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Layout of Four (4) Place 550Truck Interactive Driving Simulation System
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Regional preservation partnerships
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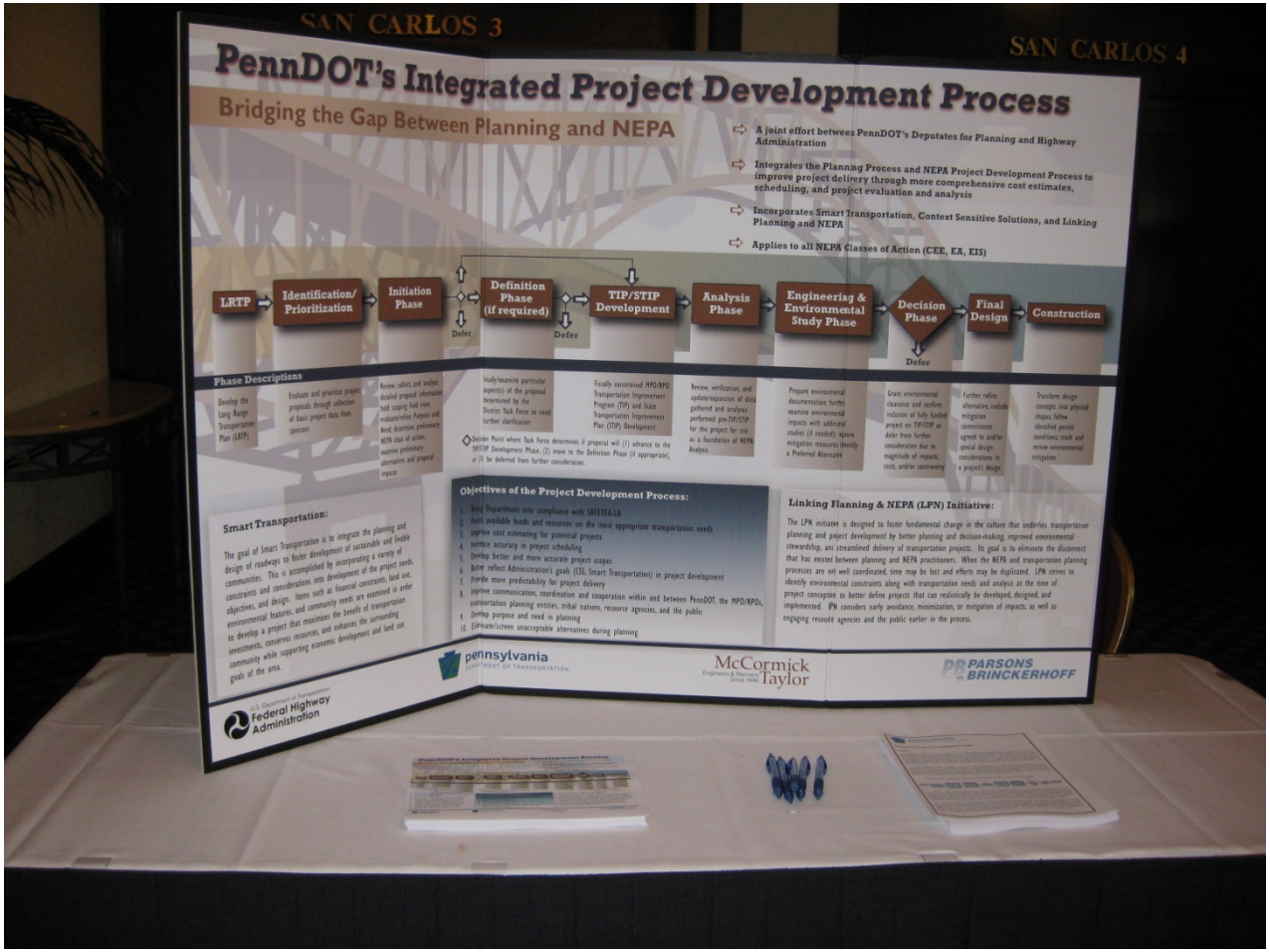
SAN CARLOS 3
SAN CARLOS 4
PennDOT's Integrated Project Development Process
Bridging the Gap Between Planning and NEPA
A joint effort between PennDOT's Deputates for Planning and Highway Administration
Integrates the Planning Process and NEPA Project Development Process to improve project delivery through more comprehensive cost estimates, scheduling, and project evaluation and analysis
Incorporates Smart Transportation, Context Sensitive Solutions, and Linking Planning and NEPA
Applies to all NEPA Classes of Action (CEE, EA, EIS)
LRTP
Identification/ Prioritization
Initiation Phase
Defer
Definition Phase (if required)
Defer
TIP/STIP Development
Analysis Phase
Engineering & Environmental Study Phase
Decision Phase
Defer
Final Design
Construction
Phase Descriptions
Develop the Long Range Transportation Plan (LRTP)
Evaluate and prioritize project proposals through collection of basic project data from sponsors
Review, collect, and analyze detailed proposal information, hold scoping field view, evaluate/refine Purpose and Need; determine preliminary NEPA class of action; examine preliminary alternatives and proposal impacts
Study/examine particular aspect(s) of the proposal determined by the District Task Force to need further clarification
Fiscally constrained MPO/RPO Transportation Improvement Program (TIP) and State Transportation Improvement Plan (STIP) Development
Review, verification, and update/expansion of data gathered and analyses performed pre-TIP/STIP for the project for use as a foundation of NEPA Analysis
Prepare environmental documentation; further examine environmental impacts with additional studies (if needed); explore mitigation measures; identify a Preferred Alternative
Grant environmental clearance and confirm inclusion of fully funded project on TIP/STIP or defer from further consideration due to magnitude of impacts, costs, and/or controversy
Further refine alternative; include mitigation commitments agreed to and/or special design considerations in a project's design
Transform design concepts into physical shapes; follow identified permit conditions; track and review environmental mitigation
◇Decision Point where Task Force determines if proposal will (1) advance to the TIP/STIP Development Phase, (2) move to the Definition Phase (if appropriate), or (3) be deferred from further consideration.
Smart Transportation:
The goal of Smart Transportation is to integrate the planning and design of roadways to foster development of sustainable and livable communities. This is accomplished by incorporating a variety of constraints and considerations into development of the project needs, objectives, and design. Items such as financial constraints, land use, environmental features, and community needs are examined in order to develop a project that maximizes the benefits of transportation investments, conserves resources, and enhances the surrounding community while supporting economic development and land use goals of the area.
Objectives of the Project Development Process:
1. Bring Department into compliance with SAFETEA-LU
2. Fund available funds and resources on the most appropriate transportation needs
3. Improve cost estimating for potential projects
4. Increase accuracy in project scheduling
5. Develop better and more accurate project scopes
6. Better reflect Administration's goals (CSS, Smart Transportation) in project development
7. Provide more predictability for project delivery
8. Improve communication, coordination and cooperation within and between PennDOT, the MPO/RPOs, transportation planning entities, tribal nations, resource agencies, and the public
9. Develop purpose and need in planning
10. Eliminate/screen unacceptable alternatives during planning
Linking Planning & NEPA (LPN) Initiative:
The LPN initiative is designed to foster fundamental change in the culture that underlies transportation planning and project development by better planning and decision-making, improved environmental stewardship, and streamlined delivery of transportation projects. Its goal is to eliminate the disconnect that has existed between planning and NEPA practitioners. When the NEPA and transportation planning processes are not well coordinated, time may be lost and efforts may be duplicated. LPN strives to identify environmental constraints along with transportation needs and analysis at the time of project conception to better define projects that can realistically be developed, designed, and implemented. PN considers early avoidance, minimization, or mitigation of impacts, as well as engaging resource agencies and the public earlier in the process.
pennsylvania
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Federal Highway Administration

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O.A.S.I.S.
the System
Some Facts about O.A.S.I.S.
The O.A.S.I.S. System was established and is managed by the Governor's Office of Emergency Services and Caltrans Division of
The primary purpose of the System is to connect to Emergency Operations Centers and other agencies during emergencies, providing communication and voice feedback to those coordinating response. The O.A.S.I.S. System is independent of the public telephone network, and designed to function under
How are the command centers staffed?
Each dish is staffed by five members of the Caltrans Maintenance Unit.
What is the response time?
Four to six hours once orders are received
Caltrans
O.A.S.I.S.
then...
The Story of O.A.S.I.S.
When first implemented, the mobile units at the locations to the six main routes which served links in receiving and responding, as well as other customer requests by O.A.S.I.S. staff from the exterior of the unit. These units proved reliable in responding to a wide array of emergencies over the next fifteen years.
Caltrans
O.A.S.I.S.
and now
The Story of O.A.S.I.S.
new generation of mobile
mmand centers being utilized
the O.A.S.I.S. Emergency Response
ncludes self-contained trailers with
ommodations allowing long-term
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orking environments.
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Bubble Curtain
Reduces underwater pile driving noise
On-Board Sound Intensity (OBSI)
Measures Tire-Pavement Noise Levels
Truck Noise Mapping
Snapshot of truck noise sources
Asphalt at 50 mph
Prioritizing Parcels for Biological Mitigation in Elkhorn Slough Watershed

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COMBINATION STROBE & HALOGEN LIGHTBARS
ROTATING HALOGEN MINI LIGHTBARS
STROBE AND HALOGEN MINI LIGHTBARS
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CALIFORNI

SAN CARLOS 2
SAN CARLOS 3
THE GREAT SEAL OF THE STATE OF CALIFORNIA
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From The Caltrans
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Loren Turner

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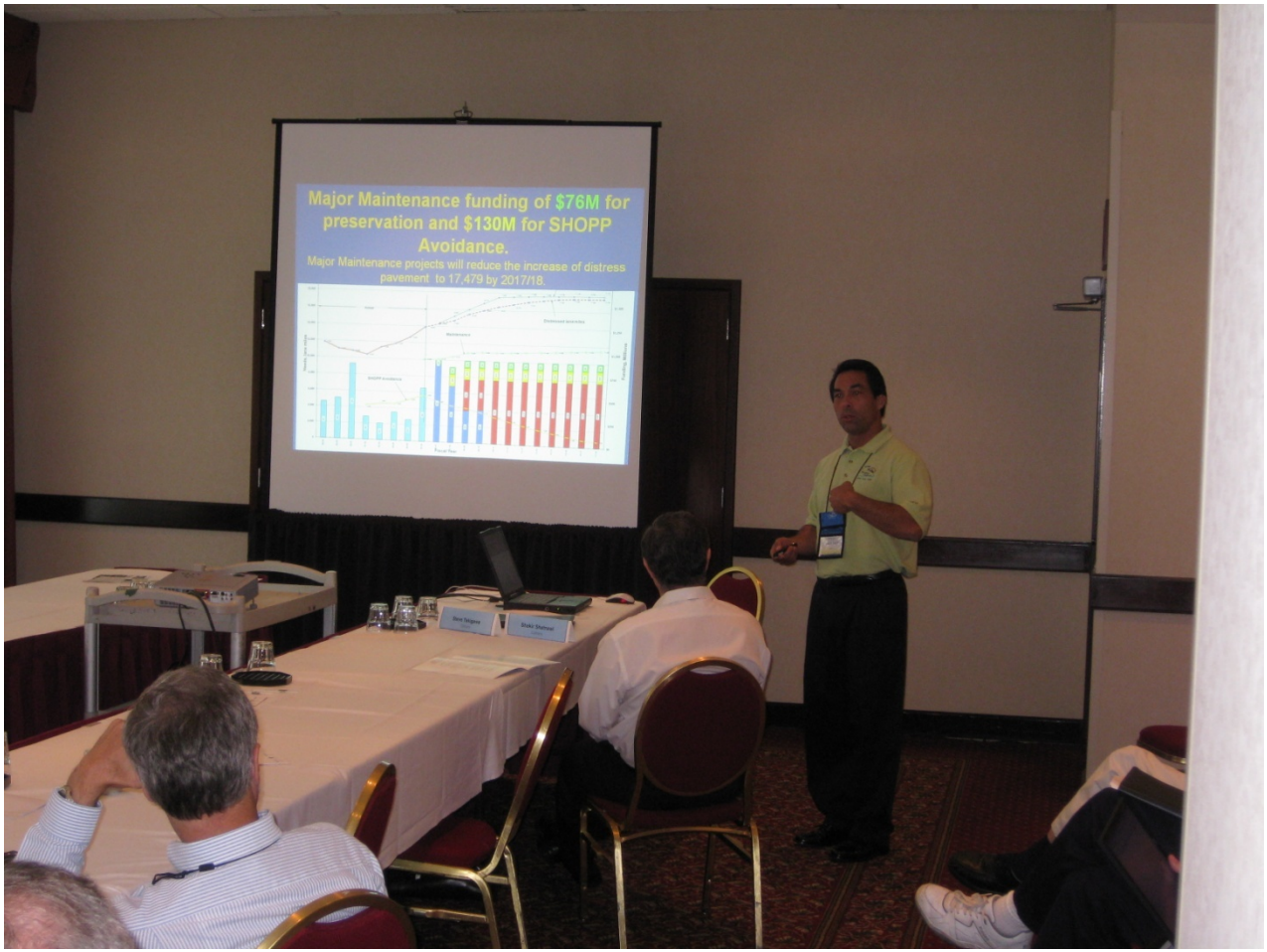
Major Maintenance funding of $76M for preservation and $130M for SHOPP Avoidance.
Major Maintenance projects will reduce the increase of distress pavement to 17,479 by 2017/18.

California Pavement Preservation (CP2)
Center Update
By
Shakir Shatnawi, Chief
Office of Pavement Preservation
Caltrans
Prepared for the AASHTO SCOM Meeting
Monterey, CA
July 16, 2008

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