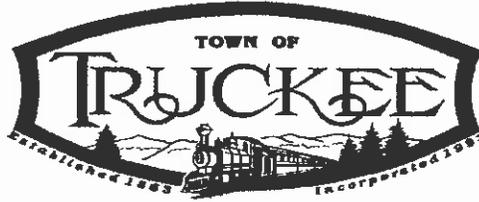




MAY 2015 – CALTRANS DISTRICT 3 PROJECT STATUS REPORT

EA	CO/RTE/PM	DESCRIPTION	COMMENTS
4F370	Nev-174 3.0/3.9	Safety Improvement from Mosswood Lane to just South of Dalmatian Drive	This project proposes to realign two curves, widen shoulders, add a left turn lane at Greenhorn Access Rd, and improve the clear recovery zone between Mosswood Lane and Dalmatian Drive on State Route (SR) 174 in Nevada County. The purpose of this project is to improve safety and operations for all users, including bicyclists, pedestrians, and equestrians. It will help reduce the number and severity of collisions on the existing highway. This project was amended into the 2014 State Highway Operations and Protection Program (SHOPP) in September 2014, at a total cost of \$12,080,000, including Engineering, Environmental, Right-of-Way, and Construction. Preliminary Engineering work has begun and construction is expected to start in Fiscal Year 2018/19. An Open House is scheduled for May 7 th from 5-7 p.m. at the Peardale Fire Station to share information with the public about the project.
4E170	Nev-49 11.1/13.3	Widen SR 49 to 5-lanes, starting at the north end of SR 49/La Barr Meadows Project to just before the McKnight Way Interchange	This project proposes to widen SR 49 to a four-lane conventional access control highway with a continuous median/left-turn lane, and 8-foot shoulders to improve traffic operations and safety. The project is located south of Grass Valley in Nevada County, between PM 11.2, the north end of the SR 49/La Barr Meadows project, and PM 13.3, near the McKnight Way interchange. This project is programmed in the State Transportation Improvement Program (STIP) from the Regional Improvement Program (RIP). The Environmental phase (PA&ED) is programmed for \$3 million and the Design phase (PS&E) is also programmed for \$3 million. Preliminary Engineering and Environmental work is taking place, as well as field surveys within the R/W limits. An Open House will be scheduled during Preliminary Engineering.
4F670	Nev-49 3.30/3.38	Operational Improvements at Brewer Road	This project, which is located approximately 10.0 miles south of Grass Valley at the SR 49 Brewer Road intersection will construct a right turn pocket lane to reduce congestion, potential rear-end collisions, and improve sight distance for northbound traffic. It is funded from the SHOPP Minor A Program and was advertised on December 22, 2014, with bids opened on January 22, 2015. The project was awarded on February 10, 2015 to America Pacific Construction for \$174,426. Construction is scheduled to begin on July 6, 2015.
1F880	Nev-49 12.4/12.8	Operational Improvements at Smith Road	This project, which is located at SR 49 and Smith Road, will construct a right turn pocket lane with a standard public road approach tapered with 4 foot shoulders. It is funded from the SHOPP Minor B Program. Design and Environmental studies will continue through the 2014/15 FY, and construction should begin in the summer of 2016. (Construction Capital = \$280,000).
4F740	Nev-49 23.2/32.6	Hot Mix Asphalt (HMA) Overlay	This project proposes to preserve and extend the life of the existing pavement and improve ride quality. The project limits extend from 1.2 miles north of the South Yuba River Bridge on SR 49 to the Yuba County line (approximately 9.4 miles). This project proposes to Cold-in-Place Recycle (CIR) the existing pavement and the placement of a new HMA overlay. All new HMA surfaces will also receive new striping. This project was amended into the 2014 SHOPP on 11/07/14 for a total cost of \$7,579,000, including Engineering, Environmental, Right-of-Way, and Construction. Preliminary Engineering work is scheduled to begin on 8/1/15, with Construction scheduled to begin during the 2017/18 FY.
0G150	Nev-49 0.00/9.60 & 11.1/R14.40	Rubberized HMA-Open Graded Overlay	This project proposes to place 0.10-foot rubberized HMA-open graded overlay on SR 49 from the county line at the Bear River Bridge, to the SR 20 separation in Grass Valley. The project will skip over the recently completed La Barr Meadows project limits. There will also be HMA-Dike replacement, and Metal Beam Guard Rail (MBGR) work at certain locations to maintain hydraulic and safety standards. New striping will be placed on all overlay areas. This project is funded from the Major Maintenance (HM124) program. Bids opened on 4/23/15, and the project was awarded to Teichert Construction for \$3,998,277. Construction is scheduled to take place during this summer.



Date: April 29, 2015

To: Dan Landon, NCTC

From: Becky Bucar, Engineering Manager

Subject: SR 89 Mousehole Pedestrian and Bicycle Improvement Project

The State Route 89 Mousehole Bicycle and Pedestrian Improvement project will construct a pedestrian/bicycle railroad undercrossing and connecting trails east of the existing SR 89 Mousehole tunnel in Truckee, California. The trail will extend from Deerfield Drive in Truckee, California to the north to West River Street in Placer County to the south.

The Truckee Town Council awarded the construction contract to Gordon N. Ball, Inc. on September 23, 2014 for a contract amount of \$7,870,230 and a contingency budget of 10% or \$787,000.

Although some minor work occurred in 2014, primary project construction started in March and a ground breaking ceremony was held on April 2, 2015. The ground breaking was well attended with representatives from the Truckee Town Council (including Commissioner Carolyn Wallace Dee), Caltrans, Federal Highways Administration, and Union Pacific Railroad. We want to especially thank you for attending and Chairman Larry Jostes for attending and speaking.

To date, staging areas have been set up, electrical relocation work has been completed, and minor grading has occurred. The next stage of work will involve the construction of the backstop and slab for the jacking operation. Once complete, the concrete tunnel box will be constructed and the ground freezing system will be installed.

The contractor currently hopes to complete construction in 2015 but it is likely that some work will need to continue into 2016.

Please contact Becky Bucar at (530) 582-2932 or bbucar@townoftruckee.com if you have any questions.



11C 720.5
1030.3.2.2

COUNTY OF NEVADA
COMMUNITY DEVELOPMENT AGENCY
DEPARTMENT OF PUBLIC WORKS
950 MAIDU AVENUE, NEVADA CITY, CA 95959-8617
(530) 265-1411 FAX (530) 265-9849 www.mynevadacounty.com

Steven L. DeCamp
Community Development Agency Director

Steve Castleberry
Director of Public Works

May 6, 2015

File: 240.1581

Dan Landon
Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
Nevada City, CA 95959

SUBJECT: Brunswick Road / Loma Rica Drive Intersection Improvement Project, County Contract No. 440812, Federal Contract No. HSIP - 5917 (086)

Dear Dan,

Brunswick Road, located in unincorporated Nevada County, is a 2- to 3- lane, primarily north to south, minor arterial that links State Route 49 in Grass Valley and the Brunswick Basin to State Route 174. The roadway is one of the most heavily travelled County-maintained roadways with 15,300 Average Daily Trips (ADT). Loma Rica Drive is a 2-lane west to east major collector that links Brunswick Road to Loma Rica Industrial Park and the Nevada County Airport. It has 6,500 ADT.

With 42 reported collisions between 2000 and 2015, the intersection has the highest collision rate for any County controlled intersection. While the public perceives most of these collisions to be weather related, only 10 of the 42 collisions during this time occurred between November and March. In contrast, 11 collisions occurred in the month of June alone during this same time period.

The intersection was also identified as operationally deficient in future year build-out scenarios, and is identified as the highest remaining undelivered priority in the Regional Traffic Mitigation Fee (RTMF) CIP program for future improvement.

While the intersection is identified as a high priority improvement project, the County has had a difficult time identifying an acceptable design alternative. In the past, the County has conducted a number of preliminary studies to review potential access alternatives. Recent studies investigated various alternate realignments and extensions, including a Loma Rica Drive connection to Idaho Maryland Road, a Loma Rica Drive connection to Greenhorn Road, and a Loma Rica Drive realignment. However, all of these alternatives presented significant issues, and none of these options were identified as a preferred alternative.

In 2013, the County contracted with Kimley-Horn and Associates for Professional Engineering Services to develop a Feasibility Study for Brunswick Road/Loma Rica Drive Intersection Improvements ("Study"). The Study investigated five intersection improvement alternatives. The preferred option consists of installation of a traffic signal, intersection widening, the installation of specialized pavement treatments and drainage improvements, and Intelligent Transportation Systems (ITS) designed to improve intersection operations and safety. In 2014 the County contracted with Kimley-Horn to develop project Plans, Specifications, and Estimates for the proposed improvements.

In 2013 the County successfully applied for and received \$521,900 in Highway Safety Improvement Program (HSIP) funding for the project. Caltrans and the Federal Highway Administration (FHWA) authorized construction funds for the project in summer 2014.

On January 13, 2015, the Nevada County Board of Supervisors approved the plans, specifications and cost estimate for the Brunswick Road / Loma Rica Drive Intersection Improvement Project, and instructed the Clerk of the Board of Supervisors to advertise for bids. The bids were opened on March 5, 2015, at 3:00 p.m. and are listed below:

Number	Contractor	Bid Price
1*	<i>Truesdell Corporation of California</i>	\$858,858.00
2	Koch & Koch, Inc.	\$935,293.12
3	Hanson Bros. Enterprises	\$977,400.00
4	American Civil Constructor West Coast, Inc.	\$1,031,003.00
5	Kertel Communications, Inc. DBA Sebastian	\$1,186,326.69
	Engineer's Estimate	\$799,720.00

* - Bid rejected due to failure to meet DBE requirements

Since the project is partially funded through federal Highway Safety Improvement Program (HSIP) grant funding, the County is required to establish a Disadvantage Business Enterprise (DBE) goal for the project. Upon investigation, it was concluded that Truesdell had 0% DBE participation and did not meet the established DBE Goal of 6.84 percent.

Upon review of the documentation provided and in consideration of the 2nd and 3rd bidders' ability to meet the DBE requirements, staff has determined that Truesdell has not met the DBE goal and good faith effort requirements. As a result, the Board of Supervisors approved project award to the 2nd lowest bidder, Koch & Koch, Inc., at the bid price of \$935,293.12. The total amount to be encumbered is \$1,028,822.43, which includes a 10 percent contingency.

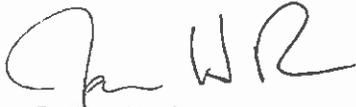
Construction is anticipated to begin in late May and be completed within 45 working days, as allowed for in the contract. The following improvements are included in the project:

- The use of High Friction Surface Treatment (HFST) throughout the project limits. While relatively new, the HFST process has dramatically reduced collision rates on similar roadways for numerous agencies throughout the United States.
- Signalization of the Brunswick Road / Loma Rica Drive intersection.
- An additional northbound right turn pocket to improve access to Loma Rica Drive.
- Striped and separated median improvements that include a 'rumble strip' application.
- Shoulder widening and drainage improvements.
- Roadway safety lighting.
- Radar Speed Feedback Signage in the northbound directions.
- A roadway sensor that detects the formation of ice on the roadway and alerts motorists through an "ICY ROAD SLOW DOWN" illuminated message sign.
- The use of thermal imaging detection cameras that improve vehicle and bicycle detection in all weather conditions.
- The ability to detect bicycles and modify traffic signal timing to provide adequate bicycle clearance signal timing in real-time.
- Thermoplastic striping to improve roadway striping visibility during low visibility conditions.
- "Signal Ahead" flashing beacons to inform motorist of the new traffic signal.

The County plans to submit a reimbursement request to NCTC for costs not funded by the HSIP grant. This amount should not exceed \$567,000 and includes all construction engineering and administrative costs necessary to deliver the project. This is significantly less than the current \$928,000 share identified in the Regional Traffic Mitigation Fee (RTMF) program. The total project costs are also significant lower than the \$2,941,400 originally anticipated in the RTMF.

Please contact me if additional information is required.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Pack' with a stylized flourish at the end.

Joshua Pack
Principal Civil Engineer