

03-Pla-65 PM 6.5/12.8
Project Id No. 0300001103
EA 03-1F170K
OCTOBER 2012


**Project Study Report-Project Development Support
(PSR-PDS)**

To

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

On Route 65
0.5 miles northwest of Galleria Boulevard/Stanford
Between Ranch Road
And Lincoln Boulevard

APPROVAL RECOMMENDED:

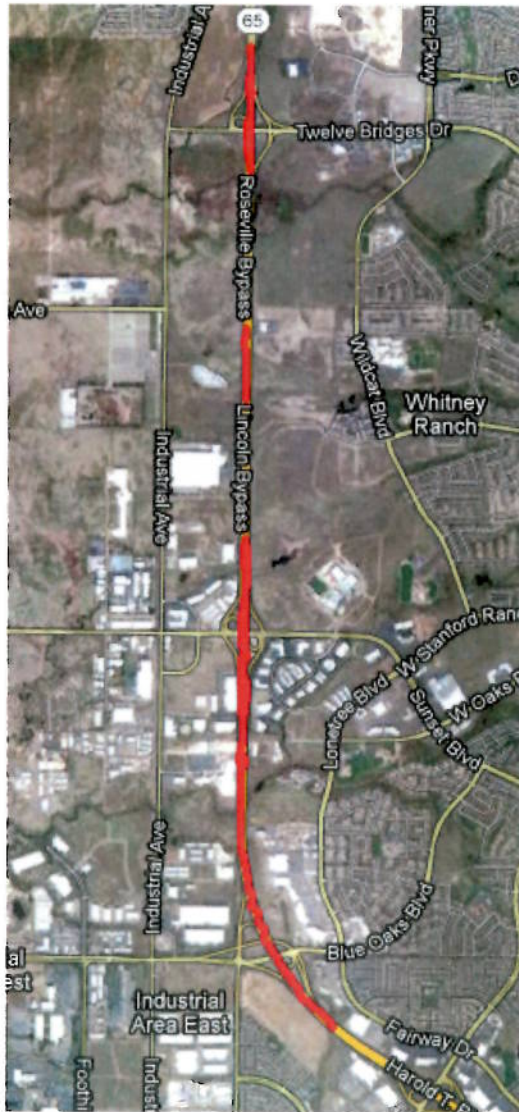

PROJECT SPONSOR, Accepts Risks Identified in this
PSR-PDS and Attached Risk Register


SAMUEL JORDAN, PROJECT MANAGER

APPROVED:


JODY JONES, DISTRICT DIRECTOR

1-3-13
DATE



On Route 65

Between 0.5 miles northwest of Galleria Boulevard/Stanford Ranch Road

And Lincoln Boulevard

03-Pla-65 PM 6.5/12.8

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



REGISTERED CIVIL ENGINEER

11/31/2013

DATE



Table of Contents

1. Introduction	1
2. Background	2
3. Purpose and Need Statement	2
4. Deficiencies	3
5. Corridor and System Coordination	3
6. Alternatives	3
7. Right of Way	5
8. Stakeholder Involvement	5
9. Environmental Determination/Document	6
10. Funding	6
11. Schedule	6
12. Risk	7
13. FHWA Coordination	7
14. District Contacts	7
15. Project Reviews	7
16. Attachments	8

1. INTRODUCTION

Brief Project Description:

This project proposes to construct one vehicle lane in each direction in the median of State Route (SR) 65 from 0.5 miles north of Galleria Boulevard (Blvd.)/Stanford Ranch Road (Rd.) to Lincoln Boulevard.

This project has been assigned the Project Development Processing (PDP) Category 4A because it proposes to widen the existing freeway without requiring a revised freeway agreement.

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

Project Limits Dist., Co., Rte., PM	District 3, Placer County, Route 65, PM 6.5-12.8
Number of Alternatives:	4
Capital Outlay Support for PAED	\$1,500,000 to \$3,000,000
Capital Construction Cost Range (excluding “no build”).	\$42,022,000 to \$100,541,000
Right of Way Cost Range (excluding “no build”).	\$0 to \$20,900
Funding Source:	SPRTA and other
Type of Facility (conventional, expressway, freeway):	Freeway
Number of Structures:	2
Anticipated Environmental Determination or Document:	Mitigated Negative Declaration (MND)/Finding of no Significant Impacts (FONSI)
Legal Description	In Placer County in the Cities of Rocklin, Roseville, and Lincoln. Construct high occupancy vehicle lanes and operational improvements.
Project Category	4A

The remaining support, right of way and construction components of the project are preliminary estimates and are not suitable for programming purposes. Either a Supplemental PSR or Project Report will serve as the programming document for the remaining support and capital components of the project. A project report will serve as approval of the “selected” alternative. If any Design exceptions are needed, they will be reviewed and approved at the Project Approval &

Environmental Document (PA&ED) phase.

2. BACKGROUND

SR 65 is an important interregional route that serves both local and regional traffic. State Route 65 generally runs north/south and serves as a major connector to both truck and automobile traffic between the Interstate 80 (I-80) corridor in Roseville and the SR 70 corridor near Marysville. SR 65 is a vital link from more affordable housing in Sutter and Yuba Counties to regional employment centers in Placer County. It is also an important route for the transport of aggregate, lumber and other commodities. Placer County has recently experienced rapid growth in commercial, industrial, and residential development that has increased peak period congestion.

The main objectives of projects within this corridor are to reduce travel time and delays for all modes of transportation, improve travel time reliability, improve connectivity between modes and facilities, improve safety, and expand mobility options.

This project proposes to construct high-occupancy vehicle lanes in the median of State Route (SR) 65 from 0.5 miles west of Galleria Blvd./Stanford Ranch Rd. to Lincoln Blvd..

This project has been assigned the Project Development Processing Category 4A because it proposes to widen the existing freeway without requiring a revised freeway agreement.

3. PURPOSE AND NEED STATEMENT

Need:

Traffic on SR 65 has steadily increased over the last few decades. Monitoring of traffic conditions during peak commute periods has shown a steady increase in both duration and length of congestion on the corridor. Further development along the SR 65 corridor and increasing traffic volumes will further erode operating conditions of this area. This state route connects major regional routes in Northern California and must operate effectively in order to serve commuter traffic, goods movement and regional traffic in the Southern Placer area.

Purpose:

- To provide congestion relief in order to improve traffic flow on the regional transportation system,

- To promote the use of high occupancy vehicles, such as carpools, van pools and transit,
- To help achieve the mobility and economic development goals of the Placer County Transportation Planning Agency (PCTPA), and
- To improve traffic operations and safety in this segment of the highway

4. DEFICIENCIES

A Supplemental Traffic Report completed in June 2012 by District 3 Office of Freeway Operation indicated that this segment of Route 65 is currently experiencing operational problems caused by high peak period traffic volumes. Congestion delay exists in the southbound direction during the AM peak period and in the northbound direction during the PM peak period. Vehicle hours of delay, average speeds, travel times, and other traffic performance measures will continue to deteriorate as growth increases in the surrounding areas.

5. CORRIDOR AND SYSTEM COORDINATION

The 2009 Corridor System Management Plan (CSMP) for State Route 65, shows that SR 65 has major mobility challenges including highway and roadway traffic congestion, lack of parallel roadway capacity, and inadequate transit funding. There are also gaps within the bicycle network and lengthy barriers restricting cross-corridor travel by all modes of transportation. Caltrans District 3 has prepared an Aesthetic Corridor Master Plan for SR 65. The future landscaping for the segment of SR 65 that covers this project will follow the Aesthetic Corridor Master Plan for SR 65 and its current estimated cost has been included in the construction cost estimate as a provisional item.

6. ALTERNATIVES

There are four alternatives identified in this report. The alternatives range from the No Build Alternative to an Ultimate Build Alternative.

Alternative 1 – This alternative is the No Build alternative. SR 65, within the project limits, would maintain the existing lane configuration and no work would be provided to improve operational conditions.

Alternative 2 – This is an intermediate alternative, which would add median High Occupancy Vehicle (HOV) lanes in both directions within the project limits. This alternative will require widening the Pleasant Grove Creek Bridges (Br. No. 19-0136 L/R) to the inside. The HOV lanes would connect to future HOV lanes from the proposed I-80/SR 65 interchange project (EA 4E3200). That project would include HOV lanes from the I-80/SR 65 Interchange to north of the Galleria

Blvd./Stanford Ranch Rd. Interchange. The HOV lanes in the northern boundary of this project would end at Lincoln Boulevard. Traffic operations systems (TOS) elements would be placed. Ramp Metering and HOV bypass lanes would be placed at all on-ramps in both directions.

Alternative 3 – This alternative would add a median mixed flow lane in both directions from north of the Harding/Galleria Blvd. Interchange to Lincoln Blvd.. This alternative will require widening the Pleasant Grove Creek Bridges (Br. No. 19-0136 L/R) to the inside. A mixed flow study is required per FHWA Procedure Memorandum D-6103 in order to study comparisons with HOV lane alternatives. The memorandum establishes that within 5 years after opening, the HOV lane should move more people than a comparable mixed flow lane. Federal Highway Administration (FHWA) requires that any new freeway lanes in non-attainment area be HOV lanes. The Federally required Air Quality Plans expect that HOV facilities be a preferred alternative for capacity-adding freeway projects in urban areas. Also, the Federal clean air act amendments of 1990 (42 USC § 7502 (b) and 42 USC § 7502(c)) require that area designated as nonattainment areas for certain air quality standards must enact air pollution control measures. These include Transportation control measures (TCMs). There are 16 TCMs listed (42 USC § 7408 (f)(1)(A) i-xvi), one of which is conversion to or construction of HOV lanes. Construction of mixed-flow lanes is problematic because they do not meet air quality standards. Ramp Metering and TOS elements would also be placed.

Alternative 4 – This alternative is an ultimate build alternative, which would include all of the feature in alternative 2, plus add auxiliary lanes in the north and southbound directions from north of the Galleria Blvd./Stanford Ranch Rd. Interchanges to the new Sunset Boulevard Interchange. The auxiliary/transition lanes would connect to future auxiliary/transition lane from the proposed I-80/SR 65 Interchange project. The I-80/SR 65 Interchange project is currently in the Project Approval and Environmental Document (PA&ED) phase. The installation of retaining walls to widen the area under the overcrossings was included in the estimate for this alternative.

Additional information:

HOV Lane Terminus

The HOV lane terminus at the north end of the project limits must end in a standard fashion that meets driver expectations. It is recommended to end the proposed HOV lane in the northbound direction at PM 12.72, where the existing third lane begins before the Ferrari Ranch Rd. Interchange. The Ferrari Ranch road Interchange contains an approximately 100 feet deceleration lane for the

northbound slip off-ramp. This lane acts as an additional third lane for this short segment of northbound route 65. Improvements to Ferrari Ranch Rd. Interchange are currently in construction. HOV lanes in the southern end of this project will tie into the HOV lane constructed in the proposed I-80/SR 65 Interchange project between the Galleria Blvd./Stanford Ranch Rd. and Pleasant Grove Blvd. Interchange.

Managed Lanes

A managed lane strategy evaluation for this project could be performed in the PA&ED phase of the project. Managed lanes or high occupancy toll (HOT) lane evaluations have been performed for other HOV lane projects in the Sacramento metropolitan area during the PA&ED phase. Microsimulation studies developed in the PA&ED phase would provide the data needed to analyze the advantages, impacts and cost/benefit of managed lanes on SR 65. The principal conclusion of two previous HOT lane studies on U.S Highway 50 and I-80 were that the forecasted volumes and resulting congestion through the year 2040 would not be great enough to provide the toll rates and fees necessary to generate a favorable economic return rate.

Traffic Operations Systems (TOS) Elements

It is recommended by District 3 – Office of Freeway Operations to place ramp metering, loop detectors, closed circuit television cameras, and communication fiber conduits in both directions throughout the project limits. These TOS elements would be used to manage traffic flow, collect traffic volume data, monitor queue lengths and speeds for future traffic studies and real time traffic management. Caltrans Deputy Directive 35-R1 states that provisions for ramp metering shall be included in any project that proposes additional capacity, regardless of the funding source. These provisions, at each on-ramp, may include procurement of additional right of way, changes to ramp geometry to accommodate queue storage, as well as, the installation of HOV preferential lanes.

7. RIGHT OF WAY

Utilities: All work will be performed within the existing right of way and no utility involvement is expected.

Railroads: An existing Union Pacific Railroad Line is located at approximately station 680+00. The project proposes to connect into the recently constructed Highway 65 Lincoln By-pass at approximately station 670+50. The end of the proposed project construction will be approximately 950 feet away from this existing line and should not pose any impacts to it.

8. STAKEHOLDER INVOLVEMENT

Coordination with the cities of Rocklin, Roseville and Lincoln, the PCTPA, and South Placer Regional Transportation Authority (SPRTA) will be needed during the development of this project.

PCTPA has identified this project as a high priority regional road network project in the 2035 Regional Transportation Plan. The project is included in the SPRTA Regional Transportation and Air Quality Mitigation Fee program.

9. ENVIRONMENTAL DETERMINATION/DOCUMENT

In order to identify environmental issues, constraints, costs and resource needs, a mini Preliminary Environmental Analysis Report (PEAR) was prepared for the project. It is important to note that all technical studies will be deferred to the PA&ED phase of the project.

It is anticipated an Initial Study (IS) or Focused Initial Study (FIS) with proposed Negative Declaration (ND) or Mitigated ND and a Routine Environmental Assessment with proposed Finding of No Significant Impacts will be required for this project. See *Attachment E* for more information.

10. FUNDING

Capital Outlay Project Estimate

	Range of Estimate	Fund Source
Alternative 1	\$0	
Alternative 2	\$43,215,000 to \$57,620,000	SPRTA and other
Alternative 3	\$42,022,000 to \$56,030,000	SPRTA and other
Alternative 4	\$75,406,000 to \$100,541,410	SPRTA and other

The level of detail available to develop these capital outlay project estimates is only accurate to within the above ranges and is useful for long-range planning purposes only. The capital outlay project estimates should not be used to program or commit State-programmed capital outlay funds.

Capital Outlay Support Estimate

Capital outlay support estimate for programming PA&ED for this project is estimated to be: \$1,500,000 to \$3,000,000

11. SCHEDULE

Project Milestones		Scheduled Delivery Date
PROGRAM PROJECT	M015	2013
BEGIN ENVIRONMENTAL	M020	2013
CIRCULATE DPR & DED EXTERNALLY	M120	2014
PA & ED	M200	2014

The anticipated funding fiscal year for construction is 2020/2021.

12. RISKS

A Risk Register was completed for this project. See Attachment H.

13. FHWA COORDINATION

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

14. DISTRICT CONTACTS

Title	Name	Phone #
Project Manager	Samuel Jordan	530-740-4920
Design Engineer	Isam Tabshouri	530-741-5749
Project Engineer	Ryan Kohagura	530-741-5746
Senior Right of Way Agent	Lee Ann Lambirth	530-741-4109
Environmental	Jacob Nelson	916-741-4494
Environmental Branch Chief	Suzanne Melim	530-741-4484
Traffic Operations	Jim Calkins	916-859-7940
Traffic Management Plan	Sam Batakji	530-740-4948
District Materials Engineer	Daniel Ferchaud	530-741-5378

15. PROJECT REVIEWS

Field Review	<u>Molly Richards and Isam Tabshorui</u>	Date	<u>1/12/2010</u>
District Maintenance	_____	Date	_____
District Safety Review	<u>Naghi Ghafari</u>	Date	<u>8/9/2012</u>

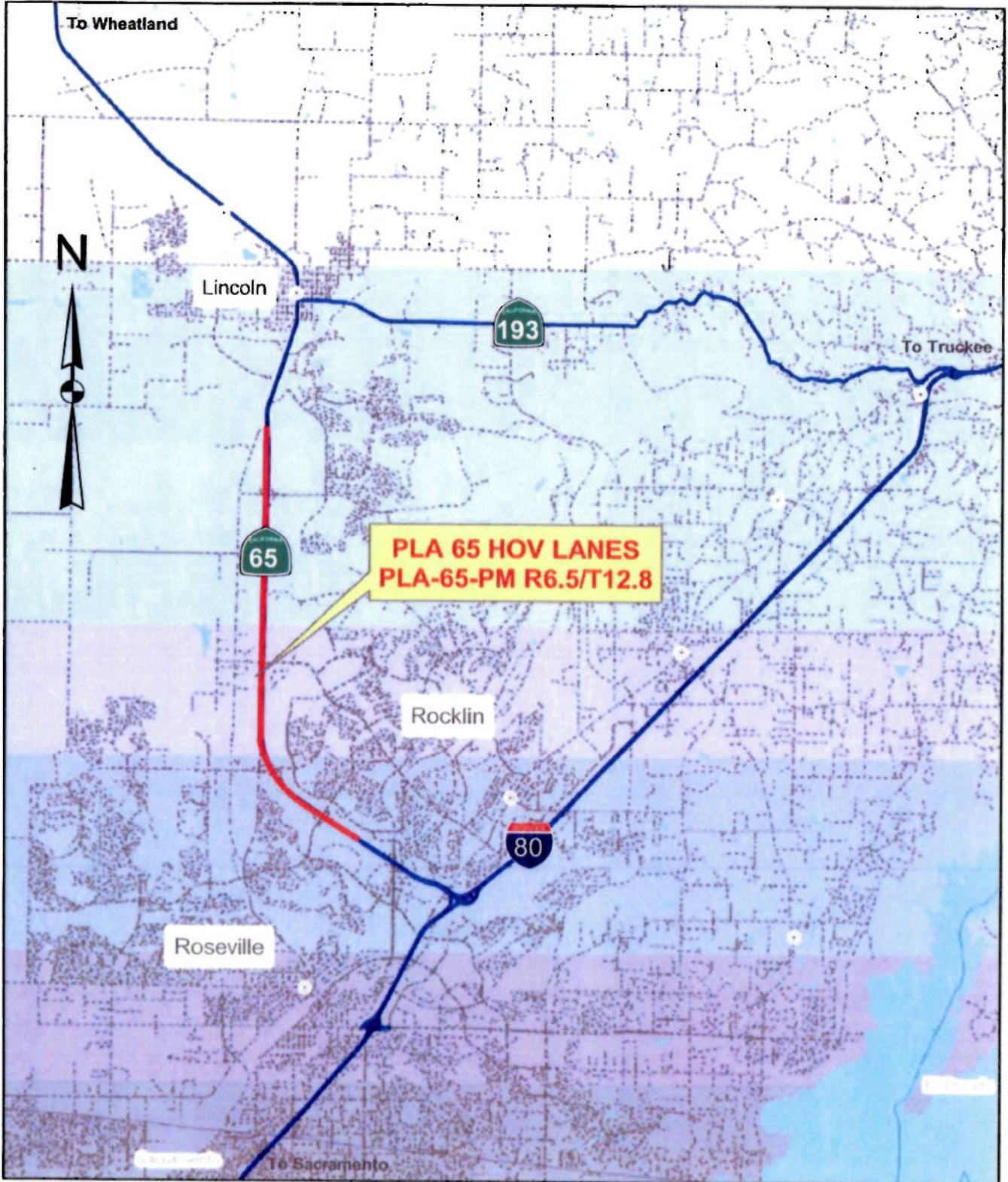
16. ATTACHMENTS

- A. Location Map
- B. Preliminary Layouts
- C. Typical Cross-sections
- D. Cost Estimate.
 - 1. Alternative 2
 - 2. Alternative 3
 - 3. Alternative 4
- E. Mini-Preliminary Environmental Analysis Report (Mini-PEAR)
- F. Transportation Planning Scoping Information Sheet
- G. Right of Way Data Sheet
- H. Risk Register

ATTACHMENT A
LOCATION MAP

LOCATION MAP PLA 65 - HOV LANES

EA 1F170K

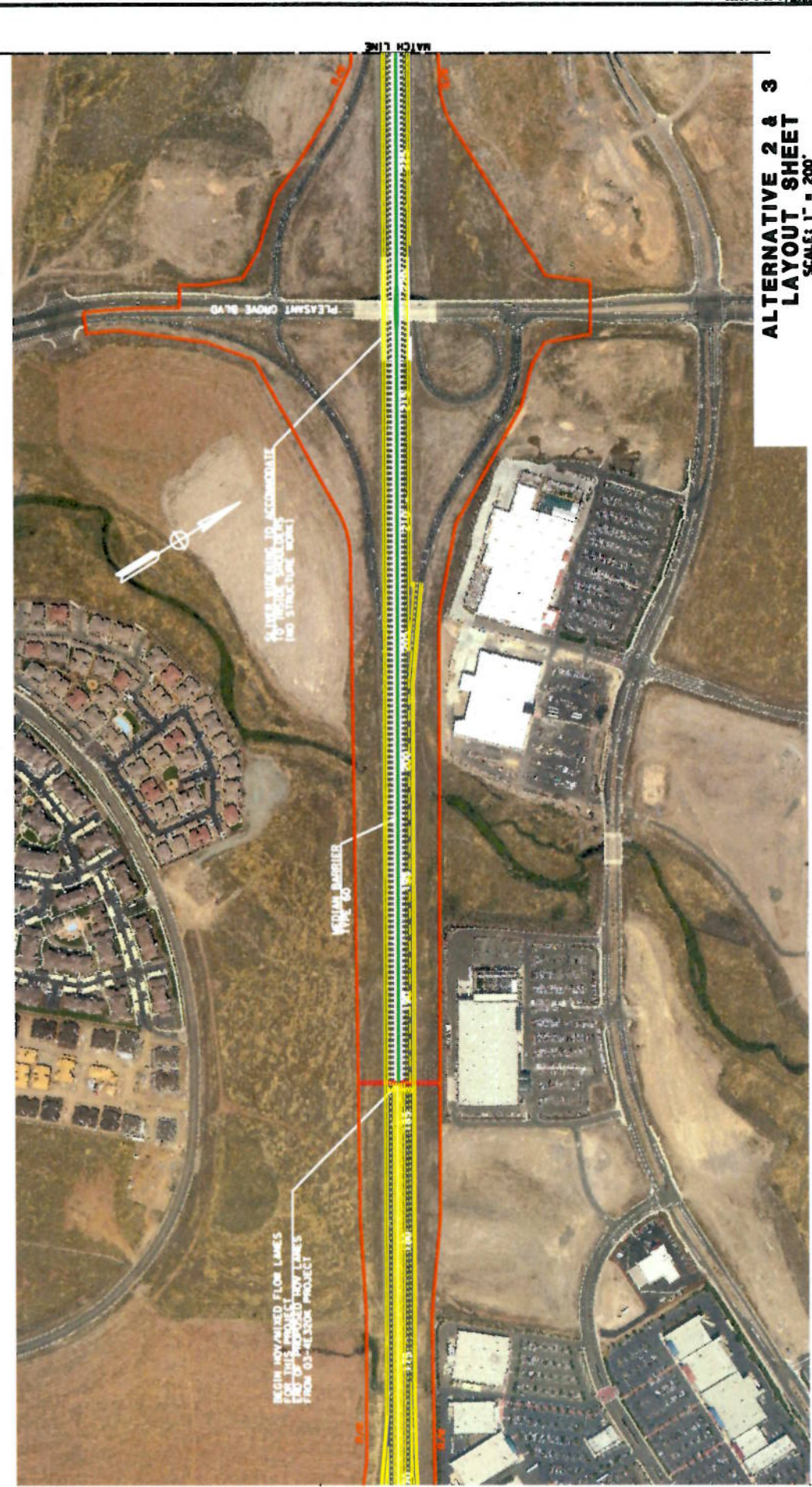


ATTACHMENT B
PRELIMINARY LAYOUTS

DATE	COUNTY	ROUTE	PROJECT	SHEET NO.	TOTAL SHEETS
03	Pio	65	R6-5/112.8		

REGISTERED CIVIL ENGINEER DATE: 05/11/2012
 PROJECT: R6-5/112.8
 SHEET: 03 OF 03
 SCALE: 1" = 200'
 DRAWN BY: J.E.
 CHECKED BY: J.E.
 APPROVED BY: J.E.
 ANS CIVIL

- NOTES:**
- FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
 - ALTERNATIVE 2 - THE PROPOSED MEDIAN LANE ADDED IN BOTH DIRECTION ARE PROPOSED TO BE HOV LANE'S.
 - ALTERNATIVE 3 - THE PROPOSED MEDIAN LANE ADDED IN BOTH DIRECTION ARE PROPOSED TO BE MIXED FLOW LANE'S.
 - INSTALL CONCRETE MEDIAN BARRIER AROUND BRIDGE OVERCROSSING COLUMNS.



**ALTERNATIVE 2 & 3
 LAYOUT SHEET
 SCALE: 1" = 200'**

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	ISAM TABSHOURI	CHECKED BY	DATE REVISED
ADVANCE PLANNING	DESIGNED BY			
BORDER LAST REVISED 4/11/2008	RELATIVE BORDER SCALE IS IN INCHES	0 1 2 3	DATE PLOTTED 03/08/2012	FILE NAME: \\... \projects\1170\1170\1170.dgn

Dist	County	ROUTE	PROJECT NO.	SHEET NO.
03	PIC	65	06.5/112.8	

REGISTERED CIVIL ENGINEER DATE: 06/05/12
 PROJECT NO. 06.5/112.8
 SHEET NO. 06.5/112.8-02
 COUNTY OF SAN DIEGO

- NOTES:**
- FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
 - ALTERNATIVE 2 - THE PROPOSED MEDIAN LANE ADDED IN BOTH DIRECTION ARE PROPOSED TO BE HOV LINES.
 - ALTERNATIVE 3 - THE PROPOSED MEDIAN LANE ADDED IN BOTH DIRECTION ARE PROPOSED TO BE MIXED FLOW LANES.
 - INSTALL CONCRETE MEDIAN BARRIER AROUND THE BRIDGE OVERCROSSING COLUMNS.



**ALTERNATIVE 2 & 3
 LAYOUT SHEET
 SCALE: 1" = 200'**

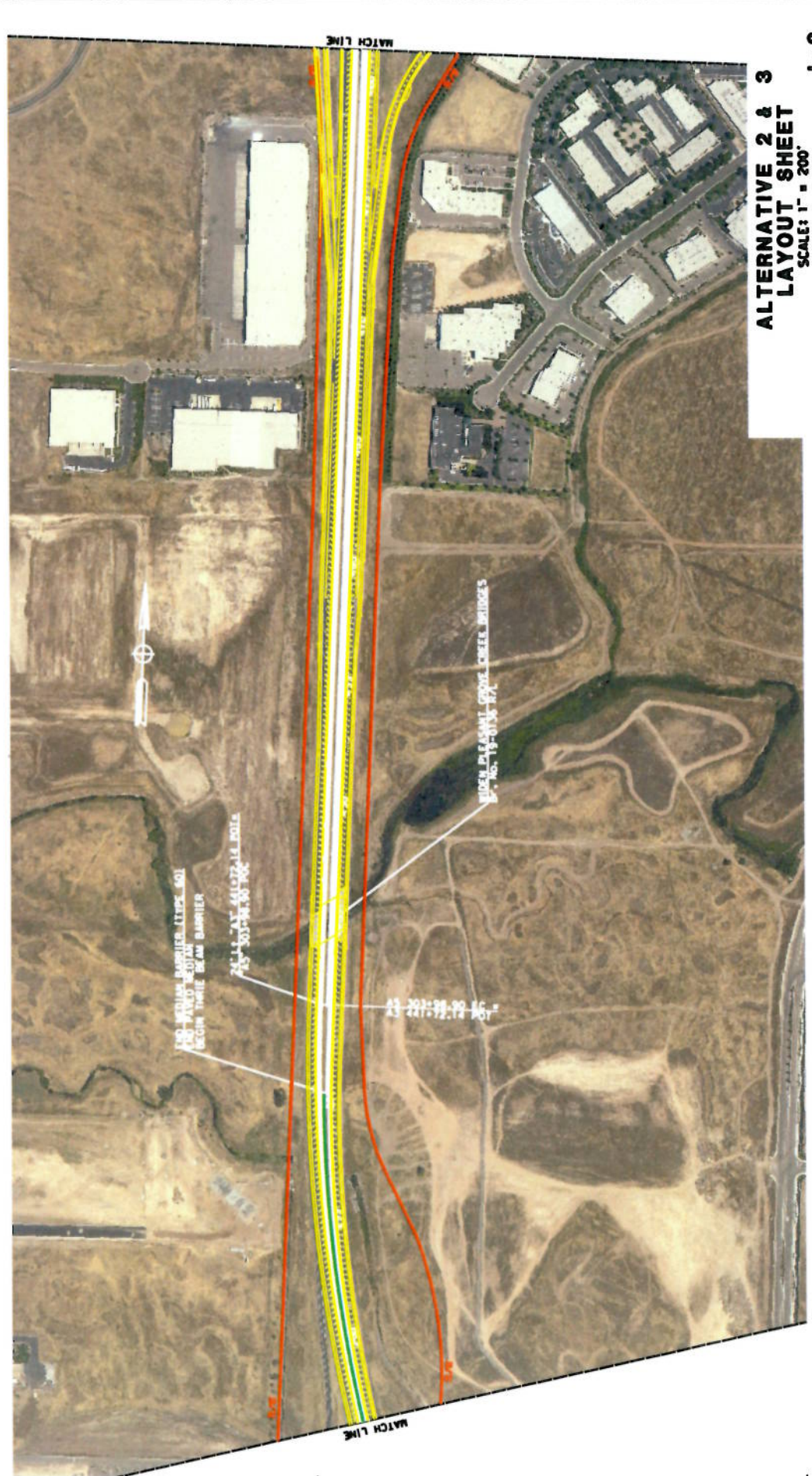
L-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	ADVANCE PLANNING	ISAM TASHOURI	FUNCTIONAL SUPERVISOR
DESIGNED BY	CHECKED BY	DATE REVISION	REVISION

Dist. County ROUTE TOTAL PROJECT No. SHEET NO.
 03 PIG 65 R6.5/112.8

REGISTERED CIVIL ENGINEER DATE
 PLANS APPROVAL DATE DATE
 03/05/12 06/05/12
 03/05/12 06/05/12
 03/05/12 06/05/12

- NOTES:**
- FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
 - ALTERNATIVE 2 - THE PROPOSED MEDIAN LANE ADDED IN BOTH DIRECTION ARE PROPOSED TO BE HOV LANES.
 - ALTERNATIVE 3 - THE PROPOSED MEDIAN LANE ADDED IN BOTH DIRECTION ARE PROPOSED TO BE MIXED FLOW LANES.
 - INSTALL CONCRETE MEDIAN BARRIER AROUND BRIDGE OVERCROSSING COLUMNS..




ALTERNATIVE 2 & 3
 LAYOUT SHEET
 SCALE: 1" = 200'

L-3

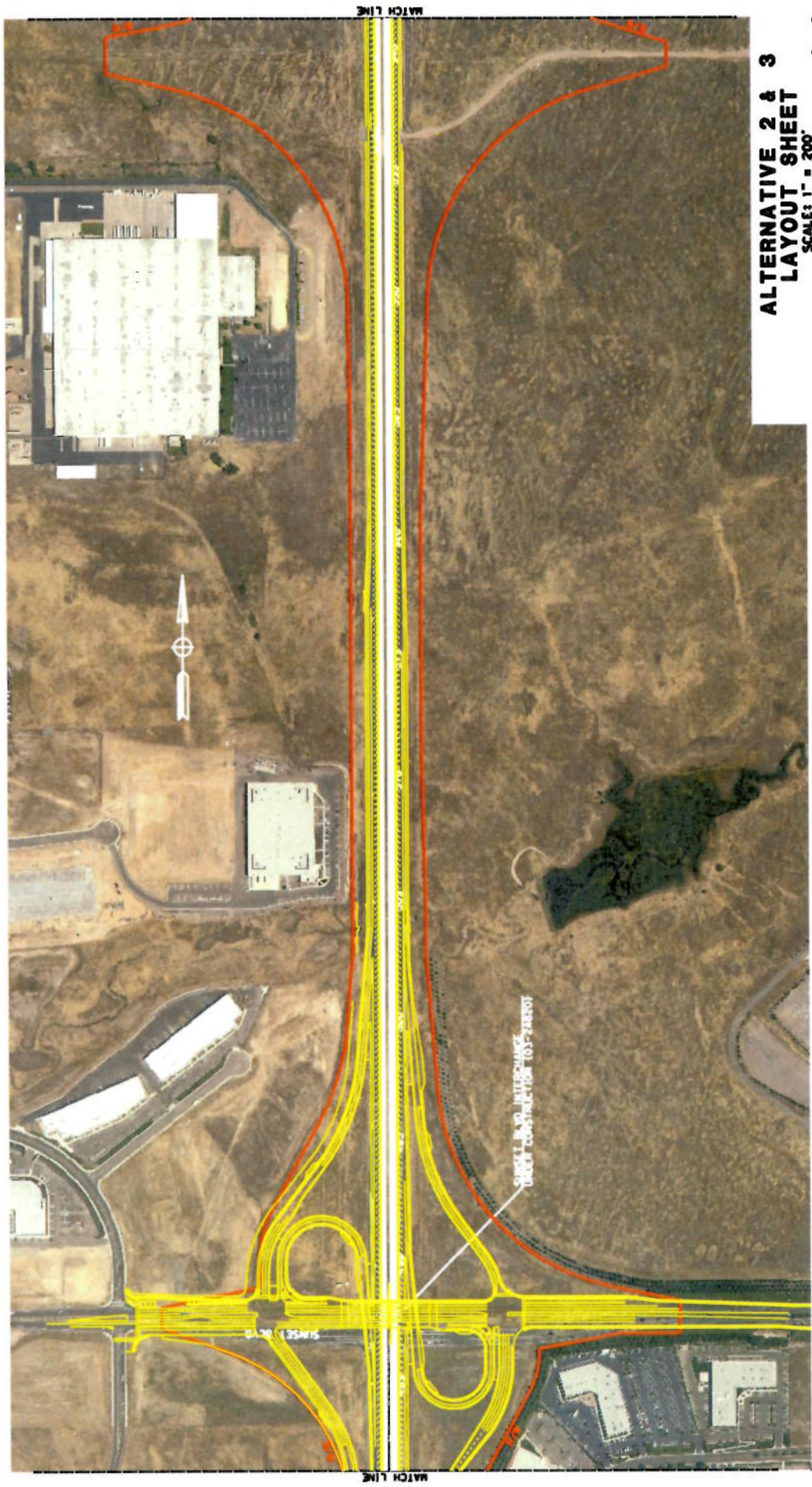
REVISIONS	DATE REVISION	CHECKED BY	DESIGNED BY	FUNCTIONAL SUPERVISOR	ADVANCE PLANNING	ISAM TABSHOURI

DATE	COUNTY	ROUTE	PROJECT NO.	SHEET NO.
03	Pio	65	R6.5/112.8	

REGISTERED CIVIL ENGINEER DATE: 06.05.12
 PLANS SHEETS: 01-12
 THIS SET OF PLANS IS THE PROPERTY OF THE DISTRICT OF CALIFORNIA
 AND SHALL BE KEPT IN THE DISTRICT OFFICE
 FOR THE RECORD



- NOTES:
- FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
 - ALTERNATIVE 2 - THE PROPOSED MEDIAN LINE ADDED IN BOTH DIRECTION ARE PROPOSED TO BE HOV LANES.
 - ALTERNATIVE 3 - THE PROPOSED MEDIAN LINE ADDED IN BOTH DIRECTION ARE PROPOSED TO BE MIXED FLOW LANES.
 - INSTALL CONCRETE MEDIAN BARRIER AROUND BRIDGE OVERCROSSING COLUMBIA.

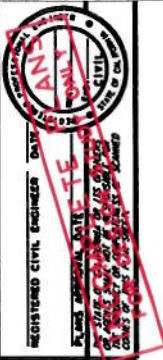


ALTERNATIVE 2 & 3
 LAYOUT SHEET
 SCALE: 1" = 200'

L-4

DATE REVISION	CHECKED BY	DESIGNED BY	FUNCTIONAL SUPERVISOR
			ISAM YARBORNI
			ADVANCE PLANNING
			STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DATE	COUNTY	ROUTE	TOTAL PROJECT	SCALE
03	PIC	65	06.5/112.0	
REGISTERED CIVIL ENGINEER DATE				
PLANS APPROVAL DATE: 05/25/2012				
PROJECT NO. 11200005				
CIVIL ENGINEER				



- NOTES:**
1. FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
 2. ALTERNATIVE 2 - THE PROPOSED MEDIUM LANE ADDED IN BOTH DIRECTION ARE PROPOSED TO BE HOV LANES.
 3. ALTERNATIVE 3 - THE PROPOSED MEDIUM LANE ADDED IN BOTH DIRECTION ARE PROPOSED TO BE MIXED FLOW LANES.



**ALTERNATIVE 2 & 3
LAYOUT SHEET**
SCALE: 1" = 200'

L-5

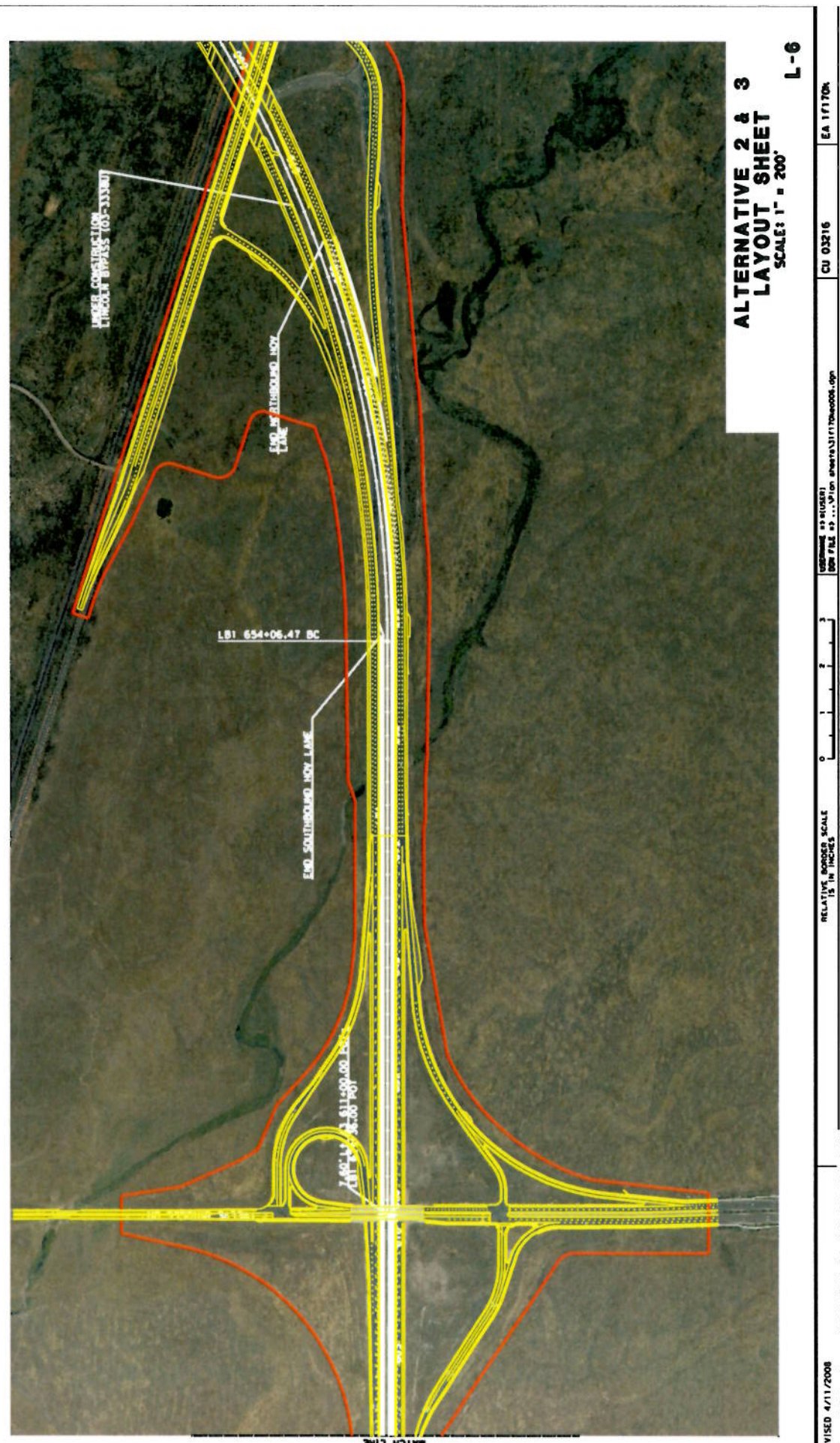
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	ISAM TABSHOURI	ADVANCE PLANNING	ISAM TABSHOURI
DESIGNED BY	CHECKED BY	DATE REVISOR	REVISOR	DATE REVISOR

DATE: 03/11/12
 COUNTY: PILO
 ROUTE: 65
 SCALE: 1/12.8

REGISTERED CIVIL ENGINEER
 NAME: ANS
 DATE: 03/11/12
 PROJECT: 03-11-12-001
 SHEET: 06-1
 TOTAL SHEETS: 12

NOTES:

1. FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
2. ALTERNATIVE 2 - THE PROPOSED MEDIAN LANE ADDED IN BOTH DIRECTION ARE PROPOSED TO BE HOV LANE.
3. ALTERNATIVE 3 - THE PROPOSED MEDIAN LANE ADDED IN BOTH DIRECTION ARE PROPOSED TO BE WIDED FLOW LANE.
4. INSTALL CONCRETE MEDIAN BARRIER AROUND BRIDGE.



**ALTERNATIVE 2 & 3
 LAYOUT SHEET
 SCALE: 1" = 15'**

L-6

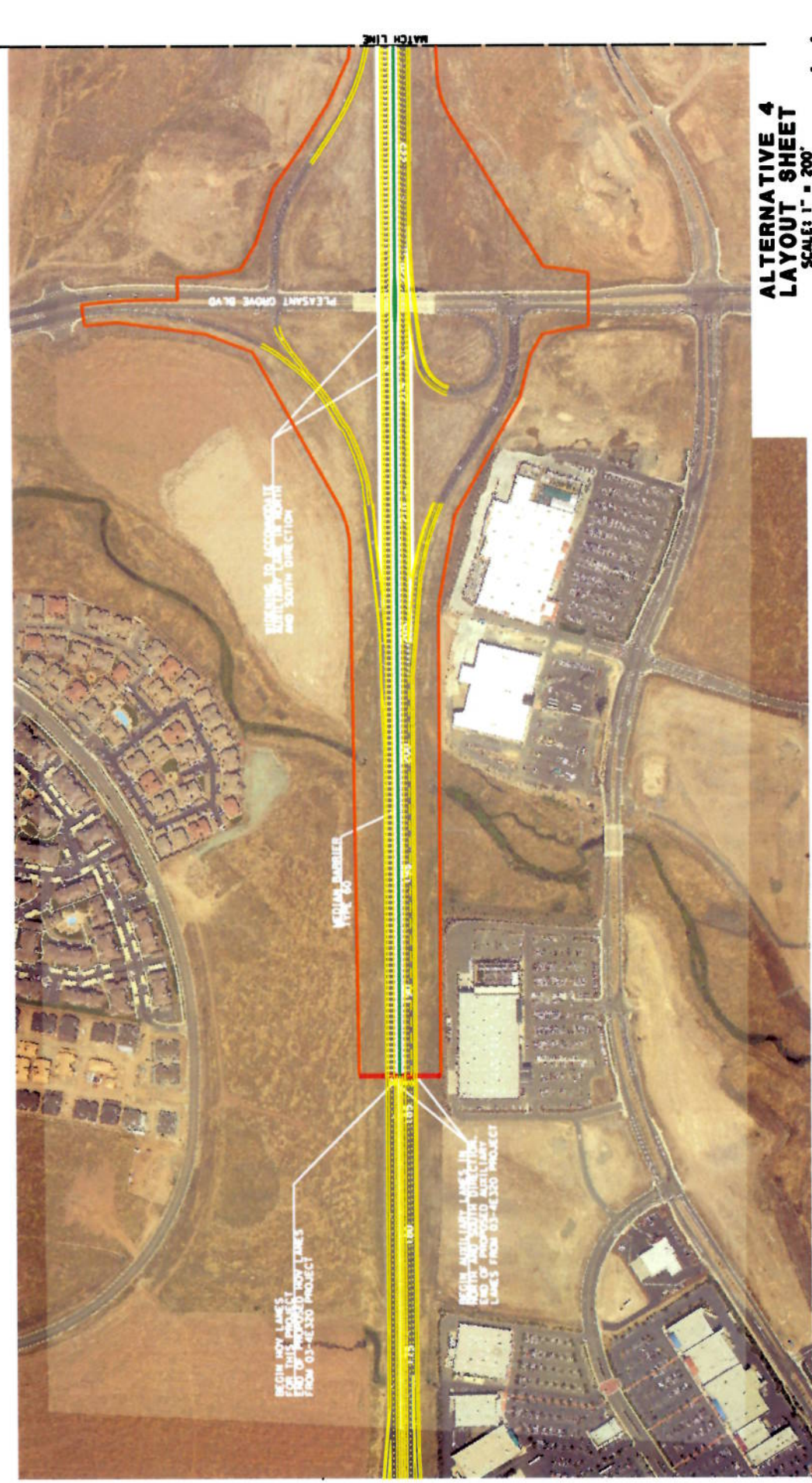
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 ADVANCE PLANNING
 DESIGNED BY: ISAM TABSHOURI
 CHECKED BY:
 CALCULATED-
 REVISOR BY:
 DATE REVISED:
 BORDER LAST REVISED: 4/11/2008
 31f170kea006.dgn 10/2/2012 10:29:09 AM
 RELATIVE BORDER SCALE: 15 IN INCHES
 0 1 2 3
 (SEE FILE AT ...\\pilot\share\31f170kea006.dgn)
 CU 03216 EA 1/170K

DATE	COUNTY	DATE	TOTAL PROJECT	PROJECT NO.
03	Pio	65	R6.5/112.8	

REGISTERED CIVIL ENGINEER	DATE

APPROVAL DATE	
BY THE STATE OF CALIFORNIA	
FOR THE PROJECT OF	
AND ACCORDING TO THE	
CONTRACT OF THIS PLAN SHEET.	

- NOTES:**
1. FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
 2. ALTERNATIVE 4 - THE PROPOSED MEDIAN LANE ADDED IN BOTH DIRECTION ARE PROPOSED TO BE HOV LANE'S.
 3. INSTALL CONCRETE MEDIAN BARRIER AROUND BRIDGE OVERCROSSING COLUMNS.



**ALTERNATIVE 4
LAYOUT SHEET
SCALE: 1" = 200'**

L-1

DATE REVISION	REVISION BY	CHECKED BY	DESIGNED BY	FUNCTIONAL SUPERVISOR	ADVANCE PLANNING
				ISAM TABSHOURI	

DATE	COUNTY	ROUTE	POST MILE	PROJECT	SHEET NO.	TOTAL SHEETS
03	PLO	65	R6.5/112.8			

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA BEING THE PLACE OF THE EXECUTION OF THESE PLANS, I, THE ENGINEER, DO HEREBY CERTIFY THAT I AM A LICENSED CIVIL ENGINEER AND THAT I AM THE AUTHOR OF THESE PLANS.

- NOTES:**
1. FOR COMPLETE RIGHT OF WAY AND ACCURATE ASSESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
 2. ALTERNATIVE PROPOSED MEDIAN AND LANE ARE ADDED IN BOTH DIRECTION ARE PROPOSED TO BE HOT LAMES.
 3. INSTALL CONCRETE MEDIUM BARRIER AROUND BRIDGE OVERCROSSING COLUMNS.



**ALTERNATIVE 4
LAYOUT SHEET
SCALE: 1" = 200'**

L-2

DATE REVISION	REVISION BY	CHECKED BY	DESIGNED BY	CALCULATED BY	FUNCTIONAL SUPERVISOR	DESIGNED BY	ADVANCE PLANNING	IBAM TARSHOURNI
---------------	-------------	------------	-------------	---------------	-----------------------	-------------	------------------	-----------------

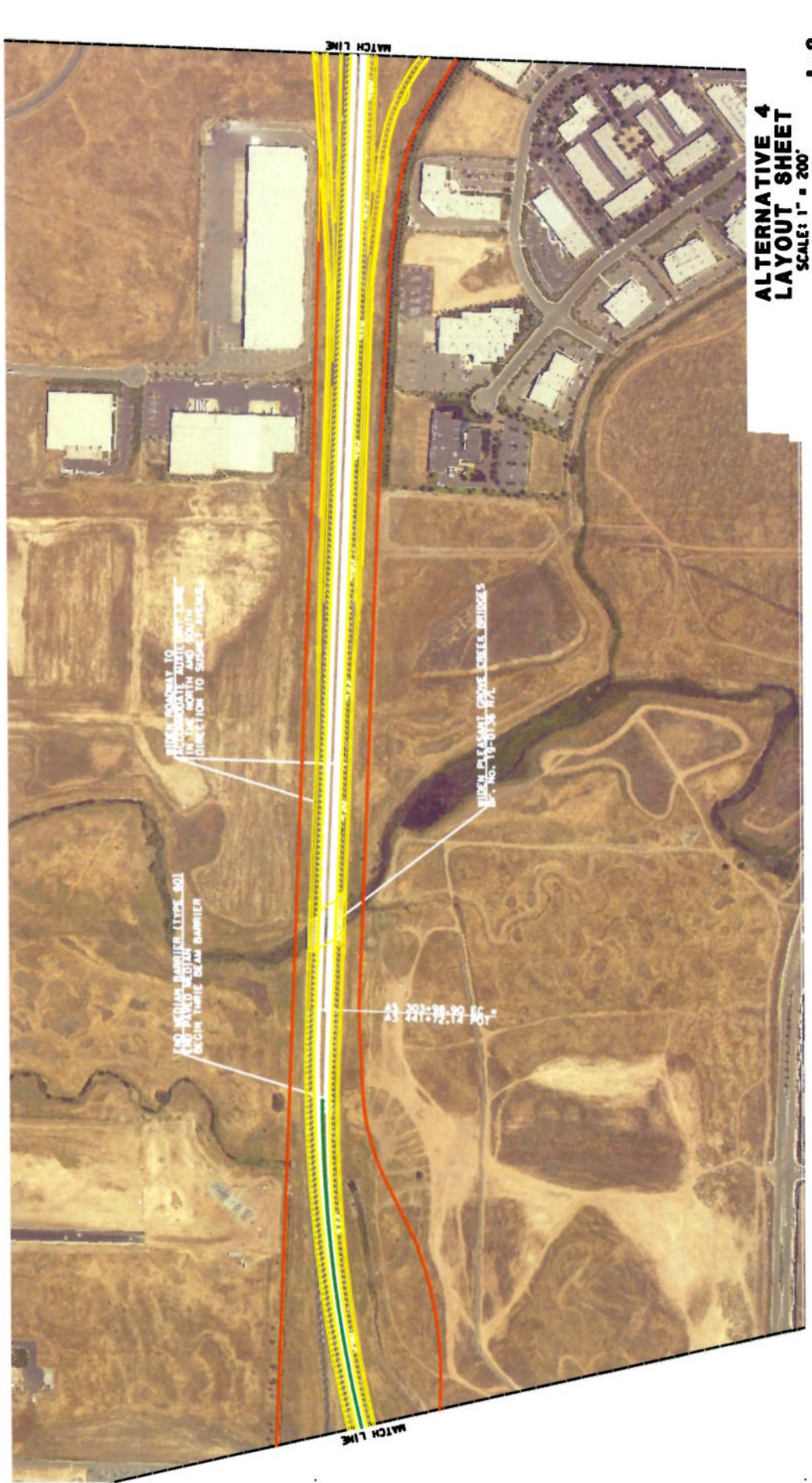
DATE	COUNTY	ROUTE	PROJECT	SHEET NO.	TOTAL SHEETS
03	Pio	65	R6.5/T12.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, BY ITS OFFICERS OF PUBLIC WORKS, COMMISSIONER OF PUBLIC WORKS, HAS REVIEWED THESE PLANS AND APPROVES THEM FOR THE PURPOSES OF THIS PLAN SHEET.

- NOTES:**
1. FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
 2. ALTERNATIVE 4 - THE PROPOSED MEDIUM LANE ADDED IN BOTH DIRECTION ARE PROPOSED TO BE NOW LANES.



**ALTERNATIVE 4
LAYOUT SHEET
SCALE: 1" = 200'**

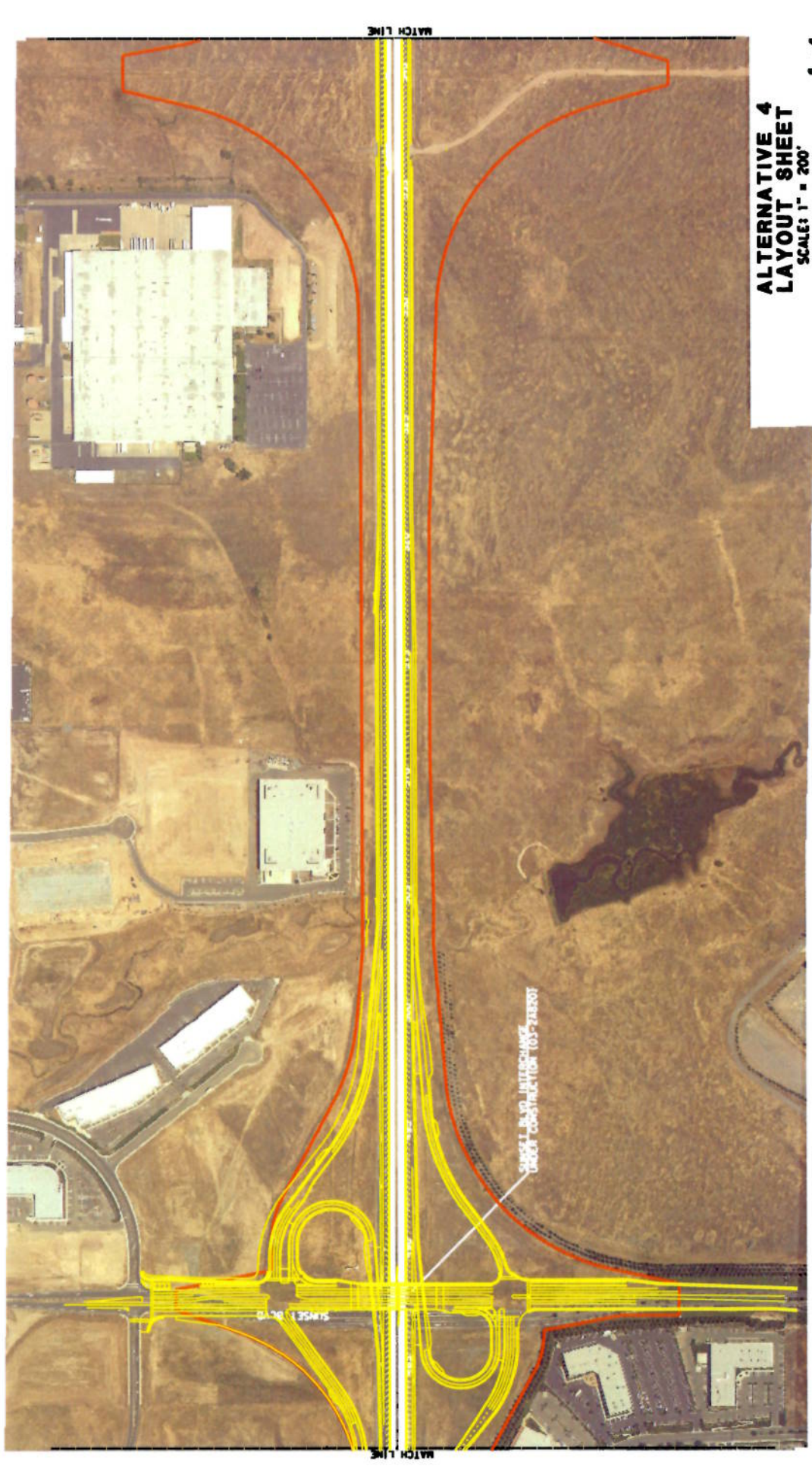
L-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	ISAM TABSHOURI	ADVANCE PLANNING
DESIGNED BY	CHECKED BY	DATE REVISION	

DATE	COUNTY	ROUTE	PROJECT	SHEET NO.	TOTAL SHEETS
03	Pio	65	R6-5/112-8		

REGISTERED CIVIL ENGINEER DATE
 LICENSE NUMBER 100768
 DATE 06-5/112-8
 PROJECT R6-5/112-8
 SHEET NO. 03
 TOTAL SHEETS 100768

- NOTES:**
1. FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
 2. ALTERNATIVE 4 - THE PROPOSED MEDIAN LANE ADDED IN BOTH DIRECTION ARE PROPOSED TO BE HOV LANE.
 3. INSTALL CONCRETE MEDIAN BARRIER AROUND BRIDGE OVERCROSSING COLUMNS.

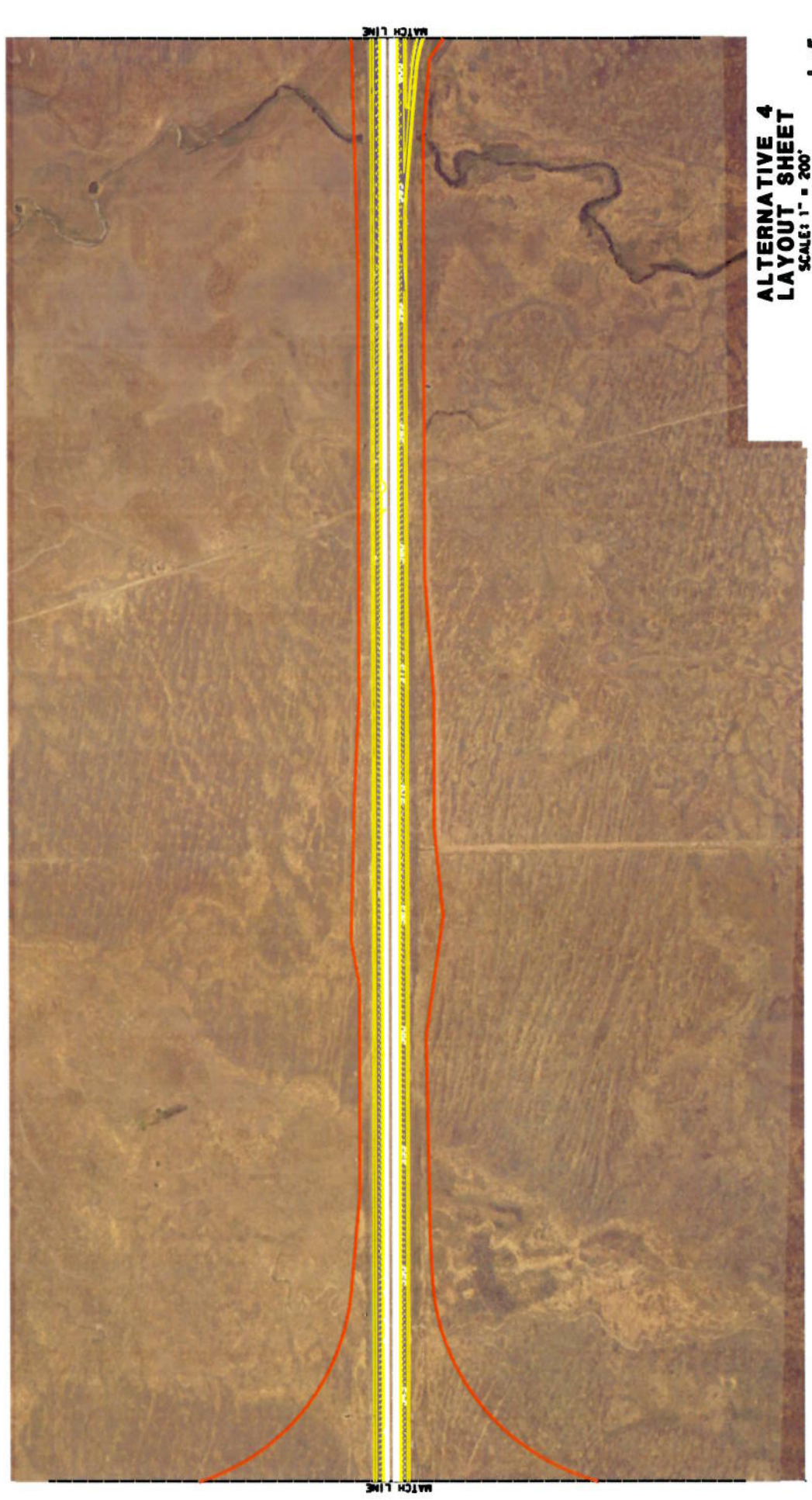


**ALTERNATIVE 4
 LAYOUT SHEET
 SCALE: 1" = 200'**

L-4

PROJECT NO.	03	COUNTY	PALO ALTO	ROUTE	65	DATE	06.5/12.8
REGISTERED CIVIL ENGINEER	DATE		REGISTERED CIVIL ENGINEER				
LICENSE APPROVAL DATE THE STATE OF CALIFORNIA OR ITS OFFICES OR AGENTS SHALL NOT BE RESPONSIBLE FOR CONCEPT OF THIS PLAN SHEET.							

NOTES:
 1. FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
 2. ALTERNATIVE 4 - THE PROPOSED MEDIUM LANE ADDED IN BOTH DIRECTIONS ARE PROPOSED TO BE HOV LINES.



**ALTERNATIVE 4
 LAYOUT SHEET
 SCALE: 1" = 200'**
L-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	ISAM TABSHOURI	CHECKED BY	DATE REVISED
ADVANCE PLANNING	DESIGNED BY			
	REVISOR			

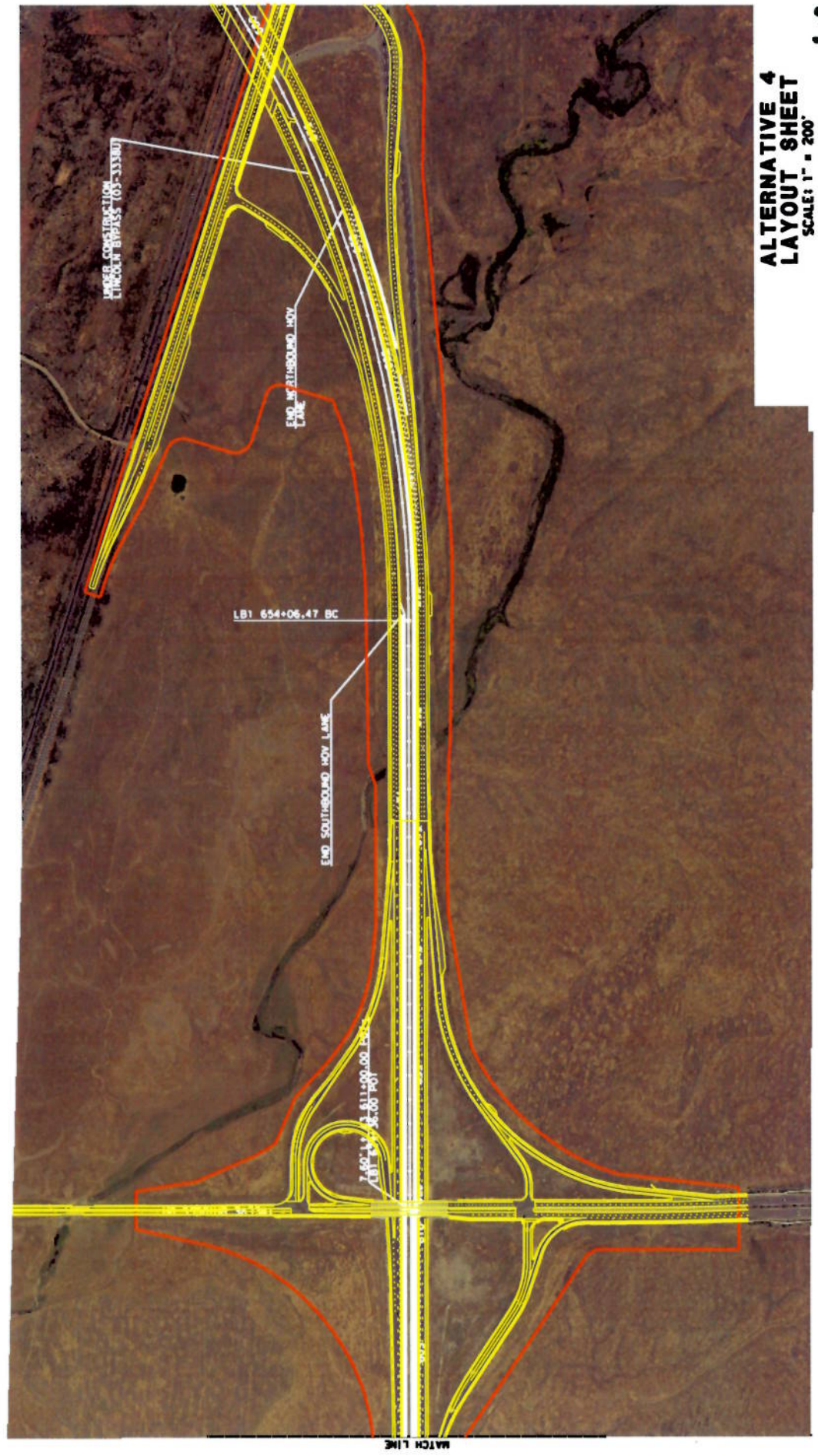
DATE	COUNTY	ROUTE	PROJECT	SHEET
03	P10	65	R6-S/112-8	

REGISTERED CIVIL ENGINEER	DATE
ISAM TASHOURI	

PLANS APPROVAL DATE	DATE

THE STATE OF CALIFORNIA, BY ITS OFFICERS
 OF PUBLIC WORKS, HAS REVIEWED THESE
 PLANS AND APPROVES THEM FOR THE
 CONSTRUCTION OF THIS PROJECT.

- NOTES:**
1. FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
 2. ALTERNATIVE 4 - THE PROPOSED MEDIAN LANE ADDED IN BOTH DIRECTIONS ARE PROPOSED TO BE NOW LINES.
 3. INSTALL CONCRETE MEDIAN BARRIER AROUND BRIDGE AND OVERCROSSING COLUMNS.



**ALTERNATIVE 4
 LAYOUT SHEET
 SCALE: 1" = 200'**

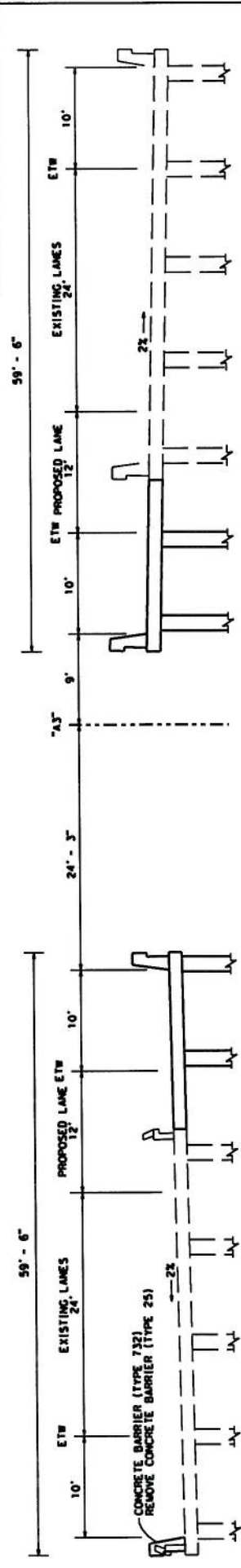
L-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	ISAM TASHOURI	CHECKED BY	DATE REVISION
ADVANCE PLANNING	DESIGNED BY			
	REVISION			

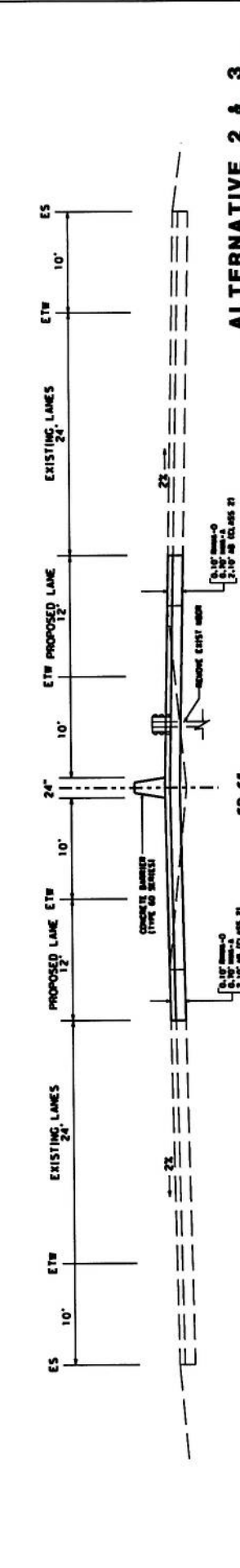
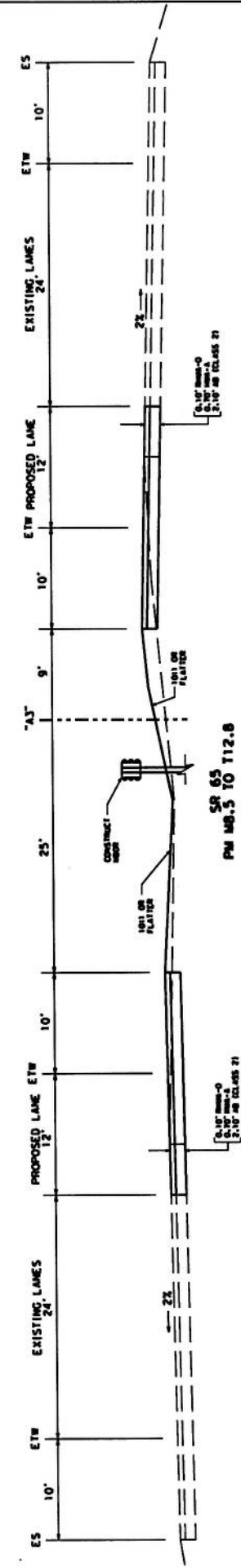
ATTACHMENT C
TYPICAL CROSS-SECTIONS

DATE	PROJECT	NO.	SHEET
03	PLA	65	R6.5/112.8

REGISTERED CIVIL ENGINEER AND ARCHITECT
INTEGRITY DESIGN
 PLANS ARCHITECTURE
 1000 S. GARDEN ST. SUITE 100
 ANAHEIM, CA 92805
 THE STATE OF CALIFORNIA HAS REVIEWED THESE PLANS FOR ACCURACY IN COMPLIANCE WITH THE
 CODES OF THIS PLAN SHEET.



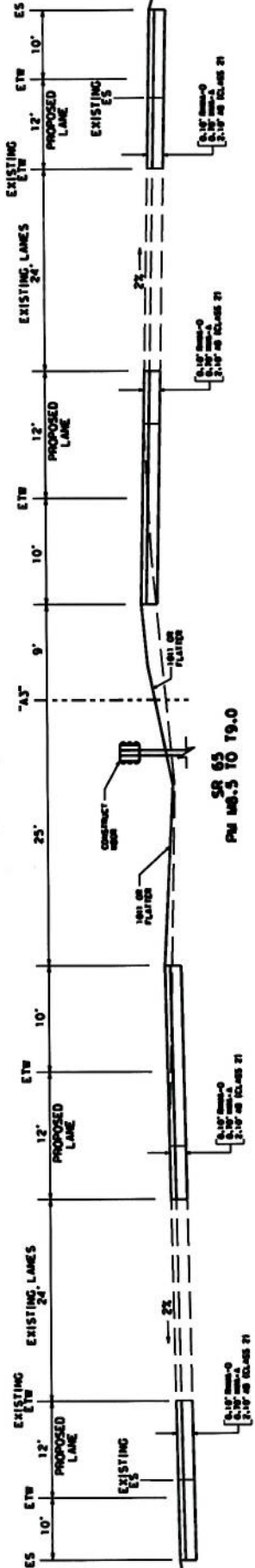
PLEASANT GROVE CREEK BRIDGE
 BR. NO. 19-0136L/R
 PM RB.76



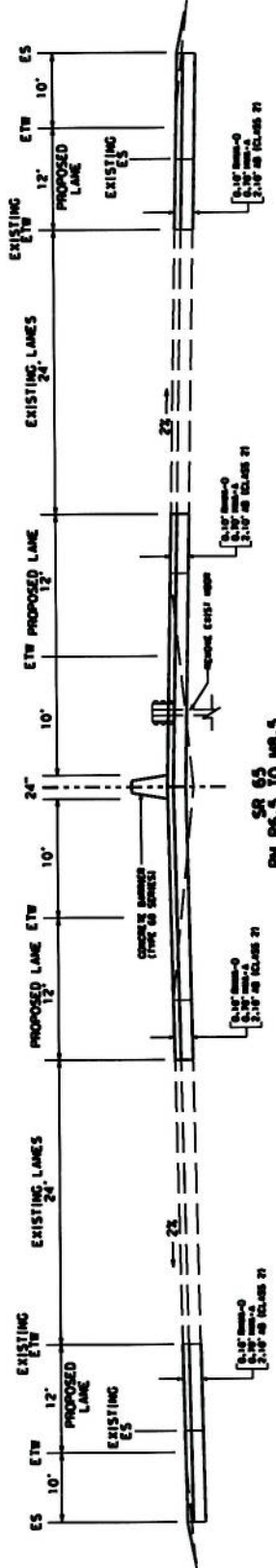
ALTERNATIVE 2 & 3
TYPICAL CROSS SECTIONS
 NO SCALE

COUNTY	ROUTE	PROJECT	DATE
03	PLA 65	R6-3/112.8	

REGISTERED CIVIL ENGINEER
 INCORPORATED
 DIVISION
 CIVIL
 THE STATE OF CALIFORNIA
 COUNTY OF SAN DIEGO



SR 65
 PM 08.5 TO T9.0

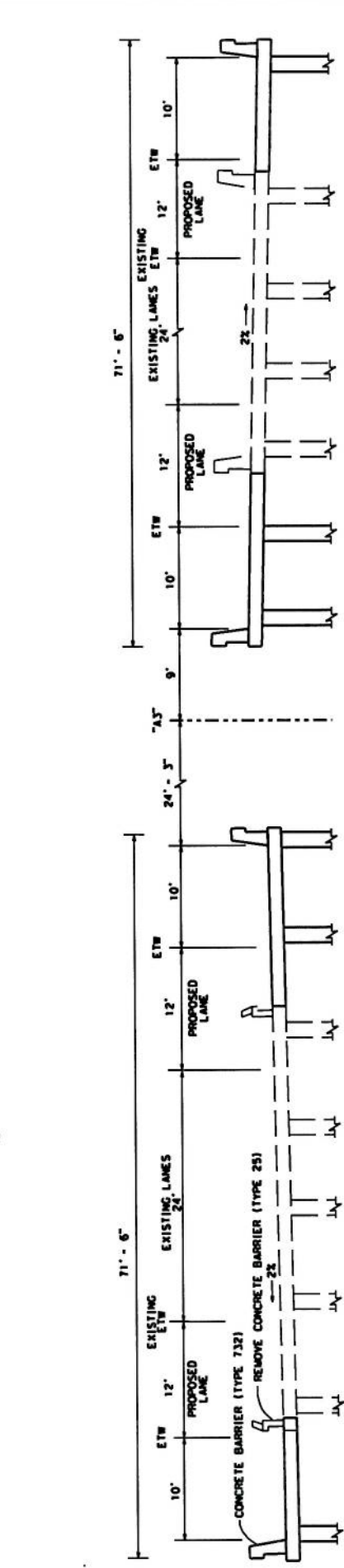
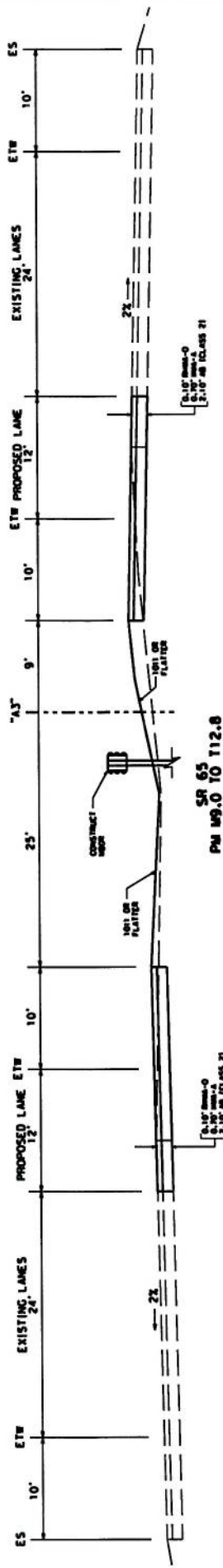


SR 65
 PM R6.5 TO M8.5

ALTERNATIVE 4
TYPICAL CROSS SECTIONS
 NO SCALE

03 PLA

65 RB.5/112.8
 REGISTERED CIVIL ENGINEER
 COMPLETE PLANS ONLY
 THIS COMPLETE PLANS ONLY
 THE ENGINEER'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE PROJECT DESCRIBED IN THE PLANS AND SPECIFICATIONS AND DOES NOT INCLUDE THE COMPLETION OF THE PROJECT OR THE MAINTENANCE THEREOF.



PLEASANT GROVE CREEK BRIDGE
 BR. NO. 19-0136L/R
 PM 109.76

ALTERNATIVE 4
 TYPICAL CROSS SECTIONS
 NO SCALE

typical-42.dgn 10/2/2012 12:48:53 PM

ATTACHMENT D
COST ESTIMATES

Project Study Report-Project Development Support Cost Estimate

03-PLA-65-PM R6.5/12.8
EA 03-1F170K
Project ID No. 0300001103

PROJECT DESCRIPTION:

Limits: On State Route 65 (SR-65) in Placer County, in the City of Rocklin from Harding/Galleria Boulevard (SR-65) to Lincoln Boulevard interchange.

Proposed Improvement (Scope): This project proposes to construct one HOV lane in each direction in the median of State Route (SR) 65 from 0.5 miles west of Harding/Galleria Boulevard to Lincoln Boulevard. Ramp Metering and HOV by-pass lanes would be placed at all on-ramps in both directions. TOS Elements would also be placed.

Alternate: 2

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ 50,690,000
TOTAL STRUCTURE ITEMS	\$ 1,011,806
TOTAL ENVIRONMENTAL MITIGATION ITEMS	\$ 720,000
SUBTOTAL CONSTRUCTION COSTS	\$ 52,421,806
TOTAL RIGHT OF WAY ITEMS	\$ 20,900
TOTAL HIGHWAY PLANTING AND EROSION CONTROL	\$ 5,176,898
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 57,619,604

Project Study Report-Project Development Support Cost Estimate

03-PLA-65-PM R6.5/12.8
EA 03-1F170K
Project ID No. 0300001103

I. ROADWAY ITEMS

	<u>Average Cost Per Mile</u>	<u>Number of Miles</u>	<u>Total Cost</u>
Total Cost	\$ <u>4,023,016</u>	<u>12.6</u>	\$ <u>50,690,000</u>

The work included in the average cost per project mile include: roadway excavation, hot mix asphalt (type A), rubberized hot mix asphalt (type O), class 2 aggregate base, overhead and roadway signs, signing and striping, traffic management plan, drainage work, stormwater related work, MBGR, Median Barrier, Adding HOV Bypass lane, Ramp Metering, Traffic operation systems elements and Widening Pleasant Grove Creek Bridge for both directions. Estimate prepare by Ryan Kohagura 530-741-5747.

II. STRUCTURE ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name	<u>19-0136L</u>	<u>19-0136R</u>	<u> </u>
Total Cost for Structure	\$ <u>438,037</u>	\$ <u>573,769</u>	<u> </u>

TOTAL STRUCTURES TIEMS \$ 1,011,806
(Sum of Total Cost for Structures)

Pleasant Grove Bridge Widening.

Project Study Report-Project Development Support Cost Estimate

03-PLA-65-PM R6.5/12.8
EA 03-1F170K
Project ID No. 0300001103

III. ENVIRONMENTAL MITIGATION

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>
Environmental Mitigation	<u>1</u>	<u>LS</u>	\$ <u>720,000</u>	\$ <u>720,000</u>

IV. RIGHT OF WAY ITEMS

C. Project Development Permit Fees	ESCALATED VALUE
	\$ <u>20,871</u>

TOTAL RIGHT OF WAY ITEMS \$ 20,900
(Rounded Value)

Anticipated Date of Right of Way Certification 4/1/2019
(Date to which values are escalated)

V. Highway Planting and Erosion Control

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>
Highway Planting	1	LS	\$ 3,280,000	\$ 3,280,000
Compost (Incorporated)	85,668	sqyd	\$ 16	\$ 1,370,688
Weed Control Mat (Rubber)	1	LS	\$ 28,400	\$ 28,400
Extend Gore Paving	<u>1</u>	<u>LS</u>	\$ <u>497,810</u>	\$ <u>497,810</u>
Total				\$ 5,176,898

Project Study Report-Project Development Support Cost Estimate

03-PLA-65-PM R6.5/12.8
EA 03-1F170K
Project ID No. 0300001103

PROJECT DESCRIPTION:

Limits: On State Route 65 (SR-65) in Placer County, in the City of Rocklin from Harding/Galleria Boulevard (SR-65) to Lincoln Boulevard interchange.

Proposed Improvement (Scope): This project proposes to construct one Mix-flow vehicle lane in each direction in the median of State Route (SR) 65 from 0.5 miles west of Harding/Galleria Boulevard to Lincoln Boulevard and TOS Elements would also be placed.

Alternate: 3

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ 49,100,000
TOTAL STRUCTURE ITEMS	\$ 1,011,806
TOTAL ENVIRONMENTAL MITIGATION ITEMS	\$ 720,000
SUBTOTAL CONSTRUCTION COSTS	\$ 50,831,806
TOTAL RIGHT OF WAY ITEMS	\$ 20,900
TOTAL HIGHWAY PLANTING AND EROSION CONTROL	\$ 5,176,898
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 56,029,604

Project Study Report-Project Development Support Cost Estimate

03-PLA-65-PM R6.5/12.8
 EA 03-1F170K
 Project ID No. 0300001103

I. ROADWAY ITEMS

	<u>Average Cost Per Mile</u>	<u>Number of Miles</u>	<u>Total Cost</u>
Total Cost	\$ 3,896,825	12.6	\$ 49,100,000

The work included in the average cost per project mile include: roadway excavation, hot mix asphalt (type A), rubberized hot mix asphalt (type O), class 2 aggregate base, overhead and roadway signs, signing and striping, traffic management plan, drainage work, stormwater related work, MBGR, Median Barrier, Ramp Metering, Traffic operation system elements and Widening Pleasant Grove Creek Bridge for both directions. Estimate prepare by Ryan Kohagura 530-741-5747.

II. STRUCTURE ITEMS

	Structure (1)	Structure (2)	Structure (3)
Structure Number	<u>19-0136L</u>	<u>19-0136R</u>	<u> </u>
Total Cost for Structure	\$ 438,037	\$ 573,769	<u> </u>

TOTAL STRUCTURES TIEMS \$ 1,011,806
 (Sum of Total Cost for Structures)

Pleasant Grove Bridge Widening.

Project Study Report-Project Development Support Cost Estimate

03-PLA-65-PM R6.5/12.8
EA 03-1F170K
Project ID No. 0300001103

III. ENVIRONMENTAL MITIGATION

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>
Environmental Mitigation	<u>1</u>	<u>LS</u>	\$ <u>720,000</u>	\$ <u>720,000</u>

IV. RIGHT OF WAY ITEMS

C. Project Development Permit Fees	ESCALATED VALUE
	\$ <u>20,871</u>

TOTAL RIGHT OF WAY ITEMS \$ 20,900
(Escalated Value)

Anticipated Date of Right of Way Certification 4/1/2019
(Date to which values are escalated)

V. Highway Planting and Erosion Control

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>
Highway Planting	1	LS	\$ 3,280,000	\$ 3,280,000
Compost (Incorporated)	85,668	sqyd	\$ 16	\$ 1,370,688
Weed Control Mat (Rubber)	1	LS	\$ 28,400	\$ 28,400
<u>Extend Gore Paving</u>	<u>1</u>	<u>LS</u>	\$ <u>497,810</u>	\$ <u>497,810</u>
Total				\$ 5,176,898

Project Study Report-Project Development Support Cost Estimate

03-PLA-65-PM R6.5/12.8
EA 03-1F170K
Project ID No. 0300001103

PROJECT DESCRIPTION:

Limits: On State Route 65 (SR-65) in Placer County, in the City of Rocklin from Harding/Galleria Boulevard (SR-65) to Lincoln Boulevard interchange.

Proposed Improvement (Scope): This project proposes to construct one HOV vehicle lane in each direction in the median of State Route (SR) 65 from 0.5 miles west of Harding/Galleria Boulevard to Lincoln Boulevard. In addition it would add an auxiliary lane in the southbound and northbound direction from 0.5 miles west of Harding/Galleria Boulevard to Sunset Avenue. Ramp Metering and HOV by-pass lanes would be placed at all on-ramps in both directions. TOS Elements would also be placed.

Alternate: 4

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ 92,600,000
TOTAL STRUCTURE ITEMS	\$ 2,023,612
TOTAL ENVIRONMENTAL MITIGATION ITEMS	\$ 720,000
SUBTOTAL CONSTRUCTION COSTS	\$ 95,343,612
TOTAL RIGHT OF WAY ITEMS	\$ 20,900
TOTAL HIGHWAY PLANTING AND EROSION CONTROL	\$ 5,176,898
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 100,541,410

Project Study Report-Project Development Support Cost Estimate

03-PLA-65-PM R6.5/12.8
EA 03-1F170K
Project ID No. 0300001103

I. ROADWAY ITEMS

	<u>Average Cost Per Mile</u>	<u>Number of Miles</u>	<u>Total Cost</u>
Total Cost	\$ 7,348,413	12.6	\$ 92,600,000

The work included in the average cost per project mile include: roadway excavation, hot mix asphalt (type A), rubberized hot mix asphalt (type O), class 2 aggregate base, overhead and roadway signs, signing and striping, traffic management plan, drainage work, stormwater related work, MBGR, Median Barrier, HOV By-pass lanes, Ramp Metering, Traffic operations system elements, retaining wall to widen area under overcrossing and Widening Pleasant Grove Creek Bridge for both directions. Estimate prepare by Ryan Kohagura 530-741-5747.

II. STRUCTURE ITEMS

	<u>Structure (1)</u>	<u>Structure (2)</u>	<u>Structure (3)</u>
Structure Number	19-0136L	19-0136R	
Total Cost for Structure	\$ 876,074	\$ 1,147,538	

TOTAL STRUCTURES TIEMS \$ 2,023,612
(Sum of Total Cost for Structures)

Pleasant Grove Bridge Widening.

Project Study Report-Project Development Support Cost Estimate

03-PLA-65-PM R6.5/12.8
EA 03-1F170K
Project ID No. 0300001103

III. ENVIRONMENTAL MITIGATION

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>
Environmental Mitigation	<u>1</u>	<u>LS</u>	\$ <u>720,000</u>	\$ <u>720,000</u>

IV. RIGHT OF WAY ITEMS

C. Project Development Permit Fees	ESCALATED VALUE
	\$ <u>20,871</u>

TOTAL RIGHT OF WAY ITEMS \$ 20,900
(Escalated Value)

Anticipated Date of Right of Way Certification 4/1/2019
(Date to which values are escalated)

V. Highway Planting and Erosion Control

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>
Highway Planting	1	LS	\$ 3,280,000	\$ 3,280,000
Compost (Incorporated)	85,668	sqyd	\$ 16	\$ 1,370,688
Weed Control Mat (Rubber)	1	LS	\$ 28,400	\$ 28,400
Extend Gore Paving	<u>1</u>	<u>LS</u>	\$ <u>497,810</u>	\$ <u>497,810</u>
Total				\$ 5,176,898

ATTACHMENT E
MINI PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT

Mini-Preliminary Environmental Analysis Report

Project Information

District 03	County PLA	Route 65	PM 6.5/12.85	EA 1F170
Project Title: Placer 65 HOV Lane				
Project Manager: Sam Jordan			Phone # 530-740-4920	
Project Engineer: Ryan Kohagura			Phone # 530-741-5746	
Environmental Office Chief/Manager: Suzanne Melim			Phone # 530-741-4484	
PEAR Preparer: Jacob Nelson			Phone # 530-741-4494	

Project Description

Purpose and Need: The purpose of this project is:

- To provide congestion relief in order to improve traffic flow on the regional transportation system
- To promote the use of high occupancy vehicles, such as car pools, vanpools, and transit.
- To provide a greater connectivity with the existing and proposed bus/carpool network in the south Placer and greater Sacramento region, and help archive the goals of the Placer County Transportation Planning Agency(PCTPA), and
- To improve traffic operations.

Description of work

The project is located in Placer County on State Route 65, from post mile 6.5 to 12.85, in between Lincoln and the Rocklin and Roseville area. The project will include the following work: roadway widening, bridge work and widening, grinding off the existing pavement, and overlay of new pavement, equipment staging areas, drainage/culvert work, work within the 100 year floodplain, ground disturbance, vegetation removal, seasonal construction window, and some stream channel work. No additional right of way is required and all work will be within existing Caltrans right of way. The department plans to construct the HOV lanes within the existing median. Alternative four is proposing to complete another lane in each direction in addition to the HOV lanes in the median. These lanes would be constructed on the outside of the existing roadway prism. This fourth alternative would also be completed within the existing Caltrans right of way.

Anticipated Environmental Approval

CEQA

Initial Study or Focused Initial Study with proposed Negative Declaration (ND) or Mitigated ND

NEPA

Routine Environmental Assessment with proposed Finding of No Significant Impact

Special Environmental Considerations

Biology

If there are any temporary or permanent impacts to properties eligible for or listed on the National Register of Historic Places a Section 4(f) evaluation will be required.

The ordinary high water mark delineates the limits of the Waters of the United States located at streamcourses and drainageways within the project area, and fall under the jurisdiction of the Army Corps of Engineers (ACOE), and as such will require an CWA Section 404 nationwide permit from the ACOE and accompanying Section 401 water quality certification from the Central Valley Regional Water Quality Control Board. Work within the riparian zone or below the top of the bank in these drainages will also require a Section 1602 streambed alteration agreement from the CDFG. In addition, locations adjacent to stream-courses as well as other areas within the project vicinity may meet the ACOE three-parameter definition of a wetland. Impacts to wetlands will also require the above permits.

Impacts to perennial or seasonal waters or wetlands within the project area may require section-7 consultation at the discretion of USFWS to address impacts to vernal pool fairy shrimp, vernal pool tadpole shrimp and conservancy fairy shrimp, federally listed species.

If Caltrans cannot perform vegetation removal outside of the bird nesting season (April 15th to September 1st, surveys and nest searches will be performed by a qualified biologist for sensitive and migratory bird species within the construction area prior to construction activities.) If active nests are found, any work that will impact said nests shall be halted, and Caltrans shall follow MBTA procedure and consult with USFWS and CDFG regarding appropriate action to comply with the Migratory Bird Treaty Act of 1918.

It is not anticipated that the consideration of the fourth alternative which adds lanes on the existing shoulder outside the current roadway prism would affect any biological resources differently than the other proposed alternatives.

Hazardous Waste

It is understood that this project proposes to construct median HOV lanes from Harding Blvd overcrossing to Industrial Avenue along the above route. The project work involves inside widening of the Pleasant Grove Creek bridge (L/R), installing 16 new bridge columns (depths still being determined), and removing and replacing existing metal beam guardrail wood sign posts. The existing yellow and white traffic stripes will be cold planed along with the road surface. A large amount of excess soil will be relinquished to the contractor. It is understood that no right of way will be required for this project.

The review for potential hazardous waste impacts involved the following:

1. A review of the project plans and aerial mapping;
2. Discussions with the design engineer;
3. A review of previous site investigation work that has occurred in the vicinity of this project;
4. A review of Geotracker and Envirostor (databases of hazardous waste sites).

Based on this review, the potential for hazardous waste exists with respect to the following:

1) Lead-contaminated soil may exist within and near our R/W due to the historical use of leaded gasoline, leaded airline fuels, waste incineration, and et-cetera. The areas of primary concern in relation to highway facilities are soils along routes with historically high vehicle emissions due to large traffic volumes, congestion, or stop and go situations. Since a large amount of excess soil relinquishment to the contractor will occur, an Aerially Deposited Lead (ADL) site investigation is required. This site investigation will determine if hazardous soils exist and what actions, if any, will need to occur during construction.

2) Since the left bridge at Pleasant Grove Creek was built in 1971, the potential for asbestos exists with this bridge. A site investigation will be required to confirm the presence of asbestos in this bridge.

3) Hazardous levels of lead and chromium are known to exist in the yellow color traffic stripes. Since these traffic stripes will be grinded off along with the roadway, the levels of lead and chromium will become non-hazardous. These grindings (which consist of the roadway material and the yellow color traffic stripes) shall be removed and disposed of in accordance with Standard Special Provision 15-1.03B (Residue Containing High Lead Concentration Paints) which requires a Lead Compliance Plan (LCP). Non-hazardous levels of lead are known to exist in the white traffic striping. As such, these grindings shall be removed and disposed of in accordance with the same specification. For budgetary purposes, you can assume a cost of \$ 2,000 (Use BEES item code 190110).

4) Hazardous chemicals are known to exist in the wood posts associated with the wood sign posts. As such, these posts shall be removed and disposed of in accordance with Standard Special Provision 14-11.09 (Treated Wood Waste).

Since construction of the proposed project cannot avoid disturbing soils or impacting the bridge structure, a Site Investigation (SI) is required. A SI needs to be requested by the PE or PM and takes 2 to 5 months to complete since a task order has to be prepared, approved, and issued to a contractor. The contractor is then required to prepare work plans, health and safety plans, conduct site investigations, and prepare site investigation reports for Caltrans review and approval.

Cultural Resources

Previous records research show that cultural resources are in the area. Alternative four proposes new roadway to be constructed outside of the existing roadway prism. Therefore alternative four has a higher risk of encountering a historically sensitive site. For alternatives one, two, and three construction is contained within the median of the existing roadway and it is therefore less likely that we will encounter any resources

requiring action. If evidence of a historical resource is discovered within the construction area during the site assessment or during construction, further investigation will be required before continuing.

Visual Resources

It is not anticipated that the addition of an HOV lane will have a significant visual impact of the urban area. However, more detailed analysis will be required in the PA&ED phase.

Water Quality

Caltrans has a Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Permit) issued by the State Water Resources Control Board. (Board Order 99-06-DWQ). This permit regulates the storm water and non-storm water discharges associated with Construction activity, discharges associated with normal maintenance and operations of Caltrans facilities (also known as a Municipal Storm Water Permit), and it also serves as a State of California Waste Discharge Requirement.

The permit requires Caltrans to comply with the requirements of the Statewide Construction General Permit (Board Order 2009-009-DWQ). During construction, compliance with the permit requires the appropriate selection and deployment of both structural and non-structural Best Management Practices (BMPs) that achieve the performance standards of Best Available Technology economically achievable/Best Conventional Pollutant Control Technology (BAT/BCT) to reduce or eliminate storm water pollution.

Noise

This project is considered a Type I project as defined by Caltrans' Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects. Therefore, a detail Noise Study Report analysis is required.

Air Quality

The project report will require a full scope project level analysis, including: PM_{2.5}, CO, O₃, ROG, NO_x, MSATs, and construction emissions are required for an HOV lane addition.

Permits and Approvals

Biology

If section 7 consultation is required Caltrans should allow 6-12 months to complete the process.

Section 401 water quality certification from Central Valley Regional Water Quality Control Board will require 6-9 months. The subsequent 404 permit will take 9-12 months for consultation with the Army Corps of Engineers. If work is required within a riparian habitat then a Section 1602 permit will be required and will take 6-9 months to acquire.

Cultural Resources

If a cultural resource is discovered we must allow for a 30 day review period by the State Historic Preservation Officer. (SHPO)

Disclaimer

This report is not an environmental document. Due to resource constraints, only minimal information was obtained from specialists. The above recommendations are based on the project description provided in this report. The discussion and conclusions provided by this mini-PEAR are approximate and are based on an in-house review of records to estimate the potential for probable effects. The purpose of this report is to provide a preliminary level of environmental analysis to supplement the Project Initiation Document. Changes in the project scope, alternatives, or environmental laws will require a re-evaluation of this report.

Prepared by:



Jacob Nelson, Environmental Planner

Date: 10/2/12

Reviewed by:



Suzanne Melim, Environmental Branch Chief

Date: 10/2/12



Sam Jordan, Project Manager

Date: 10/2/12

**ATTACHMENT B - Resources by WBS Code
Most Likely**

EA: 03-1F170 Project ID: 300001103

Description: Pla 64 HOV Lane Construction

WBS Task Activity Code	Division Chief	Office Chief	Senior	Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	ECLs	Stewardship	Noise/Air	Sup Svcs	Design	Hydraulics	Landscape	Planning	Right of Way	Surveys	Total	
Assigned Unit	0267	0269	0283	0283	0283	0283					0286	0386	0292								
Project Management																					
100.10 - Project Management - PA&ED									16				60							76	
100.15 - Project Management - PS&E									24				60							84	
100.20 - Project Management - Const									8				40							48	
100.25 - Project Management - RW									48				160							208	
Total Project Management																					
Preliminary Engineering Studies and Draft Project Report																					
160.05 - Updated Project Information									8											8	
160.10 - Engineering Studies									8												
160.15 - Draft Project Report			4						8											12	
160.30 - ESR			4																	4	
160.40 - NEPA Delegation			4																	4	
Total Pre-Eng. Studies & Draft PR			12						16											28	
Environmental Studies and Draft Environmental Document																					
165.05 - Env Scoping of Alternatives			16	88	64															168	
165.10 - General Env Studies			16	180	152		80		68			1,130								1,526	
165.15 - Biological Studies			8		880															888	
165.20 - Cultural Resource Studies				770		1,764			16					250	8	250		290		8	
165.25 - DED			40																	3,453	
165.30 - NEPA Delegation			16		120															136	
Total Environmental Studies & DED			104	1,038	1,096	1,884	80		84			25		250	8	250		290		6,279	
Permits, Agreements, and Route Adoptions during PA&ED Component																					
170.05 - Required Permits																					
170.10 - Permits			4	8		4												16		32	
170.45 - MOU from TERO																					
170.55 - NEPA Delegation			4	4																16	
Total Permits, Agreements & Route Adoptions			8	12	4	4												24		48	
Draft Environmental Document Circulation and Preferred Project Alternative Identification																					
175.05 - DED Circulation						16														16	
175.10 - Public Hearing																					
175.20 - Project Preferred Alternative														275	40	40		4		359	
175.25 - NEPA Delegation												35						4		39	
Total DED & Preferred Proj. Alt. Identification						16						35		275	40	40		8		414	
Project Report and Final Environmental Document																					
180.05 - Final Project Report			20	20	50				20		10	15								343	
180.10 - FED						208														14	
180.15 - Completed ED				6		4														8	
180.20 - NEPA Delegation			4	4	8															12	
Total PR & FED			20	28	64	212			20		10	15								369	

WBS Task Activity Code	Division Chief	Office Chief	Senior	Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	ECLs	Stewardship	Noise/Air	Sup Svcs	Design	Hydraulics	Landscape	Planning	Right of Way	Surveys	Total	
Base Maps and Plan Sheets during PS&E Development																					
185.05 – Updated Project Information									8											8	
185.15 – Preliminary Design																					
Total Base Maps and Plan Sheets during PS&E									8												8
Right of Way Property Management and Excess Land																					
195.40 – Property Management																					
195.45 – Excess Land																					
Total Base RW Property Mgmt and Excess Land																					
Utility Coordination																					
200.15 – Approved Utility Relocation Plan																					
200.20 – Utility Relocation Package																					
Total Utility Coordination																					
Permits, Agreements & Route Adoptions during PS&E Component																					
205.05 – Required Permits																					
205.10 – Permits			40	40	1,060	2												60			1,202
205.25 – Agreement for Material Sites																					
205.45 – MOU from TERO																					
205.55 – NEPA Delegation			4	8	8																20
Total Agreements & Route Adoptions			44	48	1,068	2												60			1,222
Right of Way Interests for Project Right of Way Certification																					
225.75 – Right of Way Clearance																					
Total RW Interests for Project RW Certification																					
Draft PS&E																					
230.05 – Draft Roadway Plans																					
230.10 – Draft Highway Planting Plans																					
230.30 – Draft Drainage Plans																					
230.35 – Draft Specifications						8															8
230.60 – Updated Project Info for PS&E Package						40			40												80
230.99 – Other Draft PS&E Products																					
Total Draft PS&E						40	8		40												88
Environmental Impact Mitigation and Hazardous Waste Clean-up																					
235.05 – Environmental Mitigation			8	40	240	240										40			80		648
235.10 – Detailed Site Investigation for HW																					
235.15 – HW Management Plan																					
235.20 – HW PS&E																					
235.25 – HW Clean-up																					
235.30 – Certificate of Sufficiency																					
235.35 – Long Term Mitigation Monitoring					240																240
235.40 – Updated Environmental Commit. (ECR)				6		2															8
235.45 – NEPA Delegation			4	4																	8
Total Env. Impact Mitigation & HW Clean-up			12	50	480	242										40		80			904
Post Right of Way Certification Work																					
245.75 – Right of Way Clearance																					
Total Post RW Clearance Work																					

WBS Task Activity Code	Division Chief	Office Chief	Senior	Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	ECLs	Stewardship	Noise/Air	Sup Svcs	Design	Hydraulics	Landscape	Planning	Right of Way	Surveys	Total	
Final District PS&E Package																					
255.05 - Circ. & Rev. Draft Dist PS&E				40	16	16			44	8		4									128
255.10 - Updated PS&E Package		8	8	100		80															80
255.15 - Environmental Reevaluation						160			4			4									284
255.20 - Final District PS&E Package				8																	8
255.40 - Resident Engineer's Pending File				8																	8
255.45 - NEPA Delegation		8	12	160	20	4															16
Total Final District PS&E Package		8	12	160	20	260			48	8		8									524
Contract Bid Documents "Ready to List"																					
260.75 - Env Cert at RTL			8	30		2			8												48
Total Contract Bid Documents "RTL"			8	30		2			8												48
Construction Engineering and General Contract Administration																					
270.15 - Construction Stakes																					
270.20 - Construction Engineering Work									116	100											216
270.25 - Construction Contract Admin Work																					
270.30 - Contract Item Work Inspection																					
270.55 - Final Inspection & Acceptance Recom									8												8
270.70 - Updated ECR				6		2	2														10
270.75 - Resource Agency Permit Ren. & Ext.				6						40											46
270.80 - Long Term Env Mit/Monit during Const				8	16	80															104
Total Const Engineering & Gen. Contract Admin.				20	16	82	2		124	140											384
Construction Contract Change Orders																					
285.05 - COO Process																					
285.10 - Functional Support							4		8	50											62
Total Construction COOs							4		8	50											62
Construction Contract Claims																					
290.35 - Technical Support			8	8	16				8	30											70
Total Construction Contract Claims			8	8	16				8	30											70
Contract Acceptance, Final Construction Estimate and Final Report																					
295.35 - Certificate of Environmental Compliance			8	6		4				25											43
295.40 - Long Term Env Mit/Monit after CCA					640																640
Total Final Construction			8	6	640	4				25											683
Total Project Hours		68	244	1,436	3,336	2,748	94		412	253	35	1,188	160	525	48	330		462			11,339

Attachment D: PEAR Environmental Commitments Cost Estimate

Standard PSR Only

(Prepare a separate form for each viable alternative described in the Project Study Report)

PART 1 PROJECT INFORMATION

rev. 11/08

District-County-Route-Post Mile 03-PLA-65-6.5/12.8	EA: 03-1F170
Project Description: HOV Lane Construction	
Form completed by (Name/District Office): Jacob Nelson / Caltrans Environmental	
Project Manager: Samual Jordan	Phone Number: 530-740-4920
Date: 9/24/12	

PART 2 PERMITS AND AGREEMENTS

	Permits and Agreements (\$\$)
<input checked="" type="checkbox"/> Fish and Game 1602 Agreement	10000
<input type="checkbox"/> Coastal Development Permit	0
<input type="checkbox"/> State Lands Agreement	0
<input checked="" type="checkbox"/> Section 401 Water Quality Certification	0
<input checked="" type="checkbox"/> Section 404 Permit – Nationwide (U.S. Army Corps)	0
<input type="checkbox"/> Section 404 Permit – Individual (U.S. Army Corps)	0
<input type="checkbox"/> Section 10 Navigable Waters Permit (U.S. Army Corps)	0
<input type="checkbox"/> Section 9 Permit (U.S. Coast Guard)	0
<input checked="" type="checkbox"/> Other: CVWQCB Certification	5000
Total (enter zeros if no cost)	15000

PART 3. ENVIRONMENTAL COMMITMENTS FOR PERMANENT IMPACTS

To complete the following information:

- Report costs in \$1,000s.
- Include all costs to complete the commitment:
 - Capital outlay and staff support. Refer to Estimated Resources by WBS Code. For example, if you estimated 80 hours for biological monitoring (WBS 235.35 Long Term Mitigation Monitoring), convert those hours to a dollar amount for this entry. For current conversion rates from PY to dollars, see the Project Manager.
 - Cost of right of way or easements.
 - If compensatory mitigation is anticipated (for wetlands, for example), insert a range for purchasing credits in a mitigation bank.
 - Long-term monitoring and reporting
 - Any follow-up maintenance
 - Use current costs; the Project Manager will add an appropriate escalation factor.
 - This is an estimating tool, so a range is not only acceptable, but advisable.

Environmental Commitments Alternative 1-4		
	Estimated Cost in \$1,000's	Notes
Noise abatement or mitigation	0	
Special landscaping	0	
Archaeological resources	200	Worst Case
Biological resources	150	
Historical resources	200	Worst Case
Scenic resources	0	
Wetland/riparian resources	150	
Res./bus. relocations	0	
Other: Haz Waste	20	Possible ADL
Total (enter zeros if no cost)	720	

ATTACHMENT F
TRANSPORTATION PLANNING SCOPING INFORMATION SHEET

ARTICLE 4 Transportation Planning Scoping Information Sheet

PROJECT INFORMATION

District	County	Route	Post Miles	Project ID No/ Expenditure Authorization No.
03	PLA	65	R004.9 / T012.9	1F170
Project Name and Description: State Route 65 HOV Lane Project proposes to construct one vehicle lane in each direction in the median of State Route 65 (SR65) from 0.5 miles west of Harding/Galleria Boulevard to Lincoln Boulevard (Industrial Ave).				

Prepared by:

District Information Sheet Point of Contact*:	Name: Dianira Soto	Functional Unit:	Office of Transportation Planning - North
---	-----------------------	------------------	---

* The District Information Sheet Point of Contact is responsible for completing Project Information, PDT Team and Stakeholder Information, and coordinating the completion of project-related information with the Transportation Planning Stakeholders. Upon completion, provides the Transportation Planning PDT Representative and Project Manager with a copy of the Information Sheet.

Project Development Team (PDT) Information		
Title	Name	Phone Number
Project Manager	Samuel Jordan	(530) 740-4920
Project Engineer	Ryan Kohagura	(530) 741-5746
Transportation Planning PDT Representative**	Dianira Soto	(530) 740-4905

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

Project Purpose and Need** – The purpose is to provide congestion relief in order to improve traffic flow on the regional transportation system. Promote the use of high occupancy vehicles, such as carpools, van pools, and transit. To provide greater connectivity with the existing and proposed bus/carpool network in the South Placer and greater Sacramento region, and help achieve the goals of the Placer Country Transportation Planning Agency as well as improve traffic operations.

Traffic on SR65 has steadily increased over the last few decades. Monitoring of traffic conditions during peak commute periods has shown a steady increase in both duration and length of congestion on the corridor. Further development along the SR65 corridor and increasing traffic volumes will further erode operation

conditions in this area. This SR connects major regional routes in Northern California and must operate effectively in order to serve commuter traffic, goods movement, and regional traffic in the Southern Placer area.

** The Transportation Planning PDT Representative is responsible for providing the PDT with the system-wide and corridor level deficiencies identified by Transportation Planning. The PDT uses the information provided by Transportation Planning to develop the purpose and need with contributions from other Caltrans functional units and external stakeholders at the initiation of the PID and is refined throughout the PID process. As the project moves past the project initiation stage and more data becomes available, the purpose and need is refined. For additional information on purpose and need see: www.dot.ca.gov/hq/env/emo/purpose_need.htm

1. Project Funding:

a	List all known and potential funding sources and percent splits: (ie. State Transportation Improvement Program (STIP)/State Highway Operations and Protection Program (SHOPP)/Transportation Enhancement (TE)/Environmental Enhancement and Mitigation (EEM)/Safe Routes to School (SR2S)/etc.).
	State Transportation Improvement Program and Congestion Air Quality Mitigation Improvement Program Funds
b	Is this a measure project? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/> If yes, name and describe the measure.

2. Regional Planning:

a	Name of and contact information for Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA).
	Celia McAdam , Placer County Transportation Planning Agency (530) 823-4030 Matt Carpenter, Sacramento Council of Governments (SACOG) (916) 340-6276
b	Name of and contact information for local jurisdiction (City or County)
	Ricky A. Horst, City of Rocklin, City Manager (916) 625-5570 Paul Richardson, City of Roseville, Director (916) 774-5276 Larry Wing, Rocklin Public Works, Director (916) 625-5140 Rhon Herndon, Roseville Public Works, Director (916) 774-5331 Ken Grehm, Placer County Public Works, Director (530) 745-7588 Mark Miller, City of Lincoln Public Works, Director (916) 434-2450
c	Provide the page number and project description as identified in the Regional Transportation Plan (RTP) and the date of adoption, or provide an explanation if not in RTP.
	Page 6.1-24: SR65 HOV Lanes Project area: 6.3 miles of SR65 from Galleria Boulevard interchange to the Industrial Avenue interchange. The proposed project improvements include: preconstruction activities (PA&ED, PS&E, R/W support and construction support) for all phase of project; and construction of HOV lanes on SR65 from the end of the proposed lanes of the I-80/SR65 Interchange Modification Project to the Industrial Avenue interchange, which is currently under construction.
d	Provide nexus between the RTP objectives and the project to establish the basis for the project purpose and need.
	Placer County continues to face urban growth and contains some of the fastest growing communities in California. Between 2005 and 2027, the total county-wide population is projected to grow at approximately 2% annually, for an estimated overall growth of more than 44%. Projections show that housing and employment will increase significantly adding to an already stressed State Highway system; therefore, traffic congestion is expecting to continue to increase.
e	Is the project located in an area susceptible to sea-level rise?
	N/A
f	Name of Air Quality Management District (AQMD)
	Placer County Air Pollution Control District Ms. Ann Hobbs, Air Quality Specialist; 110 Maple Street, Auburn, CA 95603. (530) 745-2330
g	If the project is located in a federal non-attainment or attainment-maintenance area is the project:
	• Regionally Significant? (per 40 (Code of Federal Regulations (CFR) 93.101) Y <input checked="" type="checkbox"/> /N <input type="checkbox"/>

	• Exempt from conformity? (per 40 CFR 93.126 and 93.128) Y <input type="checkbox"/> /N <input checked="" type="checkbox"/>
	• Exempt from regional analysis? (per 40 CFR 93.127) Y <input type="checkbox"/> /N <input checked="" type="checkbox"/>
	• Not exempt from conformity (must meet all requirements)? Y <input checked="" type="checkbox"/> /N <input type="checkbox"/>

3. Native American Consultation and Coordination:

a	If project is within or near an Indian Reservation or Rancheria? If so, provide the name of Tribe. The project is one half mile from the Auburn Rancheria of the United Auburn Indian Community.
b	Has/have the Tribal Government(s) been consulted? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/> . If no, why not? No, it has not been consulted as there is no ROW expansion.
c	If the project requires Caltrans to use right-of-way on trust or allotted lands, this information needs to be included as soon as possible as a key topic in the consultation with the Tribe(s). Has the Tribe been consulted on this topic? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/> . If no, why not? No, the Tribe has not been consulted on this topic.
d	Has the Bureau of Indian Affairs (BIA) been notified? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/>
e	Have all applicable Tribal laws, ordinances and regulations [Tribal Employment Rights Ordinances (TERO), etc.] been reviewed for required contract language and coordination? N/A
f	If the Tribe has a TERO, is there a related Memorandum of Understanding between the District and the Tribe? N/A
g	Has the area surrounding the project been checked for prehistoric, archeological, cultural, spiritual, or ceremonial sites, or areas of potentially high sensitivity? If such areas exist, has the Tribe, Native American Heritage Commission or other applicable persons or entities been consulted? No, it has not been checked. No new right of way is being taken, and the construction area has previously been disturbed.
h	If a Native American monitor is required for this project, will this cost be reflected in cost estimates? N/A
i	In the event of project redesign, will the changes impact a Native American community as described above in d, e, or h? Most likely not.

4. System Planning:

a	Is the project consistent with the DSMP? Y <input checked="" type="checkbox"/> /N <input type="checkbox"/> . If yes document approval date. If no, explain. This document is currently in draft.
b	Is the project identified in the TSDP? Y <input checked="" type="checkbox"/> /N <input type="checkbox"/> ? If yes, document approval date <u>11/2011</u> . If no, explain.
c	Is the project identified in the TCR/RCR or CSMP? Y <input checked="" type="checkbox"/> /N <input type="checkbox"/> . If yes, document approval date <u>06/09</u> . If no, explain. Is the project consistent with the future route concept? Y <input checked="" type="checkbox"/> /N <input type="checkbox"/> . If no, explain.
d	Provide the Concept Level of Service (LOS) through project area. I-80 to Blue Oaks Blvd = LOS F, Blue Oaks Blvd to Industrial Ave = LOS E
e	Provide the Concept Facility – include the number of lanes. Does the Concept Facility include High Occupancy Vehicle lanes? Y <input checked="" type="checkbox"/> /N <input type="checkbox"/> . Concept Facility: 6F + 2 HOV + 2 AUX
f	Provide the Ultimate Transportation Corridor (UTC) – include the number of lanes. Does the UTC include High Occupancy Vehicle Lanes? Y <input checked="" type="checkbox"/> /N <input type="checkbox"/> . Ultimate Facility: 8F + 2 HOV + 2 AUX
g	Describe the physical characteristics of the corridor through the project area (i.e. flat, rolling or mountainous terrain...) Flat, level terrain, crosses over several creeks and streams, adjacent to wetlands.

h	<p>Is the highway in an urban or rural area? Urban <input checked="" type="checkbox"/> /Rural <input checked="" type="checkbox"/> Provide Functional Classification. Goes through urbanized and undeveloped rural areas. See "i."</p>																
i	<p>Is facility a freeway, expressway or conventional highway? I-80 and North of Blue Oaks Blvd: Other Freeway or Expressway North of Blue Oaks Blvd and Sunset Blvd: Other principal arterial Sunset Blvd and Industrial Avenue: Minor arterial</p>																
j	<p>Provide Route Designations: (i.e. Interregional Transportation Strategic Plan (ITSP) High Emphasis or Focus Route, Surface Transportation Assistance Act (STAA) Route, Scenic Route...).</p> <p>IRRS: Yes High Emphasis or Focus Route: No STAA Route: Yes, Terminal Access Route State Scenic Route: No</p>																
k	<p>Describe the land uses adjacent to project limits (i.e. agricultural, industrial...).</p> <p>Route 65 within the project limits goes through urbanized areas between I-80 and Sunset, which includes residential, commercial, and industrial. Between Sunset and Industrial it is rural/open space.</p>																
l	<p>Describe any park and ride facility needs identified in the TCR/CSMP, local plans, and RTP.</p> <p>A new Park and Ride facility is planned for the vicinity of SR 65 and Industrial Blvd. There is not yet any information available updating the schedule for construction nor the identification of the ownership or responsibilities. This was identified in the SR 65 CSMP as a component of the Lincoln Bypass project. In SACOG MTP Lincoln Bypass-Ph 1 2020.</p>																
m	<p>Describe the Forecasted 10 and 20-year Vehicle Miles Traveled (VMT), Annual Average Daily Traffic (AADT), and Peak Hour truck data in the TCR. Include the source and year of Forecast, and names and types of traffic and travel demand analysis tools used.</p> <table border="1" data-bbox="256 993 1505 1203"> <thead> <tr> <th colspan="4">Future Traffic Data - 2028</th> </tr> <tr> <th></th> <th>VMT</th> <th>AADT</th> <th>Peak Hour Truck %</th> </tr> </thead> <tbody> <tr> <td>I-80 to Washington Blvd</td> <td>697,680</td> <td>205,200</td> <td>4%</td> </tr> <tr> <td>Washington Blvd to Industrial Ave</td> <td>503,700</td> <td>138,000</td> <td>5%</td> </tr> </tbody> </table> <p>Source: D3 SR 65 CSMP, 2009</p>	Future Traffic Data - 2028					VMT	AADT	Peak Hour Truck %	I-80 to Washington Blvd	697,680	205,200	4%	Washington Blvd to Industrial Ave	503,700	138,000	5%
Future Traffic Data - 2028																	
	VMT	AADT	Peak Hour Truck %														
I-80 to Washington Blvd	697,680	205,200	4%														
Washington Blvd to Industrial Ave	503,700	138,000	5%														
n	<p>Has analysis on Daily Vehicle Hours of Delay (DVHD) from the Highway Congestion Monitoring Program (HICOMP) been completed and included? Y <input checked="" type="checkbox"/> /N <input type="checkbox"/>.</p> <table border="1" data-bbox="256 1413 876 1581"> <thead> <tr> <th></th> <th>DVHD</th> </tr> </thead> <tbody> <tr> <td>I-80 to Washington Blvd</td> <td>909</td> </tr> <tr> <td>Washington Blvd to Industrial Ave</td> <td>452</td> </tr> </tbody> </table> <p>Source: D3 SR 65 CSMP, 2009</p>		DVHD	I-80 to Washington Blvd	909	Washington Blvd to Industrial Ave	452										
	DVHD																
I-80 to Washington Blvd	909																
Washington Blvd to Industrial Ave	452																

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

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

LD-IGR Project Information		Project
a	County-Route-Postmile & Distance to Development.	PLA-65 PM R5.934
b	Development name, type, and size.	SR65/Whitney Ranch Parkway Interchange
c	Local agency and/or private sponsor, and contact information.	City of Rocklin
d	California Environmental Quality Act (CEQA) status and Implementation Date.	Unknown
e	If project includes federal funding, National Environmental Policy Act (NEPA) status.	Unknown
f	All vehicular and non-vehicular unmitigated impacts and planned mitigation measures including Transportation Demand Management (TDM) and Transportation System Management (TSM) that would affect Caltrans facilities.	Unknown
g	Approved mitigation measures and implementing party.	Unknown
h	Value of constructed mitigation and/or amount of funds provided.	Unknown
i	Encroachment Permit, Transportation Permit, Traffic Management Plan, or California Transportation Commission (CTC) Access approvals needed.	Unknown
j	Describe relationship to Regional Blueprint, General Plans, or County Congestion Management Plans.	Unknown
k	Inclusion in a Regional Transportation Plan Sustainable Community Strategy or Alternative Planning Strategy?	Unknown
l	Regional or local mitigation fee program in place?	Yes

LD-IGR Project Information		Project
a	County-Route-Postmile & Distance to Development.	PLA-65 PM R5.931
b	Development name, type, and size.	SR65/Galleria Boulevard Interchange Modification
c	Local agency and/or private sponsor, and contact information.	City of Roseville
d	California Environmental Quality Act (CEQA) status and Implementation Date.	Unknown
e	If project includes federal funding, National Environmental Policy Act (NEPA) status.	Unknown
f	All vehicular and non-vehicular unmitigated impacts and planned mitigation measures including Transportation Demand Management (TDM) and Transportation System Management (TSM) that would affect Caltrans facilities.	Unknown

g	Approved mitigation measures and implementing party.	Unknown
h	Value of constructed mitigation and/or amount of funds provided.	Unknown
i	Encroachment Permit, Transportation Permit, Traffic Management Plan, or California Transportation Commission (CTC) Access approvals needed.	Unknown
j	Describe relationship to Regional Blueprint, General Plans, or County Congestion Management Plans.	Unknown
k	Inclusion in a Regional Transportation Plan Sustainable Community Strategy or Alternative Planning Strategy?	Unknown
l	Regional or local mitigation fee program in place?	Yes

LD-IGR Project Information		Project
a	County-Route-Postmile & Distance to Development.	PLA-65 PM R7.907
b	Development name, type, and size.	Parcel 49/Cinemark Development
c	Local agency and/or private sponsor, and contact information.	City of Roseville
d	California Environmental Quality Act (CEQA) status and Implementation Date.	Unknown
e	If project includes federal funding, National Environmental Policy Act (NEPA) status.	Unknown
f	All vehicular and non-vehicular unmitigated impacts and planned mitigation measures including Transportation Demand Management (TDM) and Transportation System Management (TSM) that would affect Caltrans facilities.	Unknown
g	Approved mitigation measures and implementing party.	Unknown
h	Value of constructed mitigation and/or amount of funds provided.	Unknown
i	Encroachment Permit, Transportation Permit, Traffic Management Plan, or California Transportation Commission (CTC) Access approvals needed.	Unknown
j	Describe relationship to Regional Blueprint, General Plans, or County Congestion Management Plans.	Unknown
k	Inclusion in a Regional Transportation Plan Sustainable Community Strategy or Alternative Planning Strategy?	Unknown
l	Regional or local mitigation fee program in place?	Yes

LD-IGR Project Information		Project
a	County-Route-Postmile & Distance to Development.	PLA-65 PM 8.67
b	Development name, type, and size.	Fiddymment Ranch Specific Plan
c	Local agency and/or private sponsor, and contact information.	City of Roseville
d	California Environmental Quality Act (CEQA) status and Implementation Date.	Unknown
e	If project includes federal funding, National Environmental Policy Act (NEPA) status.	Unknown
f	All vehicular and non-vehicular unmitigated impacts and planned mitigation measures including Transportation Demand Management (TDM) and Transportation System Management (TSM) that would affect Caltrans facilities.	Unknown
g	Approved mitigation measures and implementing party.	Unknown
h	Value of constructed mitigation and/or amount of funds provided.	Unknown
i	Encroachment Permit, Transportation Permit, Traffic Management Plan, or California Transportation Commission (CTC) Access approvals needed.	Unknown
j	Describe relationship to Regional Blueprint, General Plans, or County Congestion Management Plans.	Unknown
k	Inclusion in a Regional Transportation Plan Sustainable Community Strategy or Alternative Planning Strategy?	Unknown
l	Regional or local mitigation fee program in place?	Yes

LD-IGR Project Information		Project
a	County-Route-Postmile & Distance to Development.	PLA-65 PM 10.5
b	Development name, type, and size.	Thunder Valley Casino Expansion
c	Local agency and/or private sponsor, and contact information.	United Auburn Indian
d	California Environmental Quality Act (CEQA) status and Implementation Date.	Unknown
e	If project includes federal funding, National Environmental Policy Act (NEPA) status.	Unknown
f	All vehicular and non-vehicular unmitigated impacts and planned mitigation measures including Transportation Demand Management (TDM) and Transportation System Management (TSM) that would affect Caltrans facilities.	Unknown
g	Approved mitigation measures and implementing party.	Unknown

h	Value of constructed mitigation and/or amount of funds provided.	Unknown
i	Encroachment Permit, Transportation Permit, Traffic Management Plan, or California Transportation Commission (CTC) Access approvals needed.	Unknown
j	Describe relationship to Regional Blueprint, General Plans, or County Congestion Management Plans.	Unknown
k	Inclusion in a Regional Transportation Plan Sustainable Community Strategy or Alternative Planning Strategy?	Unknown
l	Regional or local mitigation fee program in place?	Yes

LD-IGR Project Information		Project
a	County-Route-Postmile & Distance to Development.	PLA-65 PM 12.492
b	Development name, type, and size.	Lincoln Crossing Specific Plan
c	Local agency and/or private sponsor, and contact information.	City of Lincoln
d	California Environmental Quality Act (CEQA) status and Implementation Date.	Unknown
e	If project includes federal funding, National Environmental Policy Act (NEPA) status.	Unknown
f	All vehicular and non-vehicular unmitigated impacts and planned mitigation measures including Transportation Demand Management (TDM) and Transportation System Management (TSM) that would affect Caltrans facilities.	Unknown
g	Approved mitigation measures and implementing party.	Unknown
h	Value of constructed mitigation and/or amount of funds provided.	Unknown
i	Encroachment Permit, Transportation Permit, Traffic Management Plan, or California Transportation Commission (CTC) Access approvals needed.	Unknown
j	Describe relationship to Regional Blueprint, General Plans, or County Congestion Management Plans.	Unknown
k	Inclusion in a Regional Transportation Plan Sustainable Community Strategy or Alternative Planning Strategy?	Unknown
l	Regional or local mitigation fee program in place?	Yes

6. Community Planning:

INITIAL PID INFORMATION	
a	Has lead agency staff worked with any neighborhood/community groups in the area of the proposed improvements? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/> . If yes, summarize the process and its results including any commitments made to the community. If no, why not? Community Planning will take place during the PA&ED phase.
b	Are any active/completed/proposed Environmental Justice (EJ) or Community-Based Transportation (CBTP) Planning Grants in the project area? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/> . If yes, summarize the project, its location, and whether/how it may interact with the proposed project.
c	Describe any community participation plans for this PID including how recommendations will be incorporated and/or addressed. Has a context sensitive solutions (CSS) approach been applied? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/> During PA&ED phase, efforts will be made to encourage participation of all communities in the transportation planning process, in compliance with Title VI, the PCTPA will solicit input through various policy, technical, and public forums. Outreach to the United Auburn Indian Community is specifically included.
FINAL PID INFORMATION	
d	How will the proposed transportation improvements impact the local community? Is the project likely to create or exacerbate existing environmental or other issues, including public health and safety, air quality, water quality, noise, environmental justice or social equity? Y <input type="checkbox"/> /N <input type="checkbox"/> . Describe issues, concerns, and recommendations (from sources including neighborhood/community groups) and what measures will be taken to reduce existing or potential negative effects.
e	Does this highway serve as a main street? Y <input type="checkbox"/> /N <input type="checkbox"/> . If yes, what main street functions and features need to be protected or preserved?

7. Freight Planning:

INITIAL PID INFORMATION	
a	Identify all modal and intermodal facilities that may affect or be affected by the project. Roseville Intermodal Facility (UP J.R. Davis Yard) is southwest of the project.
FINAL PID INFORMATION	
b	Describe how the design of this project could facilitate or impede Goods Movement and relieve choke points both locally and statewide through grade separations, lane separations, or other measures (e.g., special features to accommodate truck traffic and at-grade railroad crossings). The design should ensure that there is adequate signage for drivers to know that SR 65 is a terminal access route.
c	Describe how the project integrates and interconnects with other modes (rail, maritime, air, etc.). Do possibilities exist for an intermodal facility or other features to improve long-distance hauling, farm-to-market transportation and/or accessibility between warehouses, storage facilities, and terminals? Unknown.
d	Is the project located in a high priority goods movement area, included in the Goods Movement Action Plan (GMAP) or on a Global Gateways Development Program (GGDP) route? Y <input checked="" type="checkbox"/> /N <input type="checkbox"/> . If yes, describe. Connects to I-80, which is a priority corridor identified by the GMAP.
e	Is the project on a current and/or projected high truck volume route [e.g., Average Annual Daily Truck Traffic (AADTT) of 5 axle trucks is greater than 3000]? Y <input type="checkbox"/> /N <input checked="" type="checkbox"/> . If yes, describe how the project addresses this demand.

f	If the project is located near an airport, seaport, or railroad depot, describe how circulation (including truck parking) needs are addressed.
	The project may improve truck movements on SR 65 by creating an HOV lane for carpools, but this would need to be verified with a feasibility study.
g	Describe any other freight issues.
	N/A

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

INITIAL PID INFORMATION	
a	List all local transit providers that operate within the corridor. Placer County Transit Will Garner (530) 745-7582 Placer County Pride Industries Joan Pederson (916) 788-2327 Roseville Transit Mike Wixon (916) 774-5480
	Have transit agencies been contacted for possible project coordination? Y <input checked="" type="checkbox"/> /N <input type="checkbox"/> . If no, why not? Transit agencies have been contacted by phone.
c	Describe existing transit services and transit features (bus stops, train crossings, and transit lines) within the corridor. Transit services offered are Fixed Route Service, Paratransit Service, Dial-A-Ride, and Deviated Fixed Route Service, and Ridesharing services along the SR65 corridor include four Park and Ride lots.
	Describe transit facility needs identified in short- and long-range transit plans and RTP. Describe how these future plans affect the corridor. PCTPA did not identified new unmet transit needs in their FY 2011/12 Unmet Transit Need Report Each year, usually in October and/or November, PCTPA solicits testimony on unmet transit needs that may exist. The process is advertised in the local newspapers, via press releases and public service announcements, on flyers in buses, in notices to social service agencies, and so on. Testimony may be provided in person at public workshops and/or hearings, by phone, or in writing. The <u>Social Services Transportation Advisory Council (SSTAC)</u> also provides testimony, through a listing of priorities for improvements in the transit system. Once the testimony period is ended, PCTPA staff compiles and analyzes each request. Based on this analysis and input from the SSTAC, staff provides recommendations for findings to the Board. The 2010/2011 Unmet Transit Needs process concluded with the approval by the PCTPA Board of the <u>Unmet Transit Needs Analysis and Recommendations Report</u> on February 22, 2012.
d	The unmet transit needs process accomplishes more than simply meeting a state requirement. It also provides a forum for public input on transit issues, assists transit providers in setting priorities for service improvements or modifications, and assists jurisdictions in budgeting the use of Local Transportation Funds. Projects: <u>Bus Rapid Transit (BRT)</u> With costs of light rail service moving upwards of \$50 million per mile to build, PCTPA and Placer County have undertaken <u>preliminary studies</u> to implement Bus Rapid Transit (BRT) service in western Placer County. BRT has many advantages over light rail service, and in its higher forms, can mimic light rail at half the cost. No overhead wires. No metal tracks. And because it uses rubber tires, there is the flexibility to use existing roads in some circumstances, or use separate right of way in others. The studies has taken a look at the following corridors as potential areas for BRT service: <ul style="list-style-type: none">• Watt Avenue



	<ul style="list-style-type: none"> • Pleasant Grove Blvd • Blue Oaks Blvd • Placer Parkway • SR 65 • I-80 • Roseville Parkway • Douglas Blvd • Eureka Road <p>This BRT plan will result in a regional transit connection within and between the cities and unincorporated areas of South Placer County and portions of SR65. The initial studies estimate approximately 5,900 daily boardings at build out of BRT service in Placer County.</p>
	FINAL PID INFORMATION
e	Describe how the proposed project integrates transit and addresses impacts to transit services and transit facilities.
f	Have transit alternatives and improvement features been considered in this project? Y <input type="checkbox"/> /N <input type="checkbox"/> If yes, describe. If no, why not?

9. Bicycle:

	INITIAL PID INFORMATION
a	Does the facility provide for bicyclist safety and mobility needs? If no, please explain. No, bicycling is prohibited on this segment of the facility.
b	Are any improvements for bicyclist safety and mobility proposed for this facility by any local agencies or included in bicycle master plans? If yes, describe (including location, time frame, funding, etc.). No.
c	Are there any external bicycle advocacy groups and bicycle advisory committees that should be included in the project stakeholder list? If so, provide contact information. Sacramento Area Bike Advocates is one group that could be included. Since bicycling is prohibited on this facility, they may not need to be contacted. Nevertheless, their contact information is below: 909 12 th Street, Suite 116, Sacramento, CA 95814. Phone: 916-444-6600
	FINAL PID INFORMATION
d	Will bicycle travel deficiencies be corrected? How or why not?
e	How will this project affect local agency plans for bicycle safety and mobility improvements?
f	If the project is the construction of a new freeway or modification to an existing freeway, will it sever or destroy existing provisions for bicycle travel? If yes, describe how bicycle travel provisions will be included in this project.

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

	INITIAL PID INFORMATION
a	Does this facility provide for pedestrian safety and mobility needs? If so, describe pedestrian facilities. Do continuous and well-maintained sidewalks exist? Are pedestrians forced to walk in the roadway at any locations due to lack of adequate pedestrian facilities? Please explain. This facility is limited access. Pedestrians are prohibited on this facility.
b	Are pedestrian crossings located at reasonable intervals? N/A
c	Are all pedestrian facilities within the corridor ADA accessible and in compliance with Federal and State

	ADA laws and regulations? N/A
FINAL PID INFORMATION	
d	Will pedestrian travel deficiencies be corrected? How or why not?
e	How will this project affect local agency plans for pedestrian safety and mobility improvements?
f	If the project is the construction of a new freeway or modification to an existing freeway, will it sever or destroy existing provisions for pedestrian travel? If yes, describe how pedestrian travel provisions will be included in this project.
g	Are there any external pedestrian advocacy groups and advisory committees that should be included in the project stakeholder list? If so, provide contact information.
h	Have ADA barriers as noted in the District's ADA Transition Plan been identified within the project limits? If not included in the project, provide justification and indicate whether District Design coordinator approval was obtained.

11. Equestrian:

INITIAL PID INFORMATION	
a	If this corridor accommodates equestrian traffic, describe any project features that are being considered to improve safety for equestrian and vehicular traffic? N/A
FINAL PID INFORMATION	
b	Have features that accommodate equestrian traffic been identified? If so, are they included a part of this project? Describe. If no, why not? N/A

12. Intelligent Transportation Systems (ITS):

INITIAL PID INFORMATION	
a	Have ITS features such as closed-circuit television cameras, signal timing, multi-jurisdictional or multimodal system coordination been considered in the project? Y <input checked="" type="checkbox"/> /N <input type="checkbox"/> . If yes, describe. If no, explain. Ramp Metering at the following locations: PM 5.70 Southbound Stanford/Galleria/Harding; PM 5.90 Northbound and Southbound Stanford/Galleria/Harding; and PM 6.15 Northbound Stanford Ranch Road
FINAL PID INFORMATION	
b	Have ITS features been identified? If so, are they included a part of this project? Describe. If no, why not? Goal is to complete Ramp Metering along this corridor in conjunction with expansion of the CCTV Camera system.

ATTACHMENT G
RIGHT OF WAY DATA SHEET

revised for environmental permits

Memorandum

*Flex your power!
Be energy efficient!*

To: Isam Tabshouri
Chief, Advance Planning
Department of Transportation, District 3

Attention Carrie Hodges
Project Engineer

Date: June 25, 2012
E.A. 1F170
PN: 0300001103
File: 03-PLA-65 PM 6.5/12.85
ADD CAPACITY VIA HOV OR
HOT LANES

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

Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on information received from you on May 17, 2012 .

Right of Way requests a minimum of 3 months lead time after project approval and environmental document in order to complete the certification in a timely manner.

This estimate was reviewed only for revised mitigation and environmental impacts as the mini-pear has been completed.

Attachments:
Right of Way Data Sheet

cc. Sam Jordan

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



revised for environmental permits

Date: June 25, 2012
 E.A. 1F170
 PN: 0300001103
 File: 03-PLA-65 PM 6.5/12.85
 ADD CAPACITY VIA HOV OR
 HOT LANES

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	\$15,000	5%	\$20,871
Subtotal	\$15,000		\$20,871
D. Utility Relocation (State Share) (Owner's share: \$0)	\$0		\$0
E. Relocation Assistance (RAP)	\$0		\$0
F. Clearance/Demolition	\$0		\$0
G. Title & Escrow	\$0		\$0
H. Total Estimated Right of Way Cost	\$15,000	Rounded	\$20,900
I. Construction Contract Work	\$0		

2. Current Date of Right of Way Certification

April 1, 2019

3. Parcel Data:

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

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

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

Yes _____ No X

None have been identified.

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

This project is to add capacity on Highway 65 from Interstate 80 to Industrial Avenue. All work will be done within the current right of way. Environmental will require some permits. The mini-pear has additional permit fees required. The changes in this estimate only relate to environmental permits.

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

Yes _____ No X

7. Is there an effect on assessed valuation?

No X

Yes _____ Not Significant _____

8. Are utility facilities or rights of way affected?

Yes _____ No X

According to the T.E. there are No Utility conflicts or relocations in connection with this project.

9. Are railroad facilities or rights of way affected?

Yes _____ No X

A memo to the Office Engineer with attached "Short Clauses" SSP's will be required for a Right of Way Certification.

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

Yes _____ None Evident X

11. Are RAP displacements required?

Yes _____

No X

No. of single family

No. of business/nonprofit

No. of multi-family

No. of farms

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

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

Yes _____ No X

13. Are there potential relinquishments and/or abandonments?

Yes _____ No X

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

Yes _____ No X

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

Right of Way requests a minimum of 3 months lead time after project approval and environmental document in order to complete the certification in a timely manner.

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

Yes X No _____

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

17. Assumptions and Limiting Conditions:


17.1 There will be no Right of Way activities outside of acquiring permits for environmental.

Evaluation Prepared By:

Right of Way: 
KELLY J KILPATRICK

Date 10/19/2012

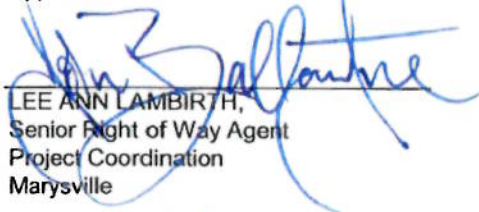
Reviewed By:

RW Planning & Management: 
for PAUL SLOULIN

Date 10/23/12

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

Approved:


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

10/22/12
Date

FV1

ATTACHMENT H
RISK REGISTER

Project Risk Register

DIST-EA		03-1F170K		Project Name: SR 65 HOV Lanes		Project Manager: Samuel Jordan		Telephone: 520-740-4920		Date Created:		Last Updated:				
ID #	Status	Threat/ Opportunity	Category	Date Risk Identified	Risk Description	Root Causes	Primary Objective	Overall Risk Rating	Cost/Time Impact Value	Risk Owner	Risk Trigger	Strategy	Response Actions w/ Pros & Cons	Adjusted Cost/Time Impact Value	WBS Item	Status Date and Review Comments
ITEM	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)
1	03-1F170K-01	Active	Threat	ENV	05/08/12	Delays in obtaining PTEs could cause delay in environmental studies.	Complexity and Interface	TIME	2=Low (10-19%) 3=Med (20-35%) 4=Med Impact 4=Med	Env/RW	PTEs are not received on schedule.	AVOID	Work with RW to ensure that needed PTEs are requested as soon as possible.		105 PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT	TBD
2	03-1F170K-02	Active	Threat	ENV	05/08/12	Delay in obtaining detailed mapping and other needed design information could cause delay in environmental studies.	Complexity and Interface	TIME	3=Med (20-35%) 4=Med Impact 4=Med	Env/Design	A delay in the completion of detailed mapping will cause a delay in the completion of the environmental studies.	AVOID	Work with Design to ensure that the ESR has all needed information.		105 PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT	TBD
3	03-1F170K-03	Active	Threat	ENV	05/08/12	Delays in the completion of consultant work (Biology, Archeology, etc.)	Complexity and Interface	TIME	3=Med (20-35%) 4=Med Impact 4=Med	Env/PM	Tasks are not completed on schedule.	AVOID	Work with consultants to ensure that tasks are completed on time. Regular submission of progress reports. Ensure that needed information is provided in a timely fashion.		105 PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT	TBD
4	03-1F170K-04	Active	Threat	ENV	05/08/12	A Second Season of biological surveys is required.	Requirement	TIME	3=Med (20-35%) 4=Med Impact 4=Med	Env/PM	It is determined that a second season of biological surveys is required.	AVOID	Work with appropriate resources to ensure that no species with special status are expected to be found within the ESL. Begin surveys early so that additional time remains for additional surveys.		105 PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT	TBD
5	03-1F170K-05	Active	Threat	ENV	05/08/12	Noise Mitigation Requirement.	Complexity and Interface	COST	3=Med (20-35%) 4=Med Impact 4=Med	Env/PM	Result of the noise study is that soundwalls are necessary.	ACCEPT	Work with Design to make sure any required mitigation strategies are added to the project.		105 PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT	TBD
6	03-1F170K-06	Active	Threat	ENV	05/08/12	Archaeological Resources within the project limits.	Requirement	TIME	2=Low (10-19%) 3=Med (20-35%) 4=Med Impact 2=Low	Env/Design/PM	Field Survey Locate Sites within APE.	MITIGATE	Identify potential site within the APE as early as possible. Work with Design to avoid Archaeological resources where possible.		105 PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT	TBD
7	03-1F170K-07	Active	Threat	ENV	05/08/12	Bats and swallows may nest under or within structures designated to be widened.	Requirement	TIME	3=Med (20-35%) 4=Med Impact 4=Med	Env/Design/PM	Exclusionary devices are not installed prior to construction.	AVOID	Work with Design and PM to ensure that exclusionary devices are installed prior to construction.		235 MITIGATE ENVIRONMENTAL IMPACTS AND CLEAN UP HAZARDOUS WASTE	TBD

Project Risk Register

DIST- EA		03-1F170K			Project Name: SR 65 HOV Lanes			Project Manager: Samuel Jordan			Date Created:			Last Updated:		
ID #	Status	Threat/ Opportunity	Category	Date Risk Identified	Risk Description	Root Causes	Primary Objective	Overall Risk Rating	Cost/Time Impact Value	Risk Owner	Risk Trigger	Strategy	Response Actions w/ Proc. & Cons.	Adjusted Cost/Time Impact Value	WBS Item	Status Date and Review Comments
RTM	(A)	(B)	(C)	(d)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)
8	03-1F170K-08	Active	Threat	ENV	05/08/12	Migratory birds may nest in the project area	Requirement	TIME	3=Med (20-30%) Med Impact 4 =Med	Env/Design/PM	Vegetation is not removed the year or year prior to construction	AVOID	Work with Design and Construction to ensure that vegetation removal is completed the year or prior to construction and mitigation measures are in place.		235 MITIGATE ENVIRONMENTAL IMPACTS AND CLEAN UP HAZARDOUS WASTE	TBD
9	03-1F170K-09	Active	Threat	ENV	05/08/12	Design changes require additional Environmental analysis.	Complexity and Interface	SCOPE	3=Med (20-30%) Med Impact 4 =Med	Env/Design	Changes to project scope	AVOID	Communicate possible impacts to project Management as soon as possible.		165 PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT	TBD
10	03-1F170K-10	Active	Threat	ENV	05/08/12	Public Controversy/Opposition	Complexity and Interface	SCOPE	2=Low (10-15%) High Impact 8 =High	Env/Design	Public Controversy/Opposition	ACCEPT	Work with other functional units to ensure that there is an effective outreach/public involvement strategy. Ensure QA/QC review are done.		165 PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT	TBD
11	03-1F170K-11	Active	Threat	ENV	05/08/12	Delays in obtaining necessary approvals and/or permits from the resource agencies	Complexity and Interface	TIME	3=Med (20-30%) High Impact 8 =High	Env/PM	Delays in obtaining approvals and/or permits.	AVOID	Work with Resource agencies to ensure that all needed information has been provided. Keep in constant contact with resource agencies to ensure that all required permits are on schedule.		165 PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT	TBD
12	03-1F170K-12	Active	Threat	DESIGN	5/8/012	Utility Conflicts	Complexity and Interface	COST	2=Low (10-15%) Med Impact 4 =Med	Design/RW	Survey work confirms location and clearance requirements for public utilities.	MITIGATE	Add cost to relocate utility.		200 UTILITY RELOCATION	TBD
13	03-1F170K-13	Active	Threat	DESIGN	5/8/012	Design Exceptions	Requirement	SCOPE	3=Med (20-30%) Med Impact 4 =Med	Design/PM	HQ Design Coordinator does not approve Design Exceptions to HDM.	ACCEPT	Adjust scope to meet the satisfaction of the HQ Design Coordinator		180 PREPARE AND APPROVE PROJECT REPORT AND FINAL ENVIRONMENTAL DOCUMENT	TBD
14	03-1F170K-14	Active	Threat	DESIGN	5/8/012	Stormwater treatment requirements become more stringent	Complexity and Interface	COST	3=Med (20-30%) Med Impact 4 =Med	Design/PM	Permanent BMP are required for increase impervious surface area.	ACCEPT	Communicate with Stormwater Coordinator to ensure that any potential change in regulation are understood and address properly.		180 PREPARE AND APPROVE PROJECT REPORT AND FINAL ENVIRONMENTAL DOCUMENT	TBD

Project Risk Register

DIST- EA		03-1F170K			Project Name: SR 65 HOV Lanes Co - Rte - PM: PLA-65-PM 6 512.8				Project Manager: Samuel Jordan Telephone: 530-740-4920				Date Created:		Last Updated:		
ITEM	ID #	Status	Threat/ Opportunity	Category	Date Risk Identified	Risk Description	Root Causes	Primary Objective	Overall Risk Rating	Cost/Time Impact Value	Risk Owner	Risk Trigger	Strategy	Response Actions w/ Proc & Cont	Adjusted Cost/Time Impact Value	WBS Item	Status Date and Review Comments
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)
15	03-1F170K-15	Active	Threat	DESIGN	5/8/012	Terminus of HOV Lanes on SR 65	Complexity and Interface	SCOPE	3=Med 2=Low 1=High Impact 4=Med	Med 20-30% Impact 4=Med	Design/PM	The risk occurs if the HOV lanes are not in place.	MITIGATE	Need to confirm with local partners on the schedule of the 6065 interchange project. If HOV lanes are not going in prior to this project, the HOV lanes will change.		180 PREPARE AND APPROVE PROJECT REPORT AND FINAL ENVIRONMENTAL DOCUMENT	TBD
16	03-1F170K-16	Active	Threat	R/W	5/8/012	Continuation of Property Required	Complexity and Interface	TIME	3=Med 2=Low 1=High Impact 4=Med	High 10-15% Impact 4=Med	R/W/PM	0	ACCEPT	0		185 RIGHT OF WAY PROPERTY MANAGEMENT AND EXCESS LAND	TBD
17	03-1F170K-17	Active	Opportunity	DESIGN	05/08/12	Coordinate project with other state/city/county projects.	Complexity and Interface	TIME	3=Med 2=Low 1=High Impact 4=Med	Low 20-30% Impact 4=Med	PM/Design	Unknown project impacts from other projects.	ACCEPT	Revise design as necessary to make any changes during the final design.		185 PREPARE BASE MAPS AND PLAN SHEETS	TBD
18	03-1F170K-18	Active	Threat	DESIGN	8/16/012	Extend Auxiliary/Transition Line southward to the I-80 on both side of SR 65.	Complexity and Interface	SCOPE	3=Med 2=Low 1=High Impact 4=Med	Med 20-30% Impact 4=Med	Traffic/Design/PM	The risk occurs if the I-80/SR 65 interchange project (EA 4E3200) does not include the Auxiliary/Transition lane from the I-80 to post mile 6.5.	MITIGATE	Need to confirm with local partners on the scope of the 6065 interchange project. If Auxiliary/Transition lane are not going to be a part of the project then this project will need to do a Project Change request to change the limits of		180 PREPARE AND APPROVE PROJECT REPORT AND FINAL ENVIRONMENTAL DOCUMENT	TBD