Way work?  
Yes  X  No \_\_\_\_\_

Evaluation Prepared By:

Right of Way:

Jason Verduzco  
Jason Verduzco

Date

6/17/11

Reviewed By:

RW Project Coordinator:

Cindy Vincelli  
Cindy Vincelli

Date

6-17-11

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

Lisa Harvey

LISA HARVEY,  
Senior Right of Way Agent  
Project Delivery Branch  
Redding

6-17-2011

Date

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

Evaluation Prepared By: \_\_\_\_\_

Right of Way: \_\_\_\_\_

Reviewed By: \_\_\_\_\_

RW Project Coordinator: \_\_\_\_\_

Date: 10/17/11

[Signature]  
Linda Verduzco

Date: 10-17-11

[Signature]  
Cindy Vincent

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the proposed Right of Way, estimated values, acquisition rates, and assumptions are reasonable and proper, subject to the limiting conditions set forth, and I find this Data Sheet to be complete and correct.

[Signature]  
LISA HARVEY  
Senior Right of Way Agent  
Project Delivery Branch  
Planning

Date: 10-17-2011

## Memorandum

*Flex your power!  
Be energy efficient!*

**To:** Mark Miller  
Design Chief  
Department of Transportation, District 3  
  
Attention Sal Prieto  
Project Engineer

**Date:** June 17, 2011

**File:** 02-Tri-299- PM 53.5/64.0  
E.A. 4E410  
Alternate No. N/A

Weaverville East CAPM

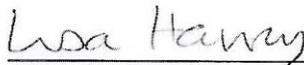
**From:** LISA HARVEY,  
Senior Right of Way Agent  
Project Delivery  
Redding

**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 May 27, 2011

**Right of Way Lead Time** will require a minimum of **3** months after we receive project first appraisal maps, utility conflict maps, and the necessary environmental clearance and freeway agreements have been approved and obtained. Additionally a minimum of **3** months will be required after receiving the last appraisal map to Right of Way for certification. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed. Either of these actions may reflect adversely on the District's other programs or our public image generally.

**Note: Information received is preliminary, areas, parcel count and dollar amounts are only roughly estimated. All are subject to change.**



LISA HARVEY,

Senior Right of Way Agent

Project Delivery

Attachments:

ATTACHMENT E

File your proposal  
at [www.ctd.ca.gov](http://www.ctd.ca.gov)

# Memorandum

Date: June 17, 2011  
File: 03-Tri-299-PM 23.264.0  
E.A. #6410  
Alternate No. N/A  
Winnemucca East CARM

To: Mark Miller  
Design Chief  
Department of Transportation District 3  
Attention: Sal Prieto  
Project Engineer

From: LISA HARVEY,  
Senior Right of Way Agent  
Project Delivery  
Redding

Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on information received from you on May 27, 2011.

Right of Way Lead Time will require a minimum of 3 months after we receive project final appraisal maps, utility conflict maps, and the necessary environmental clearance and freeway agreements have been approved and obtained. Additionally a minimum of 3 months will be required after receiving the final appraisal map to Right of Way for construction. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed. Either of these actions may reflect adversely on the District's other programs or our public image generally.

Note: Information received is preliminary, street, parcel count and dollar amounts are only roughly estimated. All are subject to change.

  
LISA HARVEY,  
Senior Right of Way Agent  
Project Delivery

Attachments:

# TRANSPORTATION MANAGEMENT PLAN DATA SHEET

To: Sal Prieto  
Project Engineer  
D2 Advance Planning, Redding , MS-4

Date: July 27, 2011  
EFIS: 0200020282  
EA: 02-4E410  
Loc: TRI-299-PM 53.5/64.0  
Work: Weaverville East CAPM

From: Department of Transportation  
District 2 - Office of Traffic Management

## 1. POLICY

The Caltrans Deputy Directive titled "Transportation Management Plans" (DD-60) establishes the current policy for mitigating traffic impacts resulting from construction, maintenance, encroachment permit, planned emergency restoration, locally or specially funded, or other activities. The directive states that Transportation Management Plans (TMPs) and contingency plans shall be completed for all work activities on the State highway system. The purpose of this Transportation Management Plan Data Sheet is to ensure all anticipated TMP costs are included in the Project Initiation Document (PID).

## 2. SCOPE OF WORK

On 10.5 CL miles of SR 299 from the eastern city limits of Weaverville to 0.5 miles east of Lewiston Road, this SHOPP project will:

- Dig-Outs - Replace localized areas of pavement failure up to 0.33 ft deep
- Seal cracks wider than 0.24 in
- Place 0.2 ft of HMA (EP to EP)
- Place shoulder backing
- Upgrade/replace MBGR and end treatments to meet current standards
- Replace signs, markers, and delineation
- Douglas City SRRA - Pave parking area & install new census station
- Structures (Little Browns Creek Br, Weaver Creek Br, Trinity River Br, and Indian Creek Br) - Grind and replace existing polyester concrete
- Census - Install new census station at SRRA entrance
- ITS - Install 2 new CMSs, 1 new HAR and associated HAR flashing signs

Approx. 90 working days is estimated to complete this project, with the same number of days requiring traffic control. Construction is scheduled to occur between June 1 and September 30, 2013

## 3. FACILITY

**ROADWAY:** SR 299 is designated as a 2-lane conventional highway that serves as the primary route between Weaverville and Redding. The regulatory speed limit on this segment of SR 299 is 55 mph, however there are numerous curves within the project limits posted with a 40-45 mph speed advisory. There are passing lanes at some locations as shown below:

ROADWAY SEGMENT	Lanes		Paved Shldrs	Alignment Description
	No.	Width (ft)	Width (ft)	
Beginning Project Limits to PM 55.8	1-EB 1-WB	12	4-2	<ul style="list-style-type: none"> <li>• Mostly flat profile with long sweeping horizontal curves</li> <li>• Wide unpaved turn out EB at PM 54.70-54.80</li> </ul>
PM 55.8 to PM 56.3	1-EB 2-WB	12	4	<ul style="list-style-type: none"> <li>• Mostly flat profile with long sweeping horizontal curves</li> <li>• WB passing lane segment</li> <li>• Has soft median</li> </ul>
PM 56.3 to PM 57.3	1-EB 1-WB	12	4	<ul style="list-style-type: none"> <li>• Mostly flat profile with long sweeping horizontal curves</li> <li>• Includes Moon Lim Lee SRRA at PM 56.9</li> </ul>
PM 57.3 to PM 57.5	1-EB 2-WB	12	4	<ul style="list-style-type: none"> <li>• Mostly flat profile with long sweeping horizontal curves</li> <li>• WB passing lane segment</li> <li>• Has soft median</li> <li>• Wide paved turn out WB at PM 57.3-57.4</li> </ul>
PM 57.5 to PM 61.1	1-EB 1-WB	12	4	<ul style="list-style-type: none"> <li>• Mostly flat profile with long sweeping horizontal curves</li> <li>• SR 3 Jct at PM 58.1</li> </ul>
PM 61.1 to PM 62.45	2-EB 1-WB	12	4	<ul style="list-style-type: none"> <li>• Entering 6% grade</li> <li>• EB passing lane segment</li> </ul>
PM 62.45 to PM 62.6	2-EB 2-WB	12	4	<ul style="list-style-type: none"> <li>• 6% grade</li> <li>• Both EB &amp; WB passing lane segment</li> </ul>

PM 62.6 to PM 62.9	1-EB 2-WB	12	4	<ul style="list-style-type: none"> <li>Leaving 6% grade</li> <li>WB passing lane segment</li> </ul>
PM 62.9 to End Project Limits	1-EB 1-WB	12	4	<ul style="list-style-type: none"> <li>Leaving 6% grade</li> <li>Wide unpaved turn out EB at PM 63.1-63.2</li> <li>Rock slide area EB at PM 63.8-63.9</li> </ul>

TRAFFIC VOLUMES: Traffic volumes vary, with volumes decreasing with distance from Weaverville.

ROADWAY SEGMENT	AADT 2009	PEAK VPH		TRUCKS 2009	DATA SOURCE FOR PEAK
		WD	WE		
Beginning Limits to West of SR 3 Jct	4,050	268	235	11%	TMS #208, TRI-299-PM 58.11, AUG 2008
East of SR 3 Jct to end Project Limits	3,500	262	305	15%	TMS #159, TRI-299-PM 72.25 AUG 2009

NOTES: AADT is for both directions. Peak VPH is for one direction. WD=weekday; WE=weekend.

STRUCTURES: All the following structures will be subject to work (place polyester overlay on deck).

CO-RTE-PM	STRUCT NO	NAME	LENGTH (ft)	WIDTH (ft)
TRI-299-PM 54.54	05-0086	Little Browns Creek Br	60	51.5
TRI-299-PM 56.50	05-0045	Weaver Creek Br	218	32
TRI-299-PM 58.00	05-0018	Trinity River Br	817	44
TRI-299-PM 59.68	05-0019	Indian Creek Br	135	43

CENSUS LOOPS: The following table shows census loops existing within the project limits that will need be replaced by the project. Also, a new station at the SRRA is included in the project. Further information regarding this equipment can be obtained from Karen Carmo, Traffic Census, at 530-225-3042.

ID	ACTUAL LOCATION	TYPE	DESCRIPTION	ACTION
#RA9	TRI-299-PM 56.947	SRRA	Moon Lim Lee SRRA Entrance	New - Include if funding allows
#208	TRI-299-PM 56.87	Trend	415 ft east of SRRA Entrance (2 loops + 4 piezos)	Existing – Replace since it will be ground out
#P48	TRI-299-PM 58.257	Profile	560 ft east of EB #5-18 near SR 3 Jct (2 loops)	Existing – Replace since it will be ground out

ITS FIELD ELEMENTS: There are no existing ITS field elements within the project limits. However the following new elements will be included in the project scope (if funding allows). Further information can be obtained from Ian Turnbull, Chief of the Office of ITS Engineering & Support at 530-225-3320.

ELEMENT	LOCATION CO-RTE-PM	DESCRIPTION	ACTION
CMS	TRI-299-PM 53.62	Located near Little Browns Creek For EB traffic	New - Include if funding allows
HAR & HAR FLASHERS	TRI-299-PM 58.2	Located near Douglas City	New - Include if funding allows
CMS	TRI-299-PM 58.5	Located east of SR 3 Jct For EB traffic	New - Include if funding allows

#### **4. TRAFFIC IMPACTS**

**TRAFFIC:** Based on current scope, all operations can be carried out during typical 10-12 hour work shifts; no 24-hour traffic control is anticipated for this project. Traffic will always be on a paved surface. In the 2-lane roadway segments, operations will be carried out under reversing, one-way traffic control with a pilot car and flaggers (Std Plan T-13). Based on the traffic volumes outside of Weaverville, a 1.0 mile long or 2.0 mile long closure would create a 9 minute or 17 minute delay, respectively. Within the passing lane segments, operations will be carried out by shifting traffic and maintaining a lane in each direction (Std Plan T-11 or T-12). Depending on the length of the closure allowed, daytime lane closures could be accommodated without significant impacts. Also, allowing traffic control and lane closures during certain days could impact special local events.

**ROAD CONNECTIONS & DRIVEWAY ACCESS:** Although this roadway segment is sparsely populated, there are a few road connections and driveways with direct access to the highway. Without restrictions, operations may block road connections and/or driveways for 10-12 hour work shifts, potentially impacting access.

**SRRA FACILITY:** The rest area will be closed to public use during parking lot paving and re-striping. In the WB direction, motorists will need to proceed to Weaverville (another 5-6 miles) to use public conveniences. In the EB direction, there are no close by public conveniences until Redding (another 45 miles).

**CORRIDOR:** The corridor for this project is considered to be between Weaverville and Redding, for which the D2 DTM has established a maximum corridor delay limit of 30 minutes. Based on current information, there is only one other project scheduled for construction in 2013: Twin Gulches Curve Improvement (02-2E510, SHA-299-PM 4.3/5.5). Direct traffic control conflicts are not anticipated, nor should the maximum corridor delay limit be exceeded. However, it should be noted that SR 299 is typically subject to multiple construction projects during the summer and that minor maintenance projects and encroachment permit projects may be scheduled at any time.

**TRUCKS:** This segment of SR 299 is approved for California Legal Trucks (CLTs) up to 8.5 ft wide; however Annual permit trucks up to 12 ft wide, Single Trip permit trucks up to 14 ft wide, and Variance permit trucks wider than 14 ft occasionally use this route. Although trucks will be subject to the same traffic control as passenger vehicles (Std Plan lane closures), this project does not include use of K-rail that could reduce horizontal clearance. No truck restrictions are expected.

**PEDESTRIANS & BICYCLISTS:** The occasional pedestrian can be expected near river access points and pull-outs. During operations, pedestrians can travel past the work zone using the unpaved shoulder. Few bicyclists are expected due to the rural location, but if present will be subject to the same traffic control and vehicles and will be subject to stop and delay and to travel through the closure with the vehicle queue. No significant impact to these user groups are expected.

#### **5. TRAFFIC IMPACT MITIGATION**

**MAINLINE TRAFFIC:** Std Plan T-13 lane closures for this segment of SR 299 will not require Lane Closure Charts; however the length of the closure will be specified to keep motorist delays reasonable. Unless otherwise requested by Construction, typical restrictions will apply ( no lane closures after 3:00 p.m., weekends, designated legal holidays, or during special events). During operations, a minimum 12-ft lane shall be provided (same as existing conditions), with the full width of the roadway provided when operations are not in progress. As the construction season approaches and corridor impacts further determined, the D2 DTM may allow two concurrent closures; however the length of each closure and the spacing between closures will be restricted so that queues can disperse between closures.

**ROAD CONNECTIONS:** A minimum 12-ft wide lane shall be maintained at each public road connection during operations. Delays to motorists on local roads will be kept to the same as mainline delays.

**CORRIDOR:** Per the D2 DTM, lane closures on a 2-lane conventional highway are not allowed within 5.0 miles of each other to allow traffic queues to disperse between closures and to avoid traffic control conflicts between projects. As needed, the TMP for any conflicting project will include the Cooperation, Order of Work, and additional traffic control restrictions to avoid direct traffic control conflicts and minimize cumulative delays on the corridor.

**SRRA:** It is not cost effective to provide alternate services during the SRRA closure; however, the TMP will restrict the number of days that the facility can be closed to public use to ensure the contractor completes this work within a timely manner.

### 5. TRAFFIC IMPACT MITIGATION (Cont.)

**TMP PUBLIC INFORMATION CAMPAIGN:** Outreach campaigns are generally focused on reducing traffic volumes through the closure; for this project the primary objective is to inform the local community and businesses of the construction schedule, traffic control, and potential impacts to access and parking.

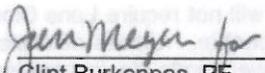
**WORKER SAFETY MEDIA CAMPAIGNS:** Worker safety media campaigns have been shown to reduce work zone vehicle collisions. Reducing work zone collisions will increase public and worker safety and reduce incident related congestion. With safety and reliability being the Departments number 1 and 2 goals respectively, it is appropriate for construction funding be set aside for worker safety media advertisements.

**COSTS:** In addition to costs for Std Plan traffic control, the following should be included in the PID estimate:

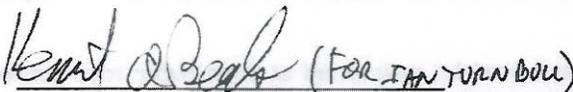
- **ADVANCE & ADDITIONAL FLAGGERS:** Due to the curvilinear alignment that limits approach sight distance, advance flaggers will be required during Std Plan T-13 traffic control. Also, one additional flagger will be required when the SR 3 Jct is within the limits of traffic control.
- **PCMSs:** Include 2 PCMSs for each lane closure (one unit for each approach direction).
- **CENSUS LOOPS:** Include replacement costs for existing loops, and for installation of the new loop at the SRRA.
- **ITS FIELD ELEMENTS:** Include installation costs for the 2 new CMSs, HAR, and HAR flasher signs.
- **WORKER SAFETY CAMPAIGN:** Include \$500 in item #066063-Transportation Management Plan Public Information for worker safety media campaigns.
- **TMP PUBLIC INFORMATION:** Include \$1,000 in item #066063 – TMP Information to allow development of a press release the D2 PIO can distribute to local media.

**TMP:** A TMP is required for this project and should be requested at a time when the design is complete enough to determine specific traffic impacts, but is early enough to make design changes/additions required for traffic mitigation. The TMP for this project will summarize the traditional traffic handling practices and other traffic mitigation strategies that will be implemented during construction that will include, but is not limited to: 2 week pre-notification of closures (Lane Closure Schedule), DTM evaluation of cumulative traffic corridor delays for multiple projects, California Highway Information Network (CHIN), Road Work Information Bulletin (RIB), Local Agency contacts, Permanent Changeable Message Sign (CMS) locations, permanent and portable Highway Advisory Radio (HAR) locations, CHP Commander contacts, incident response (accident, natural event) contacts, contingency plans, and maintenance contacts.

This TMP Data Sheet was prepared by Jan Meyer, ATP. I have personally reviewed this TMP Data Sheet and all supporting information. I certify that the assumptions are reasonable and proper subject to the limiting conditions set forth and I find the Data Sheet complete and current.

  
Clint Burkenpas, PE  
Chief, Office of Traffic Management  
District 2  
530-225-3245

7-27-11  
Date

 (For Ian Turnbull)  
Ian Turnbull  
Chief, Office of ITS Engineering & Support  
District 2  
530-225-3320

27 JULY 2011  
Date

**PROJECT THREAT AND OPPORTUNITY LISTING (ATTACHMENT G)**

ID #	Identification	Qualification / Quantification			Response Strategy	Control
		(P) Probability	(I) Impact	(E) Exposure		
	(X) Refers to ESI Risk Management Tool Number (1) & (2)	High (M)	Medium (L)	Strategy (4)	(6)	
	Threat / Opportunity Event	(P) % or H/M/L	(I) \$1000 or H/M/L	(E) (P) x (I) or P/I	+Accept +Minimize Probability +Minimize Impact +Deflect +Avoid	Status or Interval or Milestone Checks
1	There may be changes in staff and or availability of staff.	M	H	MH	Minimize Impact Risk Response Actions including Advantages & Disadvantages of the action Keep good records for smooth hand-off to new staff, when possible provide transition time.	PM, PE, Senior staff PDTs
2	Volatility in construction costs may escalate higher than the programmed amounts.	M	H	MH	Minimize Impact Keep costs up to date; consider scope changes to lower costs; seek to program add'l dollars. Assure PID has correct contingencies. PID contingencies, item quantities and item unit costs took this into consideration.	PM, PE, programming PDTs, SHOPP cycle
3	Increased costs associated with storm water management issues.	M	L	ML	Minimize Impact Keep costs up to date; consider scope changes to lower costs; seek to program add'l dollars.	PM, PE, RE PDTs
4	Unforeseen environmental issues may delay work or increase the cost of the project.	M	M	HM	Accept Impact Pursue the issue early on to reduce time line issue to obtain environmental clearance.	PE, Envir staff PDT, environmental review process
5	Culvert work may increase environmental work and length of schedule.	M	M	HM	Accept Impact Pursue the issue early on to reduce time line issue to obtain environmental clearance. Schedule includes adequate time to address unidentified issues with possible culvert work (time for studies and permits accounted for). If this risk does not occur, there may be an opportunity to deliver project early.	PE, Envir staff PDT, environmental review process

**PROJECT THREAT AND OPPORTUNITY LISTING (ATTACHMENT G)**

ID #	Identification	Qualification / Quantification			Response Strategy	Control
		(P) Probability	(I) Impact	(E) Exposure		
	(X) Refers to ES/ Risk Management Tool Number (1) & (2)					
		High (M)	Medium (L)		(5)	(6)
				Strategy (4) +Accept +Minimize Probability +Minimize Impact +Deflect +Avoid	Risk Response Actions including Advantages & Disadvantages of the action	Status Interval or Milestone Checks Date, Status, & Review Comments
6	Threat / Opportunity Event Stage Construction and traffic control will be an issue when shifting traffic to one side. Do not have resources to determine stage construction plans at PID stage. This may lead to inaccurate contract time estimates.	(P) % or H/M/L	(I) \$1000 or H/M/L	(E) (P) x (I) or P/I		
		L	L	LL	During design determine proper stage construction scenarios for the areas with more than one lane in each direction of travel.	PDTs, PS&E reviews
7	The no culvert assessment for the limits of the project. This may lead to inaccurate contract time and cost estimate.	M	M	MM	During design request Roadside Maintenance to perform culvert inventory so PE can determine type of work needed on culverts. Funds have been included in the PID for this purpose	PDTs, PS&E reviews
8	Pressure to deliver PID on accelerated schedule will produce a PID with many risk management issues. And the possibility of permits will affect the schedule	M	M	MM	Accept risk due to desire to have Weaverville East and West projects occur in separate construction seasons (if both get programmed). Action if risk occurs: drop culvert work that requires permit or reschedule project delivery to account for permit needs.	PDTs
9	Due to time constraints and no PY resources, the PDT was not able to have 100% concurrence on the type of HMA to use for this project. This may produce inaccurate cost estimates.	H	H	HH	During design request the PDT to determine if HMA or RHMA should be used. During the PID development concurrence was sought from Maintenance Engineering and Materials.	PE, Materials unit personnel PDTs