

Memorandum

*Flex your power!
Be energy efficient!*

To: JERRY CAGLE, P.E.
Project Engineer

Date: August 09, 2012

File: 03-3C000
Sac-05 PM 9.7/22.5
Construct HOV lanes

From: MARK IJADI
D3-TMP Coordinator
Transportation Management Planning

Subject: Transportation Management Plan (TMP) Data Sheet

Background

- The project is located from 1.1 miles south of Elk Grove Boulevard to US-50.
 - Existing lanes along I-5 range from 2 to 4 lanes in northbound direction and 2 to 5 lanes in southbound direction at various locations throughout the project limits.
 - The project proposes to construct additional northbound and southbound HOV lanes in the median of I-5 within the project limit. The project will also include mixed-flow lane extensions, new sound walls, structure widening and a pedestrian overcrossing replacement.
- For Traffic volumes refer to **Table-1**.
 - For Truck volumes refer to **Table-2**.

Table-1: Traffic Volumes (2011 Traffic Volumes on California State Highways)			
Location Description	Type of Roadway	Peak-Hour (both directions combined)	AADT
03-Sac-05-PM 8.49 Hood-Franklin Road	Multilane	4,900 vph	52,000 vpd
03-Sac-05-PM 10.83 Elk Grove Boulevard	Multilane	6,200 vph	66,000 vpd

03-Sac-05-PM 12.04 Laguna Boulevard	Multilane	8,700 vph	91,000 vpd
03-Sac-05-PM 16.15 Pocket- Meadowview Roads	Multilane	9,300 vph	101,000 vpd
03-Sac-05-PM 17.19 Florin Road	Multilane	10,200 vph	114,000 vpd
03- Sac-05-PM 18.65 43rd Avenue	Multilane	13,200 vph	137,000 vpd
03- Sac-05-PM 19.30 Seamas Avenue	Multilane	13,300 vph	140,000 vpd
03-Sac-05-PM 20.53 Sutterville Road	Multilane	13,000 vph	142,000 vpd
03-Sac-05-PM 22.57 Jct. Rte US-50	Multilane	14,800 vph	178,000 vpd

Table-2: Truck Volumes (2010 Truck Volumes on California State Highways)		
Location Description	Location	% Trucks
03-Sac-05-PM 16.1	Sacramento Pocket/Meadowview Rd	13.2
03-Sac-05-PM 22.6	Sacramento Jct. Rte US-50	9.6

Recommendations

- Staging and traffic handling plans are required.
- A detour should be set-up whenever a ramp is closed.
- No two consecutive on-ramps or off-ramps will be closed at the same time.
- During ramp and connector closures, traffic will be detoured in accordance with detour traffic handling plans prepared by the Project Engineer in Coordination with Traffic Operations.

- Detour routes should be checked to ensure that it meets all Highway Design Manual requirements, including truck turning radii and vertical/horizontal clearances.
- Median work should be done behind K-rail barrier with traffic screens.
- Delay damage clauses will be used with this project.
- Portable changeable message signs (PCMS) will be required in direction of traffic during construction for each lane, shoulder and connector closure.
- PCMS must be used during all lane and shoulder closures and at local streets, if necessary.
- PCMS must be placed 7 days prior to any lane or ramp/connector closures.
- When K-rail is used as a separation barrier between the work zone and the traveled way, there is no closure time restriction.
- In area where the work zone is less than 6 feet away from the traveled way and the work is expected to continue for an extended period of time, K-rail should be considered.
- Lane closures will be performed in accordance with Standard Plan Sheet T10, “Traffic Control System for Lane Closure on Freeways and Expressways” and with Standard Plan Sheet T10A, “Traffic Control System for Lane and Complete Closure on Freeways and Expressways”.
- The maximum length of any lane closure shall be limited to 1 mile
- Coordination with projects within, or nearby the project limits will be required to avoid conflicts.
- Coordination with the City and county of Sacramento, west Sacramento and City of Elk Grove , California Highway Patrol, Caltrans Construction, Contractor and the Public Information Office is required for any traffic impact concerns within the vicinity.
- Lane closure charts will have to be developed prior to P&E.

Cost

- For estimating purposes, use \$4,000 per working day that requires traffic control, these items include:
 - Traffic Control System and Maintain Traffic: \$2,500/ traffic control day
 - Portable Changeable Message Signs: \$1,500/ traffic control day
- The cost for Public Information Office (PIO) is estimated at \$250,000 (lump sum) for this project. The PIO funds are paid for public outreach in the form of fliers, mailers, brochures and other uses as determined by the Public Information Officer.
- 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 advice the TMP unit, as this may affect the TMP cost 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, stage construction and traffic handling plans, detour plans, construction cost estimates, number of traffic controlling days, project schedule, and a contact person.

List of Attachments:

- TMP Checklist
- Needed Resources

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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