CITY OF SUSANVILLE

66 N Lassen Street * Susanville, California 96130
(530)252-5100 * FAX (530)252-1020

Addendum #1

Susanville Gateway Project – Request for Proposals (RFP #16-01)

Date: January 15, 2016

Delivery Method: Email

Contact: Ian Sims
530-252-5110 (phone)
isims@cityofsusanville.org (email)

Addendum 1 adds attachments A-J within Attachment A: PSR-PDS Document

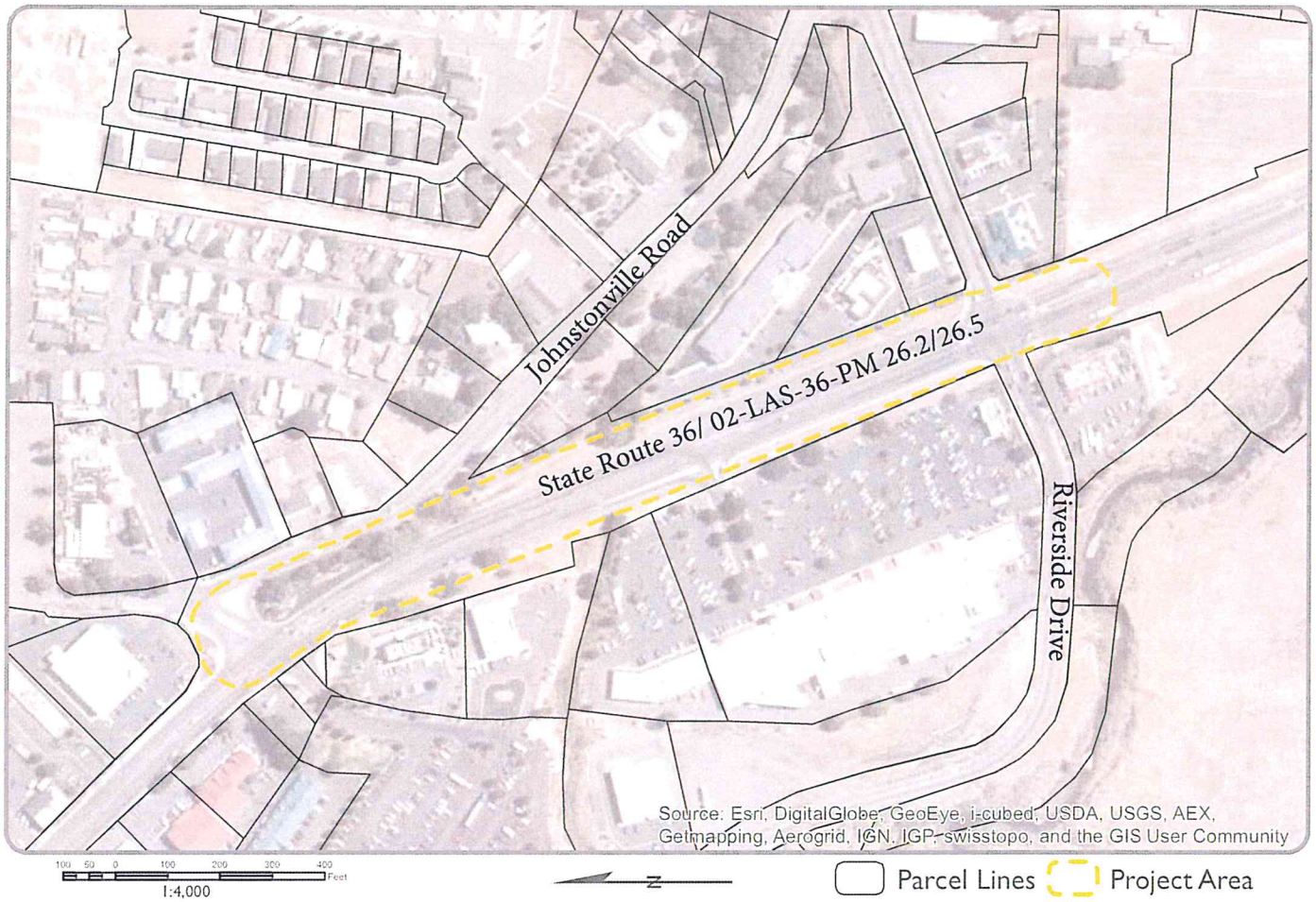
1) Attachment A: PSR-PDS Document
   A. Location and/or vicinity map
   B. Schematic maps of the study area or alternatives
   C. Capital Outlay Project Estimate
   D. Typical Cross Sections
   E. Preliminary Environmental Analysis Report (PEAR)
   F. Transportation Planning Scoping Information Sheet
   G. Right-of-Way Conceptual Cost Estimate Component
   H. Risk Register
   I. Traffic Engineering Performance Assessment
   J. Data Sheets

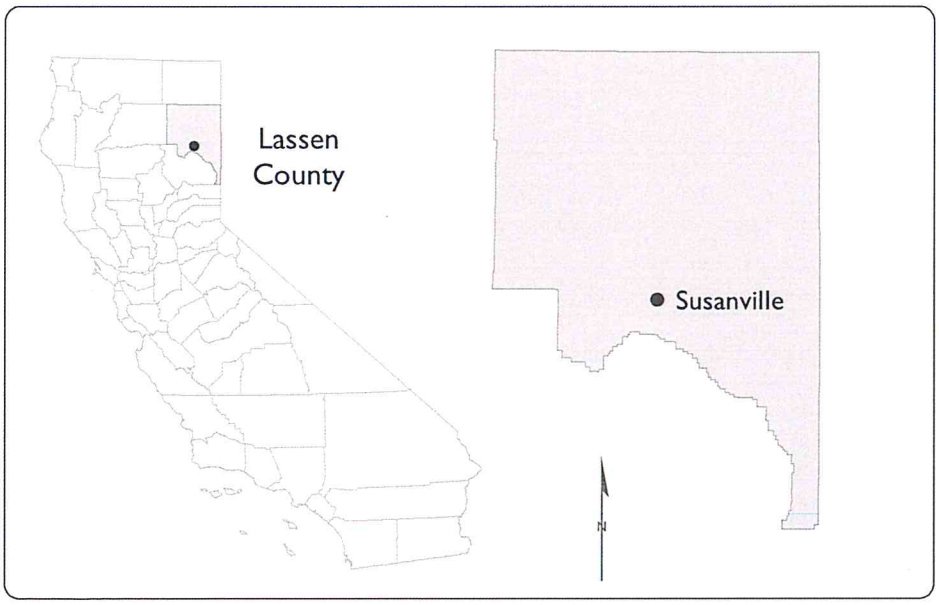
Addendum 1 corrects Project contact name and email to Ian Sims and isims@cityofsusanville.org

2) This replaces contact information found on the Cover Page and Page 1.

Attachment A

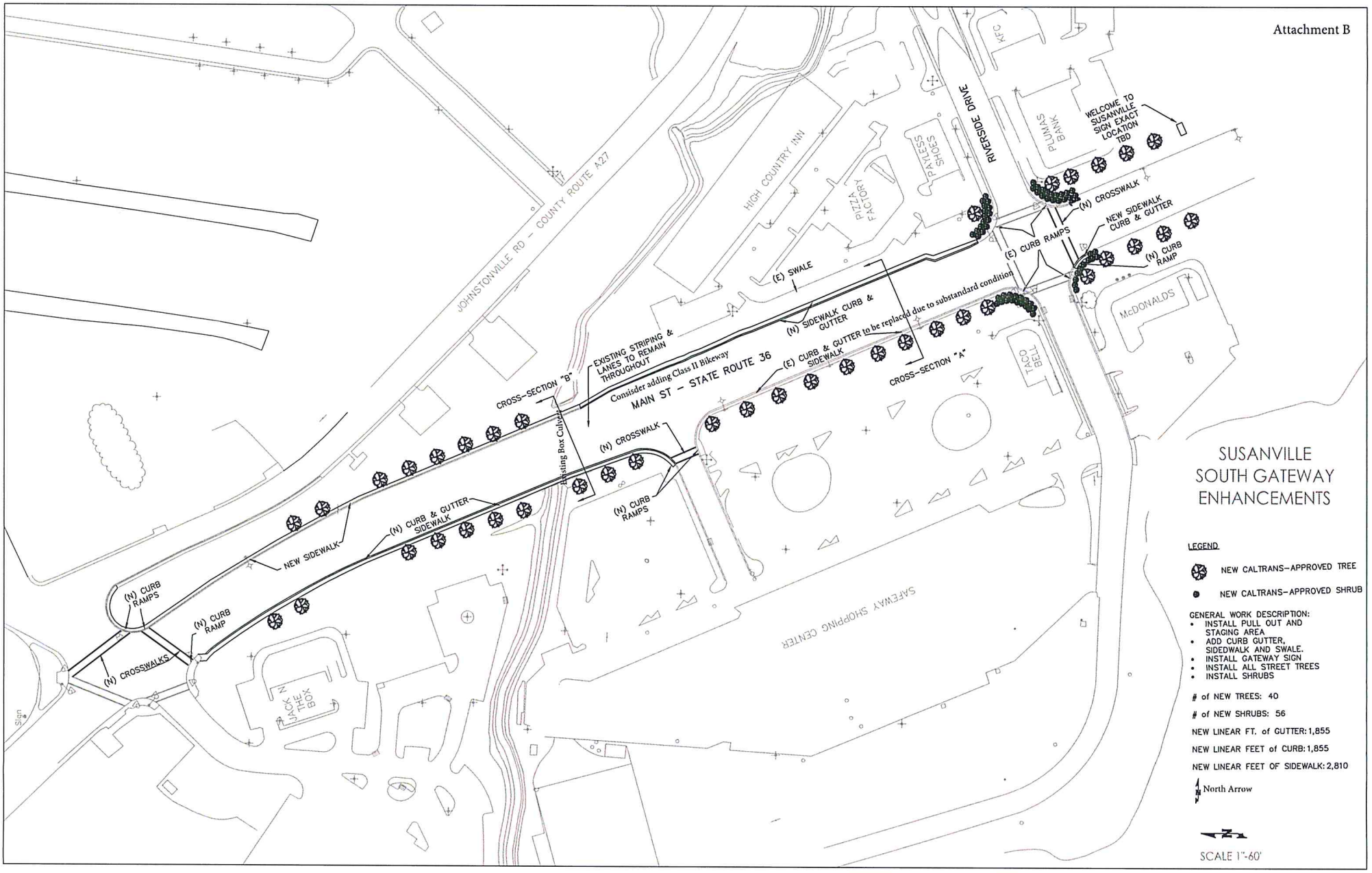
South Susanville Gateway Project
Vicinity Map





Datum: NAD 83
Projection: California Teale Albers

Attachment B



Attachment C

Project Study Report – Project Development Support
Capital Outlay Project Estimate

Dist - Co - Rte02 - Las - 36 – 26.2/26.5
PM_____

Program Code 20.10.075.600

Project Number 0212000097

Month/Year 12/13

PROJECT DESCRIPTION:
In Lassen County, in the City of Susanville, on State Route 36, from 0.1 mile south of Riverside Drive to Johnstonville Road. Construct gateway enhancements including widening existing road shoulders; construct new curb, gutter, and sidewalk; install decorative safety lighting and remove standard 'cobra head' lighting, where possible; construct new gateway sign and remove existing gateway sign; install additional landscaping; and, place mortared river stone in existing vegetated drainage swales

Limits: On SR 36 from PM 26.2-26.5_____

_____

Proposed Improvement (Scope)_____

_____

Alternate_____

None

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	$ 1,100,000
TOTAL STRUCTURE ITEMS	$ 0
TOTAL ENVIRONMENTAL MITIGATION ITEMS	$ 0
SUBTOTAL CONSTRUCTION COSTS	$ 1,100,000
TOTAL RIGHT-OF-WAY ITEMS	$ 10,000

TOTAL PROJECT CAPITAL OUTLAY COSTS $ 1,110,000_____

I. ROADWAY ITEMS

	Average Cost per Lane Mile		Number of Lane Miles		Total Cost
Total Cost	$ 370,000_____	X	.3_____	=	$1,110,000_

Explanation:

Items included are project approval and environmental documentation, plans specifications and estimates, and construction of curb, gutter and sidewalk, including some shoulder work. Project also includes safety lighting and landscaping components.

TOTAL ROADWAY ITEMS $ 1,110,000

II. STRUCTURES ITEMS

No structures

	Structure (1)	Structure (2)	Structure (3)
Bridge Name	_____	_____	_____
Total Cost for Structure	_____	_____	_____

Explanation:

Include a brief (no more than 1 paragraph) discussion of the items that are included in the Total Structures Items cost estimate. List any assumptions made for estimating the Total Structures Items cost estimate. List a contact should further explanations be desired. (Structures is developing an estimating tool for the Structures Items.)

TOTAL STRUCTURE ITEMS $ N/A_____

III. ENVIRONMENTAL MITIGATION

None anticipated

	Quantity	Unit		Unit Price		Item Cost
Environmental Mitigation	_____	_____	X	_____	=	_____

Explanation:

Include a brief (no more than 1 paragraph) discussion of the items that are included in the Total Environmental Mitigation cost estimate. List any assumptions made for estimating the Total Environmental Mitigation cost estimate. List a contact should further explanations be desired.

TOTAL ENVIRONMENTAL MITIGATION ITEMS $ N/A_____

IV. RIGHT-OF-WAY ITEMS

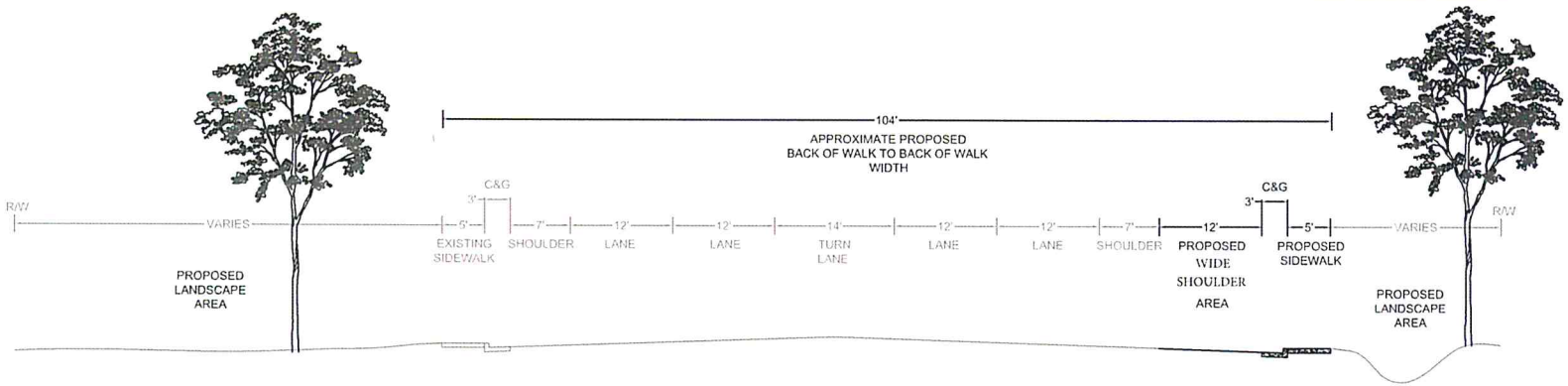
	Escalated Value
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	$__ 10,000____
B. Utility Relocation (State share)	$_____

Anticipated Date of Right-of-Way Certification TBD _____
(Date to which values are escalated)

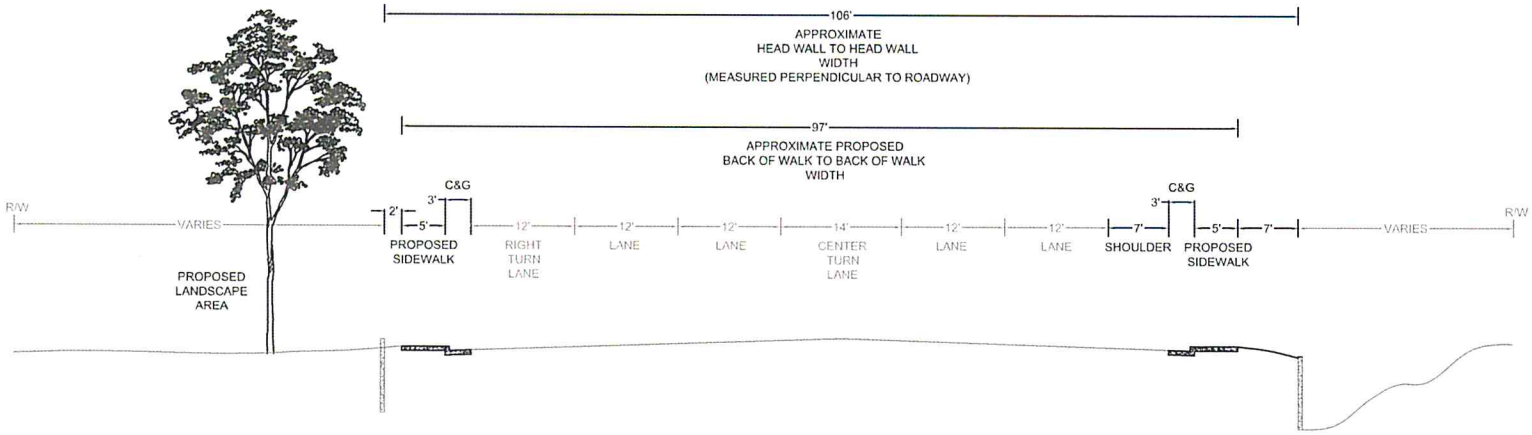
Explanation:

During the PA/ED phase it may be determined that temporary construction easements or permits to enter and construct are necessary. Also during PA/ED it may be determined that a utility easement is needed to bring electrical service to City-maintained landscaping and lighting.

TOTAL RIGHT-OF-WAY ITEMS $_____



CROSS-SECTION "A"



CROSS-SECTION "B"

SUSANVILLE
SOUTH GATEWAY
ENHANCEMENTS

Attachment D

Existing Cross section will not change and is identified in the lighter shade.

Attachment E

Mini-Preliminary Environmental Analysis Report

Project Information

District 02 County LAS Route 36 Post Mile PM 26.2/26.5 EA 02-4F360K

Project Title: South Susanville Gateway Project

Project Manager Kelly Zolotoff Phone # (530) 225-4671

Project Engineer Heidi Borders Phone # (530) 225-4425

Environmental Branch Chief Chris Quiney Phone # (530) 225-3174

Project Description

Purpose and Need: Caltrans is proposing to construct new facilities and upgrades along SR 36 through a small section of downtown Susanville to improve pedestrian and bicycle safety.

Description and Work: Proposed construction activities will include shoulder widening, drainage work, new sidewalks, safety lighting, landscaping and a new gateway sign.

Anticipated Environmental Approval:

CEQA
[X] **Categorical Exemption**

NEPA
[X] **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. It is important to note that all technical studies will be deferred to the Capital phases of the project. In addition, during project development, proposed staging areas, disposal sites, utility relocation plans, and construction site access requirements will be need to be included as part of this project. For environmental engineering, resources and time were estimated to meet an aggressive schedule. With regard to the conceptual plans being presented at this stage, it is anticipated that a Categorical Exemption will fulfill CEQA requirements and that a Categorical Exclusion would fulfill the NEPA requirement. Based on existing workload and available resources, it is estimated to take ***10-12 months*** to complete the environmental process through PA&ED. If permits will be required for drainage improvements, at least ***6 months*** will be needed between PA&ED and PS&E. If possible, Environmental Planning would like to receive the ESR for environmental clearance for this project, no later than February of a given year in order to complete any required surveys during the spring.

Special Considerations:

Biology:

Rare Plants Due to the proposed shoulder widening, floristic surveys will need to be scheduled to take place from April through September to determine if proposed construction activities will impact any rare or listed plant species. If any rare plant species are identified within the project limits, coordination will need to take place with the California Native Plant Society and California Department of Fish and Game. Any potential impacts to this plant species will require state and federal consultation and will include measures to minimize and avoid.

Archaeology: This project should be able to achieve Section 106 compliance with a Memo to File under the Caltrans Cultural Resources Programmatic Agreement (PA). If all activities are conducted on currently within the right of way and buildings or structures are not affected, this would fall under Attachment 4 of the PA and will take approximately two to four months for compliance, depending on current workload limits. If project plans change to include other areas or activities, including utility relocation, additional studies will be necessary and the timeline could change.

Hazardous Waste: An ISA will need to be completed during the '0' phase of the project. Due to the historic nature of the town of Susanville, there is a potential to run into some form of hazardous waste. Special provisions will be included within the contract to address any hazardous waste confirmations.

Water Quality: A water quality assessment will need to be prepared for this project.

Permits

Depending on the severity and location of drainage work this project could need (but are not anticipated) the following permits/certifications: 1602 Streambed Alteration Permit from the California Department of Fish and Game, a 401 Water Quality Certification from the Regional Water Quality Control Board, and a 404 Nationwide Permit from the United States Army Corp of Engineers.

Mitigation:

Estimated mitigation costs will be developed as preliminary environmental analysis sheds light on potential values that might be impacted (mitigation costs not anticipated). Impacts to sensitive values will need to be quantified and cost estimates generated, based on current industry practices.

Disclaimer:

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

South Susanville Gateway Project

Prepared by:

_____ **Date:** 11-21-13

Cabe Cornelius, Environmental Coordinator

Reviewed by:

_____ **Date:** 11-21-13

Chris Quiney, Environmental Branch Chief

Div/Pgm/Dist/E.A.:
Date: 21-Nov-13
Project Name/Acronym: Susanville Southern Gateway Enhancements
Project Mgr: Jeff Schwein Telephone Number: 530-895-1109

Attachment F

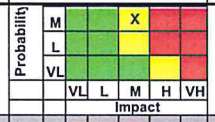
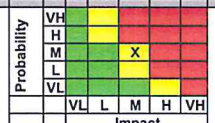
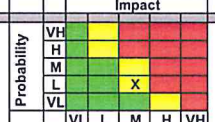
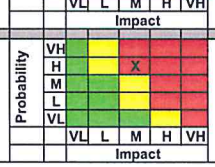
PROJECT RISK REGISTER

Identification						Analysis			Mitigation / Contingency		Monitor & Control				
Risk ID	Date Identified	Title	Threat/Opportunity Event (Description)	Risk Trigger	Type	Probability	Impact	Risk Matrix	Strategy	Comments	Risk Owner	Date Closed	Date Escalated to OCIO	Date Escalated to Agency	Status
1.00	11/21/2013	Potential for sensitive habit conflicting with pedestrian facility	Environmental study	Habitat evaluation	Schedule	Low	Low	X (Probability: L; Impact: L)	Mitigation	Alternative strategy would be avoidance by aligning pedestrian trial on commercial site of potential habit					Active
2.00	12/10/2013	Short time line left scope agreement and coordination still needing work	Scope may change slighty	PA&ED/PS&E	Schedule	Low	Moderate	X (Probability: L; Impact: M)	Mitigation	If scope changes, it will likely be a reduction in scope and not impact project schedule or funding					Active
3.00	12/10/2013	Considerations identified in PEAR regarding Bio, Arch, Haz Waste, Water Quality	Environmental study	PA&ED	Cost	Moderate	Moderate	X (Probability: M; Impact: M)	Mitigation						Active
					Schedule	Moderate	Moderate	X (Probability: M; Impact: M)	Mitigation						Active
					Schedule	High	Moderate	X (Probability: H; Impact: M)	Transference						Active
					Schedule	Moderate	Moderate	X (Probability: M; Impact: M)	Mitigation						Active
					Schedule	Moderate	High	X (Probability: M; Impact: H)	Mitigation						Active

Attachment H

Div/Pgm/Dist/E.A.:
Date: 21-Nov-13
Project Name/Acronym: Susanville Southern Gateway Enhancements
Project Mgr: **Telephone Number:**

PROJECT RISK REGISTER

Identification						Analysis			Mitigation / Contingency		Monitor & Control				
Risk ID	Date Identified	Title	Threat/Opportunity Event (Description)	Risk Trigger	Type	Probability	Impact	Risk Matrix	Strategy	Comments	Risk Owner	Date Closed	Date Escalated to OCIO	Date Escalated to Agency	Status
					Cost	Moderate	Moderate		Mitigation						Active
					Schedule	Moderate	Moderate		Mitigation						Active
					Schedule	Low	Moderate		Mitigation						Active
					Schedule	High	Moderate		N/A						Active

Attachment G

TRAFFIC WORKS LLC

Traffic Engineering & Transportation Planning

November 22, 2013

TRAFFIC ENGINEERING PERFORMANCE ASSESSMENT
SUSANVILLE SOUTH GATEWAY ENHANCEMENTS

SUMMARY OF PRELIMINARY FINDINGS & RECOMMENDATIONS

Assessment Approach, Data Sources, & Major Assumptions

The Susanville South Gateway Enhancement project is almost entirely a sidewalk and landscaping improvement project intended to improve pedestrian safety and circulation and revitalize the south end of Susanville. No changes will be made regarding the number or width of travel lanes. Existing lane configurations and traffic controls will be maintained at all intersections, and all driveways/access points to SR 36 "Main Street" will remain in their current state.

The project proposal includes new sidewalks throughout and new crosswalks with pedestrian phases (including push buttons and pedestrian signal heads) at the existing traffic signals located at the SR 36/Riverside Drive and SR 36/Johnstonville Road intersections. The project will also formalize a space on the roadway shoulder (on the east side of Main Street north of Riverside Drive) where informal truck parking occurs today. This wide shoulder where trucks currently park is also the Caltrans "chain-up area" with static chain requirement signs on rotating posts. New landscape features will be installed beyond the roadway shoulders (behind back of walk).

At this time, it appears two (2) aspects of the proposed project would have the potential to affect roadway operations. They are 1) slight changes in signal timing to accommodate additional crosswalks at the existing signalized intersections, and 2) formalization of a truck parking area on the roadway shoulder.

We obtained existing traffic volume data from Caltrans' 2012 Traffic Volumes Book and Caltrans on-line resources for the project area which is SR 36 from postmile 25.94 (Riverside Drive) to postmile 26.22 (Johnstonville Road). A summary of that data is presented below and data sheets are provided in the attachments.

SR 36 Traffic Volumes (between Riverside Drive and Johnstonville Road)

Annual Average Daily Traffic:	*13,300*
Peak Month AADT:	*18,400*
Peak Hour:	*1,550*

We also obtained crash history data for the project area through SWITRS data using the TIMS on-line query tools. The data indicates that between January 1st 2009 and December 31st, 2011 (a full 3-year period), two accidents occurred the SR 36/Riverside Drive intersection and two accidents were reported at the SR

36/Johnstonville Road intersection (see attachments). No accidents were reported in the segment between these intersections. The project area does not appear to have a significant vehicular safety issue at this time.

The posted speed limits on SR 36 are 45 mph from south of Riverside Drive to just south of Johnstonville Road, and 30 mph north/west from there through downtown Susanville. There is an existing radar speed feedback sign at the location where the speed limit is reduced in the north/westbound direction.

No traffic volume forecasting or operations/capacity analysis has been prepared at this time since the project does not intend to modify travel lanes or intersection lane configurations in any way.

Safety analysis has not been performed at this time as the crash data did not indicate any immediate significant issues. The project has the specific goal of improving pedestrian facilities and safety.

Preliminary Assessment Findings

The project would improve pedestrian safety and circulation opportunities, consistent with complete street goals, by providing walkways elevated and separated from the roadway using standard curb and gutter. Pedestrians must currently walk on the shoulder of a roadway with a posted 45 mph speed limit.

The project should, and proposes to, evaluate and reconnect marked crosswalks at the signalized intersections in locations that will provide shorter crossing distances and better visibility from driver's perspectives. The new pushbuttons must be located in accordance with ADA requirements and some sidewalk/ramp or traffic signal modifications could be necessary to accomplish that.

Similarly, the project will identify the best location for the unsignalized/uncontrolled pedestrian crossing of the commercial driveway located on the west side of SR 36 approximately 550 feet north of Riverside Drive.

The project includes adding standard pedestrian signal features (push buttons and pedestrian signal heads) at both the Riverside Drive and Johnstonville Road intersections to provide pedestrian crossings on all legs of the intersections. No other traffic control system revisions or additions are proposed at this time.

The project is not anticipated to cause any significant operational issues. A slight increase in vehicular delay could potentially result at the Riverside Drive and Johnstonville Road intersections with SR 36 associated with additional pedestrian phases. However, the pedestrian crossing volumes are expected to be low and the potential delay increases also very low.

Truck parking along the north/westbound roadway shoulder has the potential to create minor side-friction in the outside north/west bound travel lane. Recall that this activity occurs today. A formalization and better defined separation from the travel lanes could actually be an operation improvement over existing conditions. As shown in Cross-section "A", it appears an approximately seven foot wide shoulder/buffer will be feasible between the outside travel lane and the truck parking area.

All landscape features will be designed and located in a manner that provides appropriate sight lines in accordance with Caltrans design standards.

Some consideration should be given to the proposed truck parking areas' interaction with the chain-up activities that also currently occur at that location during inclement weather. There may be a need to prohibit longer-term parking at that location during snow conditions, or perhaps the chain-up area would be better sited elsewhere.

SCOPE OF FUTURE TRAFFIC ENGINEERING STUDIES, ACTIVITIES, & TASKS

Based on the proposed project elements and preliminary findings, it seems prudent that the PA&ED phase for this project include the following traffic engineering related evaluations:

- AM & PM Peak hour intersection Level of Service analysis for the SR 36/Riverside Drive and SR 36/Johnstonville Road intersections demonstrating the affects of adding additional pedestrian phases at these two existing signalized intersections.
- Determine the scope and probable construction cost of traffic signal modifications necessary to add the pedestrian phases, push button detection, and pedestrian signal indications.
- Identify the most appropriate location for a pedestrian crossing of the commercial driveway located approximately 550 feet north of Riverside Drive.
- Discuss any special requirements for the truck parking area related to chain-up activities.
- Provide the sight triangle requirements and/or exhibits for proper placement/setback of landscape and streetscape features.
- Prepare a pedestrian detour plan as requested by Caltrans in the Transportation Management Plan Data Sheet dated 11/21/13.
- Provide a Transportation Management Plan (TMP), to be prepared by Caltrans or by others.

Sincerely,
TRAFFIC WORKS, LLC

REGISTERED PROFESSIONAL ENGINEER
LOREN EDWARD CHILSON
No. C 61425
Exp. 6-30-15
CIVIL
STATE OF CALIFORNIA

11-22-13

Loren E. Chilson, PE
Principal

Attachments:

Existing Traffic Data Sheets
SWITRS Data Crash Locations (from TIMS)
Transportation Management Plan Data Sheet (11/21/13)

Dist	Route	County		Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak AADT	Ahead AADT
2	36	LAS		3.706	WESTWOOD, COUNTY ROAD A 21	300	3000	2300	310	3100	2400
2	36	LAS	R	19.196	JCT. RTE. 44 NORTHWEST	310	3100	2400	530	4900	3750
2	36	LAS		22.06	EAGLE LAKE ROAD	530	4900	3750	760	6500	5400
2	36	LAS		24.46	SUSANVILLE, COTTAGE STREET	760	6500	5400	1250	12800	11700
2	36	LAS		25.05	SUSANVILLE, PACIFIC STREET	1250	12800	11700	1250	12800	11700
2	36	LAS		25.356	SUSANVILLE, JCT. RTE. 139 NORTH	1250	12800	11700	1600	18500	14200
2	36	LAS		25.94	RIVERSIDE DRIVE	1600	18500	14200	1550	18400	13300
2	36	LAS	R	26.22	SUSANVILLE, JOHNSTONVILLE RD	1550	18400	13300	960	10800	9500
2	36	LAS	R	29.394	SOUTH JCT. RTE. 395	960	10800	9500			
4	37	MRN	R	11.2	NOVATO, JCT. RTE. 101				3550	39000	37000
4	37	MRN		13.773	ATHERTON AVENUE	3550	39500	37000	3550	39500	37000
4	37	MRN		14.473	PETALUMA CREEK	3550	38500	37000	3550	38500	37000
4	37	MRN		14.617	MARIN/SONOMA COUNTY LINE	3550	38500	37000			
4	37	SON		0	MARIN/SONOMA COUNTY LINE				3550	38500	37000
4	37	SON		2.06	LAKEVILLE ROAD	3550	38500	37000	4300	47500	44500
4	37	SON		3.9	JCT. RTE. 121 NORTH	4300	47500	44500	2750	36500	33000
4	37	SON	R	6.245	SONOMA/SOLANO COUNTY LINE	2750	36000	33000			
4	37	SOL	R	0	SONOMA/SOLANO COUNTY LINE				2750	36000	33000
4	37	SOL	R	7.213	WALNUT AVENUE	2750	36000	33000	3200	37000	34500
4	37	SOL	R	8.01	WILSON AVENUE	3200	37000	34500	3550	41500	38500
4	37	SOL		10.94	VALLEJO, FAIRGROUNDS DRIVE	5500	72000	69000	7300	96000	92000
4	37	SOL	R	11.41	JCT. RTE. 80	7300	96000	92000			
8	38	SBD		0	REDLANDS, JCT. RTE. 10				2100	22600	21500
8	38	SBD		0.071	REDLANDS, COLTON AVENUE	2100	22600	21500	1350	14300	13600
8	38	SBD		0.571	ORANGE ST/LUGONIA AVE	1350	14300	13600	1400	15200	14500
8	38	SBD		3.071	REDLANDS, WABASH AVENUE	1650	17600	16800	1350	14700	14000
8	38	SBD		4.07	MENTONE, CRAFTON AVENUE	1100	12000	11400	1100	12000	11400
8	38	SBD		8.53	BRYANT STREET	1950	13800	11400	940	6700	5500
8	38	SBD	R	9.72	SAN BERNARDINO NATIONAL FOREST	940	6700	5500	940	6700	5500
8	38	SBD		14.99	VALLEY OF THE FALLS DRIVE	940	6700	5500	600	4250	3500

RTE	DIST	CNTY	POST MILE	LEG	DESCRIPTION	VEHICLE AADT TOTAL	TRUCK AADT TOTAL	TRUCK % TOT VEH	TRUCK AADT TOTAL By Axle 2	3	4	5+	% TRUCK AADT By Axle 2	3	4	5+	EAL 2-WAY (1000)	YEAR VER/ EST
036	02	PLU	18.421	O	PLUMAS/LASSEN COUNTY LINE	2300	142	6.17	23	20	5	94	16.2	14.08	3.52	66.2	36	10E
036	02	LAS	0	O	PLUMAS/LASSEN COUNTY LINE	2300	142	6.17	23	20	5	94	16.2	14.08	3.52	66.2	36	10E
036	02	LAS	.76	B	JCT. RTE. 147 SOUTH	1900	142	7.47	23	20	5	94	16.2	14.08	3.52	66.2	36	10E
036	02	LAS	3.706	B	WESTWOOD, COUNTY ROAD A 21	2300	172	7.48	55	20	8	89	31.98	11.63	4.65	51.74	36	10V
036	02	LAS	3.706	A	WESTWOOD, COUNTY ROAD A 21	2400	180	7.5	57	21	8	94	31.67	11.67	4.44	52.22	38	10E
036	02	LAS	R19.196	B	JCT. RTE. 44 NORTHWEST	2400	191	7.96	77	25	8	81	40.31	13.09	4.19	42.41	34	10V
036	02	LAS	R19.196	A	JCT. RTE. 44 NORTHWEST	3750	499	13.31	99	47	24	329	19.84	9.42	4.81	65.93	125	10V
036	02	LAS	22.06	A	EAGLE LAKE ROAD	5200	401	7.72	56	33	13	299	13.94	8.31	3.18	74.57	110	10V
036	02	LAS	25.05	A	SUSANVILLE, PACIFIC STREET	12000	469	3.91	56	37	17	359	11.96	7.84	3.71	76.49	132	10E
036	02	LAS	25.356	A	SUSANVILLE, JCT. RTE. 139 NORTH	14200	585	4.12	59	42	24	460	10.03	7.19	4.18	78.6	168	10E
> 036	02	LAS	25.94	B	RIVERSIDE DRIVE	14200	642	4.52	59	44	27	512	9.16	6.87	4.27	79.69	187	10E
036	02	LAS	R26.22	A	SUSANVILLE, JOHNSTONVILLE ROAD	9500	712	7.49	61	48	32	571	8.57	6.74	4.49	80.2	208	10V

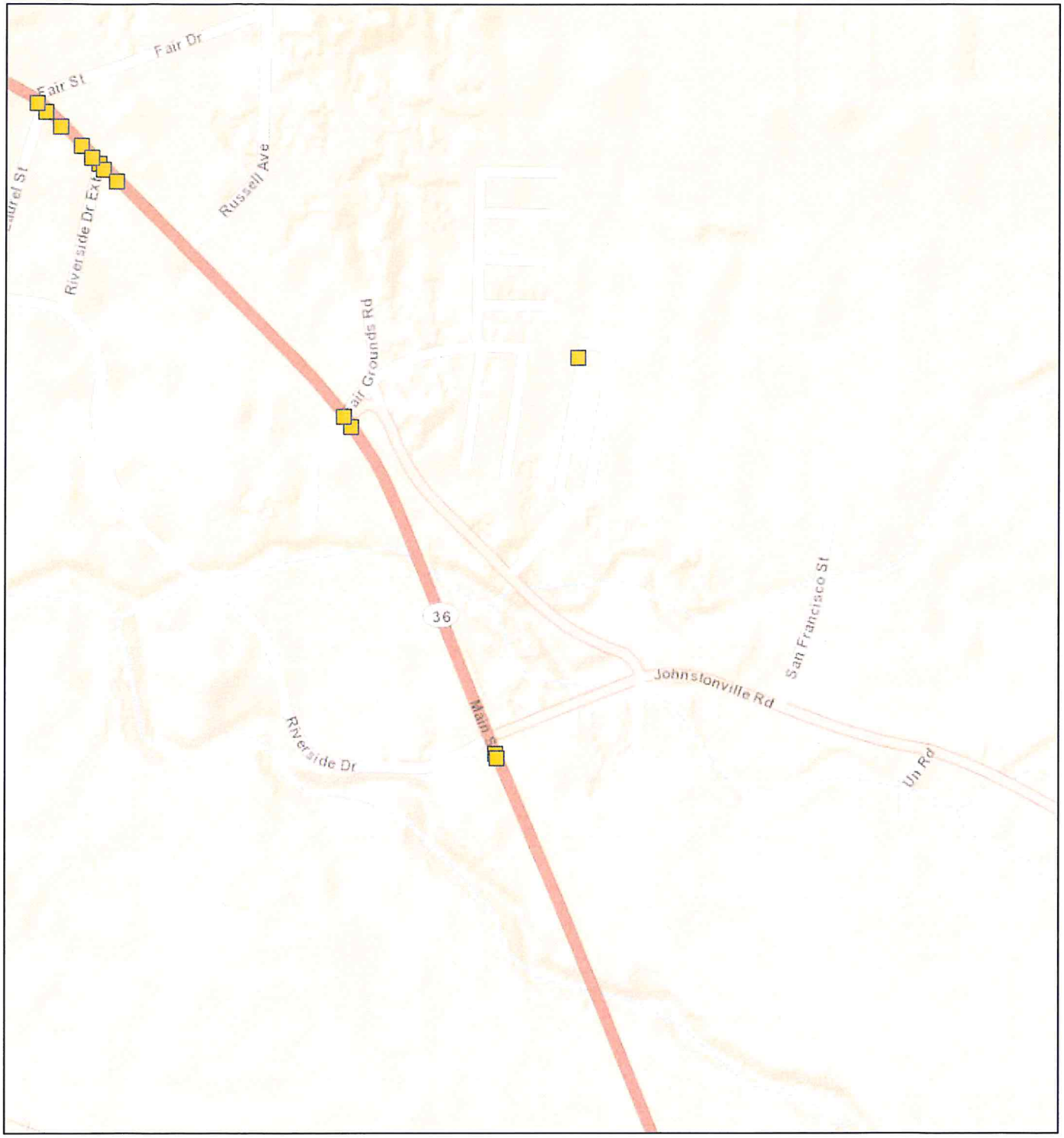
CALTRANS TRAFFIC VOLUMES
LATEST TRAFFIC YEAR SELECTED
PEAK HOUR VOLUME DATA

									AM PEAK								PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
02	036	LAS		24.46	299	B	11	W	329	7.21	85.46	6.16	11	THU	SEP	E	357	11.43	58.53	6.69	15	MON	SEP
02	036	LAS		25.05	296	O	11	E	631	9.84	53.34	5.25	12	FRI	AUG	W	677	10.64	52.89	5.63	14	FRI	APR
>02	036	LAS		25.94	211	A	10	E	832	12.08	51.2	6.18	12	THU	AUG	E	835	11.85	52.38	6.2	15	TUE	NOV
02	036	LAS	R	29.39	116	B	10	W	544	8.22	69.57	5.72	7	FRI	MAY	E	531	9.68	57.66	5.58	15	FRI	AUG
12	039	ORA		12.69	932	B	09	N	2123	7.84	50.54	3.96	7	THU	NOV	N	2279	8.33	51.1	4.26	17	THU	DEC
07	039	LA		17.81	746	O	10	N	297	19.48	80.71	15.72	10	SUN	AUG	S	387	24.78	82.69	20.49	17	SUN	AUG
08	040	SBD	R	7.181	818	A	11	W	1044	12.01	64.29	7.72	12	SUN	JUL	W	1266	12.11	77.29	9.36	15	SUN	JUL
08	040	SBD	R	28.48	855	B	09	W	923	10.23	73.72	7.54	12	SUN	MAR	W	1099	12.32	72.93	8.98	14	SUN	JUL
08	040	SBD	R	132.7	400	A	11	W	1023	11.09	67.75	7.51	12	SUN	JUN	W	928	11.07	61.54	6.81	13	SUN	JUN
08	040	SBD	R	154.6	885	O	11	W	701	9.25	62.98	5.83	12	SUN	AUG	E	639	9.49	56	5.31	13	WED	NOV
05	041	SLO		0	275	A	11	N	510	9.26	90.75	8.41	12	WED	JUL	N	581	11.9	80.47	9.58	17	TUE	JUL
05	041	SLO		14.52	277	B	11	S	564	13.12	53.56	7.03	8	FRI	APR	S	529	10.04	65.63	6.59	17	FRI	JUL
05	041	SLO		41.16	241	B	11	N	49	9.48	75.39	7.14	7	FRI	SEP	N	60	15.16	57.69	8.75	15	FRI	JUN
06	041	KIN		8.098	33	A	11	S	543	11.25	75.94	8.54	9	SAT	JUL	N	639	15.32	65.61	10.05	13	SUN	JUN
06	041	KIN		20.08	38	B	11	N	421	6.75	95.9	6.47	12	MON	DEC	N	462	10.19	69.68	7.1	17	SUN	JUN
06	041	KIN	R	39.96	34	B	11	S	348	7.59	58.88	4.47	10	SAT	MAR	N	471	9.89	61.17	6.05	16	SUN	SEP
06	041	KIN	R	39.96	35	A	11	S	689	7.9	61.96	4.9	7	MON	SEP	S	754	9.9	54.13	5.36	16	FRI	SEP
06	041	FRE	R	1.013	658	B	10	S	548	6.93	56.03	3.88	10	SAT	AUG	N	734	9.64	53.97	5.2	16	FRI	MAY
06	041	FRE	R	8.107	659	B	11	N	546	6.76	56.76	3.84	11	SAT	MAR	N	728	9	56.88	5.12	15	FRI	NOV
06	041	FRE	R	16.1	643	B	10	N	800	7.56	54.68	4.13	7	MON	NOV	N	960	8.83	56.17	4.96	15	FRI	AUG
06	041	FRE	R	20.08	641	A	10	N	1502	8.35	55.12	4.6	11	SAT	AUG	N	1632	8.72	57.32	5	17	TUE	NOV
06	041	FRE	R	23.50	240	B	11	N	3798	9.71	52.39	5.09	7	WED	SEP	N	4983	10.06	66.35	6.68	15	FRI	DEC
06	041	FRE	R	26.46	243	A	11	S	6270	8.37	54.93	4.6	7	TUE	NOV	N	6388	8.65	54.17	4.69	16	MON	APR
06	041	FRE	R	30.45	250	A	09	S	3473	8.71	71.95	6.27	7	THU	MAR	S	2948	9.28	57.34	5.32	17	WED	APR
06	041	MAD		3.23	256	B	10	S	1661	8.07	71.78	5.79	7	TUE	NOV	N	1552	9.55	56.68	5.41	17	FRI	AUG
06	041	MAD		17.91	634	B	11	S	1272	10.27	67.44	6.92	10	THU	DEC	N	1548	13.29	63.39	8.43	17	FRI	DEC
06	041	MAD		25	975	B	10	S	799	10.36	61.04	6.32	11	SUN	AUG	S	723	10.05	56.93	5.72	17	WED	AUG
06	041	MAD		35.77	620	A	10	N	632	10.11	60.83	6.15	12	SAT	AUG	S	597	9.49	61.23	5.81	16	SUN	AUG
06	041	MAD		38.99	934	A	11	N	457	13.74	61.51	8.45	10	SAT	JUL	S	432	12.04	66.36	7.99	16	SUN	AUG
06	043	KER		1.9	5	B	11	S	566	10.16	88.3	8.97	5	TUE	AUG	N	528	11.66	71.74	8.36	15	MON	AUG
06	043	KER		8.112	8	B	09	S	392	9.36	77.01	7.2	5	THU	NOV	N	342	10.07	62.41	6.29	15	MON	AUG
06	043	KER		9.162	616	A	09	S	356	9.4	80.73	7.59	5	WED	NOV	N	372	12.04	65.84	7.93	16	THU	NOV
06	043	KER		17.97	626	A	09	S	503	9.06	54.73	4.96	7	THU	MAY	S	684	11.35	59.43	6.74	16	FRI	MAY

Attachment G

Attachment G

SWITRS Collisions from 1-1-09 to 12-31-11, ALL, LASSEN



November 22, 2013

1:9,473

0 0.075 0.15 0.3 mi

0 0.125 0.25 0.5 km

Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

Made by: SWITRS GIS Map at TIMS (http://tims.berkeley.edu)

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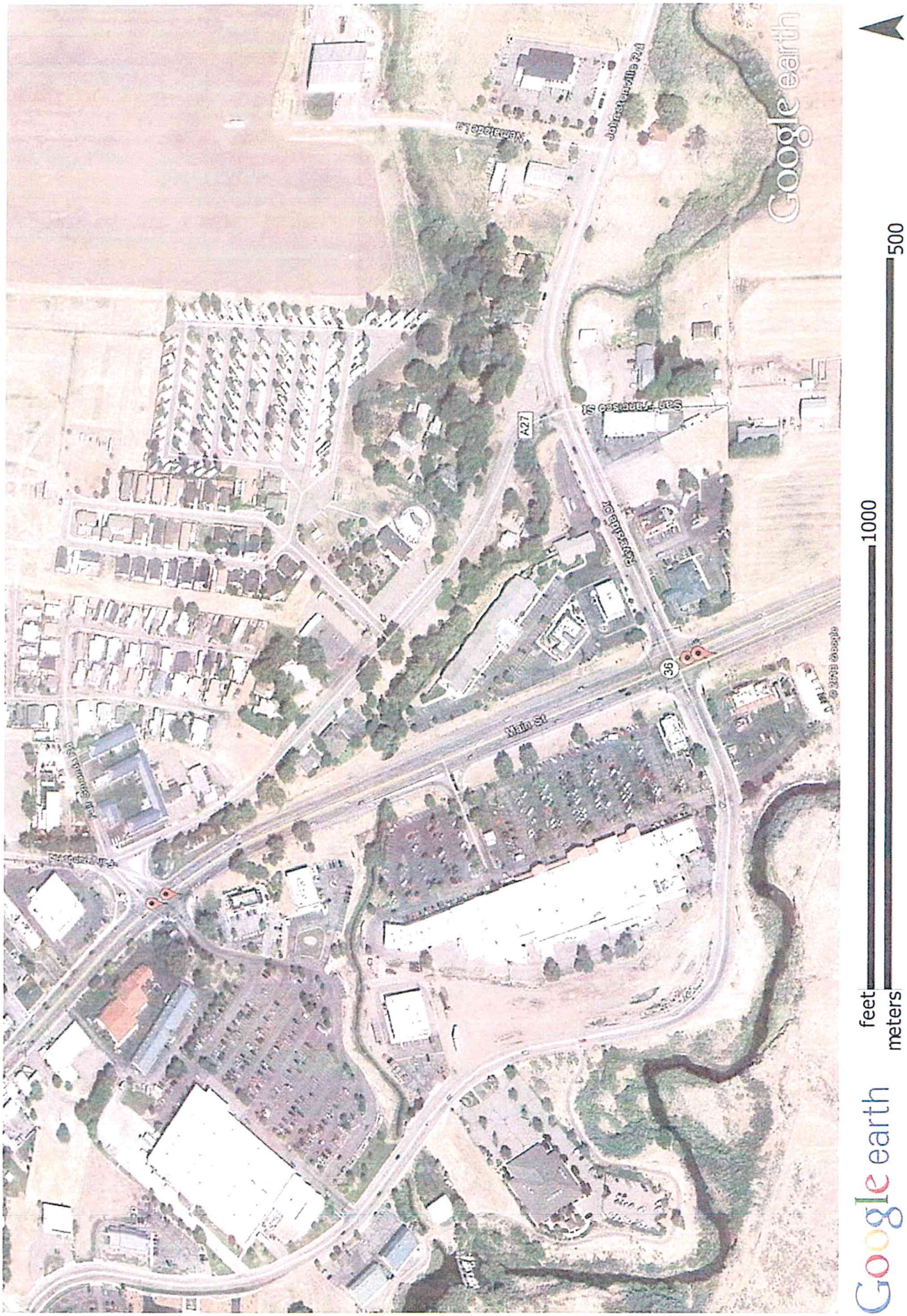
Attachment G



Attachment G

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

To: Heidi Borders, PE
District 2 - Office of Local Assistance
Redding, MS #4

From: Department of Transportation
District 2 - Office of Traffic Management

Date: November 21, 2013

File: LAS-36-PM R26.2/R26.5
EA: 02-4F360
EFIS: 0212000097
Work: South Susanville Gateway

1. POLICY

The Caltrans Deputy Directive titled "Transportation Management Plans" (DD-60) establishes the current policy for mitigating traffic impacts resulting from construction, maintenance, encroachment permit, planned emergency restoration, locally or specially funded, or other activities. The directive states that Transportation Management Plans (TMPs) and contingency plans shall be completed for all work activities on the State highway system. **The purpose of this Transportation Management Plan Data Sheet is to ensure all anticipated TMP costs are included in the Project Initiation Document (PID).**

2. SCOPE OF WORK

This City of Susanville will design and construct pedestrian improvements on 0.3 miles segment of SR 36 between Johnstonville Rd and Riverside Dr. Proposed improvements include:

- Shoulder widening and reconstruction along WB side of the highway
- Construct new sidewalk, curb and gutter, and install lighting where none exists
- Upgrade existing curb ramps to ADA standards
- Install landscaping
- Install new gateway sign near the east entrance to Susanville

Approx. 30 working days are estimated to complete the project, with traffic control for the same number of days. Construction is currently scheduled to occur during the summer of 2018.

3. FACILITY

MAINLINE: Within the project limits, SR 36 is a multilane conventional highway that serves as "Main Street" through the town of Susanville. Nearby properties consist of medium to large commercial development. Alignment is tangent on a flat profile providing good sight distance. Two 12 ft wide paved lanes with variable 2-8 ft paved shoulder is provided for each direction of travel. In addition, a 12 ft wide continuous center turn lane is provided. The regulatory speed limit is 45 mph.

TRAFFIC VOLUME DATA:

ROADWAY	AADT (2012)	EB PEAK VPH		WB PEAK VPH		TRUCK VOL 2011	DATA SOURCE
		WD	WE	WD	WE		
SR 36 between Johnstonville Rd & Riverside	13,300	835	644	855	716	5%	TMS #211, LAS-36-PM 25.94, AUG 2013

WD=Weekday M-F; WE=Weekend Sat-Sun

STRUCTURES: Per the PE, this structure is a box culvert that will not be impacted by project operations since it is not located within the WB shoulder to be widened.

LOC (PM)	BR NO	BR NAME	LENGTH FT	WIDTH FT	VC FT
R26.36	07-0065	Jensen Slough Br	26	40	NA

SIDEWALKS: Currently, the 2 signalized intersections have curb ramps at all quadrants. The only length of sidewalk exists on the EB side of SR 36 between PM R26.4 and R26.5 (Sierra Village entrance and East Riverside Dr).

3. FACILITY (Cont.)

ROAD CONNECTIONS:

Name	LOC	SIDE	Control
Johnstonville Rd (LAS A-27)	R26.2	RT	Signalized w/ Crosswalks
Wal-Mart Entrance		LT	
Sierra Village Entrance	R26.4	RT	Stop Sign
East Riverside Dr	R26.5	RT & LT	Signalized w/Crosswalks

CENSUS: There are no census loops within the project limits. Further information regarding census equipment can be obtained from Karen Law, Traffic Census, at 530-225-3042.

ITS FIELD ELEMENTS: The following table shows existing ITS field elements located within the project limits. Further information regarding ITS field elements can be obtained from Ian Turnbull, Chief Office of ITS Engineering & Support, at 530-225-3320.

ELEMENT	LOCATION CO-RTE-PM	DESCRIPTION	POTENTIAL IMPACT?
CCTV	LAS-36-PM R26.49	On EB shoulder, just west of E. Riverside Dr	Per the PE the CCTV will not be affected since widening is occurring on the opposite side of the roadway

4. TRAFFIC IMPACTS

HIGHWAY TRAFFIC: Per 7-1.04 Public Safety of the 2010 Standard Specifications, when the approach speed is <45 mph, closure of the adjacent lane is required when work is off the traveled way but within 3 feet of the ETW. Thus, based on the preliminary design provided, lane closures anticipated for most operations. All work can be carried out under 10-12 hr work shifts; when operations are not in progress, full operational capacity can be provided (two 12-ft wide paved lanes for each direction). Based on a carrying capacity of 700 vph/lane, a lane closure during some daytime hours (weekdays and weekends) would create some queuing that would extend through the nearby intersections. Lane closures during night-time hours would create minimal impacts. In addition, due to the need to excavate the shoulder area to construct the new sidewalk, curb and gutters, there will be a drop-off 1-2 ft deep adjacent to the travel lane. This condition will exist on each side of the highway unless otherwise restricted.

TRUCKS: SR 36 is a terminal access route to the national network for STAA trucks. Per 7-1.04 Public Safety of the 2010 Standard Specifications, K-rail is required when there is excavation that creates a height differential > 0.15 ft within 15 ft of the ETW of an open traffic lane. Thus, during shoulder widening along the WB side of the roadway, there is potential for a reduced lane width if K-rail is placed on (or inside) the #2 lane ETW. (NOTE: As an alternative to K-rail, it may be possible to use the Open Trench Detail using cones, but the feasibility of this cannot be determined at this stage of design).

PEDESTRIANS: Pedestrians will be present. Currently, pedestrians use the paved or unpaved shoulder areas available (or the sidewalk where it is provided). During shoulder widening and sidewalk construction, these areas will be excavated and closed to public use for 1-2 weeks. Unless a detour is provided, pedestrians would either use the traffic lane, or the nearby parking lots. Allowing shoulders on both sides of the roadway to be under construction at the same time may not provide a convenient or safe detour for pedestrians.

BICYCLES: Bicyclists are also expected to be present. When the paved shoulders are closed to public use, bicyclists will need to use the open traffic lane to travel past the work zone. Because the closure is expected to be less than 0.3 mile in length, and because traffic speeds are reduced within town, no significant bicycle impacts are expected.

4. TRAFFIC IMPACTS (Cont.)

BUSINESSES: There are two entrances to shopping centers on the EB side of the highway. There is also a motel in the immediate vicinity of the SR 36/E. Riverside intersection. Based on preliminary design, it appears these entrances can remain open during construction operations. However, noise from construction equipment may affect some businesses such as motels, particularly if work occurs at night.

ROAD CONNECTIONS: Based on preliminary design, both intersections should be able to remain open during construction. Impact to traffic movement and circulation in this area should be minimal.

5. TRAFFIC IMPACT MITIGATION

LANE CLOSURES: Because daytime traffic volumes can exceed the carrying capacity the remaining open lane, lane closure charts will apply to restrict lane closures to off-peak times, including night-time hours (exact hours to be determined during TMP development). Lane closures will not be allowed on designated holidays. Also, lane closures are typically not allowed during local special events such as the High School Graduation, any main street parades, Lassen Co Rodeo, and Hot August Nights. During operations, a minimum of one 12-ft wide paved lane shall be provided in the direction of travel. When operations are not in progress, the full width of the traveled way shall be provided. These restrictions will be included in the Maintaining Traffic SSPs.

TRUCKS: If K-rail is determined to be required for widening, it shall be placed on the outside of the ETW to ensure that full 12 ft wide lanes can be provided. This should be shown on the Plans.

PEDESTRIANS: Shoulder closures should be limited to only one side of the roadway at one time to ensure that a reasonable and safe pedestrian detour is always available. This restriction will be included in the "Order of Work". The **PE** shall include a pedestrian detour detail in the plans.

BUSINESSES: Businesses that operate at night, such as motels, may be affected by construction noise. For these reasons, it is advised that public outreach be performed as early as possible.

COORDINATE CONSTRUCTION: Based on current information, there is another nearby project scheduled for construction in 2018: Susanville CAPM (02-4F990), LAS-36-PM 22.4/29.40. Since the projects have overlapping project limits, direct work and traffic control conflicts will occur unless coordinated. The "Cooperation" SSP shall be included in the contract.

ITS FIELD ELEMENTS: Based on preliminary design, the Riverside CCTV should not be impacted by construction operations. Nevertheless, it shall be identified on the plans and noted "To Be Maintained". If damaged by project operations, the Contractor shall be responsible for replacement. All replaced equipment shall be tested prior to contract close-out. The "Maintaining TMS Elements" SSP shall be included in the contract.

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMSs): Because of anticipated night time lane closures, PCMSs are recommended. One PCMSs shall be included for each approach to the work zone. The PCMS SSP shall be included/

TMP PUBLIC INFORMATION – Because this project is located within a community, public outreach is recommended. The **PE** should include $1,000 in the estimate for preparation of a media release.

TRAFFIC CONTROL PLANS: Revised Std Plans T-9 and T-11. Since this is a multilane highway, the use of flaggers and a pilot car is not required.

COST: In addition to typical traffic control system costs associated with standard plan closures, the following should be included in the project estimate:

- INCREASED UNIT COST FOR SIDEWALK CONCRETE: Since only the shoulder one 1 side of the roadway can be closed at any one time, cost for sidewalk concrete may cause increased unit cost for this item.
- K-RAIL or TEMP BASE MATERIAL FOR SAFETY WEDGE (Open Trench Detail): Include cost for either (pending safety review).
- PEDESTRIAN DETOUR: Increase estimate to cover the signage required for pedestrian detours.
- PCMSs: Include cost of two PCMS
- TMP PUBLIC INFORMATION: Include $1,000 to provide outreach to the community and businesses.

TMP: The TMP for this project will summarize the traditional traffic handling practices and other traffic mitigation strategies that will be implemented during construction that will include, but is not limited to: 2 week pre-notification of closures (Lane Closure Schedule), DTM evaluation of cumulative traffic corridor delays for multiple projects, California Highway Information Network (CHIN), Road Work Information Bulletin (RIB), Local Agency contacts, Permanent Changeable Message Sign (CMS) locations, permanent and portable Highway Advisory Radio (HAR) locations, CHP Commander contacts, incident response (accident, natural event) contacts, contingency plans, and maintenance contacts. **A TMP for this project is required and should be requested when the design is complete enough to determine specific traffic impacts but early enough to make design changes/additions required for traffic mitigation.**

Jan Meyer, TE prepared this TMP Data Sheet. I have personally reviewed this TMP Data Sheet and all supporting information. I certify that the assumptions are reasonable and proper subject to the limiting conditions set forth and I find the Data Sheet complete and current.

Clint Burkenpas, PE
Chief, Office of Traffic Management
District 2
530-225-3245

11/21/2013
Date

Ian Turnbull, Sr TEE
Chief, Office of ITS Engineering & Support
District 2
530-225-3320

11-21-13
Date

SEE ATTACHED RESOURCE SPREADSHEET

Attachment H

RESOURCE REQUEST SPREADSHEET		
Project ID: 02-1200-0097		EA: 02-4F360
Project: South Susanville Gateway		
Project Manager:		
Assistant Project Manager:		
	Date Requested:	11/21/2013
	Date Submitted:	11/21/2013
	Your Source District & Unit Number:	02-0151
TASK ID	ABBREVIATED TASK NAME	HOURS REQUESTED
100.05	PROJ MGMT-PID COMPONENT	0
100.10	PROJ MGMT-PA&ED COMPONENT	0
100.15	PROJ MGMT-PS&E COMPONENT	0
100.20	PROJ MGMT-CONSTRUCTION COMPONENT	0
100.25	PROJ MGMT-R/W COMPONENT	0
150	DEV PROJ INITIATION DOC [PID]	4
160	PERF PRELIM ENGRG STUDIES & PREP DRAFT PROJ RPT	4
165	PERF ENVIRO STUDIES & PREP DED	0
175	CIRCULATE DED & SELECT PREFERRED PROJ ALTST	0
180	PREP & APPROVE PROJ RPT & FNL ENVIRO DOC	0
185	PREP BASE MAPS & PLAN SHEETS	0
195	R/W PROP MGMT & EXCESS LAND	0
200	COORDINATE UTIL	0
205	OBT PERMITS/AGREMNTS & ROUTE ADOPTIONS	0
210	PREP PRELIM STRUC DSGN DATA	0
215	PREP STRUC GENERAL PLANS	0
220	PERF R/W ENGRG	0
225	OBT R/W INTERESTS FOR PROJ R/W CERTIFICATION	0
230	PREP DRAFT PS&E	4
235	MITIGATE ENVIRO IMPACTS & CLEAN UP HAZ WASTE	0
240	PREP DRAFT STRUC PS&E	0
245	POST R/W CERTIFICATION WORK	0
250	PREP DRAFT PS&E	0
255	CIRCULATE/REV & PREP FNL DISTRICT PS&E PKGE	2
260	PREP CONTRACT DOCS	0
265	ADVERTISE/OPEN BIDS/AWARD & APPROVE CONTRACT	0
270	PERF CONSTR ENGRG & GENERAL CONTRACT ADMIN	20
285	PREP & ADMINISTER CONTRACT CHANGE ORDERS	0
290	RESOLVE CONTRACT CLAIMS	0
295	ACPT CONTRACT/PREP FNL CONSTR EST & PREP FNL RPT	0
300	PERF FNL R/W ENGRG ACTIVITIES	0

Attachment H

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

Memorandum

Date: November 21, 2013

File: 02-Las-36
PM 26.2-26.5
EA 4F360
EFIS 0212000097
ISA # 13-2061

To: Heidi Borders
Design Engineer

From: Rajive Chadha
North Region Office of Environmental Engineering (NROEE) - South

Subject: Initial Site Assessment

It is understood that this project proposes to construct new sidewalks and pedestrian facilities where they are absent along SR-36 as outlined in your request. Additional work includes widening shoulders and installing additional lighting and a new gateway sign. The existing white traffic stripes will be cold planed along with the road surface. Excess soil will be relinquished to the contractor. It is understood that no bridge work will be required for this project but additional right of way is required for this project.

The review for potential hazardous waste impacts involved the following;

1. A review of the project plans and aerial mapping;
2. Discussions with the design engineer;
3. A review of Naturally Occurring Asbestos maps;
4. A review of Geotracker (databases of hazardous waste sites).

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

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

2) Hazardous levels of lead and chromium are known to exist in the yellow color traffic stripes. Since these traffic stripes will be grinded off along with the roadway, the levels of lead and chromium will become non-hazardous. These grindings (which consist of the roadway material and the yellow color traffic stripes) shall be removed and disposed of in accordance with Standard Special Provision 15-305 (Residue Containing High Lead Concentration Paints) which requires a Lead Compliance Plan (LCP). Non-hazardous levels of lead are known to exist in the white traffic striping. As such, these grindings shall be removed and disposed of in accordance with the same specification. For budgetary purposes, you can assume a cost of $ 2,000 (Use BEES item code 190110).

3) A Hazardous Materials Disclosure Document (HMDD) will be required for attachment to the Certificate of Sufficiency (COS) before any right of way can be acquired. To provide the HMDD, Design will need to provide our office with final R/W mapping as soon as it is available.

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

The following support costs will be needed for this project;

Unit 0386 NROEE (Hazardous Waste) Resource Hour Needs			
ISA	**Site Investigation**	**Specs Prep**	**Functional Support**
150.20.10	**165.10.50**	**230.35**	**285.10**
8	**80**	**8**	**4**

Should either project take place at locations other than those specified, another review will be required. Should you require further information or have any questions, I can be reached at (530) 741-4295.

c.c. Cabe Cornelius, Environmental Co-ordinator
Kelly Zolotoff, Project Manager
Douglas Coleman, NROEE - South

Attachment H

State of California | California Transportation Agency

MEMORANDUM

TO: Heidi Borders
D2 Local Assistance

Date: November 19, 2013
File: Las-36 PM 26.2/26.5 So. Susanville Gateway Project
EFIS:212000097

FROM: DEPARTMENT OF TRANSPORTATION - District 2
Dan Norris, Traffic Investigations

SUBJECT: Accident Analysis for Las-36-So. Susanville Gateway

The following accident information was obtained for South Susanville Gateway Project (PM 26.2/26.5) from TASAS Table B for the 5-year period between 01/01/07 and 12/31/11. The accident rates are as follows:

Las-36 PM 25.88

Accident Rates*	Actual	Average
Total Accident Rate (acc/mv)	0.67	0.55
F+I Accident Rate (acc/mv)	0.21	0.23
Fatal Accident Rate (acc/mv)	0.000	0.008

*acc/mv accidents per million vehicles

There were 13 reported crashes in this segment and they were all in the vicinity of the SR36/Johnstonville Rd intersection (all of the crashes were between PM R26.21 and R26.23). Of the 13 crashes, there was 0 Fatal, 4 Injury crashes, and 9 PDO crashes (Property Damage Only).

According to the Type of Collision code, there were 5 Rear Ends, 5 Broadsides, 2 Sideswipes, and 1 Auto-Pedestrian.

5 Rear Ends:

- 3 happened west of the SR36/Johnstonville Rd intersection due to WB driver's inattention/speed.
- 1 happened when a WB left turner in the intersection had to stop for a pedestrian and was hit by another left turner.
- 1 east of the intersection when a WB driver stopped for a yellow light.

5 Broadsides:

- 2 happened when an EB driver ran a red light and hit a NB left turner.
- 2 happened when a WB driver ran a red light (1 hit a SB driver and the other hit a NB left turning driver).
- 1 happened when a SB driver, pulling out of Walgreen's parking lot, failed to yield to a WB driver.

2 Sideswipes: Both crashes happened due to unsafe lane changes on SR36 (one WB and one EB).

Attachment H

1 Auto-Pedestrian: This crash happened when an inattentive NB driver didn't see a pedestrian on a motorized scooter.

Analysis and Recommendation: This segment of SR36 in Susanville is a 5 lane highway segment (2 lanes in each direction with a 2-way left turn lane) in a 30mph speed zone with an ADT of 10,600. All of the accidents are concentrated at the Johnstonville Road intersection with the majority due to speed/inattention (5) and red light violations (4).

It is noted that trees along SR36 are to be planted for aesthetic reasons. Care should be taken that the resulting tree branches don't block sight distance to the traffic signals at the SR36/Johnstonville Road intersection.

Please let me know if you have any questions.

Dan Norris, P.E.
Traffic Investigations
District 2

Attachments: Accident Plot

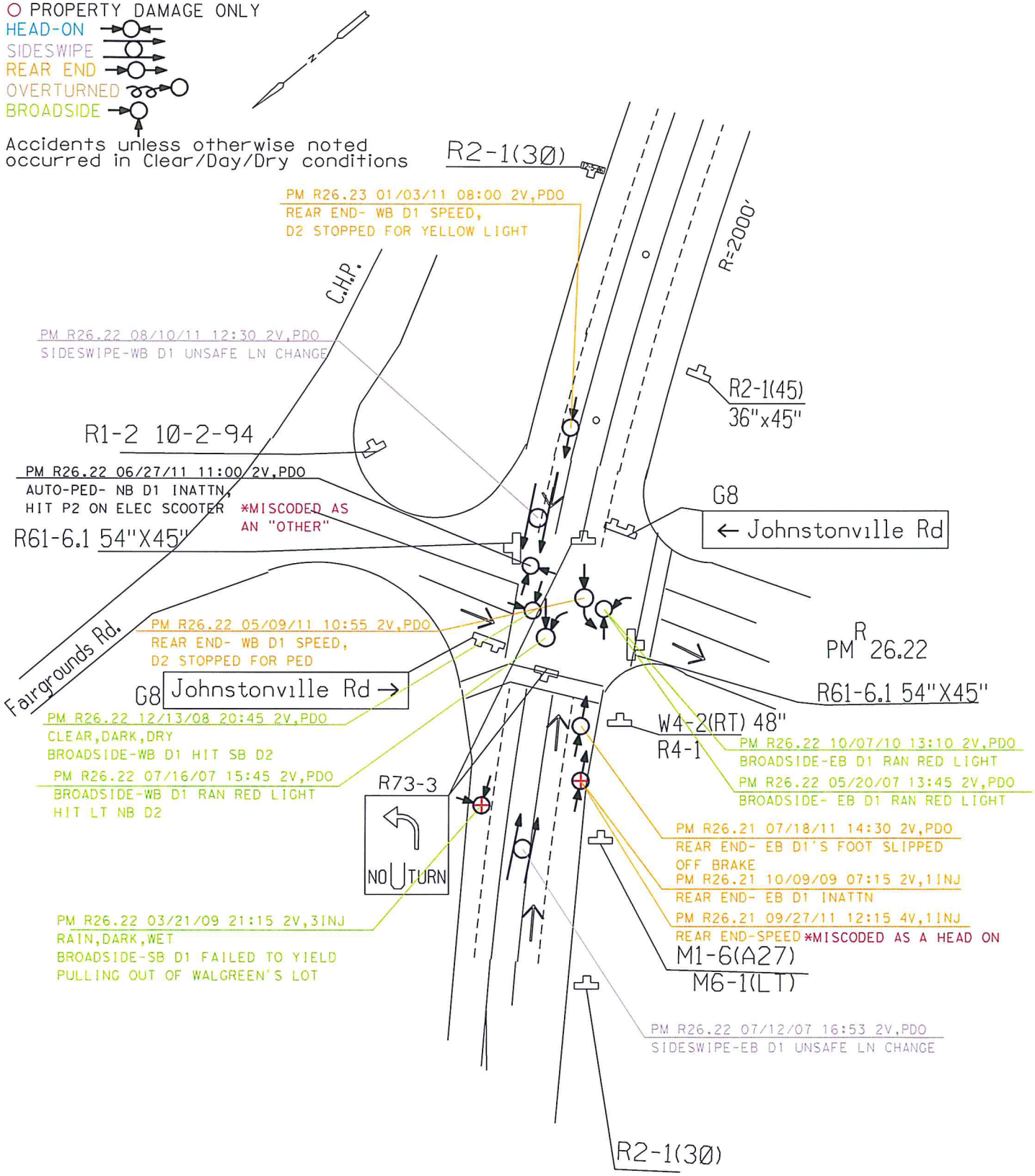
Attachment H

LEGEND

- FATAL ACCIDENT
- INJURY ACCIDENT
- PROPERTY DAMAGE ONLY

HEAD-ON
SIDESWIPE
REAR END
OVERTURNED
BROADSIDE

Accidents unless otherwise noted occurred in Clear/Day/Dry conditions



ACCIDENT PLOT
LAS-36-PM R26.2-26.5
01/01/07 THRU12/31/11