

Transportation Management Plan

Access to Naval Base Coronado Coastal Campus at SR-75 (Silver Strand Boulevard)

October 2016

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Project No. 095993001

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Transportation Management Plan

Construction Access at SR-75 (Silver Strand Boulevard)

11-SD-75-PM 12.85

Permit No. 11-16-NTK-0236

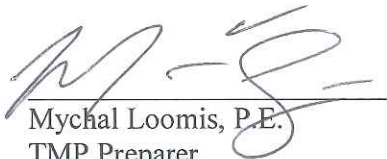
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IN SAN DIEGO COUNTY ON ROUTE 75 AT POST MILE 12.85

This Transportation Management Plan has been prepared under the direction of the following registered engineers. These registered Civil/Traffic Engineers attest to the technical information contained herein and have judged the qualifications of any technical specialists involved in the production of this report or in the providing of any engineering data upon which recommendations, conclusions and decisions were based.



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Chapter 1 Introduction

This Transportation Management Plan (TMP) is designed to minimize motorist delays when implementing project on the State Freeway and Highway Systems. This TMP has been prepared in conformance with the Department's *District 11 Transportation Management Plan Guidelines*, dated November 15, 2015 and Deputy Directive 60 R-2.

The goal of this TMP is to identify a program for preventing or mitigating traffic congestion and accidents along State Route 75 (SR-75) during construction activity at Naval Base Coronado Coastal Campus ("Coastal Campus"). Construction of the upcoming on-site improvements at Coastal Campus will increase traffic volumes at an existing access point off SR-75. With increased vehicles entering and exiting the existing access point that is currently uncontrolled and rarely used, there will be new traffic patterns on SR-75 at this location that cause concern for safety and operations. The existing average daily traffic volume on SR-75 in this area is approximately 17,400 vehicles. This TMP addresses ways to improve safety of all vehicles at the existing access point off SR-75 in the interim condition until permanent modifications are made. Construction activity will require closure of one lane in each direction along SR-75, and the assistance of flagging or CHP personnel to control the entrance during peak-hour operations.

The TMP program is based on the effective application of traditional traffic handling practices; public and roadway user information sharing; incident management; and strategies for construction volume demand management. Each of these basic TMP strategies is further broken down into more detailed TMP elements that are evaluated in this report. The TMP elements recommended in this report are:

- Public Information
- Motorist Information Strategies
- Incident Management
- Construction Strategies
- Alternate Route Strategies
- Contingency Plans

The approximate cost for implementing the TMP elements proposed for the project is \$138,000.

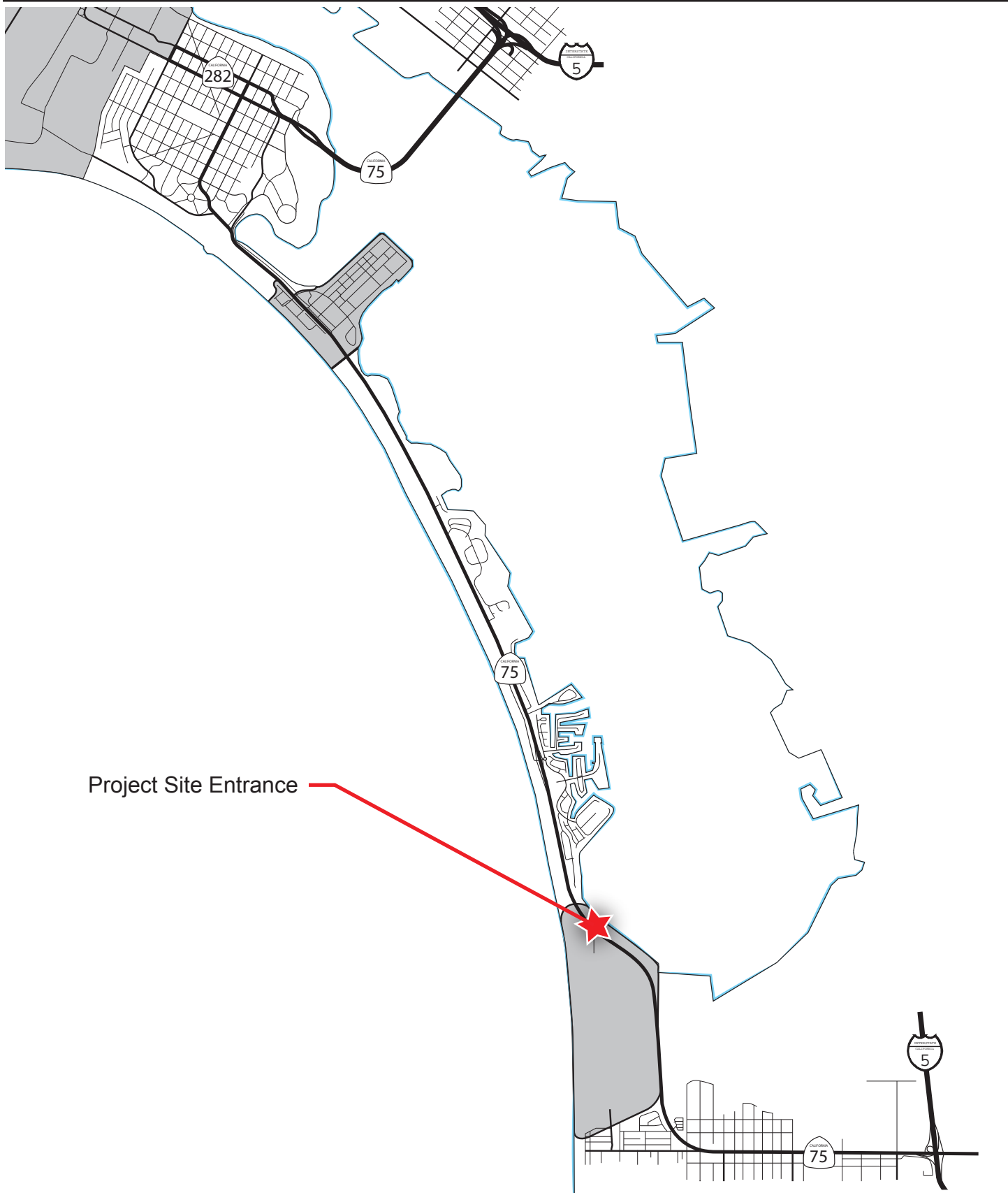
1.1 Project Description

The Navy proposes temporary traffic handling to facilitate the movement of traffic into and out of their existing access to Coastal Campus. Several different construction projects are planned to occur simultaneously on Coastal Campus, with the designed construction traffic access at the existing access location on SR-75. This temporary traffic handling on SR-75 would be needed as construction activity on Coastal Campus increases over the next few years and prior to installation of a new traffic signal at the access point.

The Coastal Campus is located west of Silver Strand Boulevard, just north of the community of Imperial Beach and south of the community of Coronado (see **Figure 1.1 “Location Map”**).

This TMP includes closure of one lane of travel in the southbound direction to provide an acceleration lane for outbound traffic at the unsignalized access point along SR-75. This TMP also proposes closure of one lane of travel in the northbound direction to manage traffic speeds and queues during occasional truck platoons for on-site construction activity. A new traffic signal is planned at this location, but funding for the new traffic signal is not available prior to construction activity beginning on Coastal Campus. Until implementation of that new signal which is estimated to be operational in Fall 2017, temporary traffic handling is proposed. Construction activity within Coastal Campus is anticipated to occur for the next 10 years.

As multiple upcoming construction projects may include multiple construction contractors, this TMP is intended to serve as a “parent” permit to gain concurrence on a TMP for several projects. Each individual project would be required to submit an encroachment permit that complies with this TMP.



Chapter 2 TMP Roles and Responsibilities

This TMP was prepared for construction access from SR-75 (Silver Strand Boulevard) to the Navy's Coastal Campus site, and it will be reviewed and approved by the Department of Transportation, District 11. **Table 2.1** shows a list of the Traffic Management Team, reviewers, and designers involved with this project including their roles and responsibilities.

Table 2.1 Team Members' Roles and Responsibilities

Title	Name	Organization
Caltrans District Traffic Manager	Foroud Khadem	Caltrans
Caltrans TMP Manager	Ajmal Zulali	Caltrans
Caltrans District Encroachment Permit Engineer	Ann Fox	Caltrans
Navy Project Manager	Evelyn Warner	NAVFAC SW Coastal IPT
Navy TMP Manager	Evelyn Warner	NAVFAC SW Coastal IPT
Navy Community Plans & Liaison	Wes Bomyea	Naval Base Coronado
Navy Public Affairs Officer	Sandy DeMunnik	Naval Base Coronado
Navy FEAD Director	LT Dan Cloutier	Naval Base Coronado
TMP Preparer (Consultant)	Mychal Loomis	Kimley-Horn and Associates, Inc.

Chapter 3 Goals and Objectives

The policy for creating the Transportation Management Plan (TMP), according to Deputy Directive 60-R2 (DD-60-R2) (see **Appendix B**), is to minimize motorist delays when implementing projects or performing other activities on the State highway and freeway systems. This should be accomplished without compromising public or worker safety, or the quality of the work being performed.

Temporary closures and other requirements to complete the project in a cost effective and timely manner with minimal interference with the traveling public will also be addressed in this TMP.

In summary, the goals and objectives of this TMP are the following:

1. Reduce traffic delay or time spent in the queue to less than **15 minutes** above normal recurring traffic delay.
2. Maintain traffic flow throughout the corridor and the surrounding areas.
3. Maintain existing transit operations.
4. Provide a safe environment for the work force and motoring public.

This TMP should be considered a living document, subject to change as required by changing circumstances. If there is a material change to the project scope, which will affect the function or adequacy of the TMP, then changes to the TMP must be addressed. If traffic conditions at the project site demonstrate that TMP elements need to be adjusted to adequately address congestion, then the TMP will be altered accordingly.

Chapter 4 Existing Facilities

SR-75 provides access between the cities of Imperial Beach, Coronado, and San Diego and is the only vehicular access to the Coronado peninsula. The route includes the San Diego-Coronado Bay Bridge connecting from Interstate 5 to Coronado, Orange Avenue through Coronado, Silver Strand Boulevard between Coronado and Imperial Beach, and Palm Avenue in Imperial Beach which connects again to Interstate 5.

Near the Coastal Campus access, SR-75 (Silver Strand Boulevard) operates as a north-south, four-lane principal arterial. The roadway is divided by three-beam barriers and has a posted speed limit of 65 miles per hour. A Class IV separated bicycle facility is provided on the east side of SR-75, known as the Bayshore Bikeway. Parking is prohibited along both sides of the facility.

SR-75 currently serves approximately 17,400 vehicles per day between Silver Strand State Park and Rainbow Drive¹ where the Coastal Campus access is located.

SR-75 is designated as a National Network route by the Surface Transportation Assistance Act (STAA) for trucks. The only restriction placed is no flammables or explosives are allowed on Coronado Bay Bridge from toll gates (PM 20.3) to the junction with Interstate 5 (PM 22.3). It is also a designated State Scenic Highway.

Metropolitan Transit System (MTS) bus route 901 provides service along SR-75 through the project area. Route 901 runs from downtown San Diego, across the San Diego-Coronado Bay Bridge, through the Cities of Coronado and Imperial Beach, and into the Otay Mesa community of the City of San Diego. The route provides daily service every 15 minutes on weekdays during peak periods and every 30 minutes on weekdays during non-peak periods and on weekends. Currently there are no stops near the existing access to Coastal Campus.

¹ 2014 Traffic Volumes on California State Highways, State of California State Transportation Agency Department of Transportation Division of Traffic Operations

The access to Coastal Campus is currently an unsignalized intersection with inbound access provided by a 50-foot northbound left-turn pocket on SR-75 and a shared southbound through-right lane with an 8-foot shoulder and outbound access provided by a single stop-controlled lane. Until the spring of 2016, this access was rarely used. Since then, the use of the intersection has steadily increased as a result of construction of the Coastal Campus. The intersection is the construction access point and will see increased traffic volumes with upcoming construction activity at Coastal Campus.

Chapter 5 TMP Elements

The TMP elements considered the most important for this project—with respect to reducing traveler delay and enhancing traveler safety—include the following:

5.1 Public Information

5.1.1 Public Awareness Campaign (PAC)

5.2 Motorist Information Strategies

5.2.1 Portable Changeable Message Signs (PCMS)

5.2.2 Ground-Mounted Motorist Information Signs

5.2.3 Caltrans Highway Information Network (CHIN)

5.2.4 SANDAG's 5-1-1 Traveler Information

5.3 Incident Management

5.3.1 Traffic Management Team (TMT)

5.4 Construction Strategies

5.4.1 Lane Closure Charts

5.4.2 Lane Modifications

5.4.3 Speed Limit Reduction

5.4.4 Delay Clause

5.4.5 Conflicts with Other Projects and Special Events

These TMP elements are discussed in the following sections:

5.1 Public Information

5.1.1 Public Awareness Campaign (PAC)

The primary goal of a PAC is to educate motorists, merchants, residents, elected officials and governmental agencies about construction impacts. The PAC is an important tool for reaching target audiences with important construction project information. The PAC is to be developed and implemented by Naval Base Coronado. Preliminary target audiences identified for this project are:

- Resident Motorists
- City of Coronado Officials and Residents
- City of Imperial Beach Officials and Residents
- City of Coronado Chamber of Commerce
- City of Imperial Beach Chamber of Commerce

- Naval Base Coronado Personnel
- Metropolitan Transit System (MTS)
- Trucking Industry
- California Highway Patrol

The above list of preliminary target audiences will be updated and refined as the project advances.

Public acceptance, tolerance, and cooperation will be enhanced with an effective Public Awareness Campaign. In general, the Public Awareness Campaign is designed to meet the following objectives:

- Identify all target audiences who will be impacted by construction activities.
- Serve as the focal point for project related questions regarding construction activities, road closures, noise, dust, and other construction-related activities.
- Inform the public about the construction project and how the project could affect their travel on SR-75.
- Promote alternate modes of transportation and alternate routes. Specific elements that may be used to accomplish these objectives include press releases and special alerts to news outlets and traffic reports, which will be sent to inform motorists about construction activities.

Some specific elements that may be used to accomplish the above objectives include press releases distributed to media outlets and/or nearby emergency services, Caltrans District 11 offices, sent to community groups, and at public meetings in Coronado and Imperial Beach. Construction bulletins would be distributed to a similar audience as the news releases, but also include affected businesses, developers, residents, homeowner's associations, and political offices in the area.

5.2 Motorist Information Strategies

Motorist information strategies include portable changeable message signs (PCMS), ground-mounted motorist information signs, Caltrans Highway Information Network (CHIN), and SANDAG's 5-1-1 traffic service.

5.2.1 Portable Changeable Message Signs (PCMS)

PCMS are considered one of the best methods to alert motorists of construction activities prior to reaching the work zone, providing current information on upcoming construction activity.

- The project estimate assumes a total of four PCMS, two for each direction of SR-75 approaching the construction access location.
- The PCMS should be available to inform drivers of speed limit reductions, current construction activities ahead, or future increased construction activity.
- Suitable locations and messages for the PCMS will be developed jointly by the DTM Branch and Construction.

The PCMS specified for this project by this TMP are designated for congestion relief as outlined by DD-60-R2 (see **Appendix B**). PCMS required for other purposes should be included under other specifications.

5.2.2 Ground-Mounted Motorist Information Signs

Ground mounted signs are another effective method of getting information to motorists about construction and are used to guide motorists through the work zone.

Ground mounted signs should be placed at significant locations along SR-75 to help guide motorists through the work zone and should be maintained and updated to keep information current and accurate.

5.2.3 Caltrans Highway Information Network (CHIN)

There is a 24 hour 800 information hotline, 1-800-427-ROAD (7623) and an internet website with the latest information regarding the condition of the California State Highway System. This service is available free from any touch tone phone, cellular phone or pay phone. The information provided covers incidents that cause significant delays to the normal flow of traffic such as, but not limited to, full closures, 1-way traffic controls, lane closures, construction maintenance projects, and emergencies. An internet site is available on the Caltrans website at: <http://www.dot.ca.gov/hq/roadinfo/>.

5.2.4 SANDAG's 5-1-1 Traveler Information

SANDAG also operates a traveler information service that contains traffic conditions, construction information, carpool and vanpool matching services, and transit routes and schedules. Caltrans will provide information to the **511** service operators. Users can access the information by dialing the number **511** or by visiting <http://www.511SD.com>.

5.2.5 WAZE

Caltrans has entered into a data sharing agreement with WAZE, the mobile navigation app. WAZE can be used to push traffic notifications to the users, especially for the upcoming major construction closures. WAZE already receives the data for the current closures from Lane Closure Management System (LCMS), and if there are approved detours around the closure, WAZE is able to use them to navigate the users in the area. When Press Releases are issued for the scheduled closures, they should be sent to WAZE (closures@google.com).

5.3 Incident Management

5.3.1 California Highway Patrol Support

The presence of law enforcement officials typically slows traffic through the work zone, and can provide for assistance with the following:

- Maintain the integrity of the work area and aid disabled vehicles. By being highly visible, the California Highway Patrol (CHP) discourages motorists from committing unlawful and dangerous maneuvers inside or outside the closures. CHP may also assist in removing disabled vehicles from the construction zone and in procuring towing services.
- Enforcement of the speed reduction in the construction zone. By being present in the work area, CHP encourages motorists to abide the reduced speed being implemented along SR 75 between Rainbow Drive and Coronado Cays Boulevard.

An agreement between the Navy and CHP would allow the Navy to utilize CHP support on an intermittent basis. The use of augmenting CHP forces will be determined by the Navy TMP Manager and the State Inspector, either proactively or reactively, when deemed necessary. Request for CHP presence should be utilized to allow a quick response to situations that might otherwise cause unacceptable levels of congestion when terminating construction activities quickly is not possible. CHP support could also be

utilized to increase traffic enforcement above normal levels to reduce traffic speeds to the posted speed limits if determined needed by the Navy TMP Manager and State Inspector.

CHP Support specified for this project by this TMP are designated for congestion relief as outlined by DD-60-R2 (see Appendix B). CHP Support required for other purposes should be included under other specifications.

5.3.2 Traffic Management Team (TMT)

A Traffic Management Team (TMT) shall be established and should include the District Traffic Manager, Caltrans TMP Manager, District Encroachment Permit Engineer, the Navy TMP Manager, the Navy Project Manager, Contractor, the Community Plans Liaison, Public Affairs Officer, and FEAD Director. The TMT should be scheduled to meet whenever construction activities are expected to cause an abnormal traffic queue on the state facility beyond those experienced from typical construction traffic.

The TMT units, comprised of contractor-provided personnel and equipment that are equipped with truck-mounted changeable message signs can be deployed to help prevent accidents (queue protection) by providing advanced warning to motorists of abnormal downstream traffic congestion on the freeway. TMT units can also help evaluate signs for detours in the field and provide advance warning to motorists in case of an accident or nonrecurring congestion. Additionally, the TMT unit will be used to direct traffic to alternate routes as traffic conditions dictate. The TMT and TMP staff will communicate on-site traffic conditions to the Traffic Management Center (TMC) and help develop effective messages for portable and fixed CMS's. The TMT will also work closely with the TMP Coordinator (Contractor) with regard to recommending changes in TMP elements that will be used to manage traffic.

The Caltrans and Navy TMP Managers will be responsible for overseeing the traffic management operation in this corridor. The TMT will work very closely with the TMP Coordinator (Contractor) to assist in the monitoring of traffic conditions (monitoring traffic delays, which approach the District's 15-minute delay threshold). Therefore, it is recommended that the TMT monitor planned lane closures for any delays which go beyond the 15-minute threshold and inform the Caltrans Construction Resident Engineer/Inspector.

The TMT will also assess problem areas that might develop and assist in implementing solutions. The TMT should be equipped with truck-mounted changeable message signs so that the TMT can deploy units very quickly to provide end of queue signing to prevent rear end type accidents from occurring when nonrecurring congestion develops. In order

to provide these services, the TMT will need to be resourced for their efforts from this project EIS.

5.4 Construction Strategies

Construction strategies include route strategies, lane modifications, lane closures, speed limit reduction and consideration for potential conflicts with other projects and special events.

5.4.1 Route Strategies

To minimize potential conflicts at the existing uncontrolled access, construction worker traffic will be directed to avoid left turns from SR-75 into the site. The route that construction worker traffic will be directed to follow to enter the Coastal Campus site will include use of Palm Avenue (SR 75), continuing north along SR 75, passing the site and continuing to the intersection with Coronado Cays Boulevard, making two left-turns at the grade separated intersection of SR-75 and Coronado Cays Boulevard to head southbound on SR-75, and enter the site via a right-turn off SR-75. This route cannot accommodate large trucks due to its intersection geometry under the interchange. Construction trucks will be allowed to enter the site via a left-turn at Hooper Boulevard. The route that all construction traffic will be directed to follow to exit the Coastal Campus site will include making a right turn leaving the site on to SR-75, and continuing to Palm Avenue (SR-75). The construction route patterns are illustrated in **Figure 5.1**. This route detail will be required as part of the encroachment permit application by a contractor.

5.4.2 Lane Modifications

A closure of one lane in each direction of SR-75 near the existing Coastal Campus access is expected to be beneficial to site traffic. The number of through lanes may be reduced from two to one in each direction during approved hours. The northbound lane reduction would manage traffic speeds and queues during occasional truck platoons for on-site construction activity. The southbound lane being closed to through traffic will be repurposed as an acceleration lane for Coastal Campus traffic turning southbound. Conceptual traffic handling plans have been developed (see **Appendix B “Traffic Handling Plans”**). Detailed plans will be required as part of the encroachment permit application by a contractor.



- Legend**
- **Passenger Car Construction Traffic Route**
 - - - - -> **Truck Construction Traffic Route**



NOT TO SCALE

FIGURE 5.1
Construction Traffic Route

5.4.3 Lane Closure Charts

Lane closure charts delineate the hours when lanes and shoulders may be closed without creating substantial delays to motorists in the project area. These charts, although accurate and complete when issued, are subject to change and revision by the District Traffic Manager (DTM). Lane closure charts for the Coastal Campus construction access are provided in **Appendix E “Caltrans Lane Closure Charts”**. Charts provided in this TMP Report may differ from the most current charts on file with the DTM. Where discrepancies exist, charts in this TMP are superseded by charts provided by the DTM.

Lane closure charts provided for this project would allow for the closure of one lane of traffic in each direction between 9:00 a.m. and 4:00 p.m.

5.4.4 Speed Limit Reduction

A 10 mile-per-hour speed limit reduction will be implemented through the work zone along SR-75 (Silver Strand Boulevard) in an effort to improve safety. This would reduce the speeds from 65 miles per hour to 55 miles per hour during construction hours.

5.4.5 Conflicts with Other Projects and Special Events

Concurrent construction with overlapping project limits should be anticipated in advance and may require a review of TMP elements during construction to avoid unanticipated impacts to traffic flow. A joint effort between the District Traffic Manager/TMP Manager, Resident Engineer, and Contractor must be made to check whether there will be any projects scheduled concurrently with this project on SR-75. At the time of the writing of this report, no projects appear to pose a direct conflict.

Coordination with the adjacent communities should be conducted to address any special events that may conflict with the construction activities. TMP elements should be adjusted during construction to avoid unanticipated impacts to traffic flow during special events.

Chapter 6 Contingency Plans

The DTM Branch shall be available on an as-needed basis to aid in providing assistance if redirecting traffic volumes is required. Such efforts may require additional cooperation on the part of Caltrans Public Affairs, California Highway Patrol, CTM, TMC personnel, TMT units, and/or maintenance personnel.

This plan is to be activated whenever the Contractor's contingency plan is anticipated to fail and opening of lanes on time is deemed unachievable by the Resident Engineer or field inspectors.

Early notification to the following is recommended: CTM, TMC personnel, Public Information officer, District Traffic Manager Branch, CHP and Maintenance.

The TMC personnel have access to contact numbers of all branches listed above and can assist in communications if required by field personnel. It is highly recommended that both a "Contractor Contingency" plan and a "Caltrans Contingency" plan be reviewed prior to any lane closure activity.

6.1 Contractor Contingency Plan

Contract special provision will require the contractor to provide a Contingency Plan to the State's Inspector. This plan should be submitted by the contractor and reviewed by the State's Inspector. Back up equipment and material should be on site for any item of work in which a failure may cause a late pick up of a lane closure. In the event of a Coronado Bay Bridge restriction in either travel direction, a contingency plan should be available to open all travel lanes along SR 75 within 30 minutes of bridge closure notification.

The State's Inspector will be on-site and will be responsible for enforcing the TMP and implementing a Traffic Handling Contingency Plan when unforeseen events result in higher than-predicted traffic demand.

Chapter 7 TMP Coordination and Review

During the course of construction, State's Inspector will observe traffic conditions and make recommendations to the Resident Engineer concerning any changes that need to be made with respect to Traffic Management. In addition, State's Inspector and TMP Manager will work closely with the Construction Office in order to develop timely recommendations regarding closing or opening of lanes, and changing messages on the portable CMS's. Relevant traffic data, such as the amount of traffic flowing past the work area and the actual traffic delay that occurs during construction should be collected and given to DTM staff.

APPENDIX (A)
Anticipated Construction Schedule

NBC COASTAL CAMPUS COMPARATIVE CONSTRUCTION SCHEDULE (Through Dec 2017)

13-Jun-16

Project	Work Hrs. POV In POV Out	9/15	10/15	11/15	12/15	1/16	2/16	3/16	4/16	5/16	6/16	7/16	8/16	9/16	10/16	11/16	12/16	1/17	2/17	3/17	4/17	5/17	6/17	7/17	8/17	9/17	10/17	11/17	12/17							
P-876	0700 - 1630	Core & Shell					Interior Fit-out						+ Site Finish		Closeout																					
	0600 - 0730	<div></div>																																		
	1530 - 1630	50	50	50	50	50	50	50	50	50	50	50	50	50	50																					
Bunker Demo	0700 - 1700	Site Demolition																																		
	0600 - 0730	<div></div>																																		
	1600 - 1730	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50																			
P-915	0700 - 1630											Demo / Site Prep			Core & Shell				Interior Fit-out				+ Site Finish		Closeout											
	0630 - 0800											<div></div>			<div></div>				<div></div>				<div></div>		<div></div>											
	1600 - 1700											10	10	10	40	40	40	40	40	40	40	40	40	40	40	40										
P-893/P-797	0700 - 1630											Demo / Site Prep			Core & Shell				Interior Fit-out																	
	0630 - 0800											<div></div>			<div></div>				<div></div>																	
	1600 - 1700											20	20	20	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60				
P-998	0700 - 1630											Site Construction																								
	0630 - 0800											<div></div>																								
	1600 - 1700											10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10					
P-776	0700 - 1630											Demo / Site Prep			Core & Shell				Interior Fit-out							+ Site Finish										
	0700 - 0800											<div></div>			<div></div>				<div></div>							<div></div>										
	1600 - 1800											15	15	15	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50					
P-920	TBD																		Demo / Site Prep							Core & Shell				Interior Fit-out						
	TBD																		<div></div>							<div></div>				<div></div>						
P-991	TBD											Site Construction																								
	TBD											<div></div>																								
Hours fixed by contract.												40																		40						
Potential for negotiation												40																		40						
Average Peak In/Out		50	50	50	50	100	100	100	100	100	110	125	155	185	170	210	210	175	215	215	250	250	250	250	250	210	210	210	210							

Remarks

Schedules are preliminary and are based upon common construction durations for similar projects. Actual project schedules must be confirmed with Contractor's schedule.

Estimated POV daily average for site work ranges from 10-20 cars/day/project depending on size.
Estimated POV daily average for remaining work ranges from 40-60 cars/day/project depending on size.

Deliveries are not shown because they occur at non-peak hours
Deliveries are estimated at between 5-10 large trucks/day/project. Deliveries should occur between 0830 and 1500.
Peaks of 50-70 trucks/project will occur on concrete pour days (estimated at not more than 4 days / project). FEAD shall coordinate as part of contractor shedule review.

North gate assumed to be open from 0600 - 1800. Periodic opening of gates at 0500 should allowed for delivery of oversized loads - subject to prior approval by FEAD.
To reduce off-site lunch hour traffic, the Gov't may wish to allow food truck access during lunch hour.

APPENDIX (B)
Caltrans Deputy Directive 60-R2

Deputy Directive

Number:	DD-60-R2
Refer to Director's Policy:	DP-03-R1 Safety and Health DP-05 Multimodal Alternatives Analysis DP-08 Freeway System Management DD-64-R2 Complete Streets
Effective Date:	01/15/2015
Supersedes:	DD-60-R1 (09-28-07)
Responsible Program:	Maintenance & Operations

TITLE Transportation Management Plans

POLICY

The California Department of Transportation (Caltrans) minimizes disruption to the traveling public on the State Highway System (SHS) by utilizing Transportation Management Plans (TMPs). TMPs are required for all planned construction, maintenance, and encroachment permit activities on the SHS to minimize work-related traffic delays while reducing overall duration of work activities.

BACKGROUND

Caltrans' emphasis towards the SHS has largely shifted from new construction to the reconstruction, rehabilitation, operation, and maintenance of existing facilities. With the ever increasing traffic volumes on California's SHS and more complex highway corridor projects, the need to actively manage traffic on the state's highway facilities is even more critical.

In order to prevent unreasonable traffic delays resulting from planned work, TMPs must be carefully developed and implemented to maintain acceptable levels of service and safety during all work activities on the SHS.

Federal Work Zone Safety and Mobility regulations (23 Code of Federal Regulations 630, Subpart J) require Caltrans to adopt a policy for the systematic consideration and management of work zone impacts on all federally funded highway projects. This policy and TMPs are to be consistent with the regulations.

TMPs are also to be consistent with Deputy Directive-64, "Complete Streets-Integrating the Transportation System."

DEFINITIONS

Transportation Management Plan is an approach for alleviating or minimizing work-related traffic delays by the effective application of traditional traffic handling practices and the innovative combination of various strategies. These strategies encompass public awareness campaigns, motorist information, demand management, incident management, construction methods and staging, and alternate route planning. Caltrans' "Transportation Management Plan Guidelines" provide more information on the recommended level of detail for TMPs.

Major Lane Closures are closures that are expected to result in *significant traffic impacts* despite the implementation of TMPs.

Significant Traffic Impact is defined as being an individual traffic delay of 30 minutes or more above normal recurrent travel time on the existing facility or the delay time set by the District Traffic Manager (DTM), whichever is less. TMP strategies are designed to maintain additional delays to be less than 20 minutes above normal recurrent travel time.

District Lane Closure Review Committee (DLCRC) is composed of the Deputy District Directors of Construction, Design, Maintenance and Traffic Operations, and the District Public Information Officer (PIO). In a regionalized setting, DLCRC is composed of the representatives of the Deputy District Directors of Construction, Design, Maintenance and Traffic Operations, and the District PIO.

Headquarters Lane Closure Review Committee (HLCRC) is composed of the Division Chiefs of Construction, Design, Maintenance, Traffic Operations, and the Deputy Director of External Affairs. The California Highway Patrol may be called upon to participate as appropriate at the district or headquarters level.

RESPONSIBILITIES

District Directors:

- Ensure TMPs and lane closure policies comply with established procedures, guidelines, and policies.
- Ensure TMPs are considered during the project initiation or planning phase to the fullest extent.

Chief, Division of Traffic Operations:

- Develops, implements, and maintains statewide policy regarding TMPs.
- Provides direction, assistance, and training to district staff on all TMP activities.
- Ensures consistency among the districts on the development and implementation of TMPs.

Deputy District Directors of Construction, Design, Project Management, Maintenance, and Traffic Operations:

- Require all staff involved in TMP activities to participate in TMP training.
- Ensure that staff involved in highway work activities consider alternatives that strike a balance between reducing the overall construction duration and minimizing disruption to the traveling public.
- Deputy District Director of Construction must designate a Construction Traffic Manager to serve as a liaison between Construction, the DTM, and the District Transportation Management Plan Manager (DTMPM) to review TMPs and traffic handling contingency plans for constructability issues.

District Public Information Officers:

- Work with the project managers to ensure that the TMP funding for community outreach strategies is planned and expended appropriately, and that personnel time is included in the work breakdown structure for the project.
- Attend preconstruction or planning meetings as needed.
- Lead the implementation of a project's public awareness campaign.

District Lane Closure Review Committee:

- Reviews proposals from the project manager for work activities of the preferred alternative that require major lane closures, and approves or makes recommendations in a timely manner when planned activities are expected to result in significant traffic impacts.
- For any activities that are of an interregional, statewide, environmental, or otherwise sensitive nature, the Deputy District Director of Traffic Operations shall contact the HLCRC to discuss the specific project, its anticipated impacts, and to obtain approval.

Headquarters Lane Closure Review Committee:

- Reviews and approves the proposals from the DLCRC for any activities that are of an interregional, statewide, environmental, or otherwise sensitive nature.

District Transportation Management Plan Managers:

- Act as the single focal point for planning and development of the TMPs.
- Participate in the evaluation of design, potential traffic impacts, and mitigation measures for project alternatives.
- Involve the DTM and the Project Development Team (PDT) in the planning and development of the TMP to address all pertinent issues.
- Work with the DTM and the PDT as appropriate to determine the scope and extent of a TMP, and ensure that the TMP is updated during all phases of a project.
- Consider the cumulative impact of multiple projects as well as other activities that may create or generate an increase in traffic demand or delay within the

project limits and during the work period. Coordinate with other jurisdictions (such as between corridors, districts, neighboring states, and Mexico) on regional and interregional TMPs.

Project Managers:

- Require TMPs to be considered in the earliest stages of development for all projects and activities performed on the SHS.
- Identify needed project resources for all TMP measures and activities.
- Encourage the use of innovative construction staging and contracting methods to accelerate project completion when appropriate.
- Include the DTMPM, the DTM, and the District PIO as needed on PDTs from project initiation phase through completion of construction.
- Prepare and submit the major lane closure request memo to the DLCRC when approval is being requested for proposed work activities causing significant traffic impacts.
- Coordinate development of TMPs with affected local and regional transportation stakeholders as needed.

District Traffic Managers:

- Consult with the DTMPM during the planning and development of the TMP.
- Coordinate with the district construction engineers, resident engineers, DTMPM, encroachment permit inspectors, maintenance supervisors/superintendents, and District PIO to ensure implementation of the TMP during construction.
- Responsible for the day-to-day decisions pertaining to traffic impacts from planned activities on the SHS.
- Coordinate with the Transportation Management Center (TMC) or District Communication Center staff (coordinate with adjacent districts, if applicable) and PIO to respond with appropriate measures when significant travel delays occur on the SHS.
- Facilitate review, approval, modification, or denial of planned lane closure requests on the SHS.
- Recommend termination or modification of active lane closure operations without compromising the safety of the public or workers when traffic impact becomes significant.
- Review construction and maintenance contingency plans.

District Design Engineers, Encroachment Permit Engineers, and Maintenance Engineers:

- Ensure TMP measures are fully incorporated in the development of a project and for special event permits.
- Coordinate with the DTM and the DTMPM to consider alternative strategies as appropriate to determine the best alternatives for balancing traffic impacts, and construction duration and cost.

- Ensure that impacts of TMP options are fully considered during the development of work schedules and cost estimates.
- Coordinate with the DTM, the DTMPM, and Construction if changes in the TMP strategies are warranted during special events and all phases of the work.

District Construction Engineers, Resident Engineers, and Maintenance Supervisors/Superintendents:

- Ensure full implementation of approved TMPs in close coordination with the DTM and District PIO.
- Include the DTMPM, the DTM, and the District PIO as appropriate in preconstruction or work planning meetings.
- Coordinate with the DTM and the DTMPM as soon as possible to consider traffic and construction impacts if an event is scheduled in an active work zone or construction area.

Traffic Management Center Staff:

- Activate transportation system management elements in support of the TMP.
- Inform the DTM when notified of potential significant impacts due to incidents or ongoing highway activities.

APPLICABILITY

All Caltrans employees involved in TMP activities.

Kome Ajise
KOME AJISE
Chief Deputy Director

1/15/15
Date Signed

APPENDIX (C)

Traffic Volumes

Naval Base Coronado, Coastal Campus

Existing Volumes on SR-75



AM	NORTHBOUND	SOUTHBOUND		PM	NORTHBOUND	SOUTHBOUND
0600	258	17		1430	138	227
0615	322	35		1445	115	249
0630	361	41		1500	118	284
0645	394	37		1515	127	285
0700	383	32		1530	102	309
0715	373	51		1545	122	328
0730	297	51		1600	95	385
0745	263	58		1615	108	394

Count data obtained in July 2012. Shown in 15-minute intervals.

APPENDIX (D)
TMP Data Sheet

Coastal Campus
TMP COST DATA

1/1

STRATEGY	COST (\$)	DESCRIPTION
PUBLIC INFORMATION		
Brochures and Mailers	3,000	Purchase database for businesses/residents that may be impacted due to construction of this project. One mailing will be distributed prior to the beginning of the project. Price includes printing, labeling, and mailing. Approximately \$1 per resident including labor. Assume 3,000 residents.
Press Release	9,000	Write news releases as required or needed throughout length of project. Writing news releases includes, but is not limited to, research/writing, editing and distribution. Information to cover any/all new developments, closures, detours, etc. News release will be distributed via e-mail or fax to media outlets and/or emergency services in the vicinity. News releases will also be posted on the District 11 website, sent to any community groups and other Caltrans District Offices. Estimated number of releases: One per quarter throughout the length of the project (or as needed).
Public Meetings	30,000	Assumes two meetings for the duration of the project (Assumes \$15,000 per meeting)
SUBTOTAL PUBLIC INFORMATION	42,000	
MOTORIST INFORMATION		
CMS (Portable)	24,000	Assume 4 signs at \$6,000 per 18 months.
Ground Mounted Signs	3,000	Assume 6 signs at \$500 each.
Temporary Speed Feedback Signs	10,000	Assume 2 signs at \$5,000 each.
SUBTOTAL MOTORIST INFORMATION	37,000	
INCIDENT MANAGEMENT		
Traffic Management Team	0	Provided out of Project's funding of Caltrans staff, therefore no cost as related to the TMP.
SUBTOTAL INCIDENT MANAGEMENT	0	
CONSTRUCTION STRATEGIES		
Traffic Management Team	0	Assumes \$0 cost as related to this TMP
Lane Modifications	0	Assumes \$0 cost as related to this TMP
Lane Closure Charts	0	Assumes \$0 cost as related to this TMP
Speed Limit Reduction	0	Assumes \$0 cost as related to this TMP
Conflict with Other Projects and Special Events	0	Assumes \$0 cost as related to this TMP
Use of Flaggers	59,000	Flaggers to direct traffic at access point. Assume two flaggers working seven hours per day, 10 days per month, for 12 months. Labor at \$35 per hour.
SUBTOTAL CONSTRUCTION STRATEGIES	59,000	
DEMAND MANAGEMENT		
Variable Work Hours	0	Not Used
Telecommute	0	Not Used
SUBTOTAL DEMAND MANAGEMENT	0	
ALTERNATIVE ROUTE STRATEGIES		
Temporary Traffic Signal	0	Not Used
SUBTOTAL ALT ROUTE STRATEGIES	0	
GRAND TOTAL=	138,000	

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

(Preliminary TMP Elements and Costs)

	Permit#		11-16-		NTK-
Co/Rte/KP	11-SD-75-PM 12.85	EA	0236	Alternative No.	1
Project Limit	In San Diego County on Route 75				
Project Description	Construction access to Naval Base Coronado Coastal Campus				
Expected Construction Schedule	June 2016 to installation of permanent traffic signal in Fall 2017				

1) Public Information

<input checked="" type="checkbox"/> a. Brochures and Mailers	\$3,000
<input checked="" type="checkbox"/> b. Press Release	
<input type="checkbox"/> c. Paid Advertising	\$
<input type="checkbox"/> d. Public Information Center/Kiosk	\$
<input checked="" type="checkbox"/> e. Public Meeting/Speakers Bureau	
<input type="checkbox"/> f. Telephone Hotline	
<input type="checkbox"/> g. Internet	
<input type="checkbox"/> h. Others (b) and (e)	\$42,000

2) Motorists Information Strategies

<input type="checkbox"/> a. Changeable Message Signs (Fixed)	\$
<input checked="" type="checkbox"/> b. Changeable Message Signs (Portable)	\$24,000
<input checked="" type="checkbox"/> c. Ground Mounted Signs	\$3,000
<input type="checkbox"/> d. Highway Advisory Radio	\$
<input checked="" type="checkbox"/> e. Caltrans Highway Information Network (CHIN)	
<input checked="" type="checkbox"/> f. Others Temporary Speed Feedback Signs	\$10,000

3) Incident Management

<input type="checkbox"/> a. Construction Zone Enhanced Enforcement Program (COZEEP)	\$
<input type="checkbox"/> b. Freeway Service Patrol	\$
<input checked="" type="checkbox"/> c. Traffic Management Team	
<input type="checkbox"/> d. Helicopter Surveillance	\$
<input type="checkbox"/> e. Traffic Surveillance Stations (Loop Detector and CCTV)	\$
<input type="checkbox"/> f. Others	\$

4) Construction Strategies

<input checked="" type="checkbox"/> a. Lane Closure Chart	
<input type="checkbox"/> b. Reversible Lanes	
<input type="checkbox"/> c. Total Facility Closure	
<input type="checkbox"/> d. Contra Flow	
<input type="checkbox"/> e. Truck Traffic Restrictions	\$0
<input checked="" type="checkbox"/> f. Reduced Speed Zone	\$0
<input type="checkbox"/> g. Connector and Ramp Closures	
<input type="checkbox"/> h. Incentive and Disincentive Clause	\$0
<input type="checkbox"/> i. Moveable Barrier	\$
<input checked="" type="checkbox"/> j. Others <u>Flaggers</u>	\$59,000

5) Demand Management

<input type="checkbox"/> a. HOV Lanes/Ramps (New or Convert)	\$
<input type="checkbox"/> b. Park and Ride Lots	\$
<input type="checkbox"/> c. Rideshare Incentives	\$
<input type="checkbox"/> d. Variable Work Hours	
<input type="checkbox"/> e. Telecommute	
<input type="checkbox"/> f. Ramp Metering (Temporary Installation)	\$
<input type="checkbox"/> g. Ramp Metering (Modify Existing)	\$
<input type="checkbox"/> h. Others _____	\$

6) Alternative Route Strategies

<input type="checkbox"/> a. Add Capacity to Freeway Connector	\$
<input type="checkbox"/> b. Street Improvement (widening, traffic signal... etc)	\$
<input type="checkbox"/> c. Traffic Control Officers	\$
<input type="checkbox"/> d. Parking Restrictions	
<input type="checkbox"/> e. Others _____	\$

7) Other Strategies

<input type="checkbox"/> a. Application of New Technology	\$
<input type="checkbox"/> e. Others _____	\$

TOTAL ESTIMATED COST OF TMP ELEMENTS =

\$138,000

Project Notes:

Assumptions/ Comments:

1. This TMP would be in place until installation of a new traffic signal at this location.
2. Current dollar values used. Inflation was not factored into the estimate.
3. Four PCMS's are assumed for this project. PCMS specified for this project by this estimate are designated for congestion relief as outlined by DD-60. PCMS required for other purposes should be included under other specifications.

Note 1: As outlined in Deputy Directive 60, this TMP is a living document, subject to change as required by changing circumstances. If there is material changes to the project scope which will affect the function or adequacy of the TMP, then changes to the TMP must be addressed. If traffic conditions at the project site demonstrate that TMP elements needs to be adjusted to adequately address congestion, then the TMP shall be altered accordingly.

PREPARED BY

Mychal Loomis

DATE 08/04/2016

APPROVED BY

DATE

APPENDIX (E)
Caltrans Lane Closure Charts

Chart No. 1 Conventional Highway Lane Requirements																										
County: SD					Route/Direction: 75/SB										PM: 14.090 - 11.510											
Closure Description: JNO Coronado Cays Blvd to JNO Rainbow Dr																										
FROM HOUR TO HOUR		24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays												1	1	1	1	1	1	1								
Fridays												1	1	1	1	1	1	1								
Saturdays																										
Sundays																										
<p>Legend:</p> <div> <div>1</div> Provide at least one through traffic lane open in direction of travel </div> <div> <div></div> Work permitted within project right of way where shoulder or lane closure is not required. </div>																										
REMARKS: This chart to be used only for the construction of access to the Naval Base Coronado Coastal Campus.																										

PN - 1116NTRK0236 - (1/2) - 04-14-2016 (AVO)

SA

Chart No. 2 Conventional Highway Lane Requirements																										
County: SD										Route/Direction: 75/NB										PM: 11.510 - 14.090						
Closure Description: JNO Rainbow Dr to JNO Coronado Cays Blvd																										
FROM HOUR TO HOUR		24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays												1	1	1	1	1	1	1								
Fridays												1	1	1	1	1	1	1								
Saturdays																										
Sundays																										
<p>Legend:</p> <p><input type="checkbox"/> 1 Provide at least one through traffic lane open in direction of travel</p> <p><input type="checkbox"/> Work permitted within project right of way where shoulder or lane closure is not required.</p>																										
REMARKS: This chart to be used only for the construction of access to the Naval Base Coronado Coastal Campus.																										

PN - 1116NTK0236 - (2/2) - 04-14-2016 (AVO)

GA

APPENDIX (F)
Conceptual Traffic Control Plans

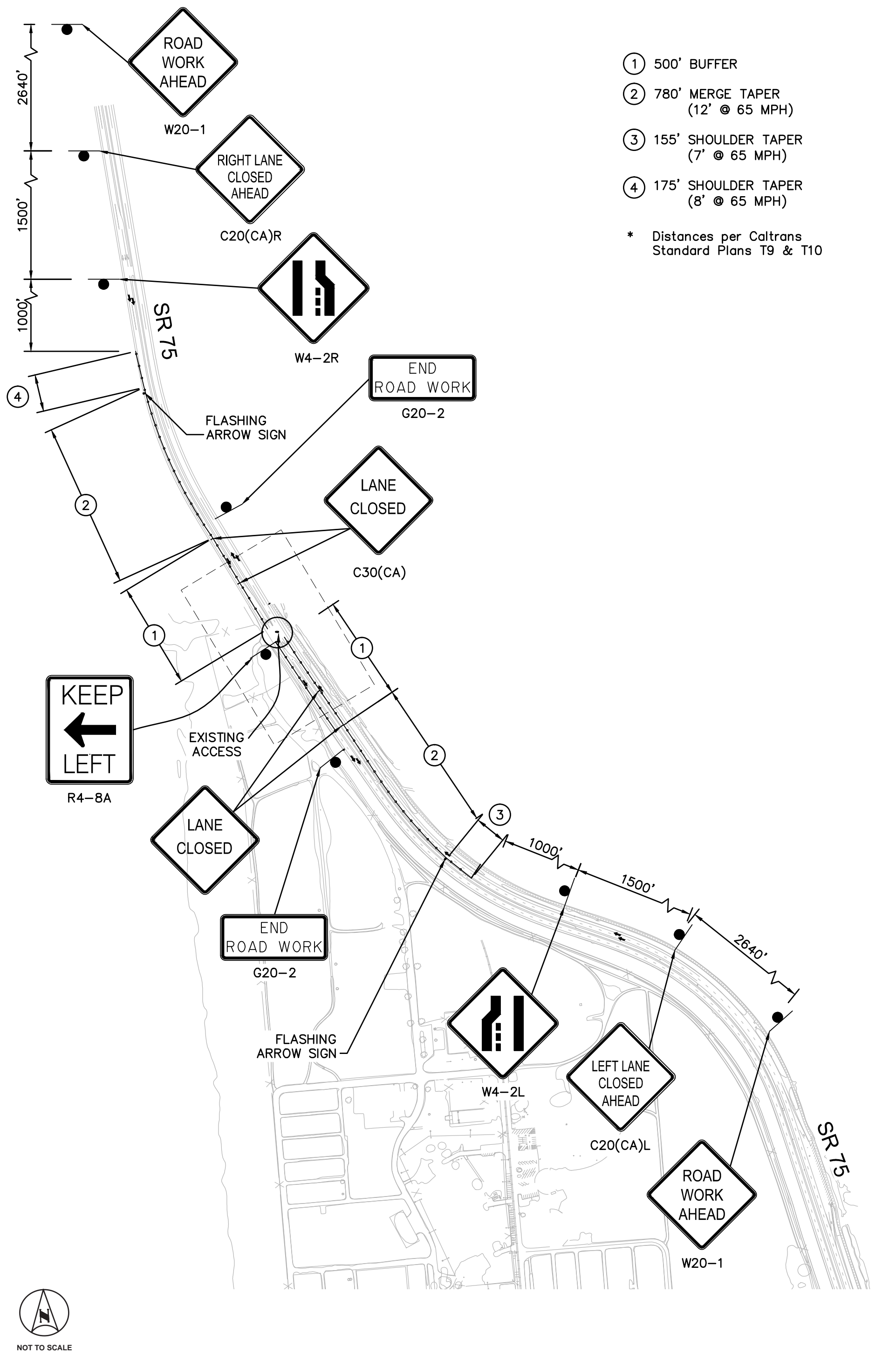


FIGURE 1
Traffic Control Concept

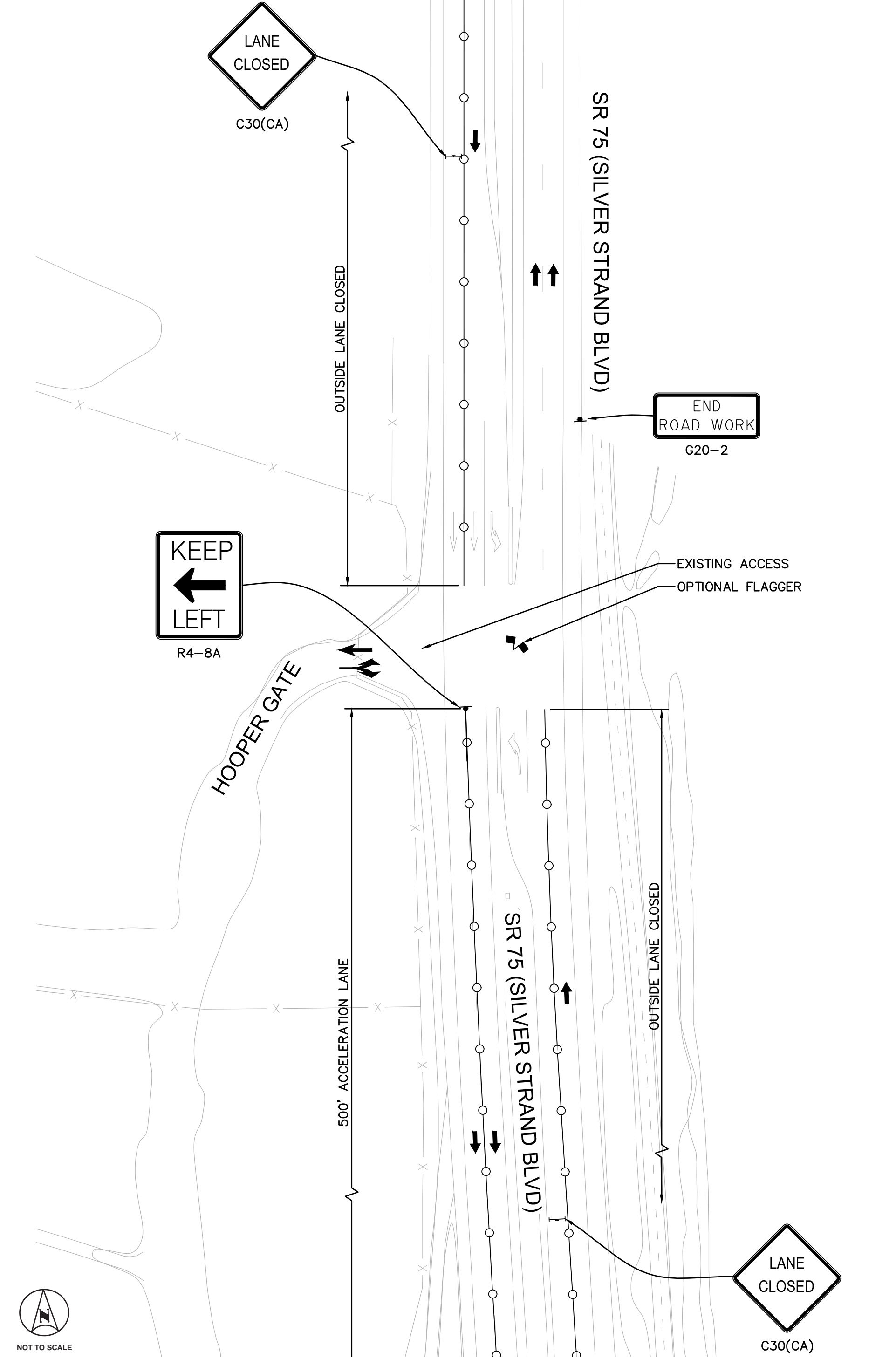


FIGURE 2

Traffic Control Concept - Intersection Detail



NOT TO SCALE

FIGURE 3
Reduced Speed Limit Ahead Concept

APPENDIX (G)
Temporary Order for Speed Reduction



MEMORANDUM

To: TRAFFIC OPERATION BRANCH CHIEF

From: Leo Espelet, PE, Kimley-Horn and Associates

Date: June 14, 2016

Subject: Request for Regulatory Speed Zone for Construction of Permit No. 11-16-NTK-0236

In accordance with the California Vehicle Code (CVC) Section 22362, a speed reduction of 10 mph will facilitate construction and provide protection for workers while at work in the State right of way. The reduced speed limit shall be in effect only during working hours and signs will be covered or removed when work is not in progress. The current posted speed limit in this segment is 65 mph and the reduced limit will be 55 mph.

Please contact me if you have any questions.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.



Leo Espelet, P.E.

RCE# 71532

TEMPORARY ORDERS DECREASING STATE HIGHWAY SPEED LIMIT

The California Department of Transportation, pursuant to the provisions of Section 21367 and Section 22362 of the California Vehicle Code and Part 6 of the 2014 California Manual on Uniform Traffic Control Devices, has determined a temporary speed limit of 55 miles per hour (mph) is appropriate to enhance safety in temporary construction work zones under encroachment permit No.11-16-NTK-0236 on State Route 75 (SR-75).

ORDERED, upon the display of appropriate sign(s), the existing SR-75, speed limit of 65 mph is temporarily decreased to 55 mph in San Diego County, California at the following locations:

SR-75 between post mile 14.0 and post mile 11.2

IT IS FURTHER ORDERED that appropriate signs giving notice of the reduced speed limit shall only be displayed when workers are present to indicate the change in speed limit and that the 55 mph speed limits shall only be effective when such sign(s) are displayed. The existing 65 mph speed limits shall be in effect when temporary speed limit reduction sign(s) are not displayed.

These orders are made pursuant to the delegation of authority from the Director of Transportation to the Department of Transportation District Directors. These Temporary Orders expire when encroachment permit project No.11-16-NTK-0236 has been completed.

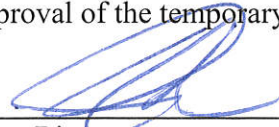
Dated: 10/3/16




Laurie Berman
District Director, California Department of Transportation, District 11

CONCURRENCES

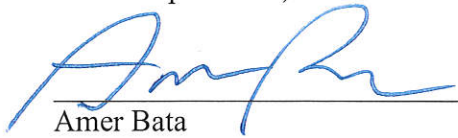
The following California Department of Transportation, District 11 staff members recommend approval of the temporary speed limit reduction as indicated on these District Orders.



Cory Binns
Chief Deputy District Director
California Department of Transportation, District 11



Marcelo Peinado
District Division Chief
Traffic Operations, California Department of Transportation, District 11



Amer Bata
Deputy District Director Construction & Survey, California Department of Transportation, District 11