

03-But-99-PM 30.1/T38.3  
20.10.201.120  
EA 03-2F330K  
March 2011

## PROJECT SCOPE SUMMARY REPORT (ROADWAY REHABILITATION)

To

### Request Programming in the 2010 SHOPP And Provide Project Approval

On Route 99

Between 0.50 mile south of Skyway OC

And 0.10 mile north of Esplanade

*I have reviewed the right of way information contained in this Project Scope Summary Report and the R/W Data Sheet attached hereto, and find the data to be complete, current and accurate:*

APPROVAL RECOMMENDED:

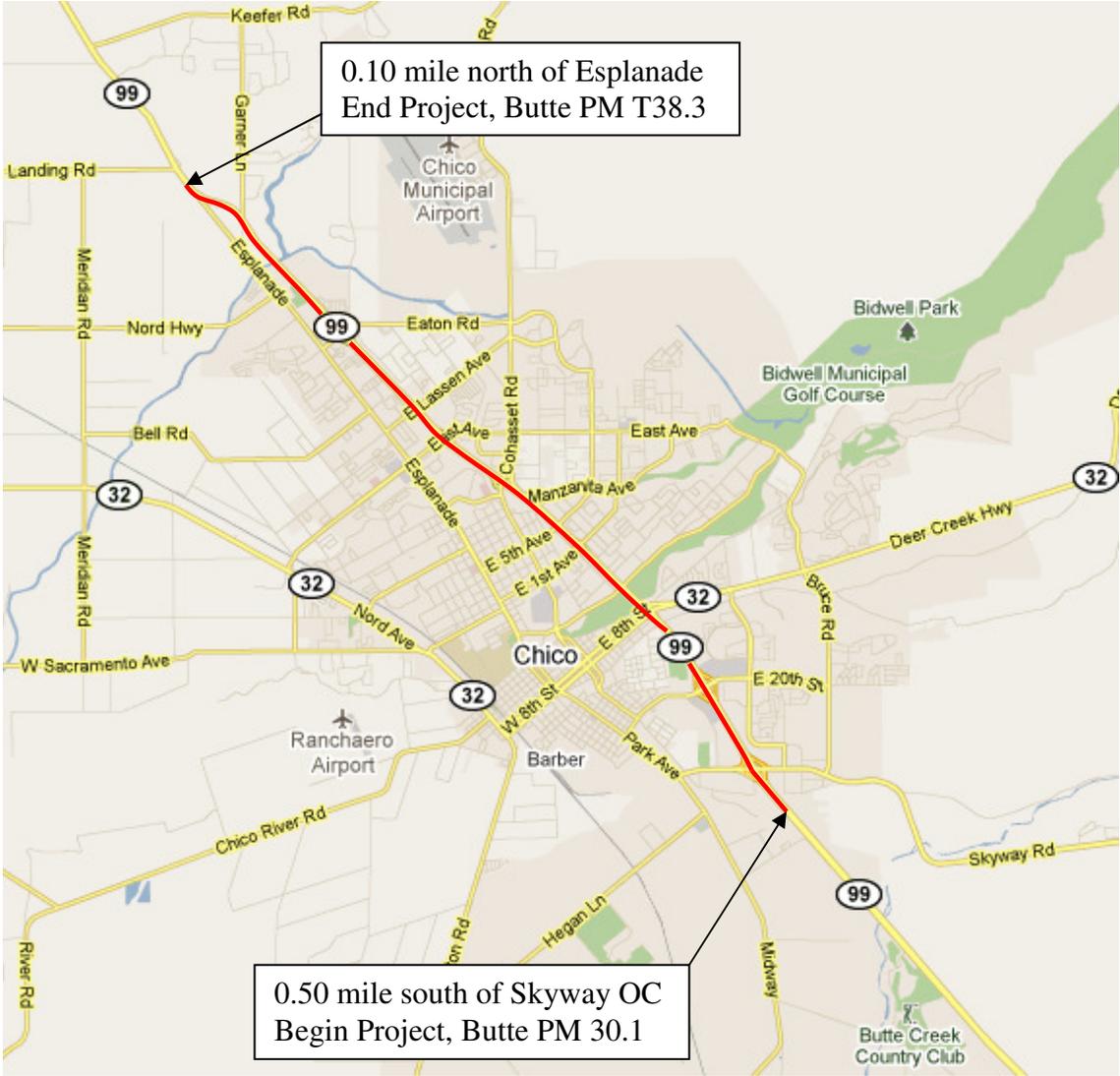
  
\_\_\_\_\_  
BRENDA SCHIMPP  
NORTH REGION CHIEF - RIGHT OF WAY

  
\_\_\_\_\_  
ALI KIANI  
PROJECT MANAGER

APPROVED:

  
\_\_\_\_\_  
JODY JONES  
DISTRICT DIRECTOR

3/30/11  
\_\_\_\_\_  
DATE



On Route 99

Between 0.50 mile south of Skyway OC (BR # 12-0167)

And 0.10 mile north of Esplanade

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

*Salahuddin Chowdhury*

SALAHUDDIN CHOWDHURY  
LICENSED CIVIL ENGINEER

03/28/2011

DATE



# Table of Contents

1.	Introduction and Background .....	1
2.	Recommendation .....	2
3.	Purpose and Need Statement .....	2
4.	Existing Facility, Deficiencies and Traffic Data.....	3
4A.	Roadway Geometric Information .....	4
4B.	Condition of Existing Facility.....	5
4C.	Vehicle Traffic Data .....	5
4D.	Materials Recommendation .....	6
4E.	Materials Specifications.....	7
4F.	Existing Structures Information.....	7
5.	Corridor and System Coordination .....	8
6.	Alternatives .....	8
6A.	Alternative Rehabilitation Strategy: .....	8
6B.	Design Exceptions: .....	8
6C.	Hazardous waste disposal site required? If yes, where are sites?.....	8
6D.	Other Agencies Involved (Permits/Approval).....	9
6E.	Materials and or disposal site needs and availability.....	9
6F.	Highway Planting and irrigation.....	9
6G.	Roadside Design and Management:.....	9
6H.	Stormwater Compliance: .....	9
6I.	Right of way Issues: Include utility issues in guidance: .....	10
6J.	Railroad Involvement: .....	10
6K.	Salvaging and recycling of hardware and other non-renewable resources:..	10
6L.	Prolonged temporary ramp closures:.....	10
6M.	Recycled Materials.....	10
6N.	What are the consequences of not doing this project.....	10
6O.	List all alternatives studied, cost, reasons not recommended, etc.:.....	10
6P.	Related Projects .....	11
7.	Transportation Management .....	12
7A.	Transportation Management Plan.....	12
7B.	Vehicle Detection Systems .....	12
8.	Environmental Determination/Document.....	12
9.	Funding/Scheduling .....	13
9A.	Cost Estimate .....	13
9B.	Project Support:.....	13
9C.	Project Schedule.....	13
10.	Project Reviewed by.....	14
11.	List of Project Contacts.....	14
12.	Attachments .....	14

## 1. INTRODUCTION AND BACKGROUND

### Project Description:

This is a pavement rehabilitation project (20.10.201.120) which proposes to rehabilitate the pavement on State Route 99 (PM 30.1/T38.3) in Butte County, in and near Chico, from 0.5 mile south of Skyway OC (BR# 12-0167) to 0.10 mile north of Esplanade. Within the project limits, Hwy 99 is mostly a 4-lane divided freeway (PM 30.1/T37.45) with on/off-ramps, except for a small portion of undivided conventional 2-lane highway (PM T37.45/T38.3) with flat terrain. The project proposes to rehabilitate the mainline PCC pavement (PCCP) and the inside and outside AC shoulders, including the on/off-ramps in both directions and overlay the AC pavement. The county roads and private driveways will be overlaid as well to the State R/W line. All work will be done within the roadway prism and State R/W. There is no structure work involved in this project, except for guard rail connections to the bridge railings. The project proposes to address Americans with Disabilities Act (ADA) compliance issues. See *Attachment A*, Title Sheet, for location map.

Work to be performed will consist of following items:

- Replace failed PCC slabs (Assume 15% in #2 lane and 5% in #1 lane in both directions) and grind pavement from PM R30.32 to PM T37.45.
- From PM 30.1 to PM R30.32 and from PM T37.45 to PM T38.3, cold plane existing RHMA-O and then place 0.10' Rubberized Hot mix Asphalt -Type O (RHMA-O) over 0.20' RHMA (Type G) on both the lanes and the shoulders.
- Digout and repair areas of severe AC failure, identified by rutting greater than 0.5 inch and/or loose and spalling pavement, with RHMA-G, and seal all cracks (crack treatment) wider than 0.25-in.
- Place Shoulder Backing (imported material) on both shoulders in overlay areas.
- Replace approach slabs at structures.
- Reconstruct or replace existing MBGR to meet current MBGR standards, see *Attachment C*.
- Reconstruct portions of the thrie beam median barrier at the bridge connections to meet current standards.
- Maintain standard/or existing vertical clearances at structures.
- Replace raised gore areas with flush textured paving.
- Replace 0.25' of AC surfacing on both the inside and outside AC shoulders and the on- and off-ramps with 0.25' RHMA-G.
- Conform at begin/end of project. On county roads, conform at the State R/W.
- Replace existing traffic loop detectors (Census loops) in the grind area.
- Remove existing AC dike and place new HMA dike.

- Upgrade/relocate overside/down drain facilities.
- Replace existing pavement delineation in kind, which includes replacing thermoplastic traffic stripes, pavement markings, and markers.

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

<b>Project Limits</b> [Dist., Co., Rte., PM]	03-But-99, PM 30.1/T38.3
<b>Capital Costs:</b>	\$22,507,000 (Escalated 13/14 FY)
<b>Right of way Costs:</b>	\$60,800
<b>Funding Source:</b>	State
<b>Number of Alternatives:</b>	3
<b>Recommended Alternative (for programming and scheduling):</b>	Replace and Grind failed PCC slabs; RHMA-G and RHMA-O Overlay on AC pavement.
<b>Type of Facility (conventional, expressway, freeway):</b>	4-Lane Divided Freeway and 2-Lane Conventional Highway.
<b>Anticipated Environmental Determination/Document:</b>	Categorical Exemption/Categorical Exclusion

## 2. RECOMMENDATION

It is recommended that this Project Scope Summary Report be approved and the project proceeds to the next phase.

## 3. PURPOSE AND NEED STATEMENT

### **Purpose:**

According to Design Information Bulletin 79-03, the purpose of 2R/3R projects is to restore the facility to a state of good repair so that the roadway will be in a condition that only requires minimal maintenance expenditures. 3R projects, in addition to extending service life of the pavement structure, also call for replacing and upgrading other highway appurtenances and facilities within the project limits that are failing, worn out, or functionally obsolete.

### **Need:**

The pavement within the project limits is exhibiting major and minor structural pavement failure in the form of 1<sup>st</sup> and 3<sup>rd</sup> stage cracking and unacceptable ride quality, which, if left uncorrected, will continue to deteriorate and result in higher operational and

maintenance costs and may speed up the need for major rehabilitation.

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

Except for the median thrie beam barrier, all existing Metal Beam Guard Railings (MBGR), including transition railings and terminal systems/end treatments, within the project limits are non-standard. The project proposes to replace or reconstruct all nonstandard MBGR including a portion of median barrier attached to structures to meet current standards. See *Attachment C* for proposed MBGR work.

Several structure vertical clearances and paved shoulder widths are also not standard as per the Highway Design Manual (HDM). According to HDM Table 302.1, for 4 lanes Freeways and Expressways, the minimum left and right shoulder widths are 5 feet and 10 feet, respectively. According to HDM 309.2 (b), the minimum vertical clearances for overlay projects on freeways/expressways is 16.0 feet. The list of structures with existing nonstandard vertical clearances is as follows:

Post Mile	Direction	Bridge No.	Name Of OC	Exist. Vertical Clearances
R30.603	NB	12-0167	SKYWAY OC	15'-6"
R30.603	SB	12-0167	SKYWAY OC	15'-0" (Off ramp 14'-3")
R31.497	NB	12-0169	E. 20 <sup>TH</sup> ST OC	15'-7"
R31.497	SB	12-0169	E. 20 <sup>TH</sup> ST OC	15'-2"
R34.245	NB	12-0168	CAHASSET HWY OC	15'-7"
R34.245	SB	12-0168	CAHASSET HWY OC	15'-4"
R36.305	NB	12-0160	EATON RD OC	15'-7"
R36.305	SB	12-0160	EATON RD OC	15'-6"

The project proposes to maintain the existing vertical clearances. However, due to cost and complexity of traffic controls, raising the structures or doing major lane reconstruction to provide the standard 16 feet minimum vertical clearances is beyond the scope of this project. Widening of the right shoulder from 8 feet to 10 feet is also beyond the scope of this project. Design exceptions will be pursued for these nonstandard features during the PA&ED phase of the project. Existing roadway geometric information, pavement condition, traffic and accident data, existing bridge information and pavement rehabilitation strategy are described in the following sections.

**4A. EXISTING ROADWAY GEOMETRIC INFORMATION:**

	Facility	Through Traffic Lanes			AC Paved Shoulder Width		Median Width	Shoulder is a Bicycle Lane (Y/N)	Other Bicycle Lane Width	Bicycle Route (Y/N)	Facilities Adjacent to the Roadbed (Code/Width)
		No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite))	Left	Right					
Existing	But-99 PM 30.1/T38.3	4	12'	Flexible	SB: Outside: 10' Inside: 5'	NB: Outside: 8' Inside: 5'	45' and varies	N	N/A	N	N/A
Existing	PM 30.1- R30.32	4	12'	Rigid	SB: Outside: 8' Inside: 5'	NB: Outside: 8' Inside: 5'	45' and varies	N	N/A	N	N/A
Existing	R30.32- T37.45	2	12	Flexible	8'	8'	N/A	N	N/A	N	N/A
Existing	T 37.45- T38.3										

**4B. CONDITION OF EXISTING FACILITY:**  
**(Repeat info for each homogeneous segment):**

**(1) Traveled Way Data**

PMS Category (1-29) 7 Priority Classification (.1-.4) 0.3

Ride Score ranges from 58 to 226

**\*Rigid Pavement:**

\* From latest PMS-Pavement Condition Inventory Survey Data.

3rd Stage Cracking % 1-75%

Faulting No

Joint Spalls Yes

Pumping N/A

Corner Breaks % 1-27%

**\*Flexible Pavement:**

Alligator B Cracking % 0-100%

Patching % 0%

Rutting Yes

Bleeding Yes

Raveling No

Locations(s) of subsurface or ponded surface-water problem: None.

For more details, See *Attachment D* for 2008 Pavement condition survey.

Deflection Study Results (if available): A deflection study was not performed for this phase, but will be required during the PS&E phase.

**4C. VEHICLE TRAFFIC DATA:**

See *Attachment M*, Traffic Data, for additional information.

<b>County Highway Post Mile</b>	<b>BUT 99 30.1/R34.245</b>	<b>BUT 99 R34.24/R36.3</b>	<b>BUT 99 R36.3/T38.30</b>
<i>Annual ADT</i>			
Base Year 2009	73,000	42,000	19,000
2014	81,000	50,400	22,300
2024	97,100	67,200	29,000
2034	113,200	84,000	35,600
<i>Peak Hour</i>			
Base Year 2009	7,080	3,700	1,810
2014	7,860	4,440	2,120
2024	9,420	5,910	2,760
2034	11,000	7,390	3,380

<b>County Highway Post Mile</b>	<b>BUT 99 30.1/R34.245</b>	<b>BUT 99 R34.24/R36.3</b>	<b>BUT 99 R36.3/T38.30</b>
Directional %	52	52	56
DH Truck %	4.0	4.0	6.0
10-year TI	11.0	10.5	11.0
20-year TI	12.0	11.5	12.0
10-year TI (Shoulder)	7.0	6.5	7.0
20-year TI (Shoulder)	7.5	7.5	7.5

<b>County Highway Post Mile</b>	<b>BUT 99 30.1/T38.3</b>
10-year TI (Ramp)	9.0
20-year TI (Ramp)	10.0

**Latest 3-Year Accident Data:**

The latest 3-year accident data from January 1, 2007 to December 31, 2009 is shown below.

<b>Route</b>	<b>PM</b>	<b>NUMBER OF ACCIDENTS</b>				<b>ACCIDENT RATE (ACC/MVM)*</b>					
		<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>F+I</b>	<b>Actual</b>			<b>Average</b>		
						<b>Total</b>	<b>Fatal</b>	<b>F+I</b>	<b>Total</b>	<b>Fatal</b>	<b>F+I</b>
But-99	30.1 to T38.3	272	1	102	103	0.70	0.003	0.26	0.82	0.011	0.28

\*ACC/MVM = # of accidents per million vehicle miles

See TASAS Table B (*Attachment L*) for details.

As may be seen from the above table, the actual accident rates are lower than the average accident rates for similar highway facilities.

**4D. MATERIALS RECOMMENDATION:**

From PM R30.32 to PM T37.45, locate areas of severe failure identified by shattered and loose PCC, slabs in three or more distinct pieces and/or corner breaks. Replace failed PCC slabs with Portland Cement Concrete in both lanes. Based on the 2008 pavement condition survey inventory, 15% PCC slabs replacement in #2 lane and 5% PCC slabs replacement in #1 lane in both directions have been assumed as a PCC pavement rehabilitation strategy. On both outside and inside AC shoulders and on/off-ramps, the project will replace 0.25' AC surfacing with 0.25' RHMA-G. In the draft structural section recommendation (*Attachment F*), in the AC shoulders abutting existing PCC pavement, cold Plane 0.20' pavement and place 0.20'

RHMA-G is recommended. However, in existing shoulders, asphalt concrete (AC) thickness is 0.25'. Because of the likely hood that the remaining 0.05' of AC would lift up, instead of placing 0.20' RHMA-G, it is proposed to place 0.25' RHMA-G.

From PM 30.1 to PM R30.32 and from PM T37.45 to T38.3, locate areas of severe failure identified by loose and spalling pavement and digout and repair the identified areas with RHMA-G, and seal all cracks (crack treatment) wider than 0.25 inch. Cold plane existing RHMA-O and then place 0.10-ft Rubberized Hot mix Asphalt -Type O (RHMA-O) over 0.20' RHMA (Type G) on both the lanes and the shoulders. Place Shoulder Backing (imported material) on both shoulders. See Typical Cross Sections in *Attachment B*.

**4E. MATERIALS SPECIFICATIONS:**

See Material Recommendation in *attachment F*.

**4F. EXISTING STRUCTURES INFORMATION:**

Bridge No.	Bridge Name	Post Mile	Bridge Length	Travel way	Deck Surface	Skew Angle
12-0148L/R	Little Chico CR	R32.2	79.72'	37'/Varies	PCC	35 <sup>0</sup> 00'00" Rt
12-0149L/R	Rte 99/32 Sep. South	R32.37	107'	37'	AC	5 <sup>0</sup> 05'23" Rt
12-0150L/R	Rte 99/32 Sep. North	R32.44	109'	37'	AC	5 <sup>0</sup> 05'23" Rt
12-0151L/R	Bidwell Park Via.	R32.61	762.14'	Varies	PCC/AC	0 <sup>0</sup>
12-0152L/R	Palmetto Ave UC	R33.08	113.85'	Varies	PCC/AC	0 <sup>0</sup> 47'05" Rt
12-0153L/R	E. First Ave UC	R33.28	152.89'	37.66'	AC	0 <sup>0</sup> 47'05" Rt
12-0164L/R	E. Fifth Ave UC	R33.57	109.91'	37.66'	AC	0 <sup>0</sup>
12-0154L/R	Lindo Channel	R33.87	211.94'	37.66'	AC	20 <sup>0</sup> 00'00" Rt
12-0157L/R	North Chico OH	R34.63	111.88'	37.66'	AC	21 <sup>0</sup> 41'13" Lt
12-0158L/R	East Ave UC	R34.93	129.92'	37.66'	PCC/AC	9 <sup>0</sup> 15'29" Rt
12-0159L/R	Lassen Ave UC	R35.31	109.91'	37.66'	PCC/AC	6 <sup>0</sup> 01'04" Rt
12-0156L/R	Mud Creek	R37.2	254.92'	28.02'	PCC/AC	20 <sup>0</sup> 00'00" Rt

The project proposes to replace all approach slabs at structures and conform with existing structures. There is no structure work involved in this project.

**5. CORRIDOR AND SYSTEM COORDINATION**

This project is consistent with the District’s planning documents as well as other maintenance or rehabilitation work.

**6. ALTERNATIVES**

**6A. ALTERNATIVE REHABILITATION STRATEGY:**

**PROPOSED ALTERNATIVE:**

Proposed alternative (Alternative #1) is described in Project Description (Section 1) and Materials (Section 4D). See typical cross section (*Attachment B*) for more information. See *attachment C* for the cost estimate for this rehabilitation strategy. All alternatives are described in section 6O.

**6B. DESIGN EXCEPTIONS:**

Exceptions to Mandatory Design Standards for Vertical Clearances and shoulder widths on the mainline and the structures will be needed. There are four structures within the project limits that do not meet the standard minimum vertical clearance. Vertical clearances of these structures are less than 16 ft. However, HDM 309.2(b) indicates “Freeways and Expressways, Overlay Projects- **16 feet shall be minimum vertical clearance over the roadbed of the State facility.**” The list of existing structures, vertical clearances and paved shoulder widths on the mainline are tabulated in Section 4. Approval of the Mandatory Design Exception (Fact Sheet) will be obtained during the PA&ED phase.

**6C. HAZARDOUS WASTE DISPOSAL SITE REQUIRED? IF YES, WHERE ARE SITES?**

Yes. The following contaminants have been identified: aerially deposited lead (ADL), lead and chromium in the yellow traffic stripe, and Treated Wood Waste (TWW) in the metal beam guard railing (MBGR) posts. These wood products are typically treated with preserving chemicals that may be hazardous and include but are not limited to arsenic, chromium, copper, creosote, and pentachlorophenol. The Department of Toxics Substances Control (DTSC) requires that TWW either be disposed as a hazardous waste, or if not tested, the generator may presume that TWW is a hazardous waste. TWW shall be disposed in an approved TWW facility.

A list of currently approved treated wood waste facilities may be viewed at:

[http://www.dtsc.ca.gov/HazardousWaste/upload/TWW\\_Confirmed\\_Landfill\\_List.pdf](http://www.dtsc.ca.gov/HazardousWaste/upload/TWW_Confirmed_Landfill_List.pdf)

See *Attachment G* for Initial Site Assessment for Hazardous Waste.

**6D. OTHER AGENCIES INVOLVED (PERMITS/APPROVALS FROM FISH & GAME, CORPS OF ENGINEERS, COASTAL COMMISSION, ETC.):**

Consultation with U.S. Fish and Wildlife Services (USFWS) and the California Department of Fish and Game (CDFG) will be required to fully determine if this project will impact migratory birds, bats or any other protected plant or wildlife species and what mitigation may be necessary. Consultation with the U.S. Army Corps of Engineers (USACE) will also be required to determine the extent of impacts to jurisdictional waters and waters of the U.S. and the type of necessary mitigation. No permits are anticipated in this project. For Environmental recommendations, see *Attachment E*, Mini-Preliminary Environmental Analysis Report.

**6E. MATERIALS AND OR DISPOSAL SITE NEEDS AND AVAILABILITY?**

Surplus material or grindings generated by the project will become the property of the contractor. Asphalt concrete grindings shall be handled and disposed of in accordance with local, state, and federal laws and regulations.

**6F. HIGHWAY PLANTING AND IRRIGATION:**

None.

**6G. ROADSIDE DESIGN AND MANAGEMENT:**

Shoulder Backing (imported material) will be placed in overlay areas along both edges of the pavement to prevent drop-off. Small portions of the median barrier at the bridge connections and all MBGR will be reconstructed or replaced to meet current standard.

**6H. STORMWATER COMPLIANCE:**

See *Attachment H*, Storm Water Data Report, for additional information. Temporary Construction Best Management Practices (BMP) will be developed during the PS&E phase as needed. Soil disturbance will be incidental, as disturbance is limited to MBGR reconstruction. Contractor will be required to arrange for the provision of staging areas in the project site. It is the responsibility of the contractor to obtain all necessary permits and clearances.

**6I. RIGHT OF WAY ISSUES: INCLUDE UTILITY ISSUES IN GUIDANCE:**

None. See *Attachment I* for Right of Way Data Sheet.

**6J. RAILROAD INVOLVEMENT:**

Not applicable.

**6K. SALVAGING AND RECYCLING OF HARDWARE AND OTHER NON-RENEWABLE RESOURCES:**

All materials which can be salvaged or recycled on this project will be salvaged or recycled.

**6L. PROLONGED TEMPORARY RAMP CLOSURES:**

No prolonged temporary ramp closures are anticipated. However, Temporary Ramp closures may be needed as per Standard Plan T14.

**6M. RECYCLED MATERIALS:**

The contractor should salvage and recycle hardware when option is available. The contractor may at his or her discretion recycle the asphalt concrete grindings.

**6N. WHAT ARE THE CONSEQUENCES OF NOT DOING THIS ENTIRE PROJECT?**

The consequence of not doing this project will result in the continued deterioration of the pavement leading to a major roadway rehabilitation need.

**6O. LIST ALL ALTERNATIVES STUDIED, COST, REASONS NOT RECOMMENDED, ETC.:**

**Alternative 1(Proposed):** From PM R30.32 to PM T37.45, locate areas of severe failure identified by shattered and loose PCC, slabs in three or more distinct pieces and/or corner breaks. Replace failed PCC slabs with Portland Cement Concrete in both lanes. Based on 2008 pavement condition survey inventory, 15% PCC slab replacement in #2 lane and 5% PCC slab replacement in #1 lane in both directions have been assumed as a PCC pavement rehabilitation strategy. For slab replacement greater than 100' in length, lane replacement strategy shall be required. Remove existing pavement to a depth of 1.8' and place 0.95' JPCP with dowels, 0.35' LCB and 0.50' Class 2 AB. After all slab replacement is completed, all PCC pavements shall be diamond ground to ensure smooth profile. Abutting existing PCC pavement, at both outside and inside AC shoulders and on/off-ramps, roadway excavation (AC surfacing) will be done to remove existing

0.25' AC surface and replace with 0.25' RHMA-G. From PM 30.1 to PM R30.32 and from PM T37.45 to T38.3, locate areas of severe failure identified by loose and spalling pavement and digout and repair the identified areas with RHMA-G, and seal all cracks (crack treatment) wider than 0.25 inch. Cold plane existing RHMA-O and then placing 0.10-ft Rubberized Hot mix Asphalt -Type O (RHMA-O) over 0.20' RHMA (Type G) on both the lanes and the shoulders. Place Shoulder Backing (imported material) on both shoulders. See Typical Cross Sections in *Attachment B*.

**Alternative 2:** Portland Cement Concrete Pavement (PCCP) is often rehabilitated by overlaying with HMA using the Crack and Seat method. Cracking and seating of the PCCP is the process of cracking the pavement into smaller-than-joint length pieces and rolling the area to seat the pavement against subgrade and thus fill any possible voids in the subgrade, resulting in reduction of differential deflection at joints and cracks caused by the voids. This process is also used in an effort to prevent or delay the reflection of cracking through the HMA overlay. However, within the project limits, most of the existing PCC pavement is in fairly good condition. Therefore, the crack and seat PCC rehabilitation strategy is not recommended for this project. However, District Materials recommended the Alternative 1 strategy.

**Alternative 3:** No Build. This alternative is not considered to be reasonable because it does not meet the purpose and need of the project.

However, final decision on selecting pavement type should be the most economical design based on life-cycle cost analysis (LCCA). Due to expedited project schedule and lack of resources in this phase, LCCA is not performed for pavement rehabilitation strategy. LCCA is recommended in next project phase.

## **6P. RELATED PROJECTS:**

This Route 99 segment had a CAPM PCC grind project completed in 1999 (EA: 03-0A8104, PM R31.5/T37.6). There is another proposed HM program project scheduled for construction in 2011 to perform PCC grinding, random slab replacement and crack sealing (EA: 03-3M8504, PM 30.2/R32.4, R33.3/T37.5). There is also an advertized auxiliary lane and bridge widening project (EA: 03-3A042, BUT-99 PM R32.4/R33.3) with 0.15' RHMA-O overlay over the existing PCC that will be completed prior to this project. However, that project proposes an open grade friction course on the existing PCC pavement rather than replacing failed PCC pavement slabs as a rehabilitation strategy. Because of that, Materials recommended that this project include those project limits (PM R32.4/R33.3) using the same rehabilitation strategy. Another interchange reconstruction project (EA: 03-0F120, BUT-99-PM R35.3/R37.3) has been programmed. The impact of that project to this project proposal needs to be investigated in next project phase.

## **7. TRANSPORTATION MANAGEMENT**

### **7A. TRANSPORTATION MANAGEMENT PLAN:**

A Traffic Management Plan Data Sheet is included in the attachments (see *Attachment J*). The following recommendations were made in the TMP data sheet:

- Due to heavy traffic volume lane closures will be limited to night time hours only.
- T10, T13, T14, T17 traffic control system Standard Plans will be used.
- Ramp closures may be allowed during lane closures.
- Closing an adjacent lane will be required for public safety when working on the gore areas, shoulders and conforming at the ramps.
- Flaggers will be required.
- When closures occur within 200 feet of an intersection, flaggers shall be deployed to control all legs of the intersection.
- Access to driveways and cross streets must be maintained during construction, in accordance with traffic control standard plans or traffic handling plans.
- Pedestrian and bicycle access must be maintained during construction. Additional signs will be required to detour pedestrians and bicycle traffic.
- Portable changeable message signs (PCMS) will be required in direction of traffic during construction for each lane or shoulder closure.
- Lane closure charts will have to be developed prior to P&E.

### **7B. VEHICLE DETECTION SYSTEMS:**

A temporary Video Image Vehicle Detection System needs to be installed. Replace existing traffic loop detectors (Census loops) in the grind area.

## **8. ENVIRONMENTAL DETERMINATION/DOCUMENT**

The Office of Environmental Support prepared a mini Preliminary Environmental Analysis Report (PEAR) for this project. A Categorical Exemption/Categorical Exclusion will be completed during the PA&ED phase for both CEQA and NEPA compliance. No permits are expected from any agencies for this project. See *Attachment E* for more information.

**9. FUNDING/SCHEDULING**

**9A. COST ESTIMATE:**

TOTAL ROADWAY COST (ESCALATED 13/14 FY)	\$22,507,000.00
TOTAL STRUCTURE COST	\$0
TOTAL RIGHT OF WAY COST (ESCALATED COST)	\$60,800.00
TOTAL PROJECT CAPITAL OUTLAY COSTS: (ESCALATED 13/14 FY)	<b><u>\$22,568,000.00</u></b>

The standard six-page cost estimate for this project has been attached as Attachment C.

**9B. PROJECT SUPPORT:**

Refer to the Programming Sheet, *Attachment K*, for additional information.

**9C. PROJECT SCHEDULE:**

<b>Milestones</b>	<b>Delivery Date (Month, Day, Year)</b>
Begin Environmental	04/01/2011
PA & ED	12/01/2012
Regular Right of way	05/01/2013
District PS&E	03/01/2014
Right of way Certification	05/01/2014
Ready to List (RTL)	06/01/2014
Approve Contract	11/15/2014
Contract Acceptance	11/15/2016
End Project	10/01/2018

## 10. PROJECT REVIEWED BY:

This project was developed under the guidance of the District 3 pavement Program Coordinator and reviewed by District 3 functional units and management.

## 11. LIST OF PROJECT CONTACTS:

Fermin Barriga	Design Senior	530-741-4360
Salahuddin Chowdhury	Project Engineer	530-741-4479
Ali Kiani	Project Manager	530-741-4587
Rex Hervey	Program Coordinator	530-741-4119
Kyle Ingvaldsen	Construction Engineer	530-532-9377
Jennifer Lowden	Right of Way	530-741-5139
Julia Rockenstein	Material	530-741-5176
Heath Hatheway	Storm Water Coordinator	530-741-5406
Tammy Massengale	Environmental	530-741-4041
Jason Lee	Hazardous Waste	530-741-4494
Nhan Vu	TMP Coordinator	530-741-5400

## 12. ATTACHMENTS:

- A. Location Map.
- B. Typical Cross Section.
- C. Project Cost Estimate.
- D. 2008 Pavement Condition Survey.
- E. Mini-Preliminary Environmental Analysis Report.
- F. Structural Section Recommendation.
- G. Initial Site Assessment for Hazardous Waste.
- H. Storm Water Data Report.
- I. Right of Way Data Sheet.
- J. Traffic Management Plan Data Sheet.
- K. Programming Sheet.
- L. TASAS Table B.
- M. Traffic Data and Designation.

03-But-99  
PM 30.1/ T38.3  
EA. 03-2F330K  
20.10.201.120 Program  
March, 2011

**ATTACHMENT A**  
**LOCATION MAP**



03-But-99  
PM 30.1/ T38.3  
EA. 03-2F330K  
20.10.201.120 Program  
March, 2011

**ATTACHMENT B**  
**TYPICAL CROSS SECTIONS**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** PROJECT DEVELOPMENT

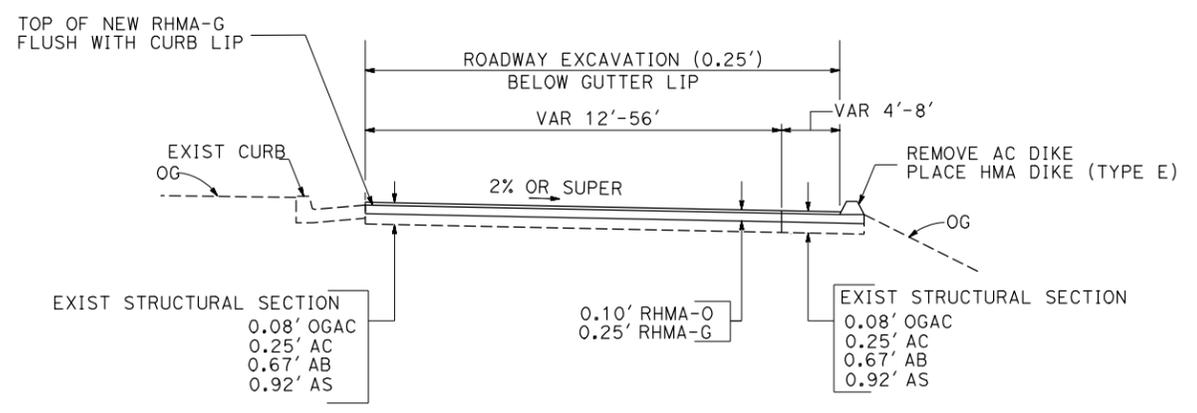
REVISOR: SALAHUDDIN CHOWDHURY  
 REVISION: FERMIN BARRICA  
 CHECKED BY: [ ]  
 DESIGNED BY: [ ]  
 CALCULATED: [ ]

**NOTES:**

- 1) ALL RAMP ROADWAY EXCAVATION BEGINS OR ENDS AT THE NOSE OF RAISED GORE.
- 2) DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- 3) SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- 4) FROM PM30.1/R 30.32, COLD PLANE EXISTING RHMA-O AND PLACE 0.10' RHMA-O OVER 0.20' RHMA-G ON BOTH LANES AND SHOULDERS.
- 5) SHOULDER RUMBLE STRIP (GROUND-IN INDENTATIONS) HAS BEEN PROPOSED (NOT SHOWN).

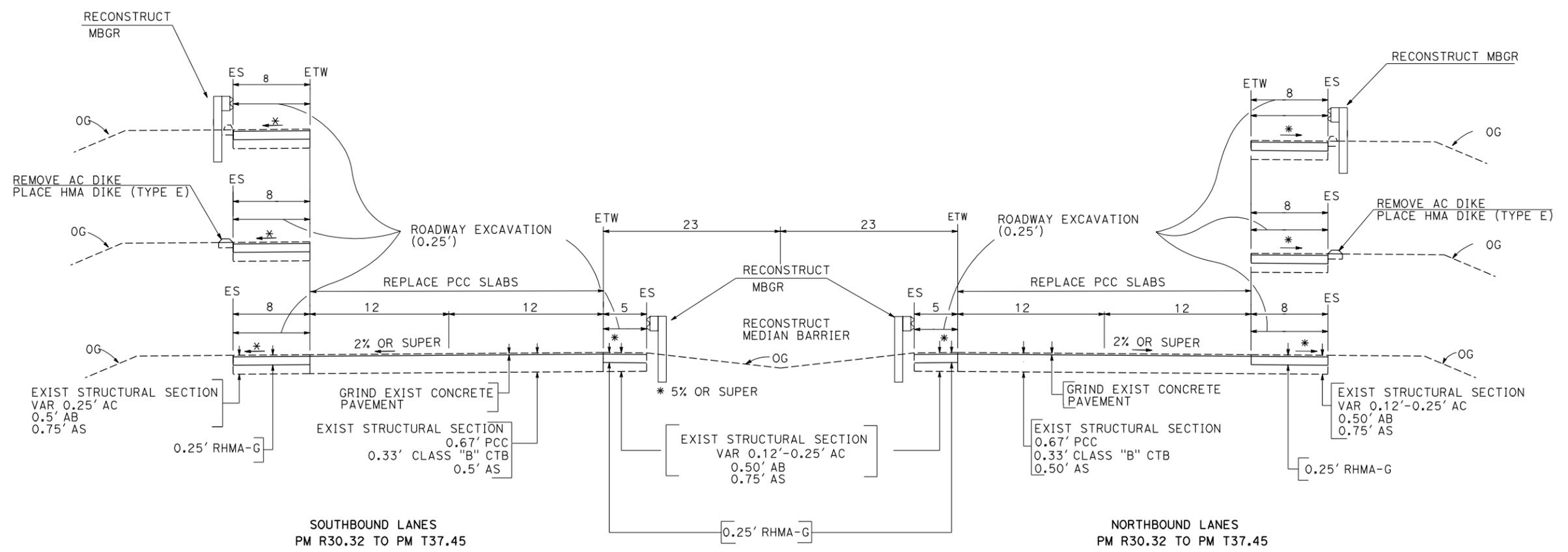
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	99	30.1/T38.3		

REGISTERED CIVIL ENGINEER  
 INCOMPLETE DESIGN STUDY  
 PLANS APPROVED DATE: [ ]  
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**RAMPS**

- ROUTE 99/32, NB AND SB ON AND OFF RAMPS  
 EAST FIRST AVE, NB AND SB ON AND OFF RAMPS  
 COHASSET AVE, NB AND SB ON AND OFF RAMPS  
 EAST AVE, NB AND SB ON AND OFF RAMPS  
 EATON RD, NB AND SB ON AND OFF RAMPS  
 SKYWAY NB ON FROM EB SKYWAY AND NB OFF EAST 20th STREET, NB AND SB ON AND OFF RAMPS.



**MAINLINE**

**TYPICAL CROSS SECTIONS**  
 NO SCALE  
**X-1**

LAST REVISION: 03-23-11  
 DATE PLOTTED => 23-MAR-2011  
 TIME PLOTTED => 10:55

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** PROJECT DEVELOPMENT

FUNCTIONAL SUPERVISOR  
 FERMIN BARRIGA

CALCULATED-DESIGNED BY  
 CHECKED BY

SALAHUDDIN CHOWDHURY

REVISED BY  
 DATE REVISED

**NOTES:**

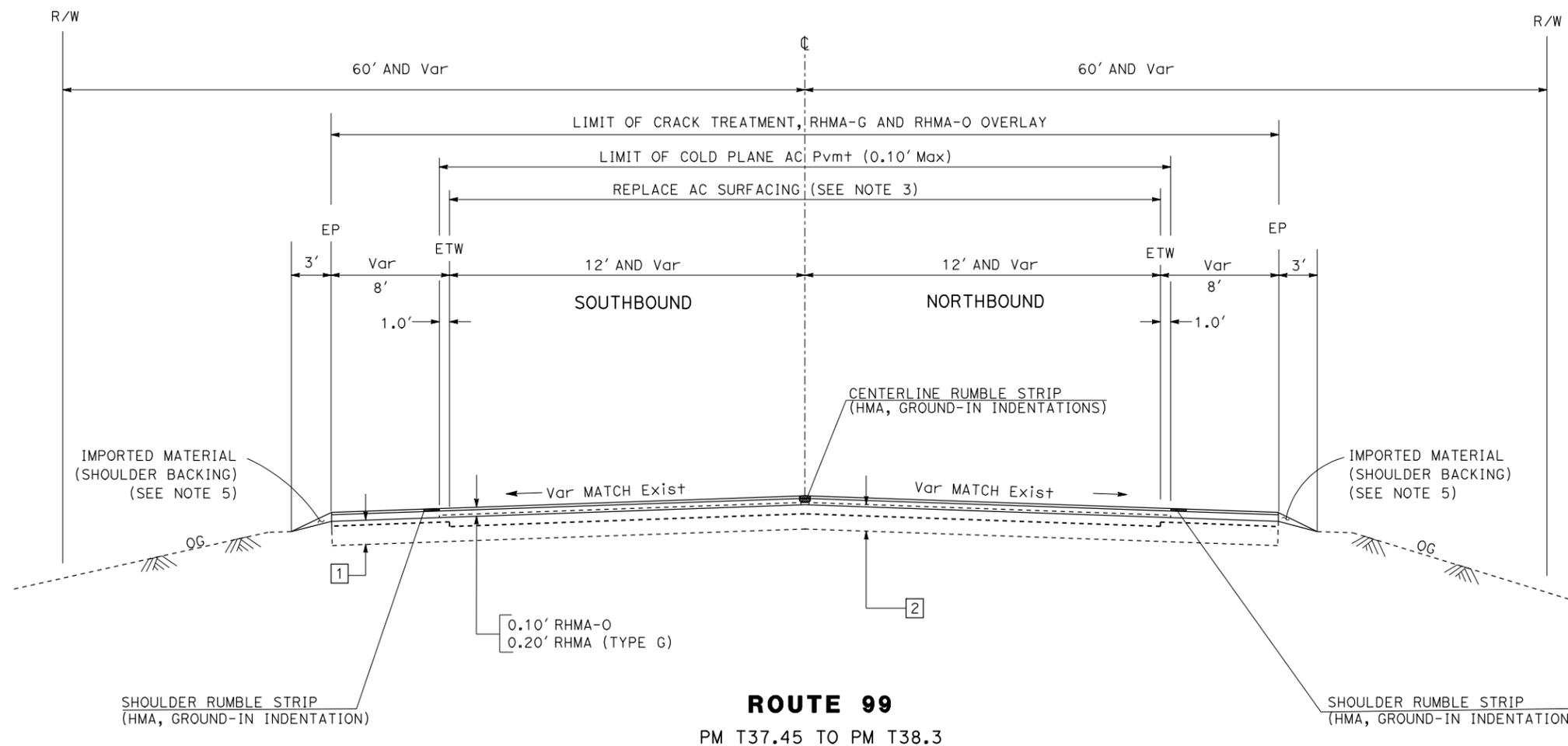
1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. THE CONTRACTOR SHALL VARY THE WIDTH OF THE PAVING OPERATIONS AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. REPLACE AC SURFACING LOCATIONS WILL BE AS DIRECTED BY THE ENGINEER,
4. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
5. IMPORTED MATERIAL (SHOULDER BACKING) WILL BE PLACED TO THE TOP OF THE RHMA-O LAYER.

**ABBREVIATIONS**

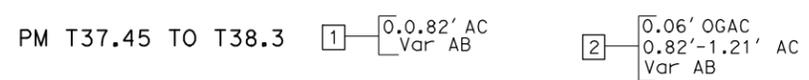
- RHMA-G - RUBBERIZED HOT MIX ASPHALT (GAP GRADED)  
 RHMA-O - RUBBERIZED HOT MIX ASPHALT (OPEN GRADED)

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	But	99	30.1/T38.3		

REGISTERED CIVIL ENGINEER DATE  
 PLANS APPROVAL DATE  
 THE STATE OF CALIFORNIA ENGINEERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**EXISTING STRUCTURAL SECTION**



**TYPICAL CROSS SECTIONS**  
 NO SCALE  
**X-2**

DATE PLOTTED => 23-MAR-2011  
 TIME PLOTTED => 10:55

03-Sut-99  
PM 30.1/ T38.3  
EA. 03-2F330K  
20.10.201.120 Program  
March, 2011

**ATTACHMENT C**  
**PROJECT COST ESTIMATE**

District-County-Route: 03-But-99

PM 30.1/T38.3

EA: 03-2F330K (0300020612)

Program Code: 20.10.201.120

ROADWAY REHABILITATION PROJECT IN BUTTE COUNTY IN AND NEAR  
CHICO FROM 0.5 MILE SOUTH OF SKYWAY OC TO 0.10 MILE NORTH OF  
ESPLANADE.

**SUMMARY OF PROJECT COST ESTIMATE**

TOTAL ROADWAY COST (2011 COST)	\$20,148,000.00
TOTAL ROADWAY COST (ESCALATED 13/14 FY)	\$22,507,000.00
TOTAL STRUCTURE COST	\$0
TOTAL RIGHT OF WAY (ESCALATED COST)	\$60,800.00
<b>TOTAL PROJECT CAPITAL OUTLAY COSTS (ESCALATED 13/14 FY)</b>	<b>\$22,568,000.00</b>

Reviewed by District Program Manager \_\_\_\_\_  
(Signature)

Approved by Project Manager \_\_\_\_\_ Date \_\_\_\_\_  
(Signature)

Phone No. \_\_\_\_\_

District-County-Route: 03-But-99  
 PM 30.1/T38.3  
 EA: 03-2F330K

***I. ROADWAY ITEMS***

<b><u>Section 1: Earthwork</u></b>	<b><u>Quantity</u></b>	<b><u>Unit</u></b>	<b><u>Unit Price</u></b>	<b><u>Item Cost</u></b>	<b><u>Section Cost</u></b>
Imported Material(Shoulder Backing)	1200	Ton	\$30.00	\$36,000.00	
Remove AC Dike	29,000	LF	\$2.00	\$58,000.00	
Place HMA Dike	30,000	LF	\$3.00	\$90,000.00	
Roadway Excavation	14,000	CY	\$30.00	\$420,000.00	

**Subtotal Earthwork: \$604,000.00**

**Section 2: Pavement Structural Section**

Cold Plane AC Pavement	23,200	Sqyd	\$2.00	\$46,400.00	
Grind Existing Concrete Pavement	189,000	Sqyd	\$5.00	\$945,000.00	
Replace AC Surfacing	500	CY	\$250	\$125,000.00	
RHMA (Type G)	39,000	TON	\$95.00	\$3,705,000.00	
RHMA (Type O)	5,500	TON	\$85.00	\$467,500.00	
Replace Concrete pavement (Rapid Strength Concrete)	4,300	CY	\$800	\$3,440,000.00	
Structural Concrete, Approach Slab	2100	CY	\$800	\$1,680,000.00	
Tack Coat	75	TON	\$1200	\$90,000.00	
Crack Treatment	3.0	LnMi	\$6,000	\$18,000.00	
Seal Joint (Existing Concrete Pvmt.)	35,000	LF	\$2.00	\$70,000.00	

**Subtotal Pavement Structural Section: \$10,586,900.00**

**Section 3: Drainage**

Large Drainage Facilities	0	___	\$_____	\$0.00
Storm Drains	0	___	\$_____	\$0.00
Project Drainage (X-Drains, Overside Drain, etc.)	0	___	\$_____	\$0.00

NOTE: Minor Drainage items cost will be covered in minor items in Section 6.

District-County-Route: 03-But-99  
PM 30.1/T38.3  
EA: 2F330K

<b><u>Section 4: Specialty Items</u></b>	<b><u>Quantity</u></b>	<b><u>Unit</u></b>	<b><u>Unit Price</u></b>	<b><u>Item Cost</u></b>	<b><u>Section Cost</u></b>
Prepare WPCP	1	LS	\$1,200	\$ 1,200.00	
Reconstruct MBGR	380	LF	\$30.00	\$ 11,400.00	
Remove MBGR	3810	LF	\$15.00	\$57,150.00	
MBGR (Wood Post)	300	LF	\$40.00	\$12,000.00	
Double MBGR	450	LF	\$50.00	\$22,500.00	
Transition Railing	50	EA	\$4,000	\$200,000.00	
Alternate Flared Terminal System	13	EA	\$3,000	\$39,000.00	
Alternate In-Line Terminal System	15	EA	\$3,500	\$52,500.00	
Crash Cushion (Type CAT)	6	EA	\$5,000	\$30,000.00	
Crash Cushion (Type CAT) Backup	6	EA	\$300	\$1,800.00	
Crash Cushion Module	28	EA	\$260	7,280.00	
Minor Concrete (Minor Structure)	340	CY	\$2,000	\$680,000	
Water Pollution Control	1	LS	\$250,000	\$250,000.00	

**Subtotal Specialty Items: \$1,364,830.00**

**Section 5: Traffic Items**

Shoulder Rumble Strip (HMA, Ground-In Identations)	1,600	STA	\$20	\$32,000.00	
Thermoplastic Traffic Stripe	281,000	LF	\$ 1.00	\$ 281,000.00	
Thermoplastic Pavement Marking	7,200	SQFT	\$ 4.00	\$ 28,800.00	
Pavement Marker (Retroreflective)	4700	EA	\$4.00	\$18,800.00	
Construction Area Signs	1	LS	\$20,000	\$20,000.00	
Portable Changeable Message Sign	1	LS	\$20,000	\$20,000.00	
Traffic Control System (120 WD)	1	LS	\$300,000	\$300,000.00	
Electrical Items	1	LS	\$300,000	\$300,000.00	
COZEEP	1	LS	\$150,000	\$150,000.00	

**Subtotal Traffic Items: \$1,150,600.00**

District-County-Route: 03-But-99  
PM 30.1/T38.3  
EA: 2F330K

TOTAL SECTIONS 1 thru 5 **\$13,706,330.00**

**Section 6: Minor Items**

Item Cost

Section Cost

**\$ 13,706,330.00**  
(Subtotal Sections 1 thru 5)

TOTAL MINOR ITEMS **\$685,317.00** (5% of Subtotal Sec 1-5)

**Section 7: Roadway Mobilization**

**\$14,391,647.00**  
(Subtotal Sections 1 thru 6)

TOTAL ROADWAY MOBILIZATION: **\$1,439,165.00** (10% of Subtotal Sec 1-6)

**Section 8: Roadway Additions**

Supplemental Work: **\$719,582.00** (5% of Subtotal 1-6)

**\$14,391,647.00**  
(Subtotal Sections 1 thru 6)

Contingencies : **\$3,597,912.00** (25% of Subtotal Sec 1-6)

**\$14,391,647.00**  
(Subtotal Sections 1 thru 6)

TOTAL ROADWAY ADDITIONS : **\$4,317,494.00**

TOTAL ROADWAY ITEMS (2011 FY) **\$20,148,306.00**  
(Subtotal Sections 1 thru 8)

Estimate Prepared By: Salahuddin Chowdhury. Phone: 530-741-4479 Date: 03-09-11  
(Print Name)

Estimate Checked By: Fermin Barriga Phone: 530-741-4360 Date: 03-09-11

District-County-Route: 03-But-99  
 PM 30.1/T38.3  
 EA: 2F330K

**II. STRUCTURES ITEMS**

	Structure (1)	Structure (2)	Structure (3)
Bridge Name			
Structure Type			
Width (out to out) - (ft )			
Span Lengths - (ft)			
Total Area - (ft <sup>2</sup> )			
Footing Type (pile/spread)			
Cost			
Incl 10% mobilization and 25%contingency)			
Total Cost for Structure:			
\$0.00			

**SUBTOTAL STRUCTURES ITEM**

Railroad Related Costs: \_\_\_\_\_ \$0.00

**SUBTOTAL RAILROAD ITEMS \$0.00**

**TOTAL STRUCTURES ITEMS \$0.00**  
 (Sum of Structures Items plus Railroad Items)

**COMMENTS:**

Estimate Prepared By: Salahuddin Chowdhury, P.E. Phone:530-741-4479. Date:02-28-11  
 (Print Name)

**NOTE:** If appropriate, attach additional pages and backup

District-County-Route: 03-But-99  
PM 30.1/T38.3  
EA: 2F330K

**III. RIGHT OF WAY ITEMS**

ESCALATED VALUE

A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$0.00
B. Utility Relocation (State share)	\$37,417.00
C. Project Development Permit Fees	\$23,386.00
D. Clearance/Demolition	\$0.00
E. Title and Escrow Fees	\$0.00

TOTAL RIGHT OF WAY ITEMS **\$60,800.00**  
(Escalated Value)

Anticipated Date of Right of Way Certification: 05/01/14  
(Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work:

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Right of Way Branch Cost Estimate for Work \* \$ \_\_\_\_\_

\* This dollar amount is to be included in the Roadway  
and/or Structures Items of Work, as appropriate. Do not  
include in Right of Way Items.

COMMENTS: Refer to Right Of Way Data Sheet.

Estimate Prepared By: Jennifer Lowden Phone# 530-741-5139. Date: 02/16/11  
(Print Name)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
1			BEGIN	END	LENGTH	DIRECTION	SHLDR	Reconstruct	Remove	Double	MBGR	Weed Control	Transition	Minor Concrete	AFTS	AITs	Crash Cushion	Crash Cushion	Remove Asphalt	COMMENTS
2			PM	PM	(feet)		WIDTH	MBGR	MBGR	MBGR	(Wood Post)	In Place	Railing	Minor Structure	(EA)	(EA)	(Type CAT)	(Type CAT) Backup	Concrete Dike	
3		Loc #					(feet)	(linear foot)	(linear foot)	(linear foot)	(linear foot)	(Y/N)	(EA)	(CU YD)	(EA)	(EA)	(EA)	(EA)	(LF)	
4																				
5							HWY LOG													
6	BEGIN CONSTRUCTION, 03-BUT-99-PM R 30.1																			
7	SKYWAY/E PARK AVE, PM R30.603, BR NO 12-167																			
8	OUTSIDE SHLD	1	R30.32		0	N	10					N		37.5			1			U14 ARRAY CRASH CUSHION
9	OUTSIDE SHLD	2	R30.32		120	S	10		120			N		37.5			1		50	U14 ARRAY CRASH CUSHION
10																				
11	EAST 20TH STREET OC, PM R41.498																			
12	OUTSIDE SHLD	3			100	N	10		100			N	1	19.3	1					
13	OUTSIDE SHLD	4			100	S	10		100			N	1	19.3	1					
14																				
15	LITTLE CHICO CREEK, PM R32.202, BR NO 12-0148																			
16	SOUTH MEDIAN	5			62.5	N	10		62.5			Y	1	2.5	1					TYPE 2 CONC TRANSITION (TYPE WB)DETAIL (XS16-400E)
17	SOUTH RT SHLD	6				N	5		31.25			Y	1	1.2						TYPE 1 CONC TRANSITION (TYPE STB) (XS16-400E) BUT 6'3" LONG TO EQUAL HALF A BEAM.
18	NORTH MEDIAN	7				S	5		31.25			Y	1	1.2						TYPE 1 CONC TRANSITION (TYPE STB) (XS16-400E) BUT 6'3" LONG TO EQUAL HALF A BEAM.
19	NORTH RT SHLD	8			100	S	10		100			Y	1	2.5		1				TYPE 2 CONC TRANSITION (TYPE WB)DETAIL (XS16-400E)
20																				
21	9TH ST/ROUTE 32/99 SEPARATION, PMR32.367 BR NO 12-0149 S																			
22	SOUTH RT SHLD	9			87.5	N	5		87.5			Y	1	1.2		1				TYPE 1 CONC TRANSITION BUT 6'-3" TO MAINTAIN SAME POST HOLE LOCATIONS. TYPE WB TRANS RAILING.
23	SOUTH MEDIAN	10				N	10		31.25			Y	1	1.2						TYPE 1 CONC TRANSITION (TYPE STB) (XS16-400E) BUT 6'3" LONG TO EQUAL HALF A BEAM TO MAINTAIN SAME POST HOLE LOC.
24	NORTH MEDIAN	11				S	5		31.25			Y	1	1.2						TYPE 1 CONC TRANSITION (TYPE STB) (XS16-400E) BUT 6'3" LONG TO EQUAL HALF A BEAM TO MAINTAIN SAME POST HOLE LOC.
25	RT SHL 8TH TO 9TH ST	12			219??	S	10	188	31.25			Y	1	1.2						REMOVE 31.25' OF MBGR TO ACCOMMODATE A 6'-3" TYPE 1 CONC RAIL TRANSITION AND THE 2-FT LONG TRANSITION RAILING (TYPW WB). ASSUME REST OF MBGR NEEDS TO BE RECONSTRUCTED TO NEW 29" STD HT.
26																				
27	8TH ST/ROUTE 32/99 SEPARATION, PM 32.435 BR NO 12-0150 N																			
28	RT SHL 9TH TO 8TH ST	13			219??	N	10	188	31.25				1	1.2						REMOVE 31.25' OF MBGR TO ACCOMMODATE A 6'-3" TYPE 1 CONC RAIL TRANSITION AND THE 2-FT LONG TRANSITION RAILING (TYPW WB). ASSUME REST OF MBGR NEEDS TO BE RECONSTRUCTED TO NEW 29" STD HT.
29	SOUTH MEDIAN	14				N	5		31.25			Y	1	1.2						TYPE 1 CONC TRANSITION (TYPE STB) (XS16-400E) BUT 6'3" LONG TO EQUAL HALF A BEAM TO MAINTAIN SAME POST HOLE LOC.
30	NORTH MEDIAN	15				S	5		31.25			Y	1	1.2						TYPE 1 CONC TRANSITION (TYPE STB) (XS16-400E) BUT 6'3" LONG TO EQUAL HALF A BEAM TO MAINTAIN SAME POST HOLE LOC.
31	NORTH RT SHLD	16			87.5	S	10		87.5			Y	1	1.2		1				TYPE 1 CONC TRANSITION BUT 6'-3" TO MAINTAIN SAME POST HOLE LOCATIONS SINCE ELECT LINE CLOSE BY. TYPE WB TRANS RAILING.
32	BIDWELL PARK VIADUCT, PM R32.606 BR NO 12-0151																			
33	SOUTH RT SHLD	17			87.5	N	10		87.5			Y	1	1.2		1				TYPE 1 CONC TRANSITION BUT 6'-3" TO MAINTAIN SAME POST HOLE LOCATIONS SINCE ELECT LINE CLOSE BY. TYPE WB TRANS RAILING.
34	SOUTH MEDIAN	18				N	5		31.25			Y	1	1.2						TYPE 1 CONC TRANSITION (TYPE STB) (XS16-400E) BUT 6'3" LONG TO EQUAL HALF A BEAM TO MAINTAIN SAME POST HOLE LOC. Elect LINE CLOSE BY.
35	NORTH MEDIAN	19				S	5		31.25			Y	1	1.2						TYPE 1 CONC TRANSITION (TYPE STB) (XS16-400E) BUT 6'3" LONG TO EQUAL HALF A BEAM TO MAINTAIN SAME POST HOLE LOC.
36	NORTH RT SHLD	20			87.5	S	10		87.5			Y	1	1.2		1				TYPE 1 CONC TRANSITION BUT 6'-3" TO MAINTAIN SAME POST HOLE LOCATIONS. TYPE WB TRANS RAILING.
37																				
38	PALMETTO AVE, PM R33.084 BR NO 12-0152																			
39	SOUTH RT SHLD	21			87.5	N	10		87.5			Y	1	1.2		1				TYPE 1 CONC TRANSITION BUT 6'-3" TO MAINTAIN SAME POST HOLE LOCATIONS SINCE DD W/IN LIMITS. TYPE WB TRANS RAILING.
40	SOUTH MEDIAN	22				N	5		31.25			Y	1	1.2						TYPE 1 CONC TRANSITION (TYPE STB) (XS16-400E) BUT 6'3" LONG TO EQUAL HALF A BEAM TO MAINTAIN SAME POST HOLE LOC.
41	NORTH MEDIAN	23				S	5		31.25			Y	1	1.2						TYPE 1 CONC TRANSITION (TYPE STB) (XS16-400E) BUT 6'3" LONG TO EQUAL HALF A BEAM TO MAINTAIN SAME POST HOLE LOC.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
2			BEGIN	END	LENGTH	DIRECTION	SHLDR	Reconstruct	Remove	Double	MBGR	Weed Control	Transition	Minor Concrete	AFTS	AITs	Crash Cushion	Crash Cushion	Remove Asphalt	COMMENTS
3			PM	PM	(feet)		WIDTH	MBGR	MBGR	MBGR	(Wood Post)	In Place	Railing	Minor Structure	(EA)	(EA)	(Type CAT)	(Type CAT) Backup	Concrete Dike	
4		Loc #			(feet)		(feet)	(linear foot)	(linear foot)	(linear foot)	(linear foot)	(Y/N)	(EA)	(CU YD)	(EA)	(EA)	(EA)	(EA)	(LF)	
5							HWY LOG													
44	SOUTH RT SHLD	25			87.5	N	10		87.5			Y	1	0.6		1				TYPE 1 CONC TRANSITION AS SHOWN W/ 3'-3" TO DD JUST OUTSIDE ET LIMITS. TYPE WB TRANS RAILING.
45	SOUTH MEDIAN	26				N	5		31.25			Y	1	1.2						TYPE 1 CONC TRANSITION (TYPE STB) (XS16-400E) BUT 6'3" LONG TO EQUAL HALF A BEAM TO MAINTAIN SAME POST HOLE LOC.
46	NORTH MEDIAN	27				S	5		31.25			Y	1	1.2						TYPE 1 CONC TRANSITION (TYPE STB) (XS16-400E) BUT 6'3" LONG TO EQUAL HALF A BEAM TO MAINTAIN SAME POST HOLE LOC.
47	NORTH RT SHLD	28			87.5	S	10		87.5			Y	1	0.6		1				TYPE 1 CONC TRANSITION AS SHOWN W/ 3'-3" TO MUCH SOUTH SIDE OF BR. TYPE WB TRANS RAILING.
48																				
49	EAST FIFTH STREET, PM R33.57 BR NO 12-0164																			
50	SOUTH RT SHLD	29			87.5	N	10		87.5			Y	1	1.2		1				TYPE 1 CONC TRANSITION BUT 6'-3" TO MAINTAIN SAME POST HOLE LOCATIONS SINCE DD W/IN LIMITS. TYPE WB TRANS RAILING.
51	SOUTH MEDIAN	30				N	5		31.25			Y	1	1.2						TYPE 1 CONC TRANSITION (TYPE STB) (XS16-400E) BUT 6'3" LONG TO EQUAL HALF A BEAM TO MAINTAIN SAME POST HOLE LOC.
52	NORTH MEDIAN	31				S	5		31.25			Y	1	1.2						TYPE 1 CONC TRANSITION (TYPE STB) (XS16-400E) BUT 6'3" LONG TO EQUAL HALF A BEAM TO MAINTAIN SAME POST HOLE LOC.
53	NORTH RT SHLD	32			87.5	S	10		87.5			Y	1	1.2		1				TYPE 1 CONC TRANSITION BUT 6'-3" TO MAINTAIN SAME POST HOLE LOCATIONS. TYPE WB TRANS RAILING.
54																				
55	LINDO CHANNEL BRIDGE, PM R33.873 BR NO 12-0154																			
56	SOUTH RT SHLD	33			125	N	10		125			Y	1	1.2		1				TYPE 1 CONC TRANSITION BUT 6'-3" TO MAINTAIN SAME POST HOLE LOCATIONS SINCE DD W/IN LIMITS. TYPE WB TRANS RAILING.
57	SOUTH MEDIAN	34				N	5		31.25			Y	1	1.2						TYPE 1 CONC TRANSITION (TYPE STB) (XS16-400E) BUT 6'3" LONG TO EQUAL HALF A BEAM TO MAINTAIN SAME POST HOLE LOC.
58	NORTH MEDIAN	35				S	5		31.25			Y	1	1.2						TYPE 1 CONC TRANSITION (TYPE STB) (XS16-400E) BUT 6'3" LONG TO EQUAL HALF A BEAM TO MAINTAIN SAME POST HOLE LOC.
59	NORTH RT SHLD	36			87.5	S	10		87.5			Y	1	1.2		1				TYPE 1 CONC TRANSITION BUT 6'-3" TO MAINTAIN SAME POST HOLE LOCATIONS. TYPE WB TRANS RAILING.
60																				
61	COHASSET HWY, PM R34.245 BR NO 12-0168																			
62	NORTH RT SHLD	37			137.5	N	10		137.5			N	1	43.4	1					REMOVE EXIST MBGR, PLACE A 5-FT HIGH XS16-110-1e STRUCTURES DETAIL FOLLOWED BY A TRANSITION RAILING (TYPE WB) AND FINALLY AN ALTERNATIVE FLARED TERMINAL SYSTEM. (IF THERE IS NOT ENOUGH ROOM FOR THE WB AND TERMINAL SYSTEM, THEN REPLACE THESE SYSTEMS WITH AN APPROVED CRASH CUSHION).
63	SOUTH RT SHLD	38			137.5	S	10		137.5			N	1	43.4	1					REMOVE EXIST MBGR, PLACE A 5-FT HIGH XS16-110-1e STRUCTURES DETAIL FOLLOWED BY A TRANSITION RAILING (TYPE WB) AND FINALLY AN ALTERNATIVE FLARED TERMINAL SYSTEM. (IF THERE IS NOT ENOUGH ROOM FOR THE WB AND TERMINAL SYSTEM, THEN REPLACE THESE SYSTEMS WITH AN APPROVED CRASH CUSHION).
64																				
65	NORTH CHICO OVERHEAD, PM R34.629 BR NO 12-0157																			
66	NORTH RT SHLD	39			75	N	10		10			Y	1	0.6		1				TYPE 1 CONCRETE RAIL TRANSITION 3'-6" LONG USING XS16-400e STANDARD PLAN STRUCTURES DETAIL.
67	SOUTH RT SHLD	40			75	S	10		10			Y	1	0.6		1				TYPE 1 CONCRETE RAIL TRANSITION 3'-6" LONG USING XS16-400e STANDARD PLAN STRUCTURES DETAIL.
68																				
69	EAST AVENUE, PM R34.927 BR NO 12-0158																			
70	SOUTH RT SHLD	41			62.5	N	10		62.5			Y	1	0.6	1					TYPE 1 CONCRETE RAIL TRANSITION 3'-6" LONG USING XS16-400e STANDARD PLAN STRUCTURES DETAIL. RELOCATION OF DD MAY BE NECESSARY.
71	NORTH MEDIAN	42			50	S	5		50	75	25	Y	1				1	1		REMOVE EXIST MBGR, PLACE 3'-6" CONC RAIL TRANSITION FOR TYPE 1 RAIL, PLACE TRANS RAILING (TYPE WB) AND REST OF ITEMS PER STANDAR PLAN LAYOUT12E (A77F3)
72	NORTH RT SHLD	43			150	S	10		150			Y	1	0.6	1					TYPE 1 CONCRETE RAIL TRANSITION 3'-6" LONG USING XS16-400e STANDARD PLAN STRUCTURES DETAIL.
73																				
74	EAST LASSEN AVENUE, PM R35.906 BR NO 12-0159																			



03-But-99  
PM 30.1/ T38.3  
EA. 03-2F330K  
20.10.201.120 Program  
March, 2011

**ATTACHMENT D**  
**PAVEMENT CONDITION**  
**SURVEY**

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

District 3, BUT, Rte 099, PM 30.1 - 38.3

District 3 County BUT Route 099

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)			MSL	Faulting	Patching		Ride, IRI	Priority	Skid	Defect
Lane	Surface Type	Alligator Cracking			Slab Cracking			Area %		Poor Cond.?					
		A %	B %	C (Y/N)?	Rutting, Bleeding	1st %	3rd %	Corner %							
<b>30.040</b>	-	<b>30.115</b>	<b>0.075</b>	<b>0.300</b>	<b>MLD</b>	<b>32</b>	<b>1</b>								
L1	R										17	152	98		GOOD CONDITION
L2	R					5	23	4			23	170	7		THIRD ST.CRKNG
R1	F -DG	0	0									N/A	99		NO DISTRESS OBSERVED
R2	F -DG	0	0									N/A	99		NO DISTRESS OBSERVED
<b>30.115</b>	-	<b>30.243</b>	<b>0.128</b>	<b>0.512</b>	<b>MLD</b>	<b>33</b>	<b>1</b>								
L1	R										5	113	98		GOOD CONDITION
L2	R					5	23	4			5	123	7		THIRD ST.CRKNG
R1	F -DG	0	0								7	94	99		NO DISTRESS OBSERVED
R2	F -DG	0	0								9	101	99		NO DISTRESS OBSERVED
<b>R 30.243</b>	-	<b>R 30.342</b>	<b>0.099</b>	<b>0.396</b>	<b>MLD</b>	<b>33</b>	<b>1</b>								
L1	R										13	143	98		GOOD CONDITION
L2	R					5	23	4			12	139	7		THIRD ST.CRKNG
R1	F -DG	0	0								19	143	99		NO DISTRESS OBSERVED
R2	F -DG	0	0								26	171	99		NO DISTRESS OBSERVED
<b>R 30.342</b>	-	<b>R 30.465</b>	<b>0.123</b>	<b>0.492</b>	<b>MLD</b>	<b>33</b>	<b>1</b>								
L1	R										35	201	98		GOOD CONDITION
L2	R					5	23	4			45	226	1		THIRD ST.CRKNG, RIDE
R1	R										12	139	98		GOOD CONDITION
R2	R					37	13	20			13	143	7		THIRD ST.CRKNG
<b>R 30.465</b>	-	<b>R 31.000</b>	<b>0.535</b>	<b>2.140</b>	<b>MLD</b>	<b>52</b>	<b>1</b>								
L1	R										16	150	98		GOOD CONDITION
L2	R					5	23	4			21	164	7		THIRD ST.CRKNG
R1	R										13	144	98		GOOD CONDITION
R2	R					37	13	20			28	183	7		THIRD ST.CRKNG
<b>R 31.000</b>	-	<b>R 32.000</b>	<b>1.000</b>	<b>4.000</b>	<b>MLD</b>	<b>72</b>	<b>1</b>								
L1	R										5	95	98		GOOD CONDITION
L2	R					29	11	13			6	124	7		THIRD ST.CRKNG
R1	R										5	115	98		GOOD CONDITION
R2	R					41	6	17			19	158	7		TSC & CORNER CRK

\*Surface type of 'EB' is Enhanced Binder.

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

District 3, BUT, Rte 099, PM 30.1 - 38.3

District 3 County BUT Route 099

Begin PM - End PM	Lane	Surface Type	Length			LaneMi. (Est.)	Type	AADT (,000)			MSL	Faulting	Patching		Ride, IRI	Priority	Skid	Defect	
			Alligator Cracking					Rutting, Bleeding	Slab Cracking				Area %	Poor Cond.?					
			A %	B %	C (Y/N)?				1st %	3rd %									Corner %
<b>R 32.000</b>	- R	<b>32.202</b>	<b>0.202</b>			<b>0.808</b>	<b>MLD</b>	<b>72</b>	<b>1</b>										
	L1	R											5	86	98		GOOD CONDITION		
	L2	R					30	3	3				5	113	31		SLAB CRACKING		
	R1	R											5	103	98		GOOD CONDITION		
	R2	R					26	24	27				16	151	7		THIRD ST.CRKNG		
<b>R 32.202</b>	- R	<b>32.217</b>	<b>0.015</b>			<b>0.060</b>	<b>MLD</b>	<b>72</b>	<b>1</b>										
	L2	B												N/A	0		N/A - Bridge		
	R2	B												N/A	0		N/A - Bridge		
<b>R 32.217</b>	- R	<b>32.367</b>	<b>0.150</b>			<b>0.600</b>	<b>MLD</b>	<b>72</b>	<b>1</b>										
	L1	R											9	132	98		GOOD CONDITION		
	L2	R					30	3	3				16	150	31		SLAB CRACKING		
	R1	R											5	121	98		GOOD CONDITION		
	R2	R					26	24	27				14	146	7		THIRD ST.CRKNG		
<b>R 32.367</b>	- R	<b>32.388</b>	<b>0.021</b>			<b>0.084</b>	<b>MLD</b>	<b>72</b>	<b>1</b>										
	L2	B												N/A	0		N/A - Bridge		
	R2	B												N/A	0		N/A - Bridge		
<b>R 32.388</b>	- R	<b>32.435</b>	<b>0.047</b>			<b>0.188</b>	<b>MLD</b>	<b>72</b>	<b>1</b>										
	L2	R					30	3	3					N/A	31		SLAB CRACKING		
	R1	R											5	118	98		GOOD CONDITION		
	R2	R					26	24	27				10	134	7		THIRD ST.CRKNG		
<b>R 32.435</b>	- R	<b>32.456</b>	<b>0.021</b>			<b>0.084</b>	<b>MLD</b>	<b>75</b>	<b>1</b>										
	L1	B											5	98	0		N/A - Bridge		
	L2	B											5	110	0		N/A - Bridge		
	R2	B												N/A	0		N/A - Bridge		
<b>R 32.456</b>	- R	<b>32.606</b>	<b>0.150</b>			<b>0.600</b>	<b>MLD</b>	<b>75</b>	<b>1</b>										
	L1	R											5	116	98		GOOD CONDITION		
	L2	R					30	3	3				6	124	31		SLAB CRACKING		
	R1	R											44	223	5		RIDE		
	R2	R					26	24	27				34	197	7		THIRD ST.CRKNG		

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

District 3, BUT, Rte 099, PM 30.1 - 38.3

District 3 County BUT Route 099

Begin PM - End PM	Lane	Surface Type	Length			Type	AADT (,000)			MSL	Faulting	Patching		Ride, IRI	Priority	Skid	Defect	
			Alligator Cracking				Rutting, Bleeding	Slab Cracking				Area %	Poor Cond.?					
			A %	B %	C (Y/N)?			1st %	3rd %									Corner %
<b>R 32.606 - R 32.750</b>			<b>0.144</b>		<b>0.576</b>	<b>MLD</b>	<b>75</b>		<b>1</b>									
	L1	B											5	98	0		N/A - Bridge	
	L2	B											5	100	0		N/A - Bridge	
	R1	B											5	98	0		N/A - Bridge	
	R2	B											12	139	0		N/A - Bridge	
<b>R 32.750 - R 33.000</b>			<b>0.250</b>		<b>1.000</b>	<b>MLD</b>	<b>75</b>		<b>1</b>									
	L1	R											5	69	98		GOOD CONDITION	
	L2	R				30	3	3					5	67	31		SLAB CRACKING	
	R1	R											5	76	98		GOOD CONDITION	
	R2	R				26	24	27					5	66	7		THIRD ST.CRKN	
<b>R 33.000 - R 33.084</b>			<b>0.084</b>		<b>0.336</b>	<b>MLD</b>	<b>75</b>		<b>1</b>									
	L1	R											5	122	98		GOOD CONDITION	
	L2	R				14	2	4					12	139	31		SLAB CRACKING	
	R1	R											5	113	98		GOOD CONDITION	
	R2	R				11	1	2					8	131	31		SLAB CRACKING	
<b>R 33.084 - R 33.106</b>			<b>0.022</b>		<b>0.088</b>	<b>MLD</b>	<b>75</b>		<b>1</b>									
	L2	B												N/A	0		N/A - Bridge	
	R2	B												N/A	0		N/A - Bridge	
<b>R 33.106 - R 33.282</b>			<b>0.176</b>		<b>0.704</b>	<b>MLD</b>	<b>75</b>		<b>1</b>									
	L1	R											10	134	98		GOOD CONDITION	
	L2	R				14	2	4					5	121	31		SLAB CRACKING	
	R1	R											7	127	98		GOOD CONDITION	
	R2	R				11	1	2					8	131	31		SLAB CRACKING	
<b>R 33.282 - R 33.311</b>			<b>0.029</b>		<b>0.116</b>	<b>MLD</b>	<b>62</b>		<b>1</b>									
	L2	B												N/A	0		N/A - Bridge	
	R2	B												N/A	0		N/A - Bridge	
<b>R 33.311 - R 33.570</b>			<b>0.259</b>		<b>1.036</b>	<b>MLD</b>	<b>62</b>		<b>1</b>									
	L1	R											5	122	98		GOOD CONDITION	
	L2	R				14	2	4					13	143	31		SLAB CRACKING	
	R1	R											6	125	98		GOOD CONDITION	
	R2	R				11	1	2					11	137	31		SLAB CRACKING	

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# Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order District 3, BUT, Rte 099, PM 30.1 - 38.3

District 3 County BUT Route 099

Begin PM - End PM	Lane	Surface Type	Length			LaneMi. (Est.)	Type	AADT (,000)			MSL	Faulting	Patching		Ride, IRI	Priority	Skid	Defect	
			Alligator Cracking					Rutting, Bleeding	Slab Cracking				Area %	Poor Cond.?					
			A %	B %	C (Y/N)?				1st %	3rd %									Corner %
<b>R 33.570</b>	- R	<b>33.591</b>	<b>0.021</b>			<b>0.084</b>	<b>MLD</b>	<b>62</b>	<b>1</b>										
	L2	B												N/A	0			N/A - Bridge	
	R2	B												N/A	0			N/A - Bridge	
<b>R 33.591</b>	- R	<b>33.873</b>	<b>0.282</b>			<b>1.128</b>	<b>MLD</b>	<b>62</b>	<b>1</b>										
	L1	R											5 113	98				GOOD CONDITION	
	L2	R				14	2	4					5 119	31				SLAB CRACKING	
	R1	R											5 120	98				GOOD CONDITION	
	R2	R				11	1	2					5 102	31				SLAB CRACKING	
<b>R 33.873</b>	- R	<b>33.914</b>	<b>0.041</b>			<b>0.164</b>	<b>MLD</b>	<b>62</b>	<b>1</b>										
	L2	B												N/A	0			N/A - Bridge	
	R2	B												N/A	0			N/A - Bridge	
<b>R 33.914</b>	- R	<b>34.000</b>	<b>0.086</b>			<b>0.344</b>	<b>MLD</b>	<b>62</b>	<b>1</b>										
	L1	R											5 96	98				GOOD CONDITION	
	L2	R				14	2	4					6 124	31				SLAB CRACKING	
	R1	R											5 98	98				GOOD CONDITION	
	R2	R				11	1	2					5 89	31				SLAB CRACKING	
<b>R 34.000</b>	- R	<b>34.629</b>	<b>0.629</b>			<b>2.516</b>	<b>MLD</b>	<b>62</b>	<b>1</b>										
	L1	R											5 120	98				GOOD CONDITION	
	L2	R				17	3	7					5 114	31				SLAB CRACKING	
	R1	R											5 111	98				GOOD CONDITION	
	R2	R				13	2	5					5 119	31				SLAB CRACKING	
<b>R 34.629</b>	- R	<b>34.650</b>	<b>0.021</b>			<b>0.084</b>	<b>MLD</b>	<b>43</b>	<b>1</b>										
	L1	B											11 138	0				N/A - Bridge	
	L2	B											N/A	0				N/A - Bridge	
	R1	B											18 155	0				N/A - Bridge	
	R2	B											25 173	0				N/A - Bridge	
<b>R 34.650</b>	- R	<b>34.927</b>	<b>0.277</b>			<b>1.108</b>	<b>MLD</b>	<b>43</b>	<b>1</b>										
	L1	R											5 98	98				GOOD CONDITION	
	L2	R				17	3	7					N/A	31				SLAB CRACKING	
	R1	R											8 131	98				GOOD CONDITION	
	R2	R				13	2	5					5 104	31				SLAB CRACKING	

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

District 3, BUT, Rte 099, PM 30.1 - 38.3

District 3 County BUT Route 099

Begin PM - End PM	Lane	Surface Type	Length			LaneMi. (Est.)	Type	AADT (,000)			MSL	Faulting	Patching		Ride, IRI	Priority	Skid	Defect	
			Alligator Cracking					Rutting, Bleeding	Slab Cracking				Area %	Poor Cond.?					
			A %	B %	C (Y/N)?				1st %	3rd %									Corner %
<b>R 34.927 - R 34.951</b>			<b>0.024</b>			<b>0.096</b>	<b>MLD</b>	<b>29</b>		<b>1</b>									
	L1	B											5	89	0			N/A - Bridge	
	L2	B												N/A	0			N/A - Bridge	
	R1	B											8	131	0			N/A - Bridge	
	R2	B											5	116	0			N/A - Bridge	
<b>R 34.951 - R 35.000</b>			<b>0.049</b>			<b>0.196</b>	<b>MLD</b>	<b>29</b>		<b>1</b>									
	L2	R						17	3	7				N/A	31			SLAB CRACKING	
	R2	R						13	2	5				N/A	31			SLAB CRACKING	
<b>R 35.000 - R 35.306</b>			<b>0.306</b>			<b>1.224</b>	<b>MLD</b>	<b>29</b>		<b>1</b>									
	L1	R											5	64	98			GOOD CONDITION	
	L2	R						24	5	10				N/A	7			TSC & CORNER CRK	
	R1	R											5	105	98			GOOD CONDITION	
	R2	R						21	5	9			8	131	31			SLAB CRACKING	
<b>R 35.306 - R 35.327</b>			<b>0.021</b>			<b>0.084</b>	<b>MLD</b>	<b>29</b>		<b>1</b>									
	L2	B												N/A	0			N/A - Bridge	
	R2	B												N/A	0			N/A - Bridge	
<b>R 35.327 - R 36.000</b>			<b>0.673</b>			<b>2.692</b>	<b>MLD</b>	<b>29</b>		<b>1</b>									
	L1	R											5	75	98			GOOD CONDITION	
	L2	R						24	5	10			8	130	7			TSC & CORNER CRK	
	R1	R											5	100	98			GOOD CONDITION	
	R2	R						21	5	9			5	82	31			SLAB CRACKING	
<b>R 36.000 - R 37.000</b>			<b>1.000</b>			<b>4.000</b>	<b>MLD</b>	<b>29</b>		<b>1</b>									
	L1	R											5	82	98			GOOD CONDITION	
	L2	R						22	5	9			5	96	31			SLAB CRACKING	
	R1	R											5	80	98			GOOD CONDITION	
	R2	R						17	1	4			5	83	31			SLAB CRACKING	
<b>R 37.000 - R 37.203</b>			<b>0.203</b>			<b>0.812</b>	<b>MLD</b>	<b>19</b>		<b>1</b>									
	L1	R											5	109	98			GOOD CONDITION	
	L2	R						35	6	10			5	113	7			TSC & CORNER CRK	
	R1	R											5	108	98			GOOD CONDITION	
	R2	R						13	44	5			5	111	7			THIRD ST.CRKNG	

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

District 3, BUT, Rte 099, PM 30.1 - 38.3

District 3 County BUT Route 099

Begin PM - End PM	Lane	Surface Type	Length			LaneMi. (Est.)	Type	AADT (,000)			MSL	Faulting	Patching		Ride, IRI	Priority	Skid	Defect	
			Alligator Cracking					Rutting, Bleeding	Slab Cracking				Area %	Poor Cond.?					
			A %	B %	C (Y/N)?				1st %	3rd %									Corner %
<b>R 37.203</b>	- R	<b>37.251</b>	<b>0.048</b>			<b>0.192</b>	<b>MLD</b>	<b>19</b>			<b>1</b>								
L1	B												5	107	0		N/A - Bridge		
L2	B												5	93	0		N/A - Bridge		
R1	B												13	142	0		N/A - Bridge		
R2	B												14	146	0		N/A - Bridge		
<b>R 37.251</b>	- R	<b>37.322</b>	<b>0.071</b>			<b>0.284</b>	<b>MLD</b>	<b>19</b>			<b>1</b>								
L2	R						35	6	10					N/A	7		TSC & CORNER CRK		
R1	R												18	155	98		GOOD CONDITION		
R2	R						13	44	5					N/A	7		THIRD ST.CRKNG		
<b>T 37.322</b>	- T	<b>37.450</b>	<b>0.128</b>			<b>0.512</b>	<b>MLD</b>	<b>19</b>			<b>1</b>								
L1	R													5	102	98		GOOD CONDITION	
L2	R						35	6	10					5	119	7		TSC & CORNER CRK	
R1	R													7	128	98		GOOD CONDITION	
R2	R						13	44	5					N/A	7		THIRD ST.CRKNG		
<b>T 37.450</b>	- T	<b>37.474</b>	<b>0.024</b>			<b>0.048</b>	<b>2LND</b>	<b>19</b>			<b>1</b>								
L2	R						35	6	10					N/A	7		TSC & CORNER CRK		
R2	R						13	44	5					N/A	7		THIRD ST.CRKNG		
<b>T 37.474</b>	- T	<b>37.735</b>	<b>0.261</b>			<b>0.522</b>	<b>2LND</b>	<b>19</b>			<b>1</b>								
L1	F -DG		0	0										10	108	33		MISC. UNSEALED CRACKS	
L2	R													5	107	98		GOOD CONDITION	
R1	F -DG		8	0										20	144	32		ALL. A, NO B, OPEN CRKS	
<b>T 37.735</b>	- T	<b>38.000</b>	<b>0.265</b>			<b>0.530</b>	<b>2LND</b>	<b>19</b>			<b>1</b>								
L1	F -DG		0	0										11	109	33		MISC. UNSEALED CRACKS	
L2	F -DG													14	123	98		GOOD CONDITION	
R1	F -DG		8	0										21	148	32		ALL. A, NO B, OPEN CRKS	
<b>T 38.000</b>	- T	<b>38.378</b>	<b>0.378</b>			<b>0.756</b>	<b>2LNU</b>	<b>19</b>			<b>1</b>								
L1	F -DG		0	0										5	58	33		MISC. UNSEALED CRACKS	
L2	F -DG													15	126	98		GOOD CONDITION	
R1	F -DG		17	0										5	66	32		ALL. A, NO B, OPEN CRKS	

\*Surface type of 'EB' is Enhanced Binder.

# Caltrans Maintenance Program 2008 Recommended Project List Caltrans Drive Order

## District 3, BUT, Rte 099, PM 30.1 - 38.3

Program	Priority	County	Route	Begin PM -	End PM	Trig. Dir.	Pave Type	Length	AADT (,000)	MSL	Trig. Lnmi	Proj. Lnmi.	Effect-iveness	Defect
HA	1	BUT	099	28.000 -	R 32.000	L	R	4.000	72	1	3.924	8.000	49	THIRD ST.CRKNG, RIDE
	0	BUT	099	28.721 -	28.782		B	0.061	30	1	0.000	0.122	0	N/A - Bridge
	0	BUT	099	30.025 -	30.040		B	0.015	33	1	0.000	0.030	0	N/A - Bridge
HA	1	BUT	099	R 30.342 -	R 33.000	R	R	2.658	75	1	2.607	5.316	49	THIRD ST.CRKNG, RIDE
HM	31	BUT	099	R 32.000 -	R 32.202	L	R	0.202	72	1	0.202	0.404	50	SLAB CRACKING
	0	BUT	099	R 32.202 -	R 32.217		B	0.015	72	1	0.000	0.030	0	N/A - Bridge
HM	31	BUT	099	R 32.217 -	R 32.367	L	R	0.150	72	1	0.150	0.300	50	SLAB CRACKING
	0	BUT	099	R 32.367 -	R 32.388		B	0.021	72	1	0.000	0.042	0	N/A - Bridge
HM	31	BUT	099	R 32.388 -	R 32.435	L	R	0.047	72	1	0.047	0.094	50	SLAB CRACKING
	0	BUT	099	R 32.435 -	R 32.456		B	0.021	75	1	0.000	0.042	0	N/A - Bridge
HM	31	BUT	099	R 32.456 -	R 32.606	L	R	0.150	75	1	0.150	0.300	50	SLAB CRACKING
	0	BUT	099	R 32.606 -	R 32.750		B	0.144	75	1	0.000	0.288	0	N/A - Bridge
HM	31	BUT	099	R 32.750 -	R 33.084	L	R	0.334	75	1	0.334	0.668	50	SLAB CRACKING
HM	31	BUT	099	R 33.000 -	R 33.084	R	R	0.084	75	1	0.084	0.168	50	SLAB CRACKING
	0	BUT	099	R 33.084 -	R 33.106		B	0.022	75	1	0.000	0.044	0	N/A - Bridge
	0	BUT	099	R 33.084 -	R 33.106		B	0.022	75	1	0.000	0.044	0	N/A - Bridge
HM	31	BUT	099	R 33.106 -	R 33.282	R	R	0.176	75	1	0.176	0.352	50	SLAB CRACKING
HM	31	BUT	099	R 33.106 -	R 33.282	L	R	0.176	75	1	0.176	0.352	50	SLAB CRACKING
	0	BUT	099	R 33.282 -	R 33.311		B	0.029	62	1	0.000	0.058	0	N/A - Bridge
	0	BUT	099	R 33.282 -	R 33.311		B	0.029	62	1	0.000	0.058	0	N/A - Bridge
HM	31	BUT	099	R 33.311 -	R 33.570	R	R	0.259	62	1	0.259	0.518	50	SLAB CRACKING
HM	31	BUT	099	R 33.311 -	R 33.570	L	R	0.259	62	1	0.259	0.518	50	SLAB CRACKING
	0	BUT	099	R 33.570 -	R 33.591		B	0.021	62	1	0.000	0.042	0	N/A - Bridge
	0	BUT	099	R 33.570 -	R 33.591		B	0.021	62	1	0.000	0.042	0	N/A - Bridge
HM	31	BUT	099	R 33.591 -	R 33.873	R	R	0.282	62	1	0.282	0.564	50	SLAB CRACKING
HM	31	BUT	099	R 33.591 -	R 33.873	L	R	0.282	62	1	0.282	0.564	50	SLAB CRACKING
	0	BUT	099	R 33.873 -	R 33.914		B	0.041	62	1	0.000	0.082	0	N/A - Bridge
	0	BUT	099	R 33.873 -	R 33.914		B	0.041	62	1	0.000	0.082	0	N/A - Bridge
HM	31	BUT	099	R 33.914 -	R 34.629	R	R	0.715	62	1	0.715	1.430	50	SLAB CRACKING
HM	31	BUT	099	R 33.914 -	R 34.629	L	R	0.715	62	1	0.715	1.430	50	SLAB CRACKING
	0	BUT	099	R 34.629 -	R 34.650		B	0.021	43	1	0.000	0.042	0	N/A - Bridge
	0	BUT	099	R 34.629 -	R 34.650		B	0.021	43	1	0.000	0.042	0	N/A - Bridge
HM	31	BUT	099	R 34.650 -	R 34.927	R	R	0.277	43	1	0.277	0.554	50	SLAB CRACKING
HM	31	BUT	099	R 34.650 -	R 34.927	L	R	0.277	43	1	0.277	0.554	50	SLAB CRACKING
	0	BUT	099	R 34.927 -	R 34.951		B	0.024	29	1	0.000	0.048	0	N/A - Bridge
	0	BUT	099	R 34.927 -	R 34.951		B	0.024	29	1	0.000	0.048	0	N/A - Bridge

# Caltrans Maintenance Program 2008 Recommended Project List Caltrans Drive Order

## District 3, BUT, Rte 099, PM 30.1 - 38.3

Program	Priority	County	Route	Begin PM -	End PM	Trig. Dir.	Pave Type	Length	AADT (,000)	MSL	Trig. Lnmi	Proj. Lnmi.	Effect-iveness	Defect
HM	31	BUT	099	R 34.951 -	R 35.306	R	R	0.355	29	1	0.355	0.710	50	SLAB CRACKING
HM	31	BUT	099	R 34.951 -	R 35.000	L	R	0.049	29	1	0.049	0.098	50	SLAB CRACKING
HA	7	BUT	099	R 35.000 -	R 36.000	L	R	1.000	29	1	0.979	2.000	48	TSC & CORNER CRK
	0	BUT	099	R 35.306 -	R 35.327		B	0.021	29	1	0.000	0.042	0	N/A - Bridge
HM	31	BUT	099	R 35.327 -	R 37.000	R	R	1.673	29	1	1.673	3.346	50	SLAB CRACKING
HM	31	BUT	099	R 36.000 -	R 37.000	L	R	1.000	29	1	1.000	2.000	50	SLAB CRACKING
HA	7	BUT	099	R 37.000 -	T 37.474	R	R	0.474	20	1	0.426	0.924	46	THIRD ST.CRKNG
HA	7	BUT	099	R 37.000 -	T 37.474	L	R	0.474	20	1	0.426	0.924	46	TSC & CORNER CRK
HM	32	BUT	099	T 37.474 -	39.000	B	R	1.268	20	1	2.536	2.536	100	ALL. A, NO B, OPEN CRKS
Project count for district:						3	45	Totals			18.360	35.852		
Project Count							45	Totals			18.360	35.852		

03-But-99  
PM 30.1/T38.3  
EA. 03-2F330K  
20.10.201.120 Program  
March, 2011

**ATTACHMENT E**  
**MINI-PRELIMINARY**  
**ENVIRONMENTAL ANALYSIS**  
**REPORT**

## Mini-Preliminary Environmental Analysis Report

### Project Information

District 03 County BUT Route 99 Post Mile 30.1/T38.3 EA 03-2F330

Project Title: BUT 99 Pavement Rehabilitation

Project Manager Ali Kiani Phone # 530-741-4587

Project Engineer Salahuddin Chowdhury Phone # 530-741-4479

Environmental Branch Chief Tammy Massengale Phone # 530-741-4041

### Project Description

**Purpose and Need:** This project proposes to rehabilitate the existing pavement to a state of good repair. The pavement is exhibiting major and minor structural failure in the form of first and third stage cracking, step faulting and unacceptable ride quality. If left uncorrected, the pavement will continue to deteriorate and will result in higher operational and maintenance costs and may increase the need for major rehabilitation.

**Description of work:** The pavement will be rehabilitated, including the roadway, shoulders, onramps and off ramps. The proposed project includes the following work: grind and replace PCC slabs, cold plan existing RHMS-O and place .10 feet of Rubberized Hot Mix Asphalt, dig outs and repairs, crack sealing, replace approach slabs at structures, reconstruct existing MBGR and/or remove and replace MBGR to meet current standards, remove raised gore points, place shoulder backing, excavate roadway AC and replace with .25 feet of RHMA in the shoulders, replace existing traffic loop detectors, remove and place dikes, upgrade/relocate overside/down drain facilities, and replace existing pavement delineation.

### Anticipated Environmental Approval

#### CEQA

Categorical Exemption

#### NEPA

Categorical Exclusion

### Summary Statement

In order to identify environmental issues, constraints, costs and resource needs, a mini-PEAR (Preliminary Environmental Analysis Report) was prepared for the project. Potential construction staging areas and disposal/borrow sites will need to be identified in the PA&ED phase for environmental review. Due to weather conditions and time constraints no field reviews were completed. All technical reviews were completed using data searches.

It is anticipated a Categorical Exemption and a Categorical Exclusion will apply to this project. Based on existing workload and available resources, it is anticipated to take 7 months to complete the environmental process. If possible, Environmental Planning would like to receive the ESR no later than February of a given year in order to complete spring surveys.

### Special Considerations

**Biology:** Rural homes, urban neighborhoods, parks, creeks, rice fields, hay fields, wet ditches, orchards, and commercial development are common within the project limits. Wildlife that is likely to occur in the project area include American crow, red-winged black birds, starlings, American

kestrel, turkey vulture, western meadowlark, blacktail jackrabbit, Brewer's blackbirds, raccoon, barn owl and striped skunk.

Due to the urban and commercial nature of the majority of the project area, it is unlikely that the majority of the project area may support habitat for species protected by State and Federal agencies. However, some of the project area is rural or park land and may provide habitat for migratory birds, bats, willow flycatcher, giant garter snake, Swanson's hawk, and valley elderberry longhorn beetle. These species are known to occur in Butte County and may be affected by the vegetation removal, ground disturbance and utility relocation that are part of the project.

Common vegetation likely to occur in the project area include valley oak, almond trees, wild radish, tall verain, Fremont cottonwood, cedar trees, sedge, Himalayan blackberry, oats, oleander, willow, bull rush, olive trees, pyracanthas, pennyroyal, pine, wild mustard, redwood, tree-of-heaven, western sycamore and teasel.

Specific field surveys may be required to determine the presence and extent of water features that fall under the jurisdiction of the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB) and the California Department of Fish and Game (CDFG). Specific field surveys should be conducted to determine the presence of migratory birds, bats on the bridges and listed plant or wildlife species.

Consultation with U.S. Fish and Wildlife Service (USFWS) and the CDFG will be required to fully determine if this project will impact migratory birds, bats or any other protected plant or wildlife species and what mitigation may be necessary. Consultation with the USACE will also be required to determine the extent of impacts to jurisdictional waters and waters of the U.S. and the type of necessary mitigation.

Under the current scope of the project, no permits are anticipated.

**Archaeology:** Cultural resource reports for previous projects constructed along SR 99 in the project vicinity and the internal Caltrans TEA Database were consulted for this project. No cultural resources were identified within the project limits.

**Hazardous Waste:** An ISA was completed for this project. The potential for hazardous waste exists within the ESL. The following contaminants have been identified: Aerially Deposited Lead (ADL), lead and chromium contained in the yellow traffic striping, and treated wood waste (wooden posts). Non-Standard Special Provisions (NSSPs) will be required in the PS&E package for the above listed contaminants.

**Water Quality:** A Water Quality Assessment Exemption was completed for this project. Therefore, this project will not require the preparation of a Water Quality Assessment since no water quality impacts are anticipated. A Water Quality Control Program (WPCP) will be prepared by the contractor. In addition, appropriate construction site Best Management Practices (BMPs) shall be deployed to avoid/minimize water quality impacts.

**Air:** This project is anticipated to be exempt from all air quality conformance analysis requirements. A technical memo will be prepared during PA&ED.

**Noise:** This project is not anticipated to require a project level noise analysis. A technical memo will be prepared during PA&ED.

**Visual Resources:** Due to the time constraints, input from Landscaping staff for this analysis was not completed.

**Disclaimer**

This report is not an environmental document. 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 field reviews and record reviews to estimate the potential for probable effects. The purpose of this report is to provide a preliminary level of environmental analysis to supplement the Project Initiation Document. Changes in project scope, alternatives, or environmental laws will require a re-evaluation of this report.

**Prepared by:**

Tammy Massengale  
Tammy Massengale, Chief, Office of Environmental Support

Date: 3/15/11

**Reviewed by:**

Ali Kiani  
Ali Kiani, Project Manager

Date: 3/15/11

**ATTACHMENT B - Resources by WBS Code**

**EA: 03-2F330**

**Description: BUT 99 Pavement Rehabilitation**

WBS Task Activity Code	Senior/Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	Noise/Air	Sup Svcs	Const. Liaison	Total
<b>Assigned Unit</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>349</b>	<b>183</b>	<b>349</b>	<b>349</b>	<b>183</b>	<b>183</b>	
<b>Project Management</b>										
100.10.05 – PA&ED Init. & Plng.										-
100.10.10 – PA&ED Exec. & Ctrl.	11	11	11					28		61
100.10.15 – PA&ED Closeout										-
100.10.20 – PA&ED Project Shelving										-
100.10.25 – PA&ED Project Unshelving										-
100.10.30 – PA&ED Update Admin Record										-
100.10.35 – PA&ED Cooperative Agreement										-
100.10.99 – PA&ED Other Proj. Mgmt. Products										-
100.15.05 – PS&E Init. & Plng.										-
100.15.10 – PS&E Exec. & Ctrl.	10	20	20					20		70
100.15.15 – PS&E Closeout										-
100.15.20 – PS&E Project Shelving										-
100.15.25 – PS&E Project Unshelving										-
100.15.30 – PS&E Update Admin Record										-
100.15.35 – PS&E Cooperative Agreement										-
100.15.99 – PS&E Other Proj. Mgmt. Products										-
100.20.05 – Const. Init. & Plng.										-
100.20.10 – Const. Exec. & Ctrl.	10	20	20					13		63
100.20.15 – Const. Closeout										-
100.20.20 – Const. Project Shelving										-
100.20.25 – Const. Project Unshelving										-
100.20.30 – Const. Update Admin Record										-
100.20.35 – Const. Cooperative Agreement										-
100.20.99 – Const. Other Proj. Mgmt. Products										-
100.25.05 – RW Init. & Plng.										-
100.25.10 – RW Exec. & Ctrl.										-
100.25.15 – RW Closeout										-
100.25.20 – RW Project Shelving										-
100.25.25 – RW Project Unshelving										-
100.25.30 – RW Update Admin Record										-
100.25.35 – RW Cooperative Agreement										-
100.25.50 – RW Ex. Coop. Agree. Relinquish										-
100.25.99 – RW Other Proj. Mgmt. Products										-
<b>Total Project Management</b>	<b>31</b>	<b>51</b>	<b>51</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>61</b>	<b>-</b>	<b>194</b>
<b>Preliminary Engineering Studies and Draft Project Report</b>										
160.05.05 – Approved PID Review	3					2				5
160.05.10 – Geotechnical Information Review										-
160.05.20 – Traffic Data & Forecasts Review										-
160.05.30 – Project Scope Review										-
160.05.99 – Other Updated Project Info Products										-
160.10.20 – Value Analysis										-
160.10.25 – Hydraulics/Hydrology Study										-
160.10.30 – Hwy Planting Design Concepts										-
160.10.40 – Updated Right of Way Data Sheets										-
160.10.99 – Other Engineering Studies										-
160.15.20 – Draft Project Report										-
160.15.25 – Draft PR Circ., Review & Approval	5					2				7
160.30.05 – Maps for ESR	5									5
160.30.10 – Surveys & Mapping for ESR	5									5
160.30.15 – Prop. Access Rights - Env/Eng Studies	5									5
160.40 – NEPA Delegation	5									5
<b>Total Pre. Eng. Studies &amp; Draft PR</b>	<b>28</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>32</b>
<b>Environmental Studies and Draft Environmental Document - Task Management Activities</b>										
165.05.05 – Project Information Review	3	40	40							83
165.05.10 – Pub & Agency Scoping Process										-
165.05.15 – Alternatives for Further Study	4									4
165.05.99 – Other Env Scoping Alt ID in PID	20									20
165.10.15 – CIA, Land Use & Growth Studies										-
165.10.20 – VIA & Scenic Resource Evaluation										-
165.10.25 – Noise Study							8			8
165.10.30 – Air Quality Study							8			8

EA: 03-2F330

Description: BUT 99 Pavement Rehabilitation

WBS Task Activity Code	Senior/Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	Noise/Air	Sup Svcs	Const. Liaison	Total
<b>Assigned Unit</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>349</b>	<b>183</b>	<b>349</b>	<b>349</b>	<b>183</b>	<b>183</b>	
165.10.35 – Water Quality Studies										-
165.10.40 – Energy Studies										-
165.10.45 – Summary Geotech Report										-
165.10.50 – Hazardous Waste PSI				58						58
165.10.55 – Draft RW Relocation Impact Doc.										-
165.10.60 – Loc. Hyd. & Floodplain Stdy Rpts.										-
165.10.65 – Paleontology Study										-
165.10.70 – Wild and Scenic Rivers Coordination										-
165.10.75 – Environmental Commitments Record										-
165.10.99 – Other Environmental Studies										-
165.15.05 – Biological Assessment		100								100
165.15.10 – Wetlands Study		100								100
165.15.15 – Resource Agcy Permit Related Coord		100								100
165.15.20 – NES Report		100								100
165.15.99 – Other Biological Studies		100								100
165.20.05 – Archaeological Survey										-
165.20.05.05 – APE/Study Area Map(s)			16							16
165.20.05.10 – Native American Consultation			16							16
165.20.05.15 – Records & Literature Search			7							7
165.20.05.20 – Field Survey			32							32
165.20.05.25 – ASR			25							25
165.20.05.99 – Other Archy Survey Products										-
165.20.10 – Extended Phase I Archy Studies										-
165.20.10.05 – Native American Consultation										-
165.20.10.10 – Extended Phase I Proposal										-
165.20.10.15 – Extended Phase I Field Inv.										-
165.20.10.20 – Extended Phase I Mat. Analysis										-
165.20.10.25 – Extended Phase I Report										-
165.20.10.99 – Other Ext Phase I Archy Prod										-
165.20.15 – Phase II Archy Studies										-
165.20.15.05 – Native American Consultation										-
165.20.15.10 – Phase II Proposal										-
165.20.15.15 – Phase II Field Investigation										-
165.20.15.20 – Phase II Materials Analysis										-
165.20.15.25 – Phase II Report										-
165.20.15.99 – Other Ext Phase II Archy Study										-
165.20.20 – Hist & Architect Resource Studies										-
165.20.20.05 – Prelim APE/SAM for Arch.										-
165.20.20.10 – HRER - Archaeology										-
165.20.20.15 – HRER - Architecture										-
165.20.20.20 – Bridge Evaluation										-
165.20.20.99 – Other Hist and Arch Resource Prod										-
165.20.25 – Cultural Res. Comp. Cons. Docs.										-
165.20.25.05 – Final APE/Study Area Maps										-
165.20.25.10 – PRC 5024.5 Consultation										-
165.20.25.15 – HPSR/HRCR										-
165.20.25.20 – Finding of Effect (FOE)										-
165.20.25.25 – Archy Data Rec. Pln./Treat. Pln										-
165.20.25.30 – MOA										-
165.20.25.99 – Other CR Compliance Consult Prod										-
165.25.05 – DED Analysis										-
165.25.10 – Section 4(f) Evaluation										-
165.25.15 – CE/CE Determination	130									130
165.25.20 – Env. Quality Ctrl. & Other Reviews	6	25	25							56
165.25.25 – Approval to Circulate Resolution										-
165.25.30 – Environmental Coordination	43									43
165.25.99 – Other Draft ED Products										-
165.30 – NEPA Delegation	10		5							15
<b>Total Environmental Studies &amp; DED</b>	<b>216</b>	<b>565</b>	<b>166</b>	<b>58</b>	<b>-</b>	<b>-</b>	<b>16</b>	<b>-</b>	<b>-</b>	<b>1,021</b>
<b>Permits, Agreements, and Route Adoptions during PA&amp;ED Component - Task Management Activities</b>										
170.05 – Required Permits										-
170.10.05 – USACE Permit (404)										-
170.10.10 – US Forest Service Permit(s)										-
170.10.15 – US Coast Guard Permit										-
170.10.20 – DFG 1600 Agreement(s)										-
170.10.25 – Coastal Zone Development Permit										-
170.10.30 – Local Agency Concurrence/Permit										-

EA: 03-2F330

Description: BUT 99 Pavement Rehabilitation

WBS Task Activity Code	Senior/Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	Noise/Air	Sup Svcs	Const. Liaison	Total
<b>Assigned Unit</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>349</b>	<b>183</b>	<b>349</b>	<b>349</b>	<b>183</b>	<b>183</b>	
170.10.40 – Waste Discharge (NPDES) Permit(s)										-
170.10.45 – USFWS Approval										-
170.10.50 – RWQCB 401 Permit										-
170.10.60 – Environmental Commitments Record										-
170.10.95 – Other Permits										-
170.45 – MOU from TERO										-
170.10.55 – NEPA Delegation										-
Total Permits, Agreements & Route Adoptions	-	-	-	-	-	-	-	-	-	-
<b>Draft Environmental Document Circulation and Preferred Project Alternative Identification - Task Management Activities</b>										
175.05.05 – Master Dist & Inv Lists										-
175.05.10 – Notices Regarding Hearing & DED										-
175.05.15 – DED Publication & Circulation										-
175.05.20 – Federal Consistency Det. (Coastal)										-
175.05.99 – Other DED Circulation Products										-
175.10.05 – Need for Public Hearing Det.										-
175.10.10 – Public Hearing Logistics										-
175.10.15 – Displays for Public Hearing										-
175.10.20 – 2 <sup>nd</sup> Not. Pub. Hear. & Avail. of DED										-
175.10.25 – Map Display & Pub. Hearing Plan										-
175.10.30 – Display Public Hearing Maps										-
175.10.35 – Public Hearing										-
175.10.40 – Record of Public Hearing										-
175.10.99 – Other Public Hearing Products										-
175.15 – Public Comment Res. & Corr.										-
175.20 – Project Preferred Alternative										-
175.25 – NEPA Delegation										-
Total DED & Preferred Proj. Alt. Identification	-	-	-	-	-	-	-	-	-	-
<b>Project Report and Final Environmental Document</b>										
180.05.05 – Updated Draft Project Report	6									6
180.05.10 – Approved Project Report	8					2				10
180.05.15 – Updated Storm Water Data Report										-
180.05.99 – Other Final Project Report Products										-
180.10.05 – Approved FED										-
180.10.05.05 – Draft FED Review										-
180.10.05.10 – Revised Draft FED										-
180.10.05.15 – Section 4(f) Evaluation										-
180.10.05.20 – Findings										-
180.10.05.25 – Statement of Overriding Consid.										-
180.10.05.30 – CEQA Certification										-
180.10.05.35 – FHWA Approval										-
180.10.05.40 – Section 106 Cons. & MOA										-
180.10.05.45 – Section 7 Consult			80							80
180.10.05.50 – Final Section 4(f) Statement										-
180.10.05.55 – Floodplain Only PAF										-
180.10.05.60 – Wetlands Only PAF										-
180.10.05.65 – Section 404 Compliance										-
180.10.05.70 – Mitigation Measures										-
180.10.10 – Public Dist of FED, Resp to Comments										-
180.10.99 – Other FED Products										-
180.15.05 – ROD (NEPA)										-
180.15.10 – NOD (CEQA)										-
180.15.20 – Environmental Commitments Record	6									6
180.15.99 – Other Completed ED Products										-
180.20 – NEPA Delegation	5		9							14
Total PR & FED	25	80	9	-	-	2	-	-	-	116
<b>Base Maps and Plan Sheets during PS&amp;E Development</b>										
185.05.05 – Project Concept Review										-
185.05.10 – Updated Project Information				4						4
185.05.99 – Other Updated Project Info Products						2				2
185.15 – Perform Preliminary Design										-
Total Base Maps and Plan Sheets during PS&E	-	-	-	4	-	2	-	-	-	6
<b>Right of Way Property Management and Excess Land</b>										
195.40.20 – Property Maint. & Rehab (Rentable)										-
195.40.25 – Prop. Maint. & Rehab (Non-Rentable)										-

EA: 03-2F330

Description: BUT 99 Pavement Rehabilitation

WBS Task Activity Code	Senior/Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	Noise/Air	Sup Svcs	Const. Liaison	Total
<b>Assigned Unit</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>349</b>	<b>183</b>	<b>349</b>	<b>349</b>	<b>183</b>	<b>183</b>	
195.40.30 – HW & Hazardous Materials										-
195.40.35 – Transfer of Prop to Clearance Status										-
195.40.99 – Other Property Mgmt Products										-
195.45.05 – Excess Lands Inventory										-
195.45.20 – Property Disposal up to \$15K										-
195.45.25 – Property Disposal from \$15K to \$500K										-
195.45.30 – Property Disposal over \$500K										-
195.45.99 – Other Excess Land Products										-
Total Base RW Property Mgmt and Excess Land	-	-	-	-	-	-	-	-	-	-
<b>Utility Coordination</b>										
200.15 – Approved Utility Relocation Plan			4							4
200.20 – Utility Relocation Package										-
Total Utility Coordination	-	-	4	-	-	-	-	-	-	4
<b>Permits, Agreements &amp; Route Adoptions during PS&amp;E Component - Task Management Activities</b>										
205.05 – Required Permits										-
205.10.05 – USACE Permit (404)										-
205.10.10 – US Forest Service Permit(s)										-
205.10.15 – US Coast Guard Permit										-
205.10.20 – DFG 1600 Agreement(s)										-
205.10.25 – Coastal Zone Development Permit										-
205.10.30 – Local Agency Concurrence/Permit										-
205.10.40 – Waste Discharge (NPDES) Permit(s)										-
205.10.45 – USFWS Approval										-
205.10.50 – RWQCB 401 Permit										-
205.10.60 – Updated ECR	4									4
205.10.95 – Other Permits										-
205.20.05 – Draft Freeway Agreement										-
205.20.10 – Draft Freeway Agreement Review										-
205.20.15 – Final Freeway Agreement										-
205.20.20 – Executed Freeway Agreement										-
205.25 – Agreement for Material Sites										-
205.40.99 – Other Route Adoption Products										-
205.45 – MOU from TERO										-
205.55 – NEPA Delegation										-
Total Agreements & Route Adoptions	4	-	-	-	-	-	-	-	-	4
<b>Right of Way Interests for Project Right of Way Certification</b>										
225.55.20 – Right of Way Clearance										-
Total RW Interests for Project RW Certification	-	-	-	-	-	-	-	-	-	-
<b>Draft PS&amp;E</b>										
230.05.45 – Noise Barrier Plans										-
230.05.65 – Water Pollution Control Plans										-
230.10.05 – Highway Planting Plans										-
230.10.15 – Plant List										-
230.30 – Draft Drainage Plans										-
230.35.10 – Highway Planting Specifications										-
230.35.35 – Water Pollution Control Specs										-
230.35.40 – Erosion Control Specifications										-
230.35.99 – Other Draft Specification Products				8						8
230.40.10 - Calc Hwy Planting Quantities & Est.										-
230.40.40 - Calc Erosion Ctrl Quantities & Est.										-
230.60.05 – Updated Storm Water Data Report										-
230.60.10 – Other PS&E Reviews & Update PR	4		4							8
230.99 – Other Draft PS&E Products										-
Total Draft PS&E	4	-	4	8	-	-	-	-	-	16
<b>Environmental Impact Mitigation and Hazardous Waste Clean-up - Task Management Activities</b>										
235.05.05 – Historical Structures Mitigation										-
235.05.10 – Archaeological & Cultural Mitigation										-
235.05.15 – Biological Mitigation										-
235.05.20 – Environmental Mitigation R/W Work										-
235.05.25 – Paleontology Mitigation										-
235.05.99 – Other Env. Mitigation Products										-
235.10.05 – Right or Permit for HW Site Inv.										-
235.10.10 – HW Sites Survey										-

EA: 03-2F330

Description: BUT 99 Pavement Rehabilitation

WBS Task Activity Code	Senior/Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	Noise/Air	Sup Svcs	Const. Liaison	Total
<b>Assigned Unit</b>	<b>183</b>	<b>183</b>	<b>183</b>	<b>349</b>	<b>183</b>	<b>349</b>	<b>349</b>	<b>183</b>	<b>183</b>	
235.10.15 – Detailed HW Site Investigation										-
235.15 – HW Management Plan										-
235.20 – HW PS&E										-
235.25 – HW Clean-up										-
235.30 – Certificate of Sufficiency				16						16
235.35 – Long Term Mitigation Monitoring										-
235.40 – Updated Environmental Commit. (ECR)	4									4
235.45 – NEPA Delegation										-
Total Env. Impact Mitigation & HW Clean-up	4	-	-	16	-	-	-	-	-	20
<b>Post Right of Way Certification Work</b>										
245.55.20 – Right of Way Clearance										-
Total Post RW Clearance Work	-	-	-	-	-	-	-	-	-	-
<b>Final District PS&amp;E Package</b>										
255.05 – Circ. & Rev. Draft Dist PS&E	8					2				10
255.10.10 - Update Highway Planting PS&E										
255.10.25 - Updated Technical Reports			7							7
255.15 – Environmental Reevaluation	8					2				10
255.20.05 – Rev. Plans for Drafting Stds. Comp										-
255.40 – Resident Engineer's Pending File	4									4
255.45 – NEPA Delegation	5									5
Total Final District PS&E Package	25	-	7	-	-	4	-	-	-	36
<b>Contract Bid Documents "Ready to List"</b>										
260.15.05 - Verify PS&E						2				2
260.75 - Env Cert at RTL	5		3							8
Total Contract Bid Documents "RTL"	5	-	3	-	-	-	-	-	-	8
<b>Construction Engineering and General Contract Administration</b>										
270.15.50 – Miscellaneous Stakes										-
270.20.05 – Resident Engineer File Review										-
270.20.10 – Proj. Plans, Spec. Prov. & Est. Rev.										-
270.20.45 – Cont. WPCP Review						2				2
270.20.50 – Technical Support		40		8					40	88
270.25.15 – Pre-Construction Meeting										-
270.30.10 – Inspection of Const. Work for Comp.										-
270.55 – Final Inspection & Acceptance Recom.										-
270.70 – Updated ECR										-
270.75 – Resource Agency Permit Ren. & Ext.										-
270.80 – Long Term Env Mit/Mont during Const										-
Total Const Engineering & Gen. Contract Admin.	-	40	-	8	-	2	-	-	40	90
<b>Construction Contract Change Orders</b>										
285.05.05 – Need for CCO Determination									8	8
285.10.15 – "Other" Functional Support										-
Total Construction CCOs	-	-	-	-	-	-	-	-	8	8
<b>Construction Contract Claims</b>										
290.35 – Technical Support									8	8
Total Construction Contract Claims	-	-	-	-	-	-	-	-	8	8
<b>Contract Acceptance, Final Construction Estimate and Final Report</b>										
295.35 – Certificate of Environmental Compliance	3								8	11
295.40 – Long Term Env Mit/Mont after CCA										-
Total Final Construction	3	-	-	-	-	-	-	-	8	11
<b>Total Project Hours</b>	<b>345</b>	<b>736</b>	<b>244</b>	<b>94</b>	<b>-</b>	<b>14</b>	<b>16</b>	<b>61</b>	<b>64</b>	<b>1,574</b>

03-But-99  
PM 30.1/T38.3  
EA. 03-2F330K  
20.10.201.120 Program  
March, 2011

**ATTACHMENT F**  
**MATERIAL**  
**RECOMMENDATION**

# Memorandum

*Flex your power!  
Be energy efficient!*

To: MS. SALAHUDDIN CHOWDHURY, PE  
Design Branch M2

Date: March 9, 2011

File: 03-BUT-99  
PM 30.1/T38.3  
03-2F330K  
03 0002 0612

Draft

From: JOSEPH F. PETERSON  
District Materials Engineer  
North Region – Materials Laboratory

Subject: **Structural Section Recommendation**

As requested in memorandum to Joseph Peterson dated February 22, 2011, a supplemental structural section recommendation has been made for the above referenced project. A rehabilitation of the existing pavement has been requested. The following assumptions have been made:

R-Value = 15 (Historical)  
TI = 10.5, 11, 11.5 and 12.0 (from Traffic Data)

## **STRUCTURAL SECTION RECOMMENDATIONS**

### **MAINLINE – Existing PCC, Number 1 lane**

Conduct a field review and locate areas of severe failure identified by shattered and loose PCC, slabs in three or more distinct pieces and/or corner breaks. Removal of the failed slabs should be done in a non-destructive manner and be replaced with Portland Cement Concrete. Slabs with differential settlement shall also have the CTB replaced with LCB or HMA. After all slab replacement is completed, all PCC pavements shall be diamond ground to ensure a smooth profile.

### **MAINLINE – Existing PCC, Number 2 lane**

Conduct a field review and locate areas of severe failure identified by shattered and loose PCC, slabs in three or more distinct pieces and/or corner breaks. Removal of the failed slabs should be done in a non-destructive manner and be replaced with Portland Cement Concrete. Slabs with differential settlement shall also have the CTB replaced with LCB

or HMA. After all slab replacement is completed, all PCC pavements shall be diamond ground to ensure a smooth profile.

For slab replacements greater than 100' in length, lane replacement strategy shall be required. Remove existing pavement to a depth of 1.80'. Place the following:

0.95' JPCP (w/dowels)  
0.35' LCB  
0.50' AB (Class 2)  
1.80' Total

Draft

NOTE: Dowels will be required in the new lane replacement. Tie bars will not be used. Do not dowel into existing pavement.

### **MAINLINE – Existing Asphalt Concrete Pavement**

Cold plane existing pavement a minimum of 0.10' to a maximum of 0.30'. Conduct a field review and locate areas of severe failure identified by loose and spalling pavement. Dig out, repair the identified areas, and seal all cracks wider than 0.25". Overlay existing pavement with the following:

0.10' RHMA-O  
0.20' RHMA-G  
0.30' Total

### **SHOULDERS – Abutting Existing PCC Pavement**

Cold plane existing pavement to a maximum of 0.20'. Place the following:

0.20' RHMA-G

### **MATERIALS SPECIFICATIONS**

Rubberized Hot Mix Asphalt –Type O (RHMA-O) - shall conform to section 39 of the Standard Specifications and the Special Provisions.

Rubberized Hot Mix Asphalt –Type G (RHMA-G) - shall conform to section 39 of the Standard Specifications and the Special Provisions.

Jointed Plain Concrete Pavement (JPCP) – Shall conform to section 40 of the Standard Specifications

Aggregate Base (AB) – Class 2 – shall conform to section 26 of the Standard Specifications.

Asphalt Binder – Asphalt binder used for RHMA shall be grade PG 64-16 and shall conform to sections 39 and 92 of the Standard Specifications.

Paint Binder – shall conform to sections 39, 92 and 94 of the Standard Specifications.

If you have any questions please contact Julia Rockenstein at (530) 741-5176 or myself at (530) 741-5378.

c: File

Draft

03-But-99  
PM 30.1/T38.3  
EA. 03-2F330K  
20.10.201.120 Program  
March, 2011

**ATTACHMENT G**  
**INITIAL SITE ASSESSMENT**  
**FOR HAZARDOUS WASTE**

**State of California Business, Transportation and Housing Agency**  
**Memorandum**

**To:** Tammy Massengale, Chief  
NR Office of Environmental Support

**Date:** March 1, 2011

**File:** 03-But-99  
PM 30.1/T38.3  
Highway  
Rehabilitation

**EA:** 03-2F330K  
**EFIS:** 0300020612

**From:** Jason Lee  
Office of Environmental Engineering Office – South (OEES)

**Subject: Initial Site Assessment (ISA)**

Per your request, the OEES performed an ISA for the above referenced project. The scope of work will rehabilitate pavement on State Route 99 in Butte County. Temporary Construction Easement will be required. Ground disturbance and vegetation removal will be occurred. Excess soil will be generated.

Based on the nature of the project and the fact that no work will be performed outside the existing r/w, the potential for hazardous waste exists with respect to the following:

1. Aerially Deposited Lead (ADL) exists within our r/w due to historical use of leaded gasoline. If the project proposes to generate excess soil, the project is required to include Non-Standard Special Provision (NSSP) 15-300 of ADL. Attached is the draft version of NSSP 15-300.
2. If yellow thermoplastic and/or paint striping is to be removed and/or hauled away with PCC wastes for this project, then SSP 14-001 Remove Traffic Stripe and Pavement Markings (Hazardous Waste) is required.
3. Treated Wood Waste (TWW) can occur as posts along metal beam guard railing (MBGR). These wood products are typically treated with preserving chemicals that may be hazardous and include but not limited to arsenic, chromium, copper, creosote, and pentachlorophenol. The Department of Toxics Substances Control (DTSC) requires that TWW either be disposed as a hazardous waste, or if not tested, the generator may presume that TWW is a hazardous waste. Use SSP 14-010. TWW shall be disposed in an approved TWW facility.

Thank you for your effort and time. If there are any significant changes to the proposed project, please contact OEES as soon as possible so the impact of the changes and further action, if any, can be assessed. If you have any questions, please call me at (530) 741-4494.

cc: File  
Salahuddin Chowdhury – Project Engineer

**DRAFT**

## **10-1. MATERIAL CONTAINING LEAD**

This work shall consist of handling material containing lead in conformance with the Standard Specifications and these special provisions. Material within the project limits is not a hazardous waste and does not require special disposal however, low levels of lead are present within the project limits.

Lead has been detected within the top **3 ft** of material in unpaved areas within the highway right of way. Levels of lead found within the project limits range from less than **50** to **560** mg/kg total lead with an average concentration of **50** mg/kg total lead, as analyzed by EPA Test Method 6010 or EPA Test Method 7000 series.

After the Contractor has completed handling materials containing lead, in conformance with the plans, Standard Specifications, and these special provisions, the Contractor shall have no responsibility for such materials in place and shall not be obligated for further cleanup, removal, or remedial actions for such materials.

Handling material containing lead shall be in conformance with rules and regulations including, but not limited to, those of the following agencies:

California Division of Occupational Safety and Health Administration (Cal-OSHA)  
California Central Regional Water Quality Control Board, Region **5 – Central Valley**

Full compensation for conforming to the requirements of this section, except for the Lead Compliance Plan, shall be considered as included in the prices paid for the various contract items of work involved and no additional compensation will be allowed therefor.

### **LEAD COMPLIANCE PLAN**

The Contractor shall prepare a project specific Lead Compliance Plan to prevent or minimize worker exposure to lead while handling material containing lead. Attention is directed to Title 8, California Code of Regulations, Section 1532.1, "Lead," for specific Cal-OSHA requirements when working with lead.

The Lead Compliance Plan shall contain the elements listed in Title 8, California Code of Regulations, Section 1532.1(e)(2)(B). Before submission to the Engineer, the Lead Compliance Plan shall be approved by an Industrial Hygienist certified in Comprehensive Practice by the American Board of Industrial Hygiene. The Plan shall be submitted to the Engineer at least 7 days prior to beginning work in areas containing lead.

Prior to performing work in areas containing lead, personnel who have no prior training, including State personnel, shall complete a safety training program provided by the Contractor, that meets the requirements of Title 8, California Code of Regulations, Section 1532.1, "Lead," and the Contractor's Lead Compliance Program.

Personal protective equipment, training, and washing facilities, required by the Contractor's Lead Compliance Plan shall be supplied to State personnel by the Contractor. The number of State personnel will be **3**.

The contract lump sum price paid for Lead Compliance Plan shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals and for doing all the work involved in preparing the Lead Compliance Plan, including paying the Certified Industrial Hygienist, and for providing personal protective equipment, training and medical surveillance, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

03-But-99  
PM 30.1/T38.3  
EA. 03-2F330K  
20.10.201.120 Program  
March, 2011

**ATTACHMENT H**  
**STROM WATER DATA**  
**REPORT**

**Short Form - Storm Water Data Report**



Dist-County-Route: 03-BUT-99  
 Post Mile Limits: 30.1/T38.3  
 Project Type: Roadway Rehabilitation



Project ID (or EA): 2F330K(0300020612)  
 Program Identification: 40.50.201.120  
 Phase:         PID  
                    PA/ED  
                    PS&E

Regional Water Quality Control Board(s): Central Valley

- |    |  |                              |  |
|----|--|------------------------------|--|
| 1. | Is the project required to consider incorporating Treatment BMPs?                                    | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 2. | Does the project disturb 5 or more acres of soil?  | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 3. | Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 4. | Does the project potentially create permanent water quality impacts?                                 | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 5. | Does the project require a notification of ADL reuse   | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

If the answer to any of the preceding questions is "Yes", prepare a Long Form – Storm Water Data Report.

Estimate Construction Start Date: 4/01/2014

**Construction Completion Date: 10/30/2014**

Separate Dewatering Permit (if yes, permit number)

Yes  Permit # \_\_\_\_\_ No

Erosivity Waiver

Yes  Date: \_\_\_\_\_ No

*This Short Form – Storm Water Data Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.*

  
 \_\_\_\_\_ 03/07/2011  
 Salahuddin Chowdhury, Registered Project Engineer Date  
 I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

[Stamp Required for PS&E only]

  
 \_\_\_\_\_ 3/7/11  
 Heath Hatheway, District/Regional SW Coordinator or Designee Date



## 1. Project Description

This is a pavement rehabilitation project (40.50.201.120) which proposes to rehabilitate pavement on State Route 99 (PM 30.1/T38.3) in Butte County in and near Chico from 0.5 mile south of Skyway OC (BR# 12-0167) to 0.10 mile north of Esplanade. Within the project limits, Hwy 99 is a 4-lane divided freeway (PM 30.1/T37.45) with on/off ramps and small portion of undivided conventional 2 lane highway (PM T37.45/T38.3) with flat terrain. The project proposes to rehabilitate PCC pavement and inside and outside AC shoulders including on/off ramps in both directions and overlay AC pavement. The county roads and private driveways will be overlaid as well to the State R/W line. All work will be done within roadway prism and State R/W. There is no structure work involved in this project.

Work to be performed will consist of following items:

- Replace failed PCC slabs (Assume 15% at #2 lane and 5% at #1 lane in both directions) and grinding all pavements from PM R30.32 to PM T37.45.
- From PM 30.1/R30.32 and PM T37.45/T38.3, cold plane existing RHMA-O and then placing 0.10-ft Rubberized Hot mix Asphalt -Type O (RHMA-O) over 0.20-ft RHMA (Type G) on both the lanes and the shoulders.
- Locate areas of severe failure identified by rutting greater than 0.5-in and/or loose and spalling pavement.
- Digout and repair the identified areas with RHMA-G, and seal all cracks (crack treatment) wider than 0.25-in.
- Place Shoulder Backing (imported material) on both shoulders.
- Spall repair, grout and seal random crack and joint seal etc.
- Replace approach slabs at structures.
- Reconstruction of existing MBGR and remove and replace new MBGR to meet current standard.
- Reconstruct portion of median barrier to meet current standards.
- Maintain standard/or existing vertical clearances at structures.
- Remove raised gore at ramps. Textured paving at gores are recommended.
- Roadway excavation (AC surfacing) of both inside and outside AC shoulders and ON and OFF ramps and replace with 0.25' RHMA-G.
- Conform at begin/end of project and on county roads at State R/W.
- Replace existing traffic loop detectors (Census loops) in the grind area.
- Remove existing AC dike and place new HMA dike.
- Upgrade/relocate overside/down drain facilities.
- Replace existing pavement delineation in kind which includes replacing thermoplastic traffic stripes, pavement markings and markers.

The project will not disturb any existing vegetation, change existing flow paths and volumes. The project will not change existing drainage profile/patterns, create new slopes, change runoff channels or drains. Therefore, this project does not have the potential to create water quality impacts.

All work will occur within the existing roadway prism and State right of way.

The scope of the project is defined as routine maintenance of existing highway facilities and exempt from the DSA calculation and excluded from coverage under the Construction General Permit (CGP). Therefore, this project does not require Risk level determination (RLD), Rain Event Action Plan (REAP), Storm Water Annual Report and Storm Water Sampling and Analysis.

Treatment BMPs are not required, in accordance with the attached Evaluation Documentation Form.

Portions of this project are within the Butte County Phase II MS4 Permit area.

## 2. Construction Site BMPs

Temporary Construction Site BMPs will be deployed under a contractor prepared WPCP. Additional items may be identified during the project design phase. All remaining water pollution control items will be included in the BEES Construction Site Management lump sum bid item. Construction site BMP cost has been estimated at \$250,000 using Option 1, Percentage of Total Project Cost Method as shown in appendix F of the PPDG. According to Table F-3 of PPDG, 1.25% of total construction cost (\$20 million) was used. Attachment of the completed Construction Site BMP Consideration form documents Construction Division Concurrence in accordance with current North Region directives.

## 3. Required Attachments<sup>1</sup>

- Vicinity Map/Title sheet
- Evaluation Documentation Form
- Construction Site BMP Consideration Form (required at PS&E only)

---

<sup>1</sup> Additional attachments may be required as applicable or directed by the District/Regional Design Storm Water Coordinator (e.g. BMP line item estimate, DPP, CS checklists, etc).

## Construction Site BMP Consideration Form

DATE: 03/07/11

Project ID (or EA): 2F330K ( 0300020612)

Project Evaluation Process for the Consideration of Construction Site BMPs

NO.	CRITERIA	YES ✓	NO ✓	SUPPLEMENTAL INFORMATION
1.	Will construction of the project result in areas of disturbed soil as defined by the Project Planning and Design Guide (PPDG)?		X	If Yes, Construction Site BMPs for Soil Stabilization (SS) will be required. Complete CS-1, Part 1. Continue to 2. If No, Continue to 3.
2.	Is there a potential for disturbed soil areas within the project to discharge to storm drain inlets, drainage ditches, areas outside the right-of-way, etc?		X	If Yes, Construction Site BMPs for Sediment Control (SC) will be required. Complete CS-1, Part 2. Continue to 3.
3.	Is there a potential for sediment or construction related materials and wastes to be tracked offsite and deposited on private or public paved roads by construction vehicles and equipment?	X		If Yes, Construction Site BMPs for Tracking Control (TC) will be required. Complete CS-1, Part 3. Continue to 4.
4.	Is there a potential for wind to transport soil and dust offsite during the period of construction?		X	If Yes, Construction Site BMPs for Wind Erosion Control (WE) will be required. Complete CS-1, Part 4. Continue to 5.
5.	Is dewatering anticipated or will construction activities occur within or adjacent to a live channel or stream?		X	If Yes, Construction Site BMPs for Non-Storm Water Management (NS) will be required. Complete CS-1, Part 5. Continue to 6.
6.	Will construction include saw-cutting, grinding, drilling, concrete or mortar mixing, hydro-demolition, blasting, sandblasting, painting, paving, or other activities that produce residues?	X		If Yes, Construction Site BMPs for Non-Storm Water Management (NS) will be required. Complete CS-1, Parts 5 & 6. Continue to 7.
7.	Are stockpiles of soil, construction related materials, and/or wastes anticipated?	X		If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Complete CS-1, Part 6. Continue to 8.
8.	Is there a potential for construction related materials and wastes to have direct contact with precipitation; stormwater run-on, or stormwater runoff; be dispersed by wind; be dumped and/or spilled into storm drain systems?	X		If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Complete CS-1, Part 6. Continue to 9.
9.	End of checklist.	X		Document for Project Files by completing this form, and attaching it to the SWDR.

*Selakshudelin chowdhury*

03/07/2011

PE to initialize after concurrence with Construction (PS&E only)

Date



## Evaluation Documentation Form

DATE: 03/07/11

Project ID (or EA): 2F330K (0300020612)

NO.	CRITERIA	YES ✓	NO ✓	SUPPLEMENTAL INFORMATION FOR EVALUATION
1.	Begin Project Evaluation regarding requirement for consideration of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Go to 2
2.	Is this an emergency project?		X	If <b>Yes</b> , go to 10. If <b>No</b> , continue to 3.
3.	Have TMDLs or other Pollution Control Requirements been established for surface waters within the project limits? Information provided in the water quality assessment or equivalent document.		X	If <b>Yes</b> , contact the District/Regional NPDES Coordinator to discuss the Department's obligations under the TMDL (if Applicable) or Pollution Control Requirements, go to 9 or 4.  _____ (Dist./Reg. SW Coordinator initials) If <b>No</b> , continue to 4.
4.	Is the project located within an area of a local MS4 Permittee?	X		If <b>Yes</b> . ( <i>Yuba county</i> ), go to 5. If <b>No</b> , document in SWDR go to 5.
5.	Is the project directly or indirectly discharging to surface waters?	X		If <b>Yes</b> , continue to 6. If <b>No</b> , go to 10.
6.	Is it a new facility or major reconstruction?		X	If <b>Yes</b> , continue to 8. If <b>No</b> , go to 7.
7.	Will there be a change in line/grade or hydraulic capacity?		X	If <b>Yes</b> , continue to 8. If <b>No</b> , go to 10.
8.	Does the project result in a <u>net increase of one acre or more of new impervious surface</u> ?			If <b>Yes</b> , continue to 9. If <b>No</b> , go to 10.  _____ (Net Increase New Impervious Surface)
9.	Project is required to consider approved Treatment BMPs.			See Sections 2.4 and either Section 5.5 or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E.
10.	Project is not required to consider Treatment BMPs. <i>AP</i> (Dist./Reg. Design SW Coord. Initials) <i>Julie</i> (Project Engineer Initials) <u>03/07/11</u> (Date)	X		Document for Project Files by completing this form, and attaching it to the SWDR.

1 See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs



INDEX OF PLANS

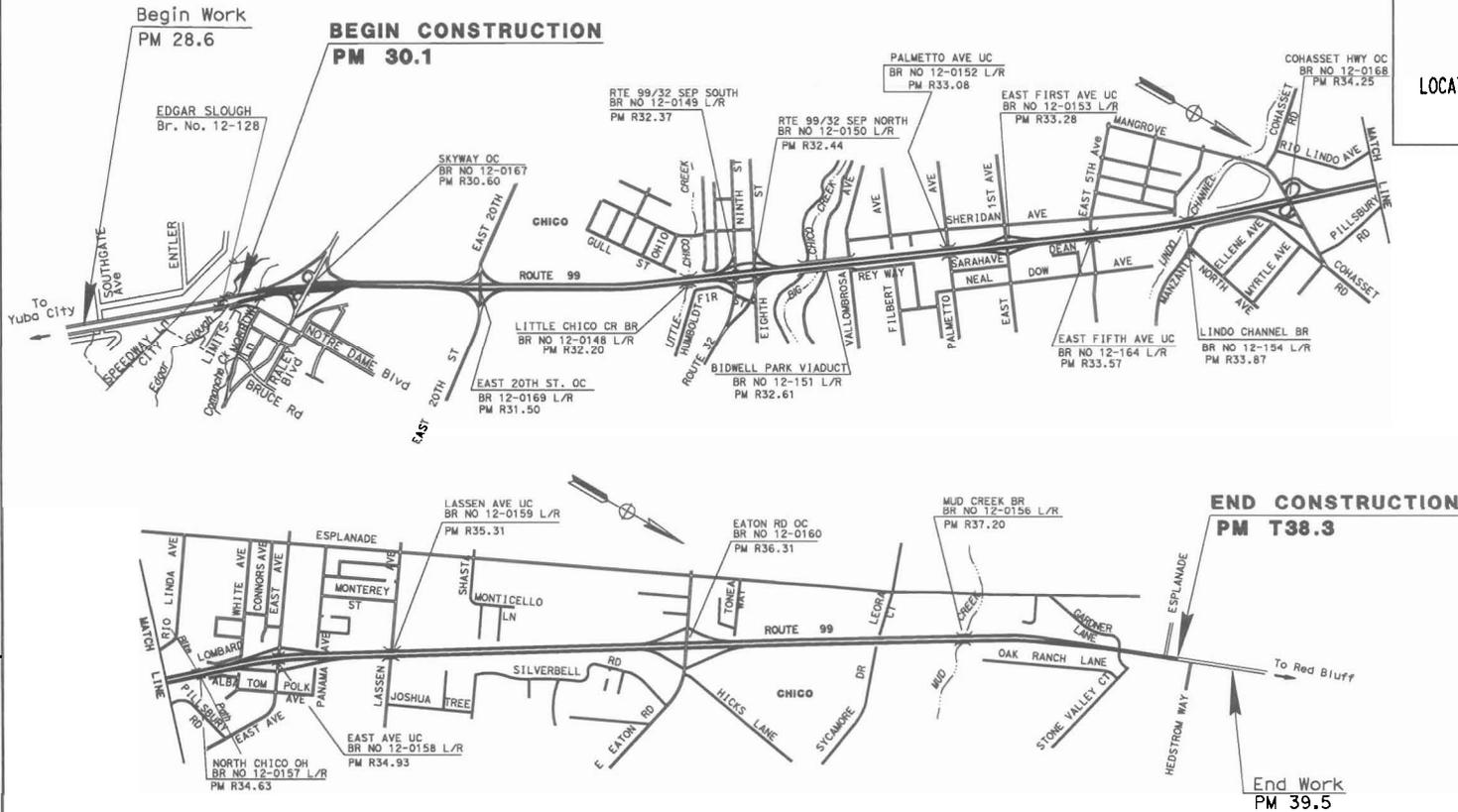
**STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
PROJECT PLANS FOR CONSTRUCTION ON  
STATE HIGHWAY**

**IN BUTTE COUNTY IN AND NEAR CHICO FROM 0.5 MILE  
SOUTH OF SKYWAY OC TO 0.10 MILE NORTH OF ESPLANADE**

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	But	99	30.1/T38.3	1	

**LOCATION MAP**



PROJECT MANAGER  
**ALL KIANI**

DESIGN ENGINEER  
**FERMIN BARRIGA**

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES)  
OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

BORDER LAST REVISED 7/2/2010 CALTRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/)

RELATIVE BORDER SCALE 0 1 2 3  
15 IN INCHES USERNAME => #132690  
DGN FILE => 327330k0601.dgn

UNIT 0305 PROJECT NUMBER & PHASE 0300020612K

PROJECT ENGINEER DATE  
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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



CONTRACT No. **03-2F330K**  
PROJECT ID **0300020612**

DATE PLOTTED => 07-FEB-2011  
TIME PLOTTED => 16:34

03-But-99  
PM 30.1/38.3  
EA. 03-2F330K  
20.10.201.120 Program  
March, 2011

**ATTACHMENT I**  
**RIGHT OF WAY DATA SHEET**

## Memorandum

*Flex your power!  
Be energy efficient!*

**To:** Fermin Barriga  
Chief, Design M2  
Department of Transportation, District 3  
  
Attention Salahuddin Chowdhury  
Project Engineer

**Date:** February 16, 2011  
**E.A.** 2F330K  
**PN:** 0300020612  
**File:** 03-BUT-99 PM 30.1/38.3

**From:** JENNIFER LOWDEN, *RLW*  
Senior Right of Way Agent  
Project Coordination  
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 February 10, 2011

Right of Way requests a minimum of 3 months lead time in or to process the certification in a timely manner.

**Attachments:**

Right of Way Data Sheet  
Resource Hrs. Request

cc. Ali Kiani

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



**Date:** February 16, 2011  
**E.A.:** 2F330K  
**PN:** 0300020612  
**File:** 03-BUT-99 PM 30.1/38.3

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

	<u>Current Value Future Use</u>	<u>Escalation Rate</u>	<u>Escalated Value</u>
A. Total Acquisition Cost	\$0		\$0
B. Mitigation acquisition & credits	\$0		\$0
C. Project Development Permit Fees	\$20,000	5%	\$23,386
<b>Subtotal</b>	<u>\$20,000</u>		<u>\$23,386</u>
D. Utility Relocation (State Share) (Owner's share: _____ \$0 )	\$32,000	5%	\$37,417
E. Relocation Assistance (RAP)	\$0		\$0
F. Clearance/Demolition	\$0		\$0
G. Title & Escrow	\$0		\$0
H. Total Estimated Right of Way Cost	<u>\$52,000</u>	<b>Rounded</b>	<u><b>\$60,800</b></u>
I. Construction Contract Work	<u>\$0</u>		

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

May 1, 2014

**3. Parcel Data:**

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

All work will be within the existing Right of Way.

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

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

7. Is there an effect on assessed valuation?

No X

Yes \_\_\_\_\_ Not Significant \_\_\_\_\_

8. Are utility facilities or rights of way affected?

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

According to the P.E. there are No utility conflicts in connection with this project. Potholing money has been requested.

9. Are railroad facilities or rights of way affected?

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

No railroad facilities will be affected by this project.

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

Yes \_\_\_\_\_ None Evident X

11. Are RAP displacements required?

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

No. of single family

No. of business/nonprofit

No. of multi-family

No. of farms

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

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

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

13. Are there potential relinquishments and/or abandonments?

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

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

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

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

Right of Way requests a minimum of 3 months lead time in or to process the certificaion in a timely manner.

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

---

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

17. Assumptions and Limiting Conditions:

- 17.1 The mapping did not provide sufficient detail to determine the limits of the right of way required.
- 17.2 The transportation facilities have not been sufficiently designed so our estimator could determine the damages to any of the remainder parcels affected by the project.
- 17.3 Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the early design requirements.
- 17.4 This project is on the accelerated PID list.
- 17.5 We have estimated permits for 4 rivers/creeks shown on the title map.

Evaluation Prepared By:

Right of Way:  Kelly J Kilpatrick  Date  2/16/11   
Kelly J Kilpatrick

Reviewed By:

RW Planning & Management:  Rich Covey  Date  2/16/11   
Rich Covey

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.

Jennifer Lowden

JENNIFER LOWDEN,  For   
Senior Right of Way Agent  
Project Coordination  
Marysville

2/16/11   
Date

03-But-99  
PM 30.1/T38.3  
EA. 03-2F330K  
20.10.201.120 Program  
March, 2011

**ATTACHMENT J**  
**TRAFFIC MANAGEMENT**  
**PLAN DATA SHEET**

## Memorandum

*Flex your power!  
Be energy efficient!*

**To:** Salahuddin Chowdhury, P.E.  
Marysville Design M2

**Date:** March 7, 2011

**File:** 03-2F330K  
But-99 PM 30.1/T38.3  
Pavement Rehab

**From:** NHAN VU  
TMP Coordinator  
Transportation Management Planning

**Subject:** Transportation Management Plan (TMP) Data Sheet

### Background

- This pavement rehab project proposes to rehabilitate pavement on State Route 99 (PM 30.1/T38.3) in Butte County in and near Chico from 0.5 mile South of Skyway Over-Crossing to 0.1 mile north of Esplanade. Within the project limits, Highway 99 is a 4-lane divided freeway (PM 30.1/T37.6) with on/off ramps and small portion of undivided conventional 2-lane highway (PM T37.6/T38.3) with flat terrain. The project proposes to rehabilitate PCC pavement and AC shoulders (PM 30.1/T37.3) including on/off ramps, AC pavement and structures to restore ride quality and bring roadway up to current standard. The county roads and private driveways will be overlaid as well to State R/W line. All work will be done within roadway prism and State R/W.

### Recommendations

- Due to heavy traffic volume on But 99 at PM 30.1/T38.3, lane closure will be limited to night time hours only.
- Ramp closure may be allowed during lane closure
- Closing an adjacent lane will be required for public safety when working on the gore areas, shoulders and conforming at the ramps.
- Flaggers will be required.
- When closures occur within 200 feet of an intersection, flaggers shall be deployed to control all legs of the intersection.
- Access to driveways and cross streets must be maintained during construction, in accordance with traffic control standard plans or traffic handling plans
- Pedestrian and bicycle access must be maintained during construction. Additional signs will be required to detour pedestrians and bicycle traffic.
- Portable changeable message signs (PCMS) will be required in direction of traffic during construction for each lane or shoulder closure.
- Lane closure charts will have to be developed prior to P&E.

### **Cost**

For estimating purposes, use \$2,500 per traffic control day to estimate the costs that are required for the Traffic Management Plan (TMP) items. These items include Traffic Control System, Portable changeable Message Signs, Maintain Traffic, and TMP Public Information

COZEEP is estimated at \$1,000 per working day and \$2,000 per working night whenever CHP involvement is needed during construction. COZEEP estimate should include 2 officers per vehicle when performing night work.

If there is a change in the scope of the project or the order of work (schedule), please advise the TMP unit, as this may affect the TMP estimate.

### **P & E Requirement**

To complete a TMP for this project, please provide the following to the Office of Traffic Management Planning at least three months prior to P&E: project description, title sheet, typical cross sections, layout sheets, construction cost estimates, number of working days, number of traffic control days, project schedule, and a contact person.

### **Needed Resources**

TMP office will need the following resources to complete our work:

Activity 160	100 hours
Activity 230	400 hours
Activity 255	80 hours
Activity 265	30 hours
Activity 270	80 hours
Activity 285	20 hours

### **Attachments**

TMP Checklist

## D-3 TRANSPORTATION MANAGEMENT PLAN CHECKLIST

District / EA: 03-2F330K  
 Date Prepared: March 7, 2011  
 Prepared By: NHAN VU

Co.Rte.-PM. But 99 PM 30.1 / T38.3  
 Location Butte County

Stage of Project (X box)  PID  PSR  PR  PS&E

Description: Pavement Rehab

REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No.	COMMENTS	UNIT COST	REQUIRED IN SPEC.
----------	-------------	----------------	------------------	----------	--------------	----------------------

**1.0 Public Information Strategies**

- 1.1 Brochures and Mailers
- 1.2 Media Releases (& minority media sources)
- 1.3 Paid Advertising
- 1.4 Public Information Center
- 1.5 Public Meetings/Speakers Bureau
- 1.6 Project Telephone Hotline
- 1.7 Internet, E-Mail
- 1.8 Local cable TV and News
- 1.9 Notification to Impacted groups  
(i.e. bicycle users, pedestrians with disabilities, others)
- 1.10 Project Web Page
- 1.11 Caltrans Public Information Office
- 1.12 Consultant Public Information Office
- 1.13 Other items

<input checked="" type="checkbox"/>				Butte County limit		
	<input checked="" type="checkbox"/>					
	<input checked="" type="checkbox"/>					
	<input checked="" type="checkbox"/>		066063			
	<input checked="" type="checkbox"/>					
	<input checked="" type="checkbox"/>					
	<input checked="" type="checkbox"/>			City Transportation Department		
		<input checked="" type="checkbox"/>				
<input checked="" type="checkbox"/>			066063			
		<input checked="" type="checkbox"/>				
		<input checked="" type="checkbox"/>				

**2.0 Traveler Information Strategies**

- 2.1 Changeable Message Signs (permanent)
- 2.2 Changeable Message Signs (portable)
- 2.3 Special Construction Signs
- 2.4 Traveler Information Systems (CHIN/Internet)
- 2.5 Highway Advisory Radio "HAR" (fixed or mobile)
- 2.6 Radar Speed Sign
- 2.7 Traffic Management Team
- 2.8 Revised Transit Schedules/ Maps
- 2.9 Bicycle community information
- 2.10 Other item

		<input checked="" type="checkbox"/>				
<input checked="" type="checkbox"/>			128650			<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		120690			
		<input checked="" type="checkbox"/>	861985			
		<input checked="" type="checkbox"/>	860520			
		<input checked="" type="checkbox"/>	066064			
		<input checked="" type="checkbox"/>				
		<input checked="" type="checkbox"/>				
		<input checked="" type="checkbox"/>				
		<input checked="" type="checkbox"/>				

**3.0 Incident Management**

- 3.1 COZEEP
- 3.2 Freeway Service Patrol (tow truck service patrol)
- 3.3 Traffic Surveillance Stations (loops or CCTV)
- 3.4 Transportation Management Center
- 3.5 Traffic Control Inspector (Caltrans)
- 3.6 Traffic Management Team
- 3.7 On-site Traffic Advisor (contractor)
- 3.8 Other Items

<input checked="" type="checkbox"/>			066062			
		<input checked="" type="checkbox"/>	066065			
		<input checked="" type="checkbox"/>	066876			
		<input checked="" type="checkbox"/>				
	<input checked="" type="checkbox"/>					
		<input checked="" type="checkbox"/>				
		<input checked="" type="checkbox"/>				

**4.0 Construction Strategies**

- 4.1 Delay damage clause
- 4.2 Night work
- 4.3 Weekend Work
- 4.4 Extended Weekend Closures
- 4.5 Planned Lane Closures
- 4.6 Planned Ramp/Connector Closures
- 4.7 Total Facility Closure
- 4.8 Project Phasing
- 4.9 Truck Traffic Restrictions
- 4.10 Reduced Lane Widths

	<input checked="" type="checkbox"/>					
	<input checked="" type="checkbox"/>					
	<input checked="" type="checkbox"/>					
		<input checked="" type="checkbox"/>				
<input checked="" type="checkbox"/>				Per Lane Closure Charts		<input checked="" type="checkbox"/>
		<input checked="" type="checkbox"/>				
		<input checked="" type="checkbox"/>				
		<input checked="" type="checkbox"/>				
		<input checked="" type="checkbox"/>				

**4.0 Construction Strategies (Continued)**

- 4.11 Temporary K-Rail
- 4.12 Temporary Traffic Screens
- 4.13 Reduced Speed Zones
- 4.14 Traffic Control Improvements
- 4.15 Contingency Plans
  - 4.15.1 Material Plant on standby
  - 4.15.2 Extra Critical Equipment on site
  - 4.15.3 Material Testing Plan
  - 4.15.4 Alternate Material on site  
(In case of failure or major delays)
  - 4.15.5 Emergency Detour Plan
  - 4.15.6 Emergency Notification Plan
  - 4.15.7 Weather Conditions Plan
  - 4.15.8 Delay Timing and Documentation Plan
  - 4.15.9 Late Closure Reopening Notification
- 4.16 Signal timing modification
- 4.17 Coordination with adjacent construction
- 4.18 Double Fine Zone (signs)
- 4.19 Right of Way Delay
- 4.20 Other Items

REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No.	COMMENTS	UNIT COST	REQUIRED IN SPEC.
	X		129000			
		X	129150			
		X				
		X				
X						X
		X				
		X				
		X				
		X				
	X					
	X					
		X				
		X				
	X					
X						X
	X					
		X	066022			
		X				

**5.0 Demand Management**

- 5.1 HOV Lanes/Ramps
- 5.2 Ramp metering
- 5.3 Park-and-Ride Lots
- 5.4 Parking Management/Pricing
- 5.5 Rideshare Incentives
- 5.6 Rideshare Marketing
- 5.7 Transit, Train, or Light-Rail Incentives
- 5.8 Transit Service Modification
- 5.9 Variable Work Hours
- 5.10 Telecommute
- 5.11 Other Items

		X				
		X				
		X				
		X				
		X				
		X	066069			
		X	066066			
		X				
		X				
		X				

**6.0 Alternate Route Strategies**

- 6.1 Ramp Closures
- 6.2 Street Improvements
- 6.3 Reversible Lanes
- 6.4 Temporary Lanes or Shoulders Use
- 6.5 Freeway to freeway connector closures
- 6.6 Encroachment Permit from City/County

		X				
		X				
		X				
		X				
		X				
		X				

**7.0 Other Strategies**

- 7.1 Application of new technology
- 7.2 Other Items

		X				
		X				

Comments:

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03-But-99  
PM 30.1/T38.3  
EA. 03-2F330K  
20.10.201.120 Program  
March, 2011

**ATTACHMENT K**  
**PROGRAMMING SHEET**

**PROGRAMMING SHEET - 2010/2011**

EA: 03-2F330  
 Proj Name: No Nick

Project Manager: Ali Kiani  
 Co-Rte-PM: BUT-099- 030.1/T038.3

Date: 04/04/2011  
 Type: SHOPP

**PROJECT SCHEDULE**

MILESTONE		DATE (STATUS)
Begin Environmental Document	M020	04/01/2011 (T)
Begin Project Report	M040	04/01/2011 (T)
Circulate Environmental Document (DED)	M120	08/01/2012 (T)
Project Approval & Environmental Document (PA&ED)	M200	12/01/2012 (T)
District Submits Bridge Site Data to Structures	M221	
Right of Way Maps	M224	02/01/2013 (T)
Regular Right of Way	M225	05/01/2013 (T)
District Plans, Specifications & Estimates to DOE	M377	12/01/2013 (T)
Draft Structures Plans, Specifications & Estimates	M378	
District Plans, Specifications & Estimates (PS&E)	M380	03/01/2014 (T)
Right of Way Certification	M410	05/01/2014 (T)
Ready to List (RTL)	M460	06/01/2014 (T)
Headquarters Advertise (HQ AD)	M480	08/15/2014 (T)
Approve Construction Contract	M500	11/15/2014 (T)
Contract Acceptance (CCA)	M600	11/15/2016 (T)
End Project	M800	11/15/2018 (T)

ESTIMATE	DATE	AMOUNT
ROADWAY	03/22/11	\$ 20300
BRIDGE		\$ 0
Subtotal Const		\$ 20300
RIGHT OF WAY	02/16/11	\$ 61
MITIGATION		\$ 0
Subtotal RW		\$ 61
GRAND TOTAL		\$ 20361

EXISTING PROGRAMMING	
PAED	\$
PS&E	\$
RW - Sup	\$
RW - Cap	\$
Const - Sup	\$
Const - Cap	\$

\*Does not apply to RW Capital + Not Escalated ++ Only Escalated to 1 year into Future

**PROJECT COSTS BY SB45 CATEGORY**

CAPITAL COST ESTIMATE (Escalation Factor)	Prior Yrs+	10/11+	11/12 (3.5%)	12/13 (3.5%)	13/14 (3.5%)	14/15 (3.5%)	Future++ (3.5%)	Total	
Right of Way					61			\$ 61	
Construction					22506			\$ 22,507	
<b>CAPITAL COSTS TOTAL</b>								\$ 22,568	
SUPPORT COSTS (Escalation Factor)			(1.5%)	(1.5%)	(1.5%)	(1.5%)	(1.5%)		Sup/Cap
PAED		207	871	280				\$ 1,358	6.02%
PS&E				1071	726	99	11	\$ 1,907	8.45%
Right of Way				122	106	41	133	\$ 403	1.78%
Construction						573	1559	\$ 2,132	9.45%
<b>SUPPORT COSTS TOTAL</b>								\$ 5,800	25.70%
<b>TOTAL PROJECT COSTS</b>								\$ 28,368	

**PROJECT SUPPORT IN PYS**

	Prior Yrs	10/11	11/12	12/13	13/14	14/15	Future	Total	PY %
Environmental	0.00	0.35	1.40	1.10	0.46	0.27	0.86	4.44	12.04%
Design	0.00	0.37	1.51	2.95	1.59	0.25	0.53	7.20	19.52%
Engineering Services	0.00	0.11	0.44	1.31	0.84	0.20	0.38	3.28	8.89%
Surveys	0.00	0.11	0.43	1.78	0.45	0.38	1.06	4.21	11.41%
Right of Way	0.00	0.00	0.01	0.15	0.02	0.01	0.03	0.22	0.60%
Traffic	0.00	0.21	0.86	0.78	0.51	0.54	0.97	3.87	10.49%
Construction	0.00	0.06	0.24	0.36	0.08	1.34	3.44	5.52	14.96%
Project Management	0.00	0.06	0.37	0.31	0.27	0.12	0.11	1.24	3.36%
District Units*	0.00	0.16	0.66	0.34	0.15	0.22	0.48	2.01	5.45%
<b>Subtotal Dist/Region Resources</b>	0.00	1.43	5.92	9.08	4.37	3.33	7.86	31.99	86.72%
59-DES Project Development	0.00	0.01	0.06	0.23	0.21	0.59	1.59	2.69	7.29%
59-DES Structures Foundation	0.00	0.00	0.00	0.00	0.00	0.12	0.45	0.57	1.55%
59-Office Engineer	0.00	0.00	0.00	0.00	0.32	0.09	0.00	0.41	1.11%
59-DES Project Management	0.00	0.00	0.01	0.03	0.05	0.02	0.01	0.12	0.33%
59-DES Construction	0.00	0.00	0.00	0.07	0.10	0.22	0.72	1.11	3.01%
59-DES Other Units**	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
<b>Subtotal DES Resources</b>	0.00	0.01	0.07	0.33	0.68	1.04	2.77	4.90	13.28%
<b>TOTAL PYS</b>	<b>0.00</b>	<b>1.44</b>	<b>5.99</b>	<b>9.41</b>	<b>5.05</b>	<b>4.37</b>	<b>10.63</b>	<b>36.89</b>	

\*Admin, Plng, Maintenance

\*\*DES Admin, DES Plng, DES Maintenance

HRS/PYS = 1758

Comments:

03-But-99  
PM 30.1/T38.3  
EA. 03-2F330K  
20.10.201.120 Program  
March, 2011

**ATTACHMENT L**  
**TASAS TABLE B**

*California Department of Transportation*

**OTM22131**

*Table B Accident Records*

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of the reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

*California Department of Transportation*

**OTM22131**

*Table B Accident Records*

**Report Parameters:**

REPORT DATE: 02/10/2011  
REFERENCE DATE: 02/10/2011  
SUBMITTOR: T3TNGUYE  
REPORT TITLE: But 99  
EVENT ID: 3127166

**Total Accidents Retrieved**

**272**

Table B Accident Records

REQUEST- & LINE	ARS	P P	POST MILE	P S	F T	R L	O H	A Y	DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	P C	ENVIR COND F W L S	R W	T O	NO MTR VEH	P T	D I	V H	S I	PERSON K I	O L P C	O L S O C	O L S O C	O L S O C	O A F 12	M O V	S D P 12		
1 34	03 BUT 099		030.100	H	-	S	4		06-25-08	1105	924113887	6	F A A	H	D	B	03	A	S	1	C	00	00	---	---	---	N<	J	A<	
																		A	S	1	C	00	00	V3D	---	---	---	N<	B	A<
																		A	S	1	C	00	00	V2F	---	---	---	N<	B	A<
1 34	03 BUT 099	R	030.420	H	-	N	7		02-16-08	1821	510204058	6	A D A	H	D	G	01	U	W	-	C	00	01	V2-	---	---	---	<<	4	B<
																		A	N	1	C	00	00	V1D	---	---	---	N<	B	A<
1 34	03 BUT 099	R	030.440	H	-	S	5		06-12-08	1230	924113887	5	A A A	H	D	C	02	A	S	1	C	00	00	V2F	---	---	---	H<	B	A<
																		A	S	1	C	00	00	V1F	---	---	---	H<	H	A<
1 34	03 BUT 099	R	030.510	H	-	S	5		08-07-08	0944	924115266	6	A A A	H	D	C	02	A	S	1	C	00	00	V2F	---	---	---	N<	B	A<
																		A	N	1	C	00	01	V1A	---	---	---	N<	Q	A<
1 34	03 BUT 099	R	030.540	H	-	N	5		12-31-09	2045	924119043	C	B D B	H	D	<	01	D	N	1	C	00	05	23H	44H	---	---	N<	B	A<
1 34	03 BUT 099	R	030.590	H	-	S	6		09-14-07	0825	924113661	6	A A A	H	A	B	02	A	S	1	C	00	01	V2D	29B	44B	---	N<	J	A<
																		A	S	1	C	00	01	V1F	---	---	---	N<	B	A<
1 34	03 BUT 099	R	030.600	H	-	S	4		07-22-09	1400	924116246	6	A A A	H	A	E	01	G	S	1	C	00	00	04D	---	---	---	N<	B	A<
1 34	03 BUT 099	R	030.680	H	-	N	5		06-12-08	0743	924112419	6	A A A	H	D	E	02	D	N	1	C	00	00	---	---	---	---	N<	B	A<
																		A	N	1	C	00	01	16B	---	---	---	N<	B	A<
																		O	<	1	<	00	00	---	99D	---	---	<<	R	<<
1 34	03 BUT 099	R	030.810	H	-	N	1		10-25-09	1450	924116389	4	A A A	H	D	E	01	A	N	1	C	00	00	99B	22H	---	---	N<	R	A<
1 34	03 BUT 099	R	030.840	H	-	N	2		04-28-08	1715	924110099	1	A A A	H	D	C	02	D	N	1	C	00	00	V2F	---	---	---	5H	B	B<
																		A	N	1	C	00	00	V1F	---	---	---	H<	H	A<
1 34	03 BUT 099	R	030.880	H	-	N	6		09-28-07	0725	924116932	6	B A A	H	D	B	03	D	N	1	C	00	00	---	---	---	---	H<	J	G<
																		A	N	1	C	00	00	V3D	---	---	---	L<	B	A<
																		A	N	1	C	00	00	V2F	---	---	---	L<	B	A<
1 34	03 BUT 099	R	030.900	H	-	N	4		12-10-08	0927	924112419	5	A A A	H	D	C	02	A	N	1	C	00	00	V2D	---	---	---	I<	H	A<
																		A	N	1	C	00	00	V1D	---	---	---	I<	B	A<
1 34	03 BUT 099	R	031.000	H	-	N	4		01-09-08	1750	924113887	5	B C A	H	D	C	02	A	N	1	C	00	00	---	V2F	---	---	N<	B	A<
																		A	N	1	<	00	00	99B	V1F	---	---	N<	C	G<
1 34	03 BUT 099	R	031.020	H	-	S	2		05-05-08	1440	924112419	2	A A A	H	D	C	02	D	S	1	C	00	00	V2F	---	---	---	N<	H	A<
																		A	S	1	C	00	00	V1F	---	---	---	N<	B	A<
1 34	03 BUT 099	R	031.200	H	-	N	2		04-28-08	1148	924112419	5	A A A	D	A	C	04	A	N	1	C	00	00	---	V2D	---	---	G<	A	A<
																		A	N	1	C	00	00	---	V3D	V1D	---	G<	A	A<
																		A	N	1	C	00	00	V4D	16B	V2D	---	G<	A	A<
																		D	N	1	C	00	01	V3D	---	---	---	G<	B	A<
1 34	03 BUT 099	R	031.250	H	-	S	2		08-20-07	1035	924110748	C	A A A	H	D	E	01	A	S	1	C	00	00	16B	---	---	---	N<	B	A<
1 34	03 BUT 099	R	031.250	H	-	N	5		05-21-09	1714	924116932	5	A A A	H	D	C	02	D	N	1	C	00	00	V2C	15B	---	---	N<	B	A<
																		A	N	1	C	00	00	V1C	---	---	---	4<	B	A<
1 34	03 BUT 099	R	031.290	H	-	N	4		12-10-08	0836	924110099	5	A A A	H	D	C	02	A	N	1	C	00	00	99B	V2D	---	---	F<	B	A<
																		A	N	1	C	00	01	---	V1D	---	---	N<	A	A<
1 34	03 BUT 099	R	031.300	H	-	N	2		04-28-08	0925	924113210	5	A A A	D	A	C	03	D	N	1	C	00	00	V2D	---	---	---	G<	B	A<
																		A	N	1	C	00	00	V1D	V3D	---	---	G<	H	A<
																		A	N	1	C	00	00	---	V2D	---	---	G<	H	A<
1 34	03 BUT 099	R	031.300	H	-	S	1		01-11-09	1305	924113210	C	A A A	H	A	E	01	A	S	1	C	00	00	16B	---	---	---	N<	B	<F
1 34	03 BUT 099	R	031.330	H	-	N	2		08-13-07	1735	924115013	5	A A A	H	D	C	02	D	N	1	C	00	00	V2D	---	---	---	N<	B	A<
																		A	N	1	C	00	00	V1D	---	---	---	N<	B	A<
1 34	03 BUT 099	R	031.370	H	-	S	6		03-28-08	1115	924113661	5	B A A	H	A	C	02	A	S	1	C	00	00	V2F	---	---	---	FG	B	A<
																		A	S	1	C	00	01	V1F	---	---	---	N<	A	A<

Table B Accident Records

REQUEST- & LINE	ARS	P P	POST MILE	P F S	R T L	O A H	ISD DATE	TIME	COMMON ACCIDENT NUMBER	P ENVIR COND	R W L	T O C	NO MTR VEH	P D V S PERSON	O L I S O P C	O L S O C O C	O L S O C O C	O L S O C O C	O A F 12	M O V	S D P 12
1 34	03 BUT 099	R	031.390	H - N	7	03-17-07	1345	924112419	5 A A A H D B	03	A N 1 C 00 00	V2F	---	---	---	I < H	A < B	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	031.440	H - N	6	08-24-07	1445	924109691	5 A A A H D C	02	D N 1 < 00 00	V2D	16B	---	---	---	N < B	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	031.440	H - N	7	10-25-08	1743	924116389	6 A A A H D F	01	B N 1 C 00 00	44F	---	---	---	N < B	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	031.580	H - N	6	04-18-08	0358	924113887	4 A C A H D E	01	O < 1 < 00 00	---	99D	---	---	---	<< R	<< B	<< A	<< A	<< A
1 34	03 BUT 099	R	031.640	H - S	6	10-31-08	1100	924116513	5 B A B H D C	02	A S 1 C 00 00	V2F	---	---	---	N < B	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	031.690	H - N	3	03-27-07	1755	924116932	C A A A H D H	01	A S 1 C 00 00	V1F	---	---	---	N < H	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	031.700	H - N	2	06-09-08	1000	924113940	B A A A H D C	02	A N 1 C 00 00	99F	---	---	---	H < B	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	031.700	H - N	2	11-17-08	1720	924110099	5 A C A H D C	02	D N 1 C 00 00	V2F	---	---	---	N < B	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	031.710	H - S	2	07-14-08	0955	924112419	6 A A A H D B	03	D N 1 C 00 00	V1F	---	---	---	N < B	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	031.740	H - S	5	03-27-08	1427	924115013	4 A A A H D E	01	A S 1 C 00 00	99B	24H	28H	---	N < M	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	031.800	H - N	4	03-07-07	0600	924110748	4 A B A H D B	01	A S 1 C 00 00	16B	---	---	---	5 < C	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	031.870	H - S	4	04-16-08	1435	924111516	6 A A A D A B	02	G S 1 C 00 00	V2D	---	---	---	G < B	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	031.900	H - N	2	12-08-08	1715	924110568	5 A D A H D C	03	A S 1 C 00 00	V1F	---	---	---	G < J	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	031.900	H - N	4	10-07-09	1525	924116711	5 A A A H D C	02	A N 1 C 00 00	V2F	---	---	---	G < H	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	031.960	H - N	3	10-09-07	0721	924113940	4 A A A H D G	01	A N 1 C 00 00	V2D	---	---	---	N < H	A < G	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	031.990	H - S	6	12-07-07	1600	924117170	5 A A A H D C	02	D N 1 C 00 00	V1D	---	---	---	N < B	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	031.990	H - S	6	12-07-07	1600	924117170	5 A A A H D C	02	A S 1 C 00 00	V2H	---	---	---	N < 5	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	032.010	H - S	4	04-09-08	2100	924110099	4 A C A H D E	01	U S - C 00 01	V1-	---	---	---	N < 5	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	032.010	H - S	1	10-19-08	2135	924113304	4 A D A H D E	01	A S 1 C 00 00	V2F	---	---	---	N < B	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	032.010	H - S	1	10-19-08	2135	924113304	4 A D A H D E	01	A S 1 C 00 00	99B	24H	28H	27H	N < C	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	032.070	H - S	5	12-17-09	2200	924117170	4 A D A H D E	01	A S 1 C 00 01	16B	---	---	---	N < R	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	032.100	H - S	1	12-02-07	1315	924117114	5 A A A H D F	01	A S 1 C 00 00	44H	---	---	---	N < B	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	032.100	H - S	6	05-23-08	1341	924115013	4 B A A H D E	01	A S 1 C 00 02	16B	---	---	---	L < R	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	032.120	H - S	3	03-27-07	1730	924109781	4 A A A H D F	01	D S 1 C 00 00	44H	---	---	---	G < C	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	032.130	H - S	3	07-24-07	1640	924113210	6 A A A H D E	02	A S 1 C 00 00	16B	---	---	---	N < J	A < G	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	032.140	H - S	2	11-19-07	0715	924113210	6 B A B H D C	02	A S 1 C 00 00	V2D	---	---	---	N < B	A < G	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	032.140	H - S	2	11-19-07	0715	924113210	6 B A B H D C	02	A S 1 C 00 00	V1D	---	---	---	N < B	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	032.150	H - N	4	03-26-08	1315	924113210	C A A A H D E	01	A N 1 C 00 01	24H	28H	---	---	N < B	< F	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	032.180	H - S	5	01-25-07	0853	924111516	2 A A A H D B	02	A S 1 C 00 00	V2F	---	---	---	I < B	A < A	A < A	A < A	A < A	A < A
1 34	03 BUT 099	R	032.180	H - S	5	01-25-07	0853	924111516	2 A A A H D B	02	A S 1 C 00 00	V1D	---	---	---	I < H	A < A	A < A	A < A	A < A	A < A



Table B Accident Records

REQUEST- & LINE	ARS	P P	POST MILE	P S T L H Y	I S D ACCIDENT DATE	TIME HHMM	COMMON ACCIDENT NUMBER	P ENVIR COND	R T NO MTR	P D V S PERSON	O L O L O L O L O A M S D
					MM-DD-YY			F W L S C C C VEH		K I S O S O S O S O F O P	
										R I	P C O C O C O C O C 12 V 12
1 34	03 BUT 099	R	032.480	H - S 3	07-29-08	2220	924113304	4 A D A H D E	01	D S 1 C 00	01 06H --- --- --- KL C A <
1 34	03 BUT 099	R	032.510	H - N 6	12-04-09	1700	924116555	5 A B A H D C	02	A N 1 C 00	01 V2F --- --- --- N < B A <
										A N 1 C 00	02 V1F --- --- --- N < A A <
1 34	03 BUT 099	R	032.550	H - N 3	03-06-07	1825	924116932	5 A D A H D C	02	D N 1 C 00	00 V2F --- --- --- N < B A <
										A N 1 C 00	02 V1F --- --- --- N < H A <
1 34	03 BUT 099	R	032.550	H - N 1	05-13-07	1530	924112419	5 A A A H D C	02	A N 1 C 00	00 V2F --- --- --- N < H A <
										A N 1 C 00	00 V1F --- --- --- N < B A <
1 34	03 BUT 099	R	032.550	H - N 2	06-18-07	0747	924113210	5 A A A H D C	02	A N 1 C 00	01 V2F --- --- --- H < B A <
										A N 1 C 00	00 V1F --- --- --- H < H A <
1 34	03 BUT 099	R	032.550	H - N 3	07-03-07	0943	924113940	5 A A A H D C	02	A N 1 C 00	00 V2D --- --- --- N < B A <
										A N 1 C 00	00 V1D --- --- --- N < H A <
1 34	03 BUT 099	R	032.550	H - N 4	11-07-07	1850	924110568	5 A C A H A C	02	A N 1 C 00	00 V2F --- --- --- H < P A <
										D N 1 C 00	00 V1F --- --- --- H < P A <
1 34	03 BUT 099	R	032.550	H - N 5	09-04-08	1445	924116932	5 A A A H D C	02	G N 1 C 00	00 V2F --- --- --- N < B A <
										A N 1 C 00	00 V1F --- --- --- N < H A <
1 34	03 BUT 099	R	032.550	H - N 5	05-21-09	1705	924115013	5 A A A H D C	02	A N 1 C 00	00 V2E --- --- --- N < A A <
										D N 1 C 00	00 V1E --- --- --- N < B A <
1 34	03 BUT 099	R	032.550	H - N 4	08-19-09	1235	924113887	4 A A A H D E	02	A N 1 C 00	00 16B V2F --- --- --- N < B A <
										A N 1 C 00	00 --- V1F --- --- --- H < P A <
1 34	03 BUT 099	R	032.560	H - N 3	03-03-09	1940	924110099	6 B C B H D B	02	D N 1 C 00	00 V2F --- --- --- N < J G <
										D N 1 C 00	00 V1D --- --- --- N < B A <
1 34	03 BUT 099	R	032.570	H - N 6	09-21-07	1850	924116513	5 B A A H D C	02	A N 1 C 00	00 V2F --- --- --- H < B A <
										D N 1 C 00	01 V1F 07B --- --- --- H < H A <
1 34	03 BUT 099	R	032.570	H - N 3	07-29-08	1145	924112419	5 A A A H D C	02	A N 1 C 00	00 V2F 24H 28H --- --- --- H < H A <
										D N 1 C 00	00 V1F 24H 43H --- --- --- H < B A <
1 34	03 BUT 099	R	032.570	H - N 5	03-19-09	1420	924116711	5 A A A H D C	02	A N 1 C 00	00 V2D --- --- --- F < B A <
										A N 1 C 00	00 V1D --- --- --- N < H A <
1 34	03 BUT 099	R	032.580	H - N 3	08-11-09	1155	924114960	4 A < A H D B	02	A N 1 C 00	00 V2F --- --- --- N < B A <
										A N 1 B 00	00 V1F --- --- --- N < B A <
1 34	03 BUT 099	R	032.590	H - N 2	04-02-07	1457	924110099	5 A A A H D C	02	A N 1 C 00	02 V2F --- --- --- N < B A <
										A N 1 C 00	02 V1F 15H --- --- --- N < B A <
1 34	03 BUT 099	R	032.590	H - N 5	08-23-07	1345	924110099	5 A A A H D C	04	A N 1 C 00	00 V2F V4F --- --- --- N < B A <
										A E 1 C 00	01 V1F V3F --- --- --- N < H A <
										A N 1 C 00	01 --- V2F --- --- --- N < H A <
										I N 1 C 00	02 --- V1F --- --- --- HN B A <
1 34	03 BUT 099	R	032.590	H - N 2	08-27-07	1415	924109691	5 A A A H D C	04	A N 1 < 00	00 V2F --- --- --- H < B A <
										A N 1 < 00	00 V1F --- --- --- H < H A <
										A N 1 < 00	00 --- V2F V4F --- --- --- H < H A <
										A N 1 < 00	00 --- V3F --- --- --- H < H A <
1 34	03 BUT 099	R	032.590	H - N 3	01-22-08	0650	924114960	5 B C A H A C	02	A N 1 C 00	00 V2F --- --- --- H < B A <
										A N 1 C 00	01 V1F --- --- --- N < A A <
1 34	03 BUT 099	R	032.600	H - N 7	03-17-07	1315	924113661	5 A A A H A C	02	A N 1 C 00	00 V2F --- --- --- H < B A <
										A N 1 C 00	01 V1F --- --- --- H < H A <
1 34	03 BUT 099	R	032.600	H - N 4	04-18-07	1357	924109691	5 A A A H D C	04	A N 1 < 00	00 V2F V3F V4D --- --- --- H < P A <
										A N 1 < 00	00 V1F --- --- --- H < P A <
										D N 1 < 00	00 --- V1F --- --- --- H < P A <
										A N 1 < 00	00 --- V1D --- --- --- N < B A <

Table B Accident Records

REQUEST- & LINE	ARS	P P	POST MILE	P S	F T	R L	O H	A Y	DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	P F	ENVIR COND W L S	R C	T C	NO MTR VEH	P T	D I	V H	S I	PERSON K I	O L P	O L C	O L C	O L C	O L C	O A 12	M F V	S D 12					
1 34	03 BUT 099	R	032.600	H	-	N	2	07-09-07	1615	924109781	6	A A A	H D B	02	A N 1 C 00 00	V2F	---	---	---	HL	J	A	<	D N 1 C 00 00	V1D	01B	---	---	N	<	B	A	<	
1 34	03 BUT 099	R	032.600	H	-	N	7	11-10-07	1320	924113661	5	C A B	H A C	02	D N 1 C 00 00	V2F	---	---	---	H	<	B	A	<	A N 1 C 00 00	V1F	---	---	---	H	<	A	A	<
1 34	03 BUT 099	R	032.600	H	-	N	6	12-21-07	1555	924111516	2	A A A	H D C	03	A N 1 C 00 00	V2F	---	---	---	H	<	L	A	<	D N 1 C 00 00	V1F	V3F	---	---	H	<	H	A	<
1 34	03 BUT 099	R	032.600	H	-	N	2	02-16-09	1515	924110568	4	B A B	H D E	01	A N 1 C 00 00	16B	---	---	---	N	<	M	A	<	A N 1 C 00 00	V2F	V3F	---	---	H	<	H	A	<
1 34	03 BUT 099	R	032.610	H	-	N	7	02-24-07	1323	924113210	4	B A B	H D B	03	A N 1 C 00 01	V2F	01H	01B	---	N	<	B	A	<	A N 1 C 00 00	V1D	---	---	---	N	<	B	A	<
1 34	03 BUT 099	R	032.610	H	-	N	7	08-25-07	1410	924109691	5	A A A	H D B	02	D N 1 < 00 00	V2F	---	---	---	H	<	J	A	<	A N 1 < 00 00	V1D	---	---	---	N	<	B	A	<
1 34	03 BUT 099	R	032.610	H	-	S	7	07-12-08	1220	924112419	6	A A A	H D B	02	A S 1 C 00 01	V2D	24H	44H	---	N	<	J	A	<	A S 1 C 00 00	V1F	---	---	---	N	<	B	A	<
1 34	03 BUT 099	R	032.630	H	-	N	6	05-11-07	1515	924109691	5	A A A	H D C	02	A N 1 < 00 00	V2F	---	---	---	G	<	H	A	<	E N 1 < 00 00	V1F	---	---	---	G	<	H	A	<
1 34	03 BUT 099	R	032.650	H	-	N	3	01-30-07	1535	924109691	5	A A A	H D C	02	D N 1 < 00 00	V2D	---	---	---	G	<	B	A	<	A N 1 < 00 01	V1D	---	---	---	G	<	H	A	<
1 34	03 BUT 099	R	032.650	H	-	N	4	11-14-07	1724	924109691	5	A D A	H D C	04	D N 1 < 00 00	V2F	---	---	---	N	<	B	A	<	A N 1 < 00 02	V1F	V3F	---	---	N	<	A	A	<
1 34	03 BUT 099	R	032.650	H	-	N	4	11-14-07	1724	924109691	5	A D A	H D C	04	A N 1 < 00 00	---	V2F	V4F	---	N	<	A	A	<	A N 1 < 00 00	---	V3F	---	---	N	<	A	A	<
1 34	03 BUT 099	R	032.660	H	-	N	5	05-10-07	1330	924111516	1	A A A	H D B	03	A N 1 C 00 00	---	---	---	---	6	<	J	B	<	A N 1 C 00 00	V3D	---	---	---	N	<	B	A	<
1 34	03 BUT 099	R	032.660	H	-	S	2	03-03-08	0930	924114960	2	B A A	H D C	02	G N 1 C 00 00	V2F	---	---	---	N	<	B	A	<	A S 1 C 00 01	V2F	---	---	---	F	I	B	A	<
1 34	03 BUT 099	R	032.660	H	-	N	5	02-12-09	0110	924117170	4	C C B	H D E	01	A S 1 C 00 01	V1F	---	---	---	I	<	H	A	<	A N 1 C 00 00	15H	---	---	---	N	<	C	G	<
1 34	03 BUT 099	R	032.660	H	-	N	5	02-12-09	0113	924113304	5	C D B	C D D	02	A N 1 C 00 00	V2D	---	---	---	I	<	A	H	<	D N 1 C 00 02	V1D	---	---	---	I	<	H	A	<
1 34	03 BUT 099	R	032.660	H	-	N	5	07-09-09	1640	924116562	5	A A A	H D C	02	A N 1 C 00 00	V2D	---	---	---	N	<	B	A	<	D N 1 C 00 00	V1D	---	---	---	N	<	H	A	<
1 34	03 BUT 099	R	032.660	H	-	S	6	09-11-09	0718	924116562	2	A A A	H D C	02	A S 1 C 00 00	V2D	---	---	---	N	<	B	A	<	A S 1 C 00 00	V1D	---	---	---	N	<	B	A	<
1 34	03 BUT 099	R	032.690	H	-	S	5	01-25-07	0855	924112419	5	A A A	H D C	03	A S 1 C 00 00	---	V3F	---	---	I	<	H	A	<	A S 1 C 00 00	V3D	---	---	---	I	<	A	A	<
1 34	03 BUT 099	R	032.690	H	-	N	6	02-09-07	1838	924110099	5	B D B	H D E	01	D S 1 C 00 00	V2D	V1F	---	---	F	I	B	A	<	A N 1 C 00 00	01H	---	---	---	G	<	B	A	<
1 34	03 BUT 099	R	032.730	H	-	N	3	06-30-09	1719	924113210	5	A A A	H A C	02	A N 1 C 00 00	V2F	---	---	---	G	<	H	A	<	A N 1 C 00 00	V1F	---	---	---	G	<	H	A	<
1 34	03 BUT 099	R	032.740	H	-	N	5	02-05-09	1717	924115013	4	B B B	H D B	02	A N 1 C 00 01	V2D	01B	---	---	5	<	B	A	<	A N 1 C 00 00	V1F	---	---	---	N	<	B	A	<
1 34	03 BUT 099	R	032.740	H	-	N	6	02-20-09	1635	924115013	6	A A A	H D B	02	A N 1 C 00 00	V2D	---	---	---	N	<	B	A	<	A N 1 C 00 00	V1F	---	---	---	N	<	J	A	<
1 34	03 BUT 099	R	032.750	H	-	N	4	10-31-07	1750	924110568	5	A B A	H D C	02	A N 1 C 00 00	V2F	---	---	---	G	<	B	A	<	A N 1 C 00 02	V1F	---	---	---	G	<	A	A	<

Table B Accident Records

REQUEST- & LINE	ARS	P P	POST MILE	P F S	R T L	O H Y	D A	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	P C	ENVIR COND F W L S	R W C	T O C	NO MTR VEH	P T	D I H I R I	V S	PERSON K I S O P C	O L S O C	O L S O C	O L S O C	O L S O C	O A F 12	M V	S D P 12
1 34	03 BUT 099	R	032.760	H - N 6	04-20-07	1052	924113940	5 A A A H D C 02	A N 1 C 00 00 V2F	---	---	---	N<	B A<												
1 34	03 BUT 099	R	032.760	H - N 6	02-27-09	1513	924117114	5 A A A H D C 03	A N 1 C 00 00 V2F	---	---	---	N<	B A<												
1 34	03 BUT 099	R	032.760	H - N 7	07-11-09	2150	924115013	4 A D A H D E 01	A N 1 C 00 01 16B	---	---	---	M<	M A<												
1 34	03 BUT 099	R	032.770	H - N 4	09-05-07	1640	924116513	6 B A A H D B 02	A N 1 C 00 01 V2F	16B	---	---	N<	J A<												
1 34	03 BUT 099	R	032.800	H - N 5	08-21-08	0800	924114960	2 A A A H D C 03	D N 1 C 00 00 V1D	---	---	---	N<	B A<												
1 34	03 BUT 099	R	032.850	H - N 6	08-29-08	1500	924113661	5 A A A H A C 02	A N 1 C 00 00 V2F	---	---	---	N<	B A<												
1 34	03 BUT 099	R	032.850	H - S 3	11-03-09	1720	924115013	5 A C A H D C 02	A N 1 C 00 01 V1F	---	---	---	N<	A A<												
1 34	03 BUT 099	R	032.880	H - N 3	09-18-07	1719	924109691	5 A A A H D C 03	A S 1 C 00 01 V1F	---	---	---	N<	B A<												
1 34	03 BUT 099	R	032.880	H - N 2	01-28-08	0410	924113940	4 A D A H D E 01	D N 1 < 00 01 V2F	---	---	---	N<	B A<												
1 34	03 BUT 099	R	032.890	H - S 4	04-11-07	1500	924110099	5 B A A H D E 01	D N 1 < 00 00 V1F	V3F	---	---	N<	H A<												
1 34	03 BUT 099	R	032.920	H - N 3	09-18-07	1720	924116513	5 A A A H D C 02	A N 1 < 00 00 ---	V2F	---	---	N<	H A<												
1 34	03 BUT 099	R	032.920	H - N 2	08-25-08	1550	924111266	1 A A A H D C 02	A N 1 C 00 00 24H	27H	---	---	N<	B A<												
1 34	03 BUT 099	R	032.940	H - S 7	06-06-09	1625	924116711	4 A A A H D F 01	A S 1 C 00 01 24H	28H	---	---	4<	C A<												
1 34	03 BUT 099	R	032.980	H - N 1	11-01-09	2355	924112728	4 A C A H D E 01	A N 1 C 00 00 V2F	---	---	---	N<	B A<												
1 34	03 BUT 099	R	032.990	H - N 1	12-07-08	1730	924112419	5 B D A H D C 03	D N 1 C 00 00 V1F	---	---	---	N<	H A<												
1 34	03 BUT 099	R	033.030	H - S 1	09-06-09	1140	924117170	5 A A A H D C 02	A N 1 C 00 00 V3F	V1F	---	---	N<	H A<												
1 34	03 BUT 099	R	033.040	H - N 2	05-11-09	0020	924112728	1 B C A H D E 01	D N 1 C 00 00 V2F	---	---	---	N<	B A<												
1 34	03 BUT 099	R	033.070	H - N 2	08-13-07	1640	924110568	5 A A A H A C 02	A S 1 B 00 00 V2F	---	---	---	N<	B A<												
1 34	03 BUT 099	R	033.080	H - N 6	04-06-07	1150	924111516	2 A A A H D C 02	A S 1 B 00 00 V1F	---	---	---	N<	H A<												
1 34	03 BUT 099	R	033.080	H - S 2	09-24-07	1130	924114960	2 A A A H D C 03	A N 1 C 00 01 V2D	---	---	---	I<	B A<												
1 34	03 BUT 099	R	033.080	H - N 4	04-02-08	1805	924117170	5 A A A H D C 02	A N 1 C 00 00 V1D	01B	---	---	I<	H A<												
1 34	03 BUT 099	R	033.080	H - N 4	04-02-08	1805	924117170	5 A A A H D C 02	A S 1 C 00 00 V2F	---	---	---	H<	B A<												
1 34	03 BUT 099	R	033.090	H - N 4	09-24-08	1745	924113661	5 A A A H A C 02	A S 1 C 00 00 V1F	V3F	---	---	H<	A A<												
1 34	03 BUT 099	R	033.110	H - S 5	07-24-08	1545	924113210	6 A A A H A E 02	A S 1 C 00 00 ---	V2F	---	---	H<	A A<												
1 34	03 BUT 099	R	033.110	H - N 5	10-30-08	1430	924116513	5 B A A H D E 01	A N 1 C 00 01 V2F	---	---	---	N<	A A<												
1 34	03 BUT 099	R	033.110	H - N 5	10-30-08	1430	924116513	5 B A A H D E 01	D N 1 C 00 00 V1F	---	---	---	N<	B A<												
1 34	03 BUT 099	R	033.110	H - N 5	10-30-08	1430	924116513	5 B A A H D E 01	A S 1 C 00 00 ---	15B	---	---	N<	B A<												
1 34	03 BUT 099	R	033.110	H - N 5	10-30-08	1430	924116513	5 B A A H D E 01	G N 1 C 00 00 18H	---	---	---	N<	B A<												

Table B Accident Records

REQUEST- & LINE	ARS	P P	POST MILE	P F S	R T L	O A H Y	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	P C	ENVIR COND F W L S	R W C	T O C C	NO MTR VEH	P T	D I H I R I	V S	PERSON I K I S O P C	O L S O C	O L S O C	O L S O C	O L S O C	O A F 12	M O V	S D P 12
1 34	03 BUT 099	R	033.120	H - S	5	09-06-07	1355	924109691	5	A A A	H D C	02		A S 1 < 00 00	V2F	---	---	---	H < B A <						
														D S 1 < 00 00	V1F	---	---	---	H < A A <						
1 34	03 BUT 099	R	033.120	H - S	5	12-06-07	0745	924112419	5	C A B	H D C	03		D S 1 C 00 00	V2F	V2F	---	---	H < A A <						
														A S 1 C 00 00	V1F	V3F	V1F	---	H < B A <						
														A S 1 C 00 01	---	V2F	---	---	5 H B A <						
1 34	03 BUT 099	R	033.120	H - S	5	04-17-08	1755	924110099	5	A A A	H D C	02		A S 1 C 00 00	V2F	---	---	---	H < H A <						
														D S 1 C 00 00	V1F	---	---	---	H < H A <						
1 34	03 BUT 099	R	033.130	H - N	1	01-21-07	1257	924113210	6	A A A	H D E	02		G N 1 C 00 00	---	---	---	---	N < J A <						
														A N 1 C 00 00	16B	---	---	---	N < B A <						
1 34	03 BUT 099	R	033.130	H - N	4	06-06-07	0758	924116932	5	A A A	H D C	05		A N 1 C 00 00	V2F	---	---	---	N < B A <						
														D N 1 C 00 01	V1F	V3F	V4F	---	N < H A <						
														A N 1 C 00 00	---	V2F	---	---	N < A A <						
														D N 1 C 00 00	---	V2F	V5F	---	N < H A <						
														A N 1 C 00 00	---	V4F	---	---	N < H A <						
1 34	03 BUT 099	R	033.130	H - N	6	11-07-08	1516	924116932	5	A A A	H D C	02		A W 1 C 00 01	V2D	---	---	---	N < B A <						
														A N 1 B 00 02	V1D	---	---	---	N < A A <						
1 34	03 BUT 099	R	033.130	H - S	7	01-03-09	1405	924116562	5	A A A	H D C	02		A S 1 C 00 00	V2F	---	---	---	H < B A <						
														A S 1 C 00 00	V1F	---	---	---	H < H A <						
1 34	03 BUT 099	R	033.130	H - S	4	08-12-09	1610	924110099	5	A A A	H D C	02		D S 1 C 00 00	V2F	---	---	---	H < B A <						
														A S 1 C 00 01	V1F	---	---	---	H < H A <						
1 34	03 BUT 099	R	033.140	H - N	6	04-06-07	1149	924111516	5	A A A	H D C	02		A N 1 C 00 00	V2D	---	---	---	I < H A <						
														A N 1 < 00 00	V1D	---	---	---	I < B G <						
1 34	03 BUT 099	R	033.140	H - S	6	11-09-07	1751	924109691	5	A C A	H D C	03		A N 1 < 00 00	---	V2F	---	---	5 H B A <						
														A N 1 < 00 00	V3F	V1F	---	---	H < H A <						
														A N 1 < 00 00	V2F	---	---	---	H < A G <						
1 34	03 BUT 099	R	033.140	H - S	5	11-15-07	1255	924113210	5	A A A	H D C	02		A S 1 C 00 00	V2F	---	---	---	F H B A <						
														A S 1 C 00 00	V1F	---	---	---	H < A A <						
1 34	03 BUT 099	R	033.140	H - S	6	11-23-07	1605	924109691	5	A A A	H D C	02		A S 1 < 00 00	V2F	---	---	---	H < B A <						
														A S 1 < 00 00	V1F	---	---	---	H < A A <						
1 34	03 BUT 099	R	033.150	H - N	2	04-16-07	1049	924113940	5	A A A	H D C	02		A N 1 C 00 00	V2F	18H	43H	29H	N < B A <						
														A N 1 C 00 01	V1F	---	---	---	N < B A <						
1 34	03 BUT 099	R	033.150	H - S	6	11-09-07	1130	924113940	4	A A A	H D E	01		A S 1 C 00 00	24H	43H	28H	---	N < M A <						
1 34	03 BUT 099	R	033.150	H - S	6	10-17-08	1210	924113661	5	A A A	H A C	02		A S 1 C 00 00	V2F	06H	---	---	H < P A <						
														A S 1 C 00 00	V1F	---	---	---	H < A A <						
1 34	03 BUT 099	R	033.150	H - S	2	10-05-09	0930	924114960	5	A A A	H D C	02		A S 1 C 00 01	V2F	---	---	---	H < B A <						
														A S 1 C 00 02	V1F	---	---	---	H < A A <						
1 34	03 BUT 099	R	033.160	H - S	6	02-02-07	1230	924116932	4	A A A	H D E	01		A S 1 C 00 00	01H	---	---	---	H < O A <						
1 34	03 BUT 099	R	033.160	H - S	5	12-13-07	1721	924113210	6	A C A	H D B	04		D S 1 < 00 00	V2F	---	---	---	G H J G <						
														A S 1 < 00 01	V1F	V3F	---	---	G H B A <						
														M S 1 < 00 00	---	V2F	V4F	---	G H A G <						
														A S 1 C 00 00	---	V3F	---	---	G H A A <						
1 34	03 BUT 099	R	033.160	H - S	1	08-16-09	1210	924114960	5	A A A	H D C	02		A S 1 C 00 01	V2F	---	---	---	H N B A <						
														A S 1 C 00 01	V1F	---	---	---	H N H A <						
1 34	03 BUT 099	R	033.180	H - N	4	02-27-08	1450	924113887	5	A A A	H D C	02		D N 1 C 00 00	V2D	---	---	---	N < J A <						
														A N 1 C 00 00	V1-	---	---	---	N < B A <						
1 34	03 BUT 099	R	033.180	H - S	4	12-17-08	1800	924116932	5	A C A	H D C	02		A S 1 C 00 00	V2F	---	---	---	N < B A <						
														D S 1 C 00 01	V1F	---	---	---	N < A A <						

Table B Accident Records

REQUEST- & LINE	ARS	P P	POST MILE	P S	F T	R L	O H	A Y	DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	P C	ENVIR COND F W L S	R W	T O	NO MTR C C C	P T	D V	S PERSON K I	O L P C	O L S O C	O L S O C	O L S O C	O A M S D F O P 12 V 12
1 34	03 BUT 099	R	033.190	H	-	S	6	11-07-08	1535	924115013	6	A A A	H D C	02			A S 1 C 00 00	V2D	---	---	---	N<	J A<	
1 34	03 BUT 099	R	033.220	H	-	N	3	04-29-08	1442	924117170	5	A A A	H D C	02			A N 1 C 00 00	V2D	---	---	---	N<	B A<	
1 34	03 BUT 099	R	033.220	H	-	S	3	06-30-09	1714	924116389	5	A A A	H D C	03			A N 1 B 00 00	V1D	---	---	---	N<	A A<	
1 34	03 BUT 099	R	033.230	H	-	S	3	11-17-09	1720	924115794	5	B D B	H D C	02			D S 1 C 00 00	V2D	---	---	---	N<	B A<	
1 34	03 BUT 099	R	033.240	H	-	S	2	07-21-08	1518	924117170	6	A A A	H D B	02			A S 1 C 00 00	V1D	---	---	---	N<	H A<	
1 34	03 BUT 099	R	033.240	H	-	S	2	07-21-08	1518	924117170	6	A A A	H D B	02			A S 1 C 00 00	V3D	---	---	---	N<	H A<	
1 34	03 BUT 099	R	033.240	H	-	S	2	07-21-08	1518	924117170	6	A A A	H D B	02			A S 1 C 00 00	V2D	---	---	---	N<	H A<	
1 34	03 BUT 099	R	033.240	H	-	S	2	07-21-08	1518	924117170	6	A A A	H D B	02			A S 1 C 00 00	V2F	---	---	---	N<	B A<	
1 34	03 BUT 099	R	033.270	H	-	S	6	12-07-07	1635	924117170	5	A A A	H D C	02			A S 1 C 00 00	V1F	---	---	---	N<	B A<	
1 34	03 BUT 099	R	033.270	H	-	S	6	12-07-07	1635	924117170	5	A A A	H D C	02			D S 1 C 00 00	V2F	---	---	---	N<	B A<	
1 34	03 BUT 099	R	033.340	H	-	S	5	01-25-07	0922	924113887	5	A A A	H D C	07			A S 1 C 00 01	V1F	---	---	---	N<	A A<	
1 34	03 BUT 099	R	033.340	H	-	S	5	01-25-07	0922	924113887	5	A A A	H D C	07			A S 1 C 00 00	V2D	---	---	---	I<	B A<	
1 34	03 BUT 099	R	033.340	H	-	S	5	01-25-07	0922	924113887	5	A A A	H D C	07			A S 1 C 00 00	V1D	---	---	---	I<	A A<	
1 34	03 BUT 099	R	033.340	H	-	S	5	01-25-07	0922	924113887	5	A A A	H D C	07			A S 1 C 00 00	V3C	---	---	---	I<	B A<	
1 34	03 BUT 099	R	033.340	H	-	S	5	01-25-07	0922	924113887	5	A A A	H D C	07			A S 1 C 00 00	V2C	---	---	---	I<	B A<	
1 34	03 BUT 099	R	033.340	H	-	S	5	01-25-07	0922	924113887	5	A A A	H D C	07			A S 1 C 00 00	7C	---	---	---	I<	B A<	
1 34	03 BUT 099	R	033.340	H	-	S	5	01-25-07	0922	924113887	5	A A A	H D C	07			F S 1 C 00 00	V1F	---	---	---	I<	B A<	
1 34	03 BUT 099	R	033.340	H	-	S	5	01-25-07	0922	924113887	5	A A A	H D C	07			A S 1 C 00 00	V2D	---	---	---	I<	A A<	
1 34	03 BUT 099	R	033.340	H	-	S	5	01-25-07	0922	924113887	5	A A A	H D C	07			D S 1 C 00 00	V2D	---	---	---	I<	A A<	
1 34	03 BUT 099	R	033.340	H	-	S	5	01-25-07	0922	924113887	5	A A A	H D C	07			D S 1 < 00 00	V3C	---	---	---	5I	B G<	
1 34	03 BUT 099	R	033.350	H	-	S	1	09-06-09	1300	924113887	5	A A A	H D C	03			D S 1 C 00 00	V2D	---	---	---	N<	B A<	
1 34	03 BUT 099	R	033.350	H	-	S	1	09-06-09	1300	924113887	5	A A A	H D C	03			D S 1 C 00 00	V1D	---	---	---	N<	A A<	
1 34	03 BUT 099	R	033.350	H	-	S	1	09-06-09	1300	924113887	5	A A A	H D C	03			A S 1 C 00 00	V2D	---	---	---	N<	A A<	
1 34	03 BUT 099	R	033.410	H	-	N	2	11-10-08	1505	924110568	5	A A A	H D C	02			D N 1 C 00 00	V2D	---	---	---	N<	A A<	
1 34	03 BUT 099	R	033.410	H	-	N	2	11-10-08	1505	924110568	5	A A A	H D C	02			D N 1 C 00 00	V2F	---	---	---	G<	J A<	
1 34	03 BUT 099	R	033.410	H	-	N	2	11-10-08	1505	924110568	5	A A A	H D C	02			D N 1 C 00 00	V1F	---	---	---	G<	B A<	
1 34	03 BUT 099	R	033.410	H	-	N	7	01-31-09	1245	924113661	6	A < A	H A E	02			A N 1 C 00 00	16B	44F	---	---	---	N<	B A<
1 34	03 BUT 099	R	033.410	H	-	N	7	01-31-09	1245	924113661	6	A < A	H A E	02			A N 1 C 00 00	---	---	---	---	N<	J G<	
1 34	03 BUT 099	R	033.410	H	-	S	4	11-25-09	2230	924113304	6	A D A	H D B	02			D S 1 C 00 00	V2F	---	---	---	N<	J G<	
1 34	03 BUT 099	R	033.410	H	-	S	4	11-25-09	2230	924113304	6	A D A	H D B	02			A S 1 C 00 00	V1D	---	---	---	N<	B A<	
1 34	03 BUT 099	R	033.450	H	-	S	3	05-13-08	1720	924116513	5	A A A	H D C	02			A S 1 C 00 00	V2D	---	---	---	N<	B A<	
1 34	03 BUT 099	R	033.450	H	-	S	3	05-13-08	1720	924116513	5	A A A	H D C	02			D S 1 C 00 00	V1D	---	---	---	N<	H A<	
1 34	03 BUT 099	R	033.470	H	-	S	3	05-13-08	1720	924112419	5	A A A	H D C	02			A S 1 C 00 01	V2D	---	---	---	N<	B A<	
1 34	03 BUT 099	R	033.470	H	-	S	3	05-13-08	1720	924112419	5	A A A	H D C	02			A S 1 C 00 00	V1D	---	---	---	N<	B A<	
1 34	03 BUT 099	R	033.480	H	-	S	4	06-13-07	1520	924115013	5	A A A	H D C	02			A S 1 C 00 00	V2D	---	---	---	N<	H A<	
1 34	03 BUT 099	R	033.480	H	-	S	4	06-13-07	1520	924115013	5	A A A	H D C	02			A S 1 C 00 00	V1D	---	---	---	N<	B A<	
1 34	03 BUT 099	R	033.500	H	-	S	7	06-06-09	1714	924113940	6	A A A	H D B	02			A S 1 C 00 00	V2D	15H	---	---	---	N<	J A<
1 34	03 BUT 099	R	033.500	H	-	S	7	06-06-09	1714	924113940	6	A A A	H D B	02			A S 1 C 00 00	V1F	---	---	---	N<	B A<	
1 34	03 BUT 099	R	033.510	H	-	S	5	04-05-07	2103	924114761	5	A D A	H D C	04			A S 1 C 00 01	V2D	---	---	---	N<	A A<	
1 34	03 BUT 099	R	033.510	H	-	S	5	04-05-07	2103	924114761	5	A D A	H D C	04			A S 1 C 00 00	V1D	---	---	---	N<	B A<	
1 34	03 BUT 099	R	033.510	H	-	S	5	04-05-07	2103	924114761	5	A D A	H D C	04			A S 1 C 00 00	V3D	---	---	---	N<	B A<	
1 34	03 BUT 099	R	033.510	H	-	S	5	04-05-07	2103	924114761	5	A D A	H D C	04			A S 1 C 00 00	V2D	---	---	---	5<	B A<	
1 34	03 BUT 099	R	033.510	H	-	S	5	04-05-07	2103	924114761	5	A D A	H D C	04			A S 1 C 00 00	V3D	---	---	---	5<	B A<	
1 34	03 BUT 099	R	033.510	H	-	N	1	04-29-07	1710	924109781	4	A A A	H D E	01			A N 1 C 00 00	24H	28H	---	---	---	N<	C A<
1 34	03 BUT 099	R	033.570	H	-	N	7	01-05-08	1255	924114960	4	B A B	H A E	01			D N 1 C 00 00	01B	---	---	---	H<	M A<	
1 34	03 BUT 099	R	033.590	H	-	N	7	05-23-09	2335	924117170	4	A D A	H D E	01			A N 1 C 00 00	15B	---	---	---	N<	B C I	
1 34	03 BUT 099	R	033.600	H	-	N	4	01-24-07	1254	924113210	6	A A A	H D E	02			A N 1 C 00 00	---	---	---	---	L<	J A<	
1 34	03 BUT 099	R	033.600	H	-	N	4	01-24-07	1254	924113210	6	A A A	H D E	02			A N 1 C 00 00	01B	---	---	---	N<	B A<	





Table B Accident Records

REQUEST- & LINE	ARS	P P	POST MILE	P S	F T	R L	O H	A Y	DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	P C	ENVIR COND W L S	R C	T C	NO MTR VEH	P T	D I	V H	S I	PERSON K I	O P	L C	O C	O C	O C	O C	O C	O A	M F	S O	D P	
1 34	03 BUT 099	R	035.440	H	-	N	7	10-10-09	1810	924119043	C	A	A	A	H	D	E	01	A	N	1	C	00	00	29B	---	---	---	N	<	B	A	<
1 34	03 BUT 099	R	035.600	H	-	S	2	09-29-08	1210	924113210	4	A	A	A	H	A	C	02	D	S	1	C	00	01	V2G	---	---	---	N	<	C	G	<
1 34	03 BUT 099	R	035.620	H	-	S	6	09-19-08	1149	924113940	4	A	A	A	H	D	E	01	A	S	1	C	00	00	13H	---	---	---	N	<	B	A	<
1 34	03 BUT 099	R	035.710	H	-	N	7	10-20-07	0225	924114960	4	B	C	A	H	D	E	01	A	N	1	C	00	01	29B	---	---	---	M	<	M	A	<
1 34	03 BUT 099	R	035.810	H	-	N	7	06-21-08	0630	924113887	5	A	A	A	H	D	C	02	D	N	1	C	00	00	V2F	---	---	---	F	<	B	A	<
1 34	03 BUT 099	R	036.110	H	-	S	2	08-31-09	0726	924114960	5	A	A	A	H	D	C	02	A	S	1	C	00	00	V2D	---	---	---	N	<	B	A	<
1 34	03 BUT 099	R	036.300	H	-	S	4	02-28-07	2036	924109691	6	B	D	A	H	D	E	01	F	S	1	<	00	00	15H	---	---	---	I	<	G	A	<
1 34	03 BUT 099	R	036.310	H	-	S	4	02-28-07	2035	924109691	6	B	D	A	H	A	E	01	G	S	1	<	00	00	04F	---	---	---	N	<	B	A	<
1 34	03 BUT 099	R	036.400	H	-	S	6	09-07-07	1710	924109691	C	A	A	A	H	D	E	01	G	S	1	<	00	00	40F	---	---	---	N	<	B	A	<
1 34	03 BUT 099	R	036.440	H	-	N	5	11-29-07	1000	924113940	4	B	A	A	H	D	E	01	A	N	1	C	00	00	29B	---	---	---	N	<	M	A	<
1 34	03 BUT 099	R	036.520	H	-	S	4	04-04-07	2100	924110099	5	A	D	A	H	D	E	01	D	S	1	C	00	00	27H	---	---	---	F	<	H	A	<
1 34	03 BUT 099	R	036.590	H	-	S	6	11-09-07	1400	924115013	4	A	A	A	H	D	B	02	D	S	1	C	00	00	V2F	---	---	---	N	<	R	G	<
1 34	03 BUT 099	R	036.610	H	-	S	2	08-06-07	1218	924113210	4	A	A	A	H	D	C	02	2	S	1	C	00	00	V2G	44D	---	---	N	<	M	A	<
1 34	03 BUT 099	R	036.620	H	-	S	1	06-01-08	1315	924113661	4	A	A	A	H	A	E	01	A	S	1	C	00	01	27H	---	---	---	N	<	B	A	<
1 34	03 BUT 099	R	036.700	H	-	N	3	04-22-08	1755	924110099	5	C	A	B	H	D	C	02	A	N	1	C	00	00	V2D	---	---	---	N	<	B	A	<
1 34	03 BUT 099	R	036.710	H	-	N	7	04-18-09	1245	924116562	4	A	A	A	H	D	F	01	A	N	1	C	00	00	V1D	---	---	---	N	<	H	A	<
1 34	03 BUT 099	R	036.760	H	-	S	4	05-07-08	1650	924115013	6	A	A	A	H	D	E	02	D	S	1	C	00	00	---	---	---	---	N	<	J	A	<
1 34	03 BUT 099	R	036.960	H	-	S	2	11-09-09	1235	924113210	4	B	A	A	H	D	E	01	A	S	1	C	00	02	29B	---	---	---	N	<	B	A	<
1 34	03 BUT 099	R	036.970	H	-	S	1	05-06-07	1629	924113940	5	A	A	A	H	D	F	01	A	S	1	C	00	01	29B	44B	---	---	N	<	B	A	<
1 34	03 BUT 099	R	036.970	H	-	S	4	05-16-07	1629	924113940	5	A	A	A	H	D	F	01	D	S	1	C	00	01	29B	44B	---	---	N	<	B	A	<
1 34	03 BUT 099	R	036.980	H	-	N	3	06-16-09	1430	924116513	4	A	A	A	H	D	F	01	D	N	1	C	00	01	44H	28H	---	---	N	<	M	A	<
1 34	03 BUT 099	R	037.140	H	-	N	5	11-13-08	1245	924116932	4	A	A	A	H	D	E	01	D	N	1	C	01	01	24H	28H	44H	---	N	<	C	A	<
1 34	03 BUT 099	R	037.210	H	-	N	4	03-11-09	0850	924116562	6	A	A	A	H	D	B	02	A	N	1	C	00	01	V2D	24H	44H	---	F	<	R	A	<
1 34	03 BUT 099	R	037.240	H	-	S	7	01-05-08	2035	924110568	4	C	D	B	H	D	E	01	A	S	1	B	00	00	01B	---	---	---	A	<	C	A	<
1 34	03 BUT 099	T	037.470	H	-	N	6	03-30-07	0120	924113304	1	A	D	A	H	D	E	01	A	N	1	C	00	01	18B	13B	24B	27B	4	<	C	B	<
1 34	03 BUT 099	T	037.470	H	-	N	1	08-17-08	0125	924116513	5	A	C	A	H	D	C	02	A	N	1	C	00	01	V2F	26H	44H	---	N	<	B	C	<
1 34	03 BUT 099	T	037.540	H	-	N	4	10-07-09	1730	924119043	5	A	A	A	H	D	C	02	A	N	1	C	00	00	V1F	---	---	---	N	<	B	A	<
1 34	03 BUT 099	T	037.630	H	-	N	4	05-27-09	1605	924116246	5	A	A	A	H	D	C	02	D	N	1	C	00	00	V2F	---	---	---	N	<	A	A	<
1 34	03 BUT 099	T	037.670	H	-	N	6	11-06-09	1730	924116555	5	B	C	A	H	A	C	02	A	N	1	C	00	01	V2F	---	---	---	N	<	B	A	<
1 34	03 BUT 099	T	037.720	H	-	N	3	11-03-09	1315	924110099	5	A	A	A	H	A	C	02	A	N	1	C	00	01	V1F	---	---	---	N	<	A	A	<
1 34	03 BUT 099	T	037.750	H	-	N	3	04-14-09	0805	924113210	5	A	A	A	H	A	C	02	A	N	1	C	00	00	V2F	---	---	---	N	<	B	A	<
1 34	03 BUT 099	T	037.750	H	-	N	3	04-14-09	0805	924113210	5	A	A	A	H	A	C	02	D	N	1	C	00	00	V1F	---	---	---	N	<	A	A	<

Table B Accident Records

REQUEST- & LINE	ARS	P P	POST MILE	P S	F T	R L	O H	A Y	DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	P C	ENVIR COND F W L S	R W	T O	NO MTR C C C VEH	P T	D I	V H	S I	PERSON K I S O P C	O L P C	O L O C	O L O C	O L O C	O A 1 2	M F V	S D P 1 2		
1 34	03 BUT 099	T	037.760	H	-	N	2	04-30-07	1915	924110099	5	A A A H A C	02	A N 1 C	00	00	V2F	---	---	---	N<	B	A<							
1 34	03 BUT 099	T	037.760	H	-	N	4	09-17-08	0810	924112419	1	A A A H A C	02	D N 1 C	00	01	V2F	---	---	---	N<	A	A<							
1 34	03 BUT 099	T	037.760	H	-	N	3	10-14-08	1715	924110099	5	A A A H A C	02	C N 1 C	00	01	V2F	44F	---	---	N<	B	A<							
1 34	03 BUT 099	T	037.760	H	-	N	6	01-23-09	1635	924116562	5	B A B H A C	02	D N 1 C	00	00	V2F	---	---	---	N<	B	A<							
1 34	03 BUT 099	T	037.760	H	-	N	7	09-19-09	1310	924116562	1	A A A H A C	02	D N 1 C	00	00	V2F	---	---	---	5<	B	<E							
1 34	03 BUT 099	T	037.765	I	5	N	7	01-05-08	2200	924117170	3	B D B H B D	02	A W 2 C	00	01	V2F	---	---	---	N<	E	A<							
1 34	03 BUT 099	T	037.765	I	5	S	4	12-24-08	1825	924110568	3	C C B H A D	02	D S 2 C	00	00	V2D	---	---	---	N<	E	A<							
1 34	03 BUT 099	T	037.765	I	5	S	1	10-04-09	1100	924113210	6	A A A H A D	02	A S 1 C	00	00	V2F	---	---	---	N<	B	<<							
1 34	03 BUT 099	T	037.765	I	5	N	1	12-06-09	1955	924112728	5	B C A H A A	02	A S 2 C	00	00	V2B	---	---	---	4<	E	A<							
1 34	03 BUT 099	T	037.780	H	-	S	6	07-17-09	1700	924116562	2	A A A H A C	02	A S 1 C	00	00	V2F	---	---	---	N<	B	A<							
1 34	03 BUT 099	T	038.210	I	5	S	2	12-31-07	1740	924117170	3	A C A H D D	02	A N 2 C	00	00	V2F	---	---	---	N<	L	A<							
1 34	03 BUT 099	T	038.210	I	5	S	6	07-03-09	1227	924117214	3	A A A H D A	02	A S 1 C	00	01	V1A	---	---	---	N<	B	A<							
1 34	03 BUT 099	T	038.290	H	-	N	1	07-20-08	1300	924116932	4	A A A H D B	02	D N 1 C	00	00	V2F	---	---	---	N<	F	G<							
																	A N 1 C	00	00	V1J	---	---	---	N<	B	A<				

*OTM22130*

*Table B - Selective Accident Rate Calculation*

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

OTM22130

Table B - Selective Accident Rate Calculation

Report Parameters-

Event ID: 3127166  
Request Name: But 99  
Ref Date: 02/10/2011

---

Request- & Line	L O C	D I R	L S C	Route/Location	Begin Date	End Date	Rate Type	Out Seq	Override Rates			Override ADT		Req. Type	Com- bine?	Excl Ramp?
									Rate	Inj%	Fat%	Main	Cross			
1	34	H	T	I	03 BUT 099	030.100 - 03 BUT 099 T038.300	N	L						N	N	Y

Event Log:

Job id is : 193181 Accidents Table B Request But 99 Submitted by T3TNGUYE  
03 BUT 099 30.1 - 03 BUT 099 T 38.3 01/01/2007 TO 12/31/2009

Location Description	Rate Group (RUS)	No. of Accidents / Significance							Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates					
		Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark				Fat	F+I	Tot	Fat	F+I	Tot
03 BUT 099 030.100 - 03 BUT 099 T038.299 0001-0034 2007-01-01 2009-12-31	8.200 MI H 36 mo. NA	272	1	102	103	198	27	70	1	43.4	389.74	0.003	.26	.70	0.011	.28	.82

Accident Rates expressed as: # of accidents / Million vehicle miles

+ denotes that Million Vehicles (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

## *California Department of Transportation*

*OTM22200*

### *TSAR - ACCIDENT DETAIL*

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
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4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

*California Department of Transportation*

*OTM22200*

*TSAR - ACCIDENT DETAIL*

**REPORT PARAMETERS:**

REPORT DATE : 03/29/2011  
REFERENCE DATE : 03/29/2011  
SUBMITTOR : T3TNGUYE  
REPORT TITLE : ' '  
EVENT ID : 3142851

**Total Accidents Retrieved:**

2

**LOCATION CRITERIA:**

FROM: 03-BUT-099 030.100 TO: 03-BUT-099 T038.300

**SELECTION CRITERIA:**

1 1 AND 660 - PRIMARY OBJ STRUCK IN 04  
1 2 OR 680 - OTHER OBJECT STRUCK IN 04

**Accidents Date Range:**

From -- 01/01/2007 To -- 12/31/2009

TASAS SELECTIVE RECORD RETRIEVAL  
TSAR - ACCIDENT DETAIL

				-----HIGHWAY-----				I S D	ACCIDENT	COMMON	P ENVIR	R T NO	D V S	PERSON	O L O L O L O L O L O A M SD
RTE S	P	H A M B	LANES R F R O A	DATE	TIME	ACCIDENT	C COND	R W O MTR	P I H I K I S O S O S O S O F O P						
DI NO	F CO	E MILE	G C T A	LT RT U T L H Y	MM-DD-YY	HHMM	NUMBER	F W L S C C C VEH	T R I	P C O C O C O C O C 12 V 12					
03	099	BUT	R030.600	D F J Z 02 02 U H	S 4 07-22-09	1400	924116246	6 A A A H A E 01	G S 1 C 00 00 04 D	----	----	----	N < B A <		
03	099	BUT	R036.310	D F J Z 02 02 R H	S 4 02-28-07	2035	924109691	6 B D A H A E 01	G S 1 < 00 00 04 F	----	----	----	N < B A <		
									O < 1 < 00 00	----	99 D	----	----	<< R <<	

Total Accidents: 2

## *California Department of Transportation*

*OTM22215*

### *TSAR - ACCIDENT SUMMARY*

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.
2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.
3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.
4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

*California Department of Transportation*

*OTM22215*

***TSAR - ACCIDENT SUMMARY***

**REPORT PARAMETERS:**

REPORT DATE : 03/29/2011  
REFERENCE DATE : 03/29/2011  
SUBMITTOR : T3TNGUYE  
REPORT TITLE : ' '  
EVENT ID : 3142851

**LOCATION CRITERIA:**

FROM: 03-BUT-099 030.100 TO: 03-BUT-099 T038.300

**SELECTION CRITERIA:**

1 1 AND 660 - PRIMARY OBJ STRUCK IN 04  
1 2 OR 680 - OTHER OBJECT STRUCK IN 04

**Accidents Date Range:**

From -- 01/01/2007 To -- 12/31/2009

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY

Table with columns: TOTAL ACCIDENTS, FATAL, INJURY, PDO, PERSONS KILLED, PERSONS INJURED, MOTOR VEHICLES INVOLVED (NUMBER, PCT, CODE), and <---LINES CODED---> (NUMBER, PCT, CODE).

Table with columns: <---- HOUR OF DAY ----> (NUMBER, PCT, CODE) listing accident counts by hour of day from 00-12 MID. to 25- UNKNOWN.

Table with columns: <--- ACCESS CONTROL ---> (NUMBER, PCT, CODE) listing accident counts by access control type like C-CONVENTIONAL, E-EXPRESSWAY, F-FREEWAY, etc.

Table with columns: <--- SIDE OF HIGHWAY ---> (NUMBER, PCT, CODE) listing accident counts by side of highway like N-NORTHBOUND, S-SOUTHBOUND, E-EASTBOUND, W-WESTBOUND.

Table with columns: <----- YEAR -----> (NUMBER, PCT, CODE) listing accident counts by year from 2000 to 2011.

Table with columns: <----- MONTH -----> (NUMBER, PCT, CODE) listing accident counts by month from 01-JANUARY to 12-DECEMBER.

Table with columns: <----- DAY OF WEEK -----> (NUMBER, PCT, CODE) listing accident counts by day of week from 1-SUNDAY to 7-SATURDAY.

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - ACCIDENT SUMMARY

Table with 3 columns: NUMBER, PCT, CODE. Rows include PRIMARY COLLISION FACTOR such as 1-INFLUENCE ALCOHOL, 2-FOLLOW TOO CLOSE, 3-FAILURE TO YIELD, etc.

Table with 3 columns: NUMBER, PCT, CODE. Rows include TYPE OF COLLISION such as A-HEAD-ON, B-SIDESWIPE, C-REAR END, etc.

Table with 3 columns: NUMBER, PCT, CODE. Rows include ROADWAY CONDITION such as A-HOLES, RUTS, B-LOOSE MATERIAL, C-OBSTRUCTION ON ROAD, etc.

Table with 3 columns: NUMBER, PCT, CODE. Rows include WEATHER conditions such as A-CLEAR, B-CLOUDY, C-RAINING, D-SNOWING, etc.

Table with 3 columns: NUMBER, PCT, CODE. Rows include LIGHTING conditions such as A-DAY LIGHT, B-DUSK/DAWN, C-DARK-STREET LIGHT, etc.

Table with 3 columns: NUMBER, PCT, CODE. Rows include ROAD SURFACE conditions such as A-DRY, B-WET, C-SNOWY, ICY, D-SLIPPERY, etc.

Table with 3 columns: NUMBER, PCT, CODE. Rows include RIGHT OF WAY CONTROL such as A-CONTROL FUNCTIONING, B-CONTROL NOT FUNCTIONING, etc.

Table with 3 columns: NUMBER, PCT, CODE. Rows include HIGHWAY GROUP such as R-IND. ALIGN RIGHT, L-IND. ALIGN LEFT, D-DIVIDED, etc.

Table with 3 columns: NUMBER, PCT, CODE. Rows include INTERSECTION/RAMP ACCIDENT LOCATION such as 1-RAMP INTERSECTION (EXIT), 2-RAMP, 3-RAMP ENTRY, etc.

TASAS SELECTIVE RECORD RETRIEVAL
TSAR - PARTY SUMMARY

<----- PARTY TYPE ----->

<- MOVEMENT PRECEDING COLLISION ->

<---- OTHER ASSOCIATED FACTORS ---->

Table with columns: NUMBER, PCT, CODE, NUMBER, PCT, CODE, #1 NUMBER, PCT, #2 NUMBER, PCT, CODE. Lists vehicle types, movement codes, and associated factors.

<---- DIRECTION OF TRAVEL ---->

<---- SPECIAL INFORMATION ---->

\* INATTENTION CODES EFF. 01-01-01

Table with columns: NUMBER, PCT, CODE. Lists direction of travel codes.

Table with columns: NUMBER, PCT, CODE. Lists special information codes.

\*\* INCLUDES EQUIPMENT ENGAGED IN CONST/MAINT ACTIVITIES AS OF 00-02-22

\* SPECIAL INFORMATION CODES EFF. 04-01-01

TASAS SELECTIVE RECORD RETRIEVAL  
TSAR - PARTY SUMMARY

<----- OBJECT STRUCK ----->					<----- LOCATION OF COLLISION ----->				
PRIMARY		OTHERS		CODE	PRIMARY		OTHERS		CODE
NUMBER	PCT	NUMBER	PCT		NUMBER	PCT	NUMBER	PCT	
0	0.0	0	0.0	01-SIDE OF BRIDGE RAILING					
0	0.0	0	0.0	02-END OF BRIDGE RAILING	0	0.0	0	0.0	A-BEYOND MEDIAN OR STRIPE-LEFT
0	0.0	0	0.0	03-PIER, COLUMN, ABUTMENT	0	0.0	0	0.0	B-BEYOND SHLDER DRIVERS LEFT
2	100.0	0	0.0	04-BOTTOM OF STRUCTURE	0	0.0	0	0.0	C-LEFT SHOULDER AREA
0	0.0	0	0.0	05-BRIDGE END POST IN GORE	1	50.0	1	50.0	D-LEFT LANE
0	0.0	0	0.0	06-END OF GUARD RAIL	0	0.0	0	0.0	E-INTERIOR LANES
0	0.0	0	0.0	07-BRIDGE APPROACH GUARD RAIL	1	50.0	0	0.0	F-RIGHT LANE
0	0.0	0	0.0	10-LIGHT OR SIGNAL POLE	0	0.0	0	0.0	G-RIGHT SHOULDER AREA
0	0.0	0	0.0	11-UTILITY POLE	0	0.0	0	0.0	H-BEYOND SHLDER DRIVERS RIGHT
0	0.0	0	0.0	12-POLE (TYPE NOT STATED)	0	0.0	0	0.0	I-GORE AREA
0	0.0	0	0.0	13-TRAFFIC SIGN/SIGN POST	0	0.0	0	0.0	J-OTHER
0	0.0	0	0.0	14-OTHER SIGNS NOT TRAFFIC	0	0.0	0	0.0	V-HOV LANE(S)
0	0.0	0	0.0	15-GUARDRAIL	0	0.0	0	0.0	W-HOV LANE BUFFER AREA
0	0.0	0	0.0	16-MEDIAN BARRIER	0	0.0	0	0.0	<-NOT STATED
0	0.0	0	0.0	17-WALL (EXCEPT SOUND WALL)	1	50.0	2	100.0	--DOES NOT APPLY
0	0.0	0	0.0	18-DIKE OR CURB	0	0.0	0	0.0	-INVALID CODES
0	0.0	0	0.0	19-TRAFFIC ISLAND					
0	0.0	0	0.0	20-RAISED BARS					
0	0.0	0	0.0	21-CONCRETE OBJ (HDWL, D.I.)					
0	0.0	0	0.0	22-GUIDEPOST, CULVERT, PM					
0	0.0	0	0.0	23-CUT SLOPE OR EMBANKMENT					
0	0.0	0	0.0	24-OVER EMBANKMENT					
0	0.0	0	0.0	25-IN WATER					
0	0.0	0	0.0	26-DRAINAGE DITCH					
0	0.0	0	0.0	27-FENCE					
0	0.0	0	0.0	28-TREES					
0	0.0	0	0.0	29-PLANTS	2	100.0	0	0.0	A-HAD NOT BEEN DRINKING
0	0.0	0	0.0	30-SOUND WALL	0	0.0	0	0.0	B-HBD - UNDER INFLUENCE
0	0.0	0	0.0	40-NATURAL MATRL ON ROAD	0	0.0	0	0.0	C-HBD - NOT UNDER INFLUENCE
0	0.0	0	0.0	41-TEMP BARRICADES, CONES	0	0.0	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	0	0.0	42-OTHER OBJECT ON ROAD	0	0.0	0	0.0	E-UNDER DRUG INFLUENCE
0	0.0	0	0.0	43-OTHER OBJECT OFF ROAD	0	0.0	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
0	0.0	0	0.0	44-OVERTURNED	0	0.0	0	0.0	G-IMPAIRMENT NOT KNOWN
0	0.0	0	0.0	45-CRASH CUSHION (SAND)	0	0.0	0	0.0	H-NOT APPLICABLE
0	0.0	0	0.0	46-CRASH CUSHION (OTHER)	0	0.0	0	0.0	I-FATIGUE
0	0.0	0	0.0	51-CALL BOX	1	50.0	2	100.0	< NOT STATED
0	0.0	0	0.0	98-UNKNOWN OBJECT STRUCK	0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	1	50.0	99- NO OBJECT INVOLVED	0	0.0	0	0.0	-INVALID CODES
0	0.0	0	0.0	V1 THRU V9 VEHICLE 1 TO 9					
0	0.0	0	0.0	<< NOT STATED					
1	50.0	2	100.0	-- DOES NOT APPLY					
0	0.0	0	0.0	- INVALID CODES					

<----- DRUG/PHYSICAL ----->				
PRIMARY		OTHERS		CODE
NUMBER	PCT	NUMBER	PCT	
2	100.0	0	0.0	A-HAD NOT BEEN DRINKING
0	0.0	0	0.0	B-HBD - UNDER INFLUENCE
0	0.0	0	0.0	C-HBD - NOT UNDER INFLUENCE
0	0.0	0	0.0	D-HBD - IMPAIRMENT UNKNOWN
0	0.0	0	0.0	E-UNDER DRUG INFLUENCE
0	0.0	0	0.0	F-OTHER PHYSICAL IMPAIRMENT
0	0.0	0	0.0	G-IMPAIRMENT NOT KNOWN
0	0.0	0	0.0	H-NOT APPLICABLE
0	0.0	0	0.0	I-FATIGUE
1	50.0	2	100.0	< NOT STATED
0	0.0	0	0.0	--DOES NOT APPLY
0	0.0	0	0.0	-INVALID CODES

03-But-99  
PM 30.1/T38.3  
EA. 03-2F330K  
20.10.201.120 Program  
March, 2011

**ATTACHMENT M**  
**TRAFFIC DATA AND**  
**DESIGNATION**



# Memorandum

*Flex your power!  
Be energy efficient!*

**To:** Salahuddin Chowdhury  
Marysville Design Branch M2

**Date:** 02/22/2011  
**File:** 03\_BUT\_99  
**EA:** 03-2F330K/ 0300020612

**From:** WILLIAM A. DAVIS, Chief *W.A.*  
Office of Travel Forecasting and Modeling

**Re:** TRAFFIC DATA & DESIGNATION REQUEST

The traffic data that you requested via email on 02/07/2011 is listed below. The Traffic Index (TI) design periods are 10 and 20-year projections.

County		BUT	BUT	BUT
Highway		99	99	99
Post Mile		30.1/34.245	34.24/36.3	36.3/38.30
<b>Annual ADT</b>				
Base Year	2009	73,000	42,000	19,000
	2014	81,000	50,400	22,300
	2024	97,100	67,200	29,000
	2034	113,200	84,000	35,600
<b>Peak Hour</b>				
Base Year	2009	7,080	3,700	1,810
	2014	7,860	4,440	2,120
	2024	9,420	5,910	2,760
	2034	11,000	7,390	3,380
Directional %		52	52	56
DH Truck %		4.0	4.0	6.0
10-year TI		11.0	10.5	11.0
20-year TI		12.0	11.5	12.0
10-year TI (Shoulder)		7.0	6.5	7.0
20-year TI (Shoulder)		7.5	7.5	7.5

County	BUT
Highway	99
Post Mile	30.1/T38.3
10-yr TI (Ramp)	9.0
20-yr TI (Ramp)	10.0

**Note for Shoulder TI:** New or reconstructed shoulders shall use the same TI as the adjacent traffic lane when the shoulder width is 5 feet or less. For all other cases, the first 2 feet of the shoulder width shall match the TI of the adjacent lane.

If you have any questions or need additional information, please contact Sathish Prakash at (530) 741-5174

cc: Files