



# Project Study Report

## TRINITY 3 TURNOUTS

02-TRI-003 PM 30.86/67.89

20 XX.075.600

20 XX.201.310

PPNO 3528

02 1300 0054

02-4F920

December 2013



**PROJECT LOCATION**  
IN TRINITY COUNTY IN AND NEAR WEAVERVILLE FROM NORTH JUNCTION OF ROUTE 299 TO 0.1 MILE EAST OF COFFEE CREEK OVERFLOW BRIDGE



**Approval Recommended:**

  
**STEVE ROGERS, P.E.**  
Project Manager, District 2

12/11/13  
Date

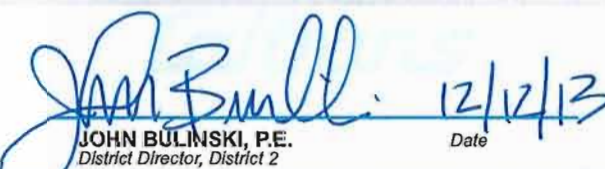
  
**DAVE MOORE, P.E.**  
Deputy District Director  
Planning and Local Assistance  
STIP Program Manager

12/12/13  
Date

  
**RICHARD TIPPETT, P.E.**  
Executive Secretary  
Trinity County Transportation Commission

12/12/13  
Date

**Approved By:**

  
**JOHN BULINSKI, P.E.**  
District Director, District 2

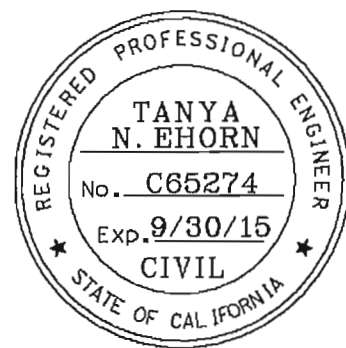
12/12/13  
Date



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

  
Tanya Ehorn, P.E.

12.11.13  
DATE



**PROJECT SUMMARY REPORT**  
**PSR Trinity 3 Turnouts**

**1. INTRODUCTION**

This Partnership Project proposes to construct paved turnouts on State Route (SR) 3 in Trinity County at various locations between Post Miles (PM) 30.86 and 67.89. The project will reduce damage to the edge of pavement caused by vehicles exiting and entering the roadway and reduce traveling delays by increasing passing opportunities. Proposed funding is through the State Transportation Improvement Program/Regional Improvement Program (STIP/RIP) and the State Highway Operation and Protection Program (SHOPP) Minor Program.

<u>Capital Costs:</u>	Current 2013/2014	Escalated 2017/2018
Roadway:	\$ 1,045,000	\$ 1,170,000
Right Of Way:	\$ 5,000	\$ 10,000
<b>Totals:</b>	<b>\$ 1,050,000</b>	<b>\$ 1,180,000</b>

**Funding Sources:** 2014 STIP/RIP & SHOPP Minor

**Program Codes:** 20.XX.075.600 & 20.XX.201.310

**Legal Description:** In Trinity County in and near Weaverville from north junction of Route 299 to 0.1 mile east of Coffee Creek Overflow Bridge

**Type of Facility:** Two-Lane Conventional Highway

**Project Limits:** SR 3 at various locations between PM 30.86 and PM 67.89

**Recommendation:** Alternative A – Phase 1

**Number of Alternatives:** 1 plus no build

**Anticipated Environmental Determination:** CEQA Categorical Exemption/  
NEPA Categorical Exclusion

**Construction Year:** 2017/2018 season

**Working Days:** 30 days



PM 63.70 northbound proposed turnout.



PM 52.65 southbound proposed turnout.



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## **2. BACKGROUND**

State Route 3 within the project limits is a two-lane conventional highway with travel lane widths between 11 and 12 feet and paved shoulders between 0 and 4 feet. The posted speed limit is 55 miles per hour with lower posted speeds through communities.

State Route 3 in Trinity County connects remote communities and recreational attractions north of Weaverville through mountainous terrain. Recreational vehicles (RVs) and trailers are frequent users of this route. Summer volumes are about 25% higher.

In May of 2012, Caltrans District 2 Office of System Planning in cooperation with the Trinity County Transportation Commission (TCTC), completed a study of potential turnout locations on State Route 3 (“State Route 3 Turnout Study: Weaverville to Coffee Creek, TRI 3 PM 30.86 – 67.89”). The study identified 18 locations as potential candidates for development of turnouts. Two of the locations were also noted as having potential to be developed as passing lanes. TCTC has indicated its intent to commit 2014 STIP/RIP funds toward a project to improve several high priority turnouts. Caltrans District 2 will partner with TCTC on this project.

## **3. PURPOSE AND NEED**

### **Purpose:**

The purpose of this project is to decrease travel time and reduce damage to edge of pavement on SR 3 in Trinity County from Post Miles 30.86 to 67.89.

### **Need:**

Passing opportunities are limited as there are currently no passing lanes or paved turnouts. These conditions increase travel time, increase illegal passing of vehicles, and result in pavement breakdown due to the use of unpaved turnouts.

## **4. DEFICIENCIES**

There are limited opportunities within the project limits for vehicles to pass slow moving vehicles. Existing turnout opportunities are unpaved segments where no signing is present. Drivers unfamiliar with the area are reluctant to use these locations.

## **5. CORRIDOR AND SYSTEM COORDINATION**

This project is located along SR 3 in Trinity County. SR 3 is a north-south route and is a rural principal arterial at this location. It is also part of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Enhanced National Highway System.

Caltrans District 2, in cooperation with Trinity County Transportation Commission, studied SR 3 to determine potential turnouts that can be improved to provide opportunity for slow-moving vehicles to pull over to allow passing. This project will construct both northbound and southbound turnouts at locations identified in the study area between Weaverville and Coffee Creek.

This project is also consistent with the District System Management Plan Project List and the Trinity Regional Transportation Plan (2010).

## 6. ALTERNATIVES

### A. Alternative A - Phase 1

Phase 1 of the Trinity County turnout project will consist of the higher priority ranked locations as identified in the State Route 3 Turnout Study, as well as locations that require minimal improvements. The current total capital cost estimate is \$1,050,000. Ten out of the eighteen turnouts will be constructed and are listed in the table below. Locations are subject to change due to funding constraints.

PHASE 1			
No.*	Direction	PM Range	Length (ft) includes 50' tapers
1	NB	33.55 – 33.59	230
2B	NB	34.70 – 34.80	670
3	NB	39.95 – 40.00	195
6	NB	47.85 – 47.92	385
10	NB	53.00 – 53.07	350
11	NB	63.70 – 63.75	285
12	NB	64.85 – 64.90	320
2	SB	52.65 – 52.69	205
4	SB	43.30 – 43.39	485
6	SB	40.40 – 40.49	500

\* No. in reference to State Route 3 Turnout Study

Features of these proposed turnouts:

- Locations within fill sections will be 15 feet wide
- Locations within cut sections will be 12 feet wide
- 50 foot tapers at each end
- 3 feet of shoulder backing
- Roadside signs and turnout striping will be provided for locations with lengths 200 feet or longer

### Alternative A - Phase 2

Phase 2 consists of the remaining locations, which are turnouts and passing lanes mentioned in the SR 3 Turnout Study. They may also require extensive right of way and environmental work. The current capital cost estimate is \$3,200,000. The table below lists the additional sites. They will have the same features as locations included in Phase 1. Locations are subject to change due to funding constraints. No timeline or funding has been identified for construction of Phase 2.

PHASE 2			
No.*	Direction	PM Range	Length (ft) includes 50' tapers
2A	NB	34.60 – 34.70	315
2C	NB	34.80 – 34.89	500
4	NB	40.15 – 40.23	400
5	NB	41.90 – 41.94	225
7	NB	48.05 – 48.12	390
8	NB	48.60 – 49.09	2606
9	NB	49.50 – 49.55	270
1	SB	59.85 – 59.94	495
3	SB	49.45 – 49.57	620
5	SB	42.55 – 42.60	615

\*No. in reference to State Route 3 Turnout Study

**B. No Build Alternative**

This alternative does not meet the need and purpose of the project. Travel time, safety, and maintenance concerns would not be improved.

**7. COMMUNITY INVOLVEMENT**

The Trinity County Transportation Commission has been highly involved in the scoping of this project. Members of the public and elected officials expressed interest in developing turnouts along this section of highway during development of both the Trinity County Regional Transportation Plan and the Draft State Route 3 Transportation Concept Report.

**8. ENVIRONMENTAL DETERMINATION/DOCUMENT**

Environmental approval for the project is anticipated to be obtained with a CEQA Categorical Exemption and a NEPA Categorical Exclusion. (See Attachment D for Mini-Preliminary Environmental Analysis Report).

**9. FUNDING/PROGRAMMING**

This Partnership Project is proposed to be funded through 2014 STIP/RIP in partnership with the SHOPP Minor Program. Environmental work for both Phase 1 and Phase 2 will be programmed in the 2014 STIP/RIP. The Program Code for the STIP/RIP is 20.XX.075.600 and the Program Code for the SHOPP Minor is 20.XX.201.310. Turnouts and/or passing lane locations not programmed in the 2014 STIP cycle may be proposed for funding in future STIP cycles. The following table outlines the estimated capital and support costs. These costs are based on the project schedule shown and are specific to Alternative A - Phase 1.

NOTE		CAPITAL & SUPPORT COSTS BY PROGRAM AND PROJECT FUNDING COMPONENT (Trinity 3 Turnouts: Phase 1) See note 2						
Please provide input to all yellow cells								
Program	Component	"Baseline" (Original Identified Hours and Funding)						
EA 02-4F920	Planned (Hours)	Loaded Rate Estimate (\$/Hr.)	Program Funding by Component (x1000)				Support/Capital (%)	
			Prior Allocation	Initial Programming Expectation		Total Component Funding		
				Direct Charges	Indirect Charges			
See Note 1	PA&ED	2,900	\$109.00	\$0	\$184	\$132	\$320	27.12%
201.310	PS&E	1,700	\$113.00	\$0	\$112	\$81	\$200	16.95%
201.310	R/W	350	\$96.00	\$0	\$20	\$14	\$40	3.39%
201.310	CON	2,200	\$115.00	\$0	\$147	\$106	\$260	22.03%
<b>SUPPORT SUBTOTAL</b>		7,150		\$0	\$482	\$333	\$820	<b>69.49%</b>
		Baseline	Escalation	Program Funding Total	PPM Deputy Directors Initials <i>Will</i> <i>For Shirley 2/4/20</i>			
201.310	R/W Capital	\$5.0	\$1.1	\$10				
STIP	Construction (STIP)	\$760	\$83	\$850				
201.310	Construction (Minor)	\$285	\$31	\$320				
201.310	<b>Con Capital total</b>	\$1,045	\$114	<b>\$1,170</b>				
<b>CAPITAL SUBTOTAL</b>		\$1,050	\$115	<b>\$1,180</b>				
<b>TOTALS</b>				<b>\$2,000</b>				
Rate Information		Input	Historic Program Support/Capital Cost Data (%)					
ICRP Rate %		41.91%	RANGE	Lowest Similar Project		17.5%		
Escalation Rate Construction		3.50%		Highest Similar Project		77.2%		
Escalation Rate R/W		5.00%		Average Similar Project		41.3%		

NOTES: (1) PAED split funded with \$150k in STIP and \$170k in SHOPP 201.310  
(2) PAED in this project will cover both phase 1 and phase 2.

## 10. SCHEDULE

The following table indicates the project schedule. All commitments for time of delivery should assume that no work would commence until after the project is programmed.

Proposed PROJECT SCHEDULE		
M040	Begin Project	7/1/2014
M200	PA & ED	1/3/2017
M224	Right of Way Maps	12/1/2016
M225	Reg. Right of Way	3/1/2017
M377	P & E to D.O.E.	11/6/2017
M410	Right of Way Cert.	2/1/2018
M460	Ready to List	3/1/2018
-	Allocation (CTC vote)	6/13/2018
M480	Advertise	7/9/2018
M500	Approve Contract	9/10/2018
M600	Accept Contract	12/27/2019

## 11. RISK REGISTER

See Attachment G for Risk Register.

## 12. FHWA COORDINATION

This project is considered to be an Assigned Project in accordance with the current Federal Highway Administration (FHWA) and Department of Transportation (Caltrans) Joint Stewardship and Oversight Agreement.

## 13. PROJECT PERSONNEL

Steve Rogers, P.E. 530.225.2455  
Project Manager

Mark Miller, P.E. 530.225.3094  
Advance Planning Chief

Tanya Ehorn, P.E. 530.225.3489  
Project Engineer

Arlene Martinez 530.225.3191  
Project Engineer



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Kelly Zolotoff 530.225.4671  
STIP Management/Grant Coordinator

Amber Kelley 530.225.3510  
Environmental Office Chief

**14. ATTACHMENTS (7)**

Attachment A: Location Map

Attachment B: Cost Estimate

Attachment C: Typical Cross Section

Attachment D: Mini-Preliminary Environmental Analysis Report (Mini-PEAR)

Attachment E: Transportation Management Plan Data Sheet

Attachment F: Right of Way Data Sheet

Attachment G: Risk Register



# CALIFORNIA STATE ROUTE 3

## SR3 Potential Turn Out Opportunities

### Northbound

- 1 TRI PM 33.55
- 2 TRI PM 34.60
- 3 TRI PM 39.95
- 4 TRI PM 40.15
- 5 TRI PM 41.90
- 6 TRI PM 47.85
- 7 TRI PM 48.05
- 8 TRI PM 48.60
- 9 TRI PM 49.50
- 10 TRI PM 53.00
- 11 TRI PM 63.70
- 12 TRI PM 64.85

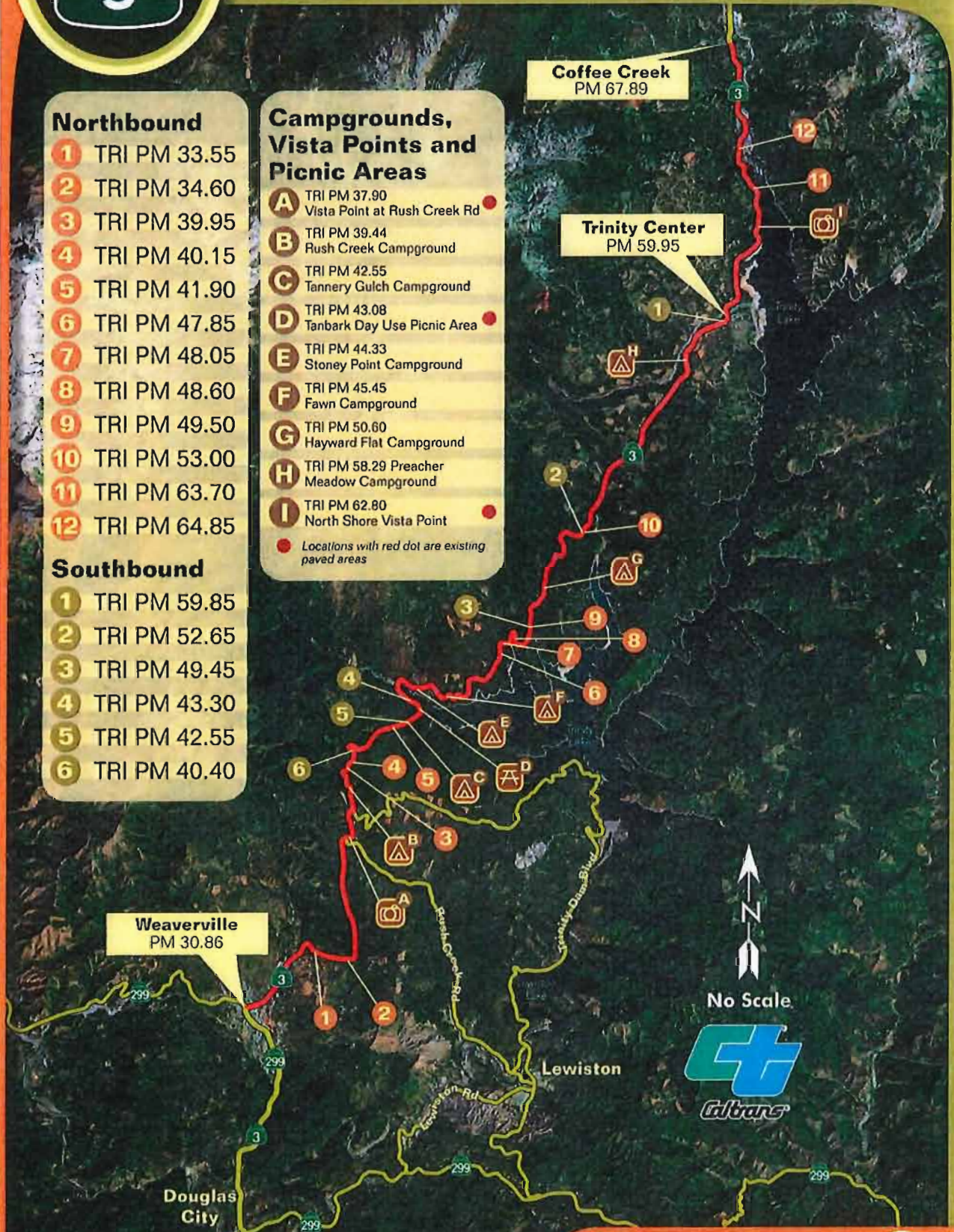
### Southbound

- 1 TRI PM 59.85
- 2 TRI PM 52.65
- 3 TRI PM 49.45
- 4 TRI PM 43.30
- 5 TRI PM 42.55
- 6 TRI PM 40.40

### Campgrounds, Vista Points and Picnic Areas

- A** TRI PM 37.90  
Vista Point at Rush Creek Rd
- B** TRI PM 39.44  
Rush Creek Campground
- C** TRI PM 42.55  
Tannery Gulch Campground
- D** TRI PM 43.08  
Tanbark Day Use Picnic Area
- E** TRI PM 44.33  
Stoney Point Campground
- F** TRI PM 45.45  
Fawn Campground
- G** TRI PM 50.60  
Hayward Flat Campground
- H** TRI PM 58.29  
Preacher Meadow Campground
- I** TRI PM 62.80  
North Shore Vista Point

● Locations with red dot are existing paved areas



No Scale



# PSR COST ESTIMATE - PHASE 1

Date: 12/9/2013  
DIST-CO-RTE: 02-TRI-003  
PM: PM 30.86 to PM 67.89  
EA: 02-4F920K  
Program Code: 20.XX.075.600 & 20.XX.201.310

## PROJECT LEGAL DESCRIPTION:

In Trinity County near Weaverville from Tom Bell Road to Siskiyou County line.

## PROPOSED PROJECT:

Turnout construction alongside SR 003.

## SUMMARY OF PROJECT COST ESTIMATE

TOTAL STRUCTURES ITEMS (2014 \$)	\$0
TOTAL ROADWAY ITEMS (2014 \$)	\$1,048,800
<b>SUB-TOTAL CONSTRUCTION COSTS</b>	<b>\$1,048,800</b>
TOTAL RIGHT OF WAY ITEMS (2014 \$)	\$5,000
<b>TOTAL PROJECT CAPITAL OUTLAY COST</b>	<b>\$1,050,000</b>
(Rounded, Current \$'s, Capital only, does not include CT support costs)	

Estimate reviewed by Project Manager  
Phone No. ( 530 ) 225 - 2455



Steve Rogers, P.E.

12-11-13

Date

Estimate prepared by Project Engineer  
Phone No. ( 530 ) 225 - 3191



Arlene Martinez

12-11-13

Date



**I. ROADWAY ITEMS**

**Section 1: Earthwork**

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Item Cost</u>
Roadway Excavation	3800	CY	\$50	\$190,000
Clearing and Grubbing	1	LS	\$1,500	\$1,500

Total Earthwork (Section 1):	\$191,500
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**Section 2: Structural Section**

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Item Cost</u>
Class 2 Aggregate Base	1650	CY	\$55	\$90,750
HMA - Type A	1750	TON	\$150	\$262,500
Imported Material (Shoulder Backing)	330	TON	\$50	\$16,500

Total Structural Section (Section 2):	\$369,800
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**Section 3: Drainage**

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Item Cost</u>
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Total Drainage (Section 3):	\$0
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**Section 4: Specialty Items**

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Item Cost</u>
WPCP/Job Site Management/ Construction BMPS	1	LS	\$4,500	\$4,500
Resident Engineer's Office	1	LS	\$5,000	\$5,000
Payment Adjustments For Price Index Fluctuations	1	LS	\$2,685	\$2,685

Total Specialty Items (Section 4):	\$12,200
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**Section 5: Traffic Items**

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Item Cost</u>
Traffic Control System	30	WD	\$2,500	\$75,000
Maintain Traffic	30	WD	\$1,250	\$37,500
Portable Changeable Message Sign	1	LS	\$5,000	\$5,000
TMP Public Information	1	LS	\$500	\$500
Painted Traffic Stripe	3200	LF	\$2.00	\$6,400
Relocate Roadside Sign	1	EA	\$300	\$300
Install Roadside Sign	27	EA	\$300	\$8,100

Total Traffic Items (Section 5):	\$132,800
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**Section 6: Minor Items**

Subtotal of sections 1-5= \$706,300 x 10%

Total Minor Items (Section 6):	\$70,600
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**Section 7: Roadway Mobilization**

Subtotal of sections 1-5=	\$706,300	
Minor Items=	\$70,600	
Sum=	\$776,900	x 10%

Total Roadway Mobilization (Section 7):	\$77,700
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**Section 8: Roadway Additions**

**Supplemental**

Subtotal of sections 1-5=	\$706,300	
Minor Items=	\$70,600	
Sum=	\$776,900	x 10% = \$77,690

**Contingencies**

Subtotal of sections 1 - 5=	\$706,300	
Minor Items=	\$70,600	
Sum=	\$776,900	x 15% = \$116,535

Total Roadway Additions (Section 8):	\$194,200
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<b>TOTAL ROADWAY ITEMS (Total of Sections 1-8):</b>	<b>\$1,048,800</b>
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**II. STRUCTURES**

Quantity      Unit      Unit Cost      Item Cost

Subtotal Structure Items:	\$0
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<b>Total Structure Items:</b>	<b>\$0</b>
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**III. RIGHT-OF-WAY**

	<u>Current Values</u>	<u>Escalation Rates</u>	<u>Escalated Values</u>
	2014		
Total Acquisition Cost	\$0		
Appraisal Fee Estimate	\$0		
Mitigation Acquisition & Credits	\$0		
Project Development Permit Fees	\$0		
Utility Relocation	\$5,000	5%	\$6,000

Clearance/Demolition	\$0
Title & Escrow	\$0
Construction Contract Work	\$0

<b>Total Right of Way (Current Cost) =</b>	<b>\$5,000</b>
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<b>Total Right of Way (Escalated Cost) =</b>	<b>\$10,000</b>
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## PSR COST ESTIMATE - PHASE 2

Date: 12/3/2013  
DIST-CO-RTE: 02-TRI-003  
PM: PM 30.86 to PM 67.89  
EA: 02-4F920K  
Program Code: 20.XX.075.600 & 20.XX.201.310

### PROJECT LEGAL DESCRIPTION:

In Trinity County near Weaverville from Tom Bell Road to Siskiyou County line.

### PROPOSED PROJECT:

Turnout construction alongside SR 003.

### SUMMARY OF PROJECT COST ESTIMATE

TOTAL STRUCTURES ITEMS (2014 \$)	\$0
TOTAL ROADWAY ITEMS (2014 \$)	\$3,105,135
<b>SUB-TOTAL CONSTRUCTION COSTS</b>	<b>\$3,105,135</b>
TOTAL RIGHT OF WAY ITEMS (2014 \$)	\$60,250
<b>TOTAL PROJECT CAPITAL OUTLAY COST</b>	<b>\$3,200,000</b>

(Rounded, Current \$'s, Capital only, does not include CT Support costs)

Estimate reviewed by Project Manager  
Phone No. ( 530 ) 225 - 2455



Steve Rogers, P.E.

12-11-13

Date

Estimate prepared by Project Engineer  
Phone No. ( 530 ) 225 - 3191



Arlene Martinez

12-11-13

Date

## I. ROADWAY ITEMS

### Section 1: Earthwork

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Item Cost</u>
Roadway Excavation	7400	CY	\$50	\$370,000
Import Borrow	10000	CY	\$60	\$600,000
Clearing and Grubbing	1	LS	\$5,000	\$5,000

Total Earthwork (Section 1):	\$975,000
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### Section 2: Structural Section

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Item Cost</u>
Class 2 Aggregate Base	3000	CY	\$55	\$165,000
HMA - Type A	4000	TON	\$150	\$600,000
Imported Material (Shoulder Backing)	700	TON	\$55	\$39,000

Total Structural Section (Section 2):	\$804,000
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### Section 3: Drainage

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Item Cost</u>
Modify Drainage System	1	LS	\$9,000	\$9,000

Total Drainage (Section 3):	\$9,000
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### Section 4: Specialty Items

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Item Cost</u>
WPCP/Job Site Management/ Construction BMPS	1	LS	\$10,000	\$10,000
Relocate Roadside Signs	1	EA	\$300	\$300
Resident Engineer's Office	1	LS	\$5,000	\$5,000
Relocate Markers	10	EA	\$100	\$1,000

Total Specialty Items (Section 4):	\$16,300
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### Section 5: Traffic Items

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Item Cost</u>
Traffic Control System	70	WD	\$2,500	\$175,000
Maintain Traffic	70	WD	\$1,250	\$87,500
Portable Changeable Message Sign	1	LS	\$5,000	\$5,000
Paint Traffic Stripe	6000	LF	\$2.00	\$12,000
Install Roadside Sign	24	EA	\$300	\$7,200

Total Traffic Items (Section 5):	\$286,700
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### Section 6: Minor Items

Subtotal of sections 1-5= \$2,091,000 x 10%



Total Minor Items (Section 6):	\$209,100
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**Section 7: Roadway Mobilization**

Subtotal of sections 1-5=	\$2,091,000	
Minor Items=	\$209,100	
Sum=	\$2,300,100	x 10%

Total Roadway Mobilization (Section 7):	\$230,010
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**Section 8: Roadway Additions**

**Supplemental**

Subtotal of sections 1-5=	\$2,091,000	
Minor Items=	\$209,100	
Sum=	\$2,300,100	x 10% = \$230,010

**Contingencies**

Subtotal of sections 1 - 5=	\$2,091,000	
Minor Items=	\$209,100	
Sum=	\$2,300,100	x 15% = \$345,015

Total Roadway Additions (Section 8):	\$575,025
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<b>TOTAL ROADWAY ITEMS (Total of Sections 1-8):</b>	<b>\$3,105,135</b>
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**II. STRUCTURES**

<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Item Cost</u>
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Subtotal Structure Items:	\$0
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<b>Total Structure Items:</b>	<b>\$0</b>
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**III. RIGHT-OF-WAY**

	<u>Current Values</u> 2014	<u>Escalation Rates</u>	<u>Escalated Values</u>
Total Acquisition Cost	\$3,000	5%	\$3,592
Appraisal Fee Estimate	\$0		\$0
Mitigation Acquisition & Credits	\$47,250	5%	\$56,579
Project Development Permit Fees	\$15,000	5%	\$17,962

Utility Relocation	\$0	5%	\$0
Clearance/Demolition	\$0		\$0
Title & Escrow	\$0		\$0
Construction Contract Work	\$0		\$0

**Total Right of Way (Current Cost) = \$60,250**

**Total Right of Way (Escalated Cost) = \$77,500**

(Right of Way calculated by subtracting Total of All Alternatives from Phase 1 obtained from data sheet)

CITY OF CALIFORNIA ADVANCE PLANNING	FUNCTIONAL SUPERVISOR MARK MILLER	CALCULATED-DESIGNED BY CHECKED BY	ARLENE MARTINEZ TANYA EMORN	REVISED BY DATE REVISED
	ADVANCE PLANNING	MARK MILLER	ARLENE MARTINEZ TANYA EMORN	REVISED BY DATE REVISED


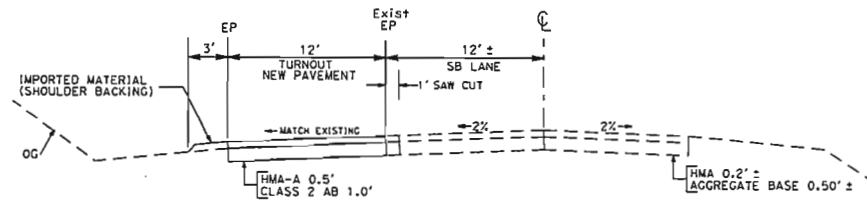
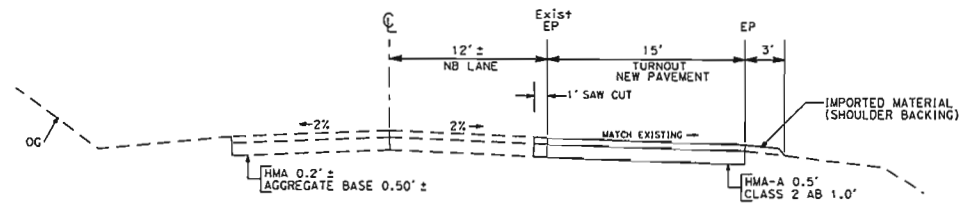
Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	TRI	003	PM 32-85		-

**PRELIMINARY**

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

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

TYPICAL  
CROSS SECTIONS  
NO SCALE

## Mini-Preliminary Environmental Analysis Report

### Project Information

District 02 County TRI Route 3 Post Mile 30.86/67.89 EA 02-4F920K EFIS ID 0213000054

Project Title: Trinity Turnouts

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

Project Engineer Arlene Martinez Phone # (530) 225-3191

Environmental Branch Chief Amber Kelley Phone # (530) 225-3510

### Project Description

**Purpose and Need:** Caltrans proposes to construct paved vehicle turnouts and two truck climbing lanes on State Route 3 in Trinity County, from postmile 30.86 to postmile 67.89. Passing opportunities are limited along this curvilinear segment of highway, as there are currently no passing lanes or paved turnouts. These conditions increase travel time, increase illegal passing of vehicles, and result in pavement breakdown due to the use of unpaved turnouts.

#### **Alternatives:**

The first alternative would provide multiple paved turnouts and truck climbing lanes along this segment of SR 3. Work would consist of vegetation removal, earthwork (cut and fill), culvert extension, utility relocation, paving, striping, and sign installation. Work may also include culvert replacement or repair.

The second alternative would provide multiple paved turn-outs, however, the work would only occur within existing areas of disturbance, such as dirt and gravel turnouts or areas where pavement exists but rehabilitation is needed. Construction would include earthwork, paving, striping, and sign installation. This alternative does not include truck climbing lanes, vegetation removal, utility relocation, or culvert modification.

A No Build alternative would not have an environmental impact, but consequently it would not meet the purpose and need for the project. If the No Build alternative is selected, it is anticipated that highway maintenance costs would increase, unsafe or illegal passing would continue, and travel times would not be improved.

#### Anticipated Environmental Approval:

<b>Alternatives</b>	<b>CEQA</b>	<b>NEPA</b>	<b>Environmental Analysis</b>	<b>Resource Estimate</b>
Turnouts & Truck Climbing Lanes	Initial Study/Negative Declaration	Categorical Exclusion	24 months	1.23 PY
Turnouts Only	Categorical Exemption	Categorical Exclusion	9-12 months	0.29 PY

#### Turnouts & Truck Climbing Lanes

**Biology:** A portion of the culverts within the project area are jurisdictional and convey water to the Trinity River, Trinity Lake, and their tributaries. The Trinity River contains Coho salmon (T&E species), and the vegetation surrounding the river is classified as Critical Habitat. Modification of the culverts and disturbance to these areas may require Section 7 Consultation with the National Marine Fisheries Service. Resource agency permits will be required for work in jurisdictional waters. Field studies and surveys will be required, however, based on the location and nature of the proposed project, there is a moderate potential for other special status



Trinity Turnouts PEAR  
02-4F920K

species/habitats, or jurisdictional features to be affected. A migratory bird protection window will likely be required. To avoid impacts to nesting migratory birds, vegetation should be removed between September 1 and February 15.

**Archaeology:** The project area is considered to be located within an area of high sensitivity for historical resources and moderately high sensitivity for task specific locations such as prehistoric sites and camps. Field surveys and studies will be necessary. If historic structures and features are identified they will require evaluation by an architectural historian. If resources exist within the area of disturbance, and cannot be avoided, higher level evaluations would be required.

**Section 4(f) Evaluation:** Work may occur within, or near, Section 4(f) resources such as public recreation areas, campgrounds, boat launch facilities, and roadside rest areas. Evaluation and consultation should be conducted early in the zero phase to identify potential 4(f) resources. If 4(f) resources exist within the project area and cannot be avoided, additional evaluation and approvals will be required by the agencies governing those resources.

**Hazardous Waste:** An Initial Site Assessment has been completed.

**Water Quality:** A Water Quality Assessment will be required.

**Permits and Approvals:**

Work in jurisdictional areas will require the following resource agency permits and approvals:

- Section 404 Permit from the U.S. Army Corps of Engineers
- Section 401 Water Quality Certification from the Regional Water Quality Control Board
- 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife
- Section 7 Consultation and Concurrence from the National Marine Fisheries Service

**Turnouts Only**

If work is limited to existing disturbed areas, and biological resources such as jurisdictional waters, endangered species, and vegetation removal are avoided the project would not require Section 7 consultation or regulatory agency permits. With avoidance of cultural and historical resources, higher level evaluations would not be required and the environmental clearance time would be reduced.

**Mitigation:**

Estimated mitigation costs will be developed as preliminary environmental analysis sheds light on potential resources that might be impacted. Impacts to sensitive resources will need to be quantified and cost estimates generated, based on current industry practices.

**Disclaimer:**

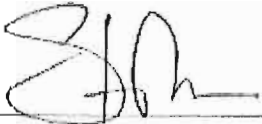
This report is not an environmental document. Due to resource constraints, only minimal information was provided from specialists. The above recommendations are based on the project description provided in this report. The discussion and conclusions provided by this mini-PEAR are approximate and are 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 environmental analysis allowing for development of a project schedule and estimate of resources prior to programming. Changes in project scope, alternatives, or environmental law will require a reevaluation of this report.

Trinity Turnouts PEAR  
02-4F920K

**Reviewed by:**

  
Environmental Branch Chief

Date: 8-9-13

  
Project Manager

Date: 8-9-13

**TRANSPORTATION MANAGEMENT PLAN DATA SHEET**

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**To:** Arlene Martinez, PE  
Advanced Planning, MS #4  
District 2 Redding

**Date:** June 25, 2013

**File:** TRI-3-PM 33.55/67.89

**EA:** 02-4F920

**EFIS** 213000054

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

**Work:** Trinity 3, Turnouts

**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**

This is a 2014 STIP project, the Scope of this project is to construct in eighteen (18) spot locations, vehicle turnouts on SR-3 in Trinity County between the towns of Weaverville and Trinity Center. Which will provide more frequent and safer passing opportunities to the traveling public.

Work will be confined to within 20 feet of EP. Operations will include:

- Earthwork beyond the EP to accommodate the dimensions of the turnout areas
- Paving
- Replace delineation
- Shoulder backing

The PE has estimated 300 working days to complete all locations, with traffic control required for the same number of days. Construction is scheduled to occur between January 31, 2018 and December 28, 2018.

\*Note: Due to the winter weather conditions here in the North State, the likelihood of a 2-season project is highly possible.

**3. FACILITY**

SR-3 is a 2-lane conventional highway with curvilinear alignment through rolling to mountainous terrain, there is an uphill grade as you travel north. Throughout the eighteen (18) spot location project limits, the speed limit through the project is 45 mph; the 45 zone is from PM 59.78 to 60.76 and outside of these PM 's the speed limit is 55 mph.

**ROAD CONNECTIONS:** The following is a list of road connections near the project limits:

- Musserhill Road (PM 33.56)
- Long Gulch Road (PM 34.11)
- Rush Creek Road Camp Ground (PM 39.44)
- Slate Creek Road (PM 41.34)
- Tannery Gulch Road (PM 42.55)
- Tannery Gulch Campground (PM 42.55)
- Stuart Fork-Boat Ramp (PM 43.82)
- Rainier Road (PM 47.71)
- Estrellita Development (PM 49.12)
- Cov-Shale Pit (PM 53.30)
- Unnamed Road/Drive, Rt (PM 59.59)
- Trinity Center Maintenance Yard, Rt (PM 59.68)
- Airport Road, Rt (PM 59.95)
- Stringtown Highlands Road, (PM 65.12)

TRAFFIC VOLUMES: Mainline traffic volumes are shown in the following table.

PROJECT LIMITS (CO-RT-PM)	2010 AADT (Both Dir)	PEAK VPH* (1 DIR)		2010 TRUCKS	DATA SOURCE FOR PK VPH
		WK	WE		
TRI-3-PM 60.03	660	68	68	9%	TMS #226, TRI-3-PM 59.654 (AUG 2009)

\* Peak hour volumes taken from TSN counts (WK = Weekday; WE=Weekend)

STRUCTURES: The following table lists the structures located within the project limits.

BRIDGE LOCATION (CO-RT-PM)	STRUCTURE NO	NAME	LENGTH (ft)	WIDTH (ft)	VC (ft)
TRI-3-PM 43.93	05-0055	Stuart Fork	339	37	NA
TRI-3-PM 48.53	05-0056	Mule Creek	51	29	NA
TRI-3-PM 49.71	05-0078	Diener Mine Sidehill Viaduct	434	37	NA
TRI-3-PM 53.69	05-0087	East Fork Stuart Fork Creek	87	45	NA
TRI-3-PM 60.3	05-0059	Swift Creek	168	29	NA

NA = Not Applicable

CENSUS LOOPS: The following traffic monitoring stations (TMS) are near the project limits. Operations within the current scope of work should not impact this equipment; however, if the limits of each spot location change or if other operations are added the loops may be affected. Census equipment should be identified in the plans, to ensure it is protected in place. Damaged loops shall be replaced at the Contractor's expense. For more information regarding these loops, Karen Carmo, Traffic Census, should be contacted at 530-225-3042.

TMS #	CO-RT-PM	TYPE	DESCRIPTION
105	TRI-3-PM 37.9	Control	1,311' South of Rush Creek Road (2 Loops)
226	TRI-3-PM 59.65	Control	74' north of Maintenance Station Entrance (2 Loops)

ITS FIELD ELEMENTS: There are no ITS field elements within the project limits. Further information regarding ITS elements can be obtained from Ian Turnbull, Chief Office of ITS Engineering & Support at 530-225-3320.

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

##### **TRAFFIC CONTROL:**

Minimal traffic control will be required and will consist of Standard Plan T-13 lane closures (reversing one-way traffic control with flaggers) when needed. It is anticipated that Standard Plan T-13 lane closures will only be needed during typical weekday 8- to 12-hour work shifts.

**BICYCLISTS & PEDESTRIAN:** Bicycles and pedestrians are allowed on TRI-3. During construction operations, bicyclists will be subject to the same traffic control as vehicles, be subject to stop and delay, and be required to travel past the work zone along with the traffic queue. In order to accommodate pedestrians, a facility similar to the existing shoulder facility will be required at all times. Due to the remote location few bicyclists and pedestrians are anticipated; therefore, no significant impacts to either user group are expected.

**ROAD CONNECTIONS:** There are some road connections (as listed above) within the project limits. There are also a few dirt roads and possibly some driveways within the traffic control limits. When a connection or driveway is within the limits of Standard Plan T-13 lane closures, traffic on the connecting road or driveway will be subject to stop and delay, waiting for the queue to pass before entering SR 3. Motorists on these connecting roads and driveways can expect similar delays to motorists on mainline. No significant impacts are expected.



**TRUCKS:** SR 3 is designated as part of the California Legal Advisory Truck Network (30-ft KPRA Advisory). California legal trucks up to 8.5 ft wide are most common. Annual permits are sometimes issued for trucks 8.5- to 12-ft wide. Few single trip permits are issued for trucks over 12-ft in width. No significant truck impacts are anticipated.

**CORRIDOR:** For this project, the "Corridor" is considered to be between the Weaverville to Montague Corridor. The D2 DTM has established a maximum corridor delay limit of 30 minutes for this corridor. This means that delays resulting from all projects on the corridor should not cumulatively exceed 30 minutes. Also, lane closures on conventional highways should be spaced no closer than 5.0 miles apart to allow queues to disperse between closures and to avoid traffic control conflicts. Based on the current workplan status, there is one other project (EA 02-0E920) scheduled for construction on this corridor in 2018, however, this project will not generate delays sufficient to exceed the 30-min maximum corridor delay limit **as of the date** of this Datasheet.

**OTHER:** When widening operations are within the scope of the project, excavations directly adjacent to the edge of traveled way may create an "open trench" type condition. "Open trench" type conditions can pose a safety concern for trucks and recreational vehicles that are prone to off-tracking. Furthermore, widening operations can impact access to driveways and road connections.

**SPECIAL EVENTS:** A listing of special events is published on various county websites. A review of the North Trinity Lake website (<http://www.northtrinitylake.com/events/index.shtml>) listed the following annual events:

SPECIAL EVENT	LOCATION	DATES
Lions Club Fly-In and BBQ	Trinity Center	Sunday of Labor Day Weekend
Trinity Lake Fest	Trinity Center	3rd Saturday in July

## **5. TRAFFIC IMPACT MITIGATION**

### **LANE CLOSURES:**

Lane closures will not be allowed during times when the traffic volumes are high enough to create queues too large to clear in a standard traffic control cycle. Standard Plan T-13 lane closures will not be allowed on designated holidays, Fridays after 3:00pm, and any special events identified in the TMP. Furthermore, for all Standard Plan T-13 lane closures one 12-ft wide paved lane plus adjacent shoulder shall be available for public traffic at all times and the maximum length of the closure shall be 1.0-mile with a maximum stop time of 6 minutes and a maximum delay of 8 minutes.

**PILOT CAR:** Due to the curvilinear alignment at project locations, the flaggers may not be able to see each other; therefore, a pilot car is required for Standard Plan T-13 lane closures in which the flaggers are unable to see each other (such as when the closure extends past the curves).

**ROAD CONNECTIONS:** Per 2010 Standard Specifications Section 7-1.03, "Public Convenience", operations shall be conducted so as to cause little inconvenience to the public, and access to properties and road connections along the line of work shall be maintained by half-width construction or detour routes where possible.

**COORDINATE CONSTRUCTION:** To avoid traffic control conflicts, and to allow vehicle queues to disperse between closures, the D2 DTM has determined that lane closures shall be spaced at least 5-miles apart. Currently, there is one other project scheduled for the 2018 construction year. The PM should review the project status (and the route conflicts spreadsheet) as the construction year approaches to identify any projects that may pose closure conflicts. The TMP will include a list of any overlapping or adjacent projects.

**PORTABLE CHANGEABLE MESSAGE SIGNS:** Portable Changeable Message Signs (PCMSs) are typically used when high approach speeds are present, approach sight distance to the work zone is minimal, night work is anticipated, high traffic volume is present, and/or if the segment of roadway has a history of accidents in work zones. Since some of this criteria exists within the project limits, PCMSs are recommended. A total of two PCMSs will be needed, one for each direction of travel.

**OTHER:** When widening is within the scope of the project, the PE should include the "open trench" detail in the plans. Temporary base material should also be included for use as a safety wedge (safety taper) for through traffic and to maintain access to road connections and driveways.

**CENSUS LOOPS AND ITS FIELD ELEMENTS:** The PE shall show all census loops in the plans with a note to "protect in place". For more information regarding the census loops, contact Karen Carmo, Traffic Census, at 225-3042. There are no ITS field elements within the project limits. Further information regarding ITS elements can be obtained from Ian Turnbull, Chief Office of ITS Engineering & Support at 530-225-3320.

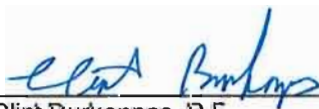
**WORKER SAFETY MEDIA CAMPAIGN:** Worker safety media campaigns have been shown to reduce work zone vehicle collisions. With safety and reliability being the Department's #1 and #2 goals respectively, it is appropriate for funding to be set aside for worker safety media advertisements.

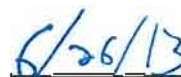
**COSTS:** In addition to costs associated with typical traffic control measures for Standard Plan lane closures, the following shall be incorporated into the project estimate:

- Census Loops: Cost to protect in place.
- PCMS: Include cost for 2 PCMS's (one for each direction of travel).
- Contingency Costs: Contingency costs for equipment breakdowns, shortage of materials, etc... should be included.
- Worker Safety Media Campaign: Approx. \$500 should be included in item #066063 - TMP Public Information.
- Maintain Access: Increased construction costs associated with maintaining access to public road connections and driveways .
- Temporary Base Material: Additional cost to provide temporary edgeline taper for widening operations (when within scope of project).

**TMP:** The TMP for this project will summarize the traditional traffic handling practices and other traffic mitigation strategies that will be implemented during construction. These traffic handling practices and mitigation strategies will include, but not be limited to: 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, ITS field element locations, census loop locations, CHP commander contacts, incident response (accident, natural event) contacts, contingency plans, and maintenance contacts. **A TMP for this project is required and should be requested when the design is complete enough to determine specific traffic impacts but early enough to make design changes/additions required for traffic mitigation.**

This TMP Data Sheet was prepared by Sandra Rivera, T.E.T. I have personally reviewed this document 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, P.E.  
Chief, Office of Traffic Management  
District 2  
530 225-3245

  
\_\_\_\_\_  
Date

State of California - Department of Transportation  
**RIGHT OF WAY DATASHEET**



**EA:** 4F920  
**PROJECT NO.:** 02 1300 0054  
**LOCATION:** 02-Tri-3-PM 30.86/67.89  
**Description:** Trinity Turnouts Provide  
 turnouts and climbing lanes  
 at various locations.

**ALTERNATE:** Alt. A  
**DATE:** 11/4/2013  
**Datasheet Type:** Revision

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

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	\$0		\$0
B. Appraisal Fees Estimate	\$0	N/A	\$0
C. Mitigation Acquisition & Credits	\$0		\$0
D. Project Development Permit Fees	\$0		\$0
<b>Subtotal</b>	\$0		N/A
E. Utility Relocation (State's Share)	\$5,000	5%	\$5,987
(Owner's Share: \$150,000 )			
F. Relocation Assistance (RAP)	\$0		\$0
G. Clearance/Demolition	\$0		\$0
H. Title & Escrow	\$0		\$0
I. Total Estimated Right of Way Cost	\$5,000		<b>Rounded \$6,000 *</b>
J. Construction Contract Work	\$0		

**2. Current Date of Right of Way Certification** July 14, 2017

**3. Parcel Data:**

Type	Dual/Appr	Utilities	Railroad
X	0	U4 - 1      1	C&M Agreement      0
A	0	- 2      0	Service Contract      0
B	0	- 3      0	Easements      0
C	0	- 4      0	Rights of Entry      0
D	0	U5 - 7      3	Clauses      0
<b>Total</b>	<b>0</b>	- 8      0	
		- 9      1	
Excess	0		

**Areas:**

R/W	N/A
TCE	N/A
Excess	N/A
Mitigation	N/A

**Mitigation**

Impacts	0
Parcels	0
Credits	0

**Misc. R/W Work**

RAP Displaces	N/A
Clear/Demo	N/A
Permit to Enters	N/A
Condemnation	N/A
USA Involvement	Yes

**4. 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 the existing RW.

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

Yes \_\_\_\_\_ No  X

**6. Are RAP displacements required?**

Yes \_\_\_\_\_ No  X

No. of single family  N/A

No. of business/nonprofit  N/A

No. of multi-family  N/A

No. of farms  N/A

Based on Draft/Final Relocation Impact Statement/Study dated \_\_\_\_\_ N/A

N/A  Sufficient replacement housing will be available without last resort housing.

N/A  Sufficient replacement housing will not be available without last resort housing.

**7. Is there an effect on assessed valuation?**

Yes \_\_\_\_\_ No  X  Not Significant \_\_\_\_\_

**8. Are there any items of Construction Contract Work?**

Yes \_\_\_\_\_ No  X

There is no Construction Contract Work associated with the project.

**9. Are utility facilities or rights of way affected?**

Yes  X  No \_\_\_\_\_

**Names of Utility Companies requiring verification only.**

Weaverville C.S.D. - water;

**Names of Utility Companies requiring involvements.**

Trinity P.U.D. - Electric (Aerial); Verizon - Telephone (Aerial/Underground); AT&T - Fiber Optic (Aerial/Underground)

**Additional information concerning Utility Involvement on this project.**

This datasheet represents a "best guess" based on the information provided. A revised datasheet will be required as plans for this project are developed. Potholing will likely be required.

10. Are railroad facilities or rights of way affected?  
Yes \_\_\_\_\_ No X Phase 4 Capital \$0

11. Is Right of Way within USA Land boundaries?  
Yes X No \_\_\_\_\_ Phase 4 Capital \$0

**Agencies Involved:**

US Forest Service X BLM \_\_\_\_\_ Army Corps of Engineers \_\_\_\_\_  
National Parks \_\_\_\_\_ BIA \_\_\_\_\_ Vetrans Administration \_\_\_\_\_  
US Fish & Wildlife \_\_\_\_\_ GSA \_\_\_\_\_

**Rights or Permissions to acquire:**

Easement \_\_\_\_\_ Special Use Permit \_\_\_\_\_ Courtesy Letter X  
Right of Way Grant \_\_\_\_\_ Cooperative Work Agreement \_\_\_\_\_ Cost Recovery \_\_\_\_\_  
Mineral Agreement \_\_\_\_\_ Letter of Concurrence \_\_\_\_\_ Timber Sale \_\_\_\_\_

Project crosses through Shasta-Trinity National Forest. Coordination and a Courtesy Letter will be required.

12. Is an RE Office required for the project?  
Yes \_\_\_\_\_ No X

**Type of RE Office**

Modular \_\_\_\_\_ Move In \_\_\_\_\_

13. Were any previously unidentified sites with hazardous waste and/or material found?  
Yes \_\_\_\_\_ None Evident X

14. Are there material borrow and/or disposal sites required?  
No X Optional \_\_\_\_\_ Mandltory \_\_\_\_\_

15. Are there potential relinquishments and/or abandonments?  
Yes \_\_\_\_\_ No X

16. Are there any existing and/or potential airspace sites?  
Yes \_\_\_\_\_ No X

17. What type of mitigation is required for the project?  
Mitigation is not anticipated.

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

Yes  X  No \_\_\_\_\_

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

Right of Way Lead Time will require a minimum of **16** months after we receive first appraisal maps, utility conflict maps, necessary environmental clearances and freeway agreements have been approved and obtained. Additionally a minimum of **12** months will be required after receiving the last appraisal map to Right of Way for certification.

20. Assumptions and limiting Conditions: (Check boxes that apply.)

- The mapping did not provide sufficient detail to determine the limits of the right of way required.
- The transportation facilities have not been sufficiently designed to determine the damages to any of the remainder parcels affected by the project.
- Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the early design requirements.
- Design will secure necessary encroachment permits from local agencies.
- Project permits are not required for the project.
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

Evaluation Prepared By:

Right of Way  *Tauni Melvin*   
TAUNI MELVIN

Date  11/7/13

Reviewed By

RW Project Coordinator  *Cindy Vincelli*   
CINDY VINCELLI

Date  11-7-13

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

11-8-13   
Date

State of California - Department of Transportation  
**RIGHT OF WAY DATASHEET**



EA: 4F920  
**PROJECT NO.:** 02 1300 0054  
**LOCATION:** 02-Tri-3-PM 30.86/67.89  
**Description:** Trinity Turnouts Provide  
 turnouts and climbing lanes  
 at various locations.

**ALTERNATE:** Alt. B  
**DATE:** 11/4/2013  
**Datasheet Type:** Revision

**This is not the preferred or likely alternative. Do not use for programming.**

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

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	\$3,000	5%	\$3,592
B. Appraisal Fees Estimate	\$0	N/A	\$0
C. Mitigation Acquisition & Credits	\$47,250	5%	\$56,579
D. Project Development Permit Fees	\$15,000	5%	\$17,962
<b>Subtotal</b>	<b>\$65,250</b>		<b>\$78,133</b>
E. Utility Relocation (State's Share)	\$5,000	5%	\$5,987
(Owner's Share: <u>          \$150,000          </u> )			
F. Relocation Assistance (RAP)	\$0		\$0
G. Clearance/Demolition	\$0		\$0
H. Title & Escrow	\$0		\$0
I. Total Estimated Right of Way Cost	\$70,250		<b>Rounded \$84,100 *</b>
J. Construction Contract Work	\$0		

**2. Current Date of Right of Way Certification** July 14, 2017

**3. Parcel Data:**

Type	Dual/Appr	Utilities	Railroad
X	0	U4 - 1	C&M Agreement
A	0	- 2	Service Contract
B	0	- 3	Easements
C	0	- 4	Rights of Entry
D	0	U5 - 7	Clauses
<b>Total</b>	<b>0</b>	- 8	
Excess	0	- 9	

Areas:	Mitigation	Misc. R/W Work
R/W	Impacts	RAP Displaces
TCE	Parcels	Clear/Demo
Excess	Credits	Permit to Enters
Mitigation		Condemnation
		USA Involvement



**4. 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 the existing RW.

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

Yes \_\_\_\_\_ No  X

**6. Are RAP displacements required?**

Yes \_\_\_\_\_ No  X

No. of single family  N/A

No. of business/nonprofit  N/A

No. of multi-family  N/A

No. of farms  N/A

Based on Draft/Final Relocation Impact Statement/Study dated \_\_\_\_\_ N/A

N/A  Sufficient replacement housing will be available without last resort housing.

N/A  Sufficient replacement housing will not be available without last resort housing.

**7. Is there an effect on assessed valuation?**

Yes \_\_\_\_\_ No  X  Not Significant \_\_\_\_\_

**8. Are there any items of Construction Contract Work?**

Yes \_\_\_\_\_ No  X

There is no Construction Contract Work associated with the project.

**9. Are utility facilities or rights of way affected?**

Yes  X  No \_\_\_\_\_

**Names of Utility Companies requiring verification only.**

Weaverville C.S.D. - water

**Names of Utility Companies requiring involvements.**

Trinity P.U.D. - Electric (Aerial/Underground); Verizon - Telephone (Aerial/Underground); AT&T - Fiber Optic (Underground)

**Additional information concerning Utility Involvement on this project.**

This datasheet represents a "best guess" based on the information provided. A revised datasheet will be required as plans for this project are developed. Potholing will likely be required.

10. Are railroad facilities or rights of way affected?  
Yes \_\_\_\_\_ No X Phase 4 Capital \$0

11. Is Right of Way within USA Land boundaries?  
Yes X No \_\_\_\_\_ Phase 4 Capital \$0

**Agencies Involved:**

US Forest Service X BLM \_\_\_\_\_ Army Corps of Engineers \_\_\_\_\_  
National Parks \_\_\_\_\_ BIA \_\_\_\_\_ Vetrans Administration \_\_\_\_\_  
US Fish & Wildlife \_\_\_\_\_ GSA \_\_\_\_\_

**Rights or Permissions to acquire:**

Easement \_\_\_\_\_ Special Use Permit \_\_\_\_\_ Courtesy Letter \_\_\_\_\_  
Right of Way Grant \_\_\_\_\_ Cooperative Work Agreement \_\_\_\_\_ Cost Recovery \_\_\_\_\_  
Mineral Agreement \_\_\_\_\_ Letter of Concurrence X Timber Sale X

Project crosses through Shasta-Trinity National Forest lands. A Letter of Concurrence for the project and a Timber Sale

12. Is an RE Office required for the project?  
Yes \_\_\_\_\_ No X

**Type of RE Office**

Modular \_\_\_\_\_ Move In \_\_\_\_\_

13. Were any previously unidentified sites with hazardous waste and/or material found?  
Yes \_\_\_\_\_ None Evident X

14. Are there material borrow and/or disposal sites required?  
No \_\_\_\_\_ Optional X Manditory \_\_\_\_\_

0

15. Are there potential relinquishments and/or abandonments?  
Yes \_\_\_\_\_ No X

16. Are there any existing and/or potential airspace sites?  
Yes \_\_\_\_\_ No X

17. What type of mitigation is required for the project?  
0

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

Yes X No \_\_\_\_\_

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

Right of Way Lead Time will require a minimum of **16** months after we receive first appraisal maps, utility conflict maps, necessary environmental clearances and freeway agreements have been approved and obtained. Additionally a minimum of **12** months will be required after receiving the last appraisal map to Right of Way for certification.

20. Assumptions and limiting Conditions: (Check boxes that apply.)

- The mapping did not provide sufficient detail to determine the limits of the right of way required.
- The transportation facilities have not been sufficiently designed to determine the damages to any of the remainder parcels affected by the project.
- Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the early design requirements.
- Design will secure necessary encroachment permits from local agencies.
- Project permits are not required for the project.

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Evaluation Prepared By:

Right of Way Tauni Melvin  
TAUNI MELVIN

Date 11/7/13

Reviewed By

RW Project Coordinator Cindy Vincelli  
CINDY VINCELLI

Date 11-7-13

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

11-8-13  
Date

Trinity 3 Turnouts  
02-4F920  
Tri-3-PM var (18 locations)  
PM: Steve Rogers

Risk Register - PID Checkpoint  
2014 STIP Major  
Total Costs: \$2,000,000 (\$1M Minor A + \$1M Trinity Co STIP RIP)

LEVEL 1 - RISK REGISTER				Project Name: TRINITY 3 TURNOUTS			DIST- EA	02-4F920	Project Manager	Steve Rogers		
Risk Identification							Risk Rating		Risk Response			
Status	ID #	Type	Category	Title	Risk Statement	Current status/assumptions	Priority Rating	Rationale for Rating	Strategy	Response Actions	Risk Owner	Updated
Active	1	Threat	Environmental	PAED support increase	At the request of Trinity County, the PAED for this phase 1 project is to also cover the planned phase 2 work (extend/combine phase 1 turnouts into passing lanes). There was not enough resources during the PID development for Environment to determine a good estimate for the phase 1 and phase 2 support needs. After programming, depending on what is discovered during the initial environmental studies, there may or may not be adequate support funding for the PAED phase.		Medium		Accept		Amber Kelly	Oct 2013
Active	2	Threat	PM	STIP Funding	This project is in the county's RTP and is being submitted in their 2014 STIP for \$1M total. The County's East Connector project is currently \$6M under programmed in Con Cap. Currently the full ramifications of this overage is unknown, thus this projects STIP funding is at risk.		Medium		Accept		Steve Rogers	Oct 2013
Active	3	Threat	Environmental	Not enough time in schedule to clear project	The PEAR requested 24 months and the current schedule only has 22 months between ESR and PAED.	The 24 mo duration assumes late and/or incomplete ESR and/or ESL that change and no encountering of any sensitive biological resources/species, or cultural sites.	Medium		Mitigate	Insure ESR is complete, accurate and on time.	Amber Kelly	Oct 2013
Active	4	Threat	Design	Potential Metal Beam Guardrail at location PM 48.60	Width at south end of passing lane is narrow with an adjacent drop. Not enough information to determine if metal beam guardrail is necessary at PID stage.		Medium					Nov 2013
Active	5	Threat	Design	Travel way width standards	Existing travel way width less than 12 feet at certain potential turnout locations on SR 3.		Medium					Nov 2013
Active	6	Threat	Design	Sight distance	Sight distance design exception in PA&ED.		Medium					Nov 2013



## Final STIP Report October 2013



### Hayfork II

<b>County:</b> Trinity <b>Route:</b> 3 <b>EA/PPNO:</b> 02-4C960/3342 <b>PM:</b> 7.1/7.7 Previous <b>PM:</b> 7.1/8.3 Current	<b>Project Manager:</b> Steve Rogers <b>E-Mail:</b> steve_rogers@dot.ca.gov <b>Phone:</b> (530) 225-2455 <b>Current Phase(s):</b> Construction	<b>Project Description:</b> Extend bike lanes <b>Project Funding:</b> 100% RIP TE <b>Data:</b> Budget=CTIPs, Expended=TRAMS, EAC=Workplans
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Component	Programmed Funding				Unfunded Need	Budget	Expended as of September 27, 2013	Estimate at Complete (EAC)	Budget for Combined SB45 Components	% of Combined SB45 Budget Expended	EAC for Combined SB45 Components	% EAC of Budget
	RIP TE											
	FY yy/yy	\$	FY yy/yy	\$	\$	\$	\$	\$	\$	%	\$	%
ENV	08/09	90,000			0	90,000	138,500	138,500	190,000	177%	336,090	177%
PS&E	10/11	100,000			0	100,000	197,590	197,590				
R/W SUP	08/09	40,000			0	40,000	14,270	14,270	70,000	24%	17,270	25%
R/W CAP	11/12	30,000			0	30,000	2,660	3,000				
CON SUP	12/13	120,000			0	120,000	108,000	130,000	1,090,000	74%	884,200	81%
CON CAP	12/13	970,000			0	970,000	700,000	754,200				
<b>TOTAL</b>		<b>1,350,000</b>			<b>0</b>	<b>1,350,000</b>	<b>1,161,020</b>	<b>1,237,560</b>	<b>1,350,000</b>	<b>86%</b>	<b>1,237,560</b>	<b>92%</b>

Schedule	(Milestone Dates)	% Complete	Project Status
PA&ED	01/31/11 A	100%	
PS&E/RTL	06/30/12 A	100%	
RWC	01/19/12 A	100%	
ENV PERMITS	06/29/12 A	100%	
CCA	09/06/13 A	100%	

**NOTE:** As noted in the previous SB 45 report, the expenditures shown in the ENV component are due to the completion of field surveys for the 1.2 miles of highway 3 widening that is needed to add the bike lanes and completing the Environmental and Right of Way requests. The amount of field surveys needed for the bike lanes were much more than the block section required for the original scope of work.

The AB 608 request was approved by the CTC at the May 2013 meeting. The AB 608 requested the full \$215,800 in Construction Capital savings. However when the PAED & PSE support overruns are taken in account, a net savings of approximately \$102,000 is expected.

**Six-month History:** Tullis Inc of Redding, started construction activities on July 15, 2013. Construction lasted a month and a half, with minimal change orders and no claims. The construction contract was accepted on September 6, 2013.

**Six-month Forecast:** As-builts and other project close out tasks will occur over the next few months, with end project expected in January 2014.

**TCTC Action:** None

