

	Where/When Provided	Commenter	Comment	Functional Unit Assign.	Caltrans Response	Design Response	PM Response
1N	Newcastle Open House 03/24/10	Jay Love, Battalion Chief, Newcastle Fire Dept.	Safety - Fire District equally divided both sides of freeway. What of opening a section of divided freeway for safety (fire truck) & CHP?	Design		Will discuss with District 3 Traffic and determine where we might be able to place a break in the median barrier. There are no guarantees that we will be able to place a break in the median barrier.	
2N	Newcastle Open House 03/24/10	Henry Dwyer	Why not extend the railroad cut past the Newcastle Overcrossing instead of raising the overcrossing. Also widen and extend the eastbound Newcastle I-80 onramp. Currently it is extremely dangerous.	Design		Currently the preferred alternative for Newcastle OC and UP is to lower the roadway both westbound and eastbound. Also, the project is currently funded from 20.XX.201.322 Transportation Permit Requirements for Bridges Program. The Transportation Permit Requirements for Bridges Program does not fund widening lanes and extending onramps.	
3N	Newcastle Open House 03/24/10	Doug Milligan, CA Highway Patrol	Please extend acceleration lane Newcastle/Indian Hill to E/B I-80 - currently too short and Hazard	Design		The project is currently funded from 20.XX.201.322 Transportation Permit Requirements for Bridges Program. The Transportation Permit Requirements for Bridges Program does not fund widening lanes and extending onramps.	
4N	Newcastle Open House 03/24/10	Elliott Rose, Newcastle Business Association	Please consider extending and widening the eastbound acceleration lane from the Newcastle Interchange.	Design		The project is currently funded from 20.XX.201.322 Transportation Permit Requirements for Bridges Program. The Transportation Permit Requirements for Bridges Program does not fund widening lanes and extending onramps.	
5N	Newcastle Open House 03/24/10	Muriel Davis	Please consider extending the westbound acceleration lane westbound from Penryn Road to Sacramento. It is not long enough for merging traffic with all of the trucks on I-80. Thanks.	Design		The project is currently funded from 20.XX.201.322 Transportation Permit Requirements for Bridges Program. The Transportation Permit Requirements for Bridges Program does not fund widening lanes and extending onramps.	
6N	Newcastle Open House 03/24/10	Alex Blanca, Newcastle Lions Club	Extend on-ramp lane east.	Design		The project is currently funded from 20.XX.201.322 Transportation Permit Requirements for Bridges Program. The Transportation Permit Requirements for Bridges Program does not fund widening lanes and extending onramps.	
7N	Newcastle Open House 03/24/10	Muriel Davis	Please leave Penryn overcrossing open Nov-Dec-Jan for the local Mandarin growers to sell their mandarins. Thanks.	Design		Will put in the order of work to avoid doing any work at the Penryn OC from Nov thru Jan.	
8N	Newcastle Open House 03/24/10	Joel Lefohn, Alpine Meadows Property Owners Association	Very helpful, plenty of info.	NA			
9L	Loomis Open House 03/30/10	Patrick Brechtel, Pre Paid Legal	Keep up the good work. Let's just get it done in a timely fashion.	NA			
10L	Loomis Open House 03/30/10	Lee Basten, Sheridan MAC	Make a presentation before the various M.A.C. boards affected by the O.C. construction. Schedule thru the board of supervisors for the MAC.	Project Manager			Presentations before MACs are on going. Presentation given to Newcastle/Applegate/Colfax MAC on 10/21/09. Presentation given to Weimar MAC on 07/07/10.
11L	Loomis Open House 03/30/10	Fuzzy Jamold, American Legion	Ref: Horseshoe Bar Rd. - the impact to raise this overpass is huge!!! The road base needs to be lowered.	Design		Newcastle and Horseshoe Bar are two completely different locations. The terrain and geometrics help in lowering at Newcastle. Caltrans will include an incentive clause into the project to compel the contractor to complete the Horseshoe Bar OC sooner.	
12L	Loomis Open House 03/30/10	Crickett Strock	Since Newcastle is being lowered, can we not lower Horseshoe Bar Rd. OC. This will be detrimental to the local businesses if NOT lowered. It is bad enough in this economy then to add two months with the closure of Horseshoe Bar Rd.	Design/Environmental		Newcastle and Horseshoe Bar are two completely different locations. The terrain and geometrics help in lowering Newcastle. Caltrans will include an incentive clause in the project to compel the contractor to complete the Horseshoe Bar OC sooner.	
13L	Loomis Open House 03/30/10	John Strock, Concerned homeowner	At a time when the economy is hurting, this will further negatively impact our local businesses. Please reconsider lowering the entire portion now being planned for raising and factor in a "savings" to local businesses rather than a higher cost to lower. Down time economic losses would be minimized. Thank you.	Design/Environmental		Caltrans will include an incentive clause in the project to compel the contractor to complete the Horseshoe Bar OC sooner.	
14L	Loomis Open House 03/30/10	Dep. Victoria Skellenger, Placer Co. Sheriff	Would like to have a min. of (3) mtgs. For public service/emergency services prior to project: - During 95% design phase; - once contractor on board; - 4 to 6 weeks prior to project start date.	Project Manager			Coordinated meetings with emergency services providers (Police/Fire/EMT) will be schedule during important project development phases. Value Analysis in June/July would benefit from their input. Keeping ESP stakeholders informed and engaged in the project development process will be a ongoing activity.

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23L	Loomis Open House 03/30/10	Jean Wilson	(I am on Loomis Planning Commission, but not an "authorized agent" for this purpose). Most concern for this area is Horseshoe Bar. Please have closed least amount possible, partly because of Raley's, partly because of need for fire/paramedics to get quickly to other side of freeway. I heard Raley's prefers spring, which would coordinate better with fire season than late summer and fall. (Many of us southsiders are on low-yield wells - no public water, so time is of the essence in getting a fire truck out while a fire is small. Also, the idea of doing Horseshoe Bar later in process so contractor has experience with the methods in use here and may be able to shorten the time. Yes, offer incentives, and maybe we can get a surprisingly short CC Myers type turnaround, appreciate your landscape person inquiring about our local tree mitigation requirements for comparison with your plans. Thanks for presentation. Helpful boards up and informed personnel.	Design/Landscape	23L. In light of the local oak tree preservation ordinance, where possible, trees would be saved by shortening of the length and toe of slopes or by providing tree wells. However, trees can not be saved where they are near bridge structures or where fill material is very deep. Oak tree replacement would include a variety of native oak species, including the blue oak. A total of 72 large (greater than 6 inches diameter at breast height or DBH) oak trees need to be replaced within the project limits. At the ratio of 1 to 1 (for all trees larger than 6 inches DBH, one seedling for every one inch of tree trunk diameter removed), 864 seedlings must be planted. These Caltrans environmental minimization requirements are comparable to Town of Loomis' Tree preservation and Protection Ordinance, which protects native oak trees with a diameter of 6 inches or more measured 54 inches above the ground level.	Horseshoe Bar - Caltrans will include in the order of work to do the Horseshoe Bar OC at the beginning of the second construction season. Horseshoe Bar - Caltrans will include an incentive clause into the project to compel the contractor to complete the Horseshoe Bar OC sooner.		
24L	Loomis Open House 03/30/10	(Recorded by Jan Rutenbergs in 4/6/10 e-mail to Doug Lange)	At the last Open House in Loomis, towards the end, an older gentleman asked me if it was possible to maintain traffic on the Horseshoe Bar Road OC while CT raised the bridge deck. I explained that we had discussed this before at some of the previous PDT meetings an it was ascertained that the cost would be considerably higher and that we might have to take out an extra lane or two on I-80 in order to accommodate the lateral loads (pending calculations/design requirements); in short, it was doubtful that this could be done. However, I said that I would bring up the idea (again) at the next PDT. Unfortunately I did not get the older gentleman's name. He did thank me for at least "thinking outside of the box".	Design/Structures		Besides the items identified by Structures, the liability a contractor will be accepting is enormous.	24L. Regarding maintaining traffic on the Horseshoe Bar Road OC while the bridge is raised is not a viable option for the following reasons. Safety of the motorists driving on the bridge is a big concern in the case of temporary support accident on I-80. Additional liability to Caltrans Designing a temporary support to accommodate the Live Load Impact and Lateral forces will result in extremely big members that the median area on I-80 will not accommodate. Also, new foundations will be required. The integrity of the work under Live Load will be compromised, such as the bonding between the concrete and the steel, also Cracks in the concrete will develop due to cycle loading. Wing walls need to be constructed to accommodate fill material at the approaches. Lateral and longitudinal bracing will be required for temp. support which will be hard to accomplish on I-80.	
25L	Loomis Open House 03/30/10 (from Doug Lange's written notes)	Dave Wheeler, Fire Chief, Loomis Fire Protection District	Horseshoe Bar Road OC and Kings Road OC are critical for fire response within 5 minutes. CPR critical to respond within 4-6 minutes, fires flash over after 7 minutes. Loomis Fire Station currently staffed (3). Station 29, on other side of Horseshoe Bar Rd OC is not staffed. Could be opened during construction, but would require extra personnel (3). Other fire districts are at Penryn, Newcastle, and Weimar - Placer Hills Fire Dept. Coordination during construction highly recommended. Loomis doesn't have any fire fighter volunteers. Order of importance is Horseshoe Bar Rd OC (raise in spring), Kings Rd OC (raise in spring), Brace Rd OC (raise in fall). Follow up with additional planning meeting with the Fire Districts required.	Project Manager		Horseshoe Bar - Caltrans will include in the order of work to do the Horseshoe Bar OC at the beginning of the second construction season. Horseshoe Bar - Caltrans will include an incentive clause into the project to compel the contractor to complete the Horseshoe Bar OC sooner. King Rd - Will put in the order of work to do the the King Road OC in the Spring. Brace Rd - Will put in the order of work to do the Brace Road OC in late Summer/Early Fall.		Schedule follow up meeting with Dave Wheeler, Fire Chief, Loomis. Value Analysis in June/July would benefit from his. Project cannot pay for staffing fire substation during construction.
26L	Loomis Open House 03/30/10 (from Doug Lange's written notes)	Victoria Skellenger, Loomis - Placer Co. Sheriff	Horseshoe Bar and King RD OC very busy in summer. Concerns regarding response time over 5 minutes. Follow-up planning meetings required.	Project Manager				Coordinated meetings with emergency services providers (Police/Fire/EMT) will be schedule during important project development phases. Value Analysis in June/July would benefit from their input. Keeping ESP stakeholders informed and engaged in the project development process will be a ongoing activity.
27L	Loomis Open House 03/30/10 (from Doug Lange's written notes)	Marsha Freese, Caltrans Landscape	Commented that locals can take over landscaping maintenance at interchanges. This would increase survival of oak trees if Loomis provide summer watering. Trees planted at least 35' from bridge abutments.	Landscape				
28L	Loomis Open House 03/30/10 (from Doug Lange's written notes)	Wendell, Raley's Manager	Best time to close Horseshoe Bar OC is Jan/Feb/Mar. Commuter customers fall off in early spring. Link business to CT Construction Website during construction - run specials. Would like to see eucalyptus trees cut next to bridge. Trees block view of Raley's sign from EB I-80 direction. Suggested saving Horseshoe Bar RD OC to second season to ensure minimum time during construction (Contractor experienced with work by this time). Callout in Order of Work.	Design	28L. The existing eucalyptus trees near the Horseshoe Bar structure would be removed to provide for fill material needed for the new structure. Trees slated for removal are: Two eucalyptus trees on the northwest quadrant; Five eucalyptus on the southwest quadrant; Two eucalyptus on the northeast quadrant; Six eucalyptus on the southeast quadrant.	Horseshoe Bar - Caltrans will include in the order of work to do the Horseshoe Bar OC at the beginning of the second construction season (May & June). Horseshoe Bar - Caltrans will include an incentive clause into the project to compel the contractor to complete the Horseshoe Bar OC sooner.		
	Loomis Open House 03/30/10 (from Doug Lange's written notes)	Dave Keim, CT Str Const	Acid Flat 2E050 - replace bridge deck had incentive/disincentive clause for \$10K/day. Contractor was CC Meyers. Bridge raising has a lot of hand work, could callout two shifts at selected overcrossings to reduce construction time.	Design/Structure/Str Const		Horseshoe Bar - Caltrans will include in the order of work to do the Horseshoe Bar OC at the beginning of the second construction season (May & June). Horseshoe Bar - Caltrans will include an incentive clause into the project to compel the contractor to complete the Horseshoe Bar OC sooner.	29L. Incentive/disincentive clause for \$10K/day at selected overcrossing. This can be accomplished by providing the proper Specs and assuming the funds are available and the District agrees to it. This issue best addressed during the VA study. Also, working 2 shifts can be done if the resources are available to pay the contractor prime rate and lane closure and traffic impact to I-80 are addressed. Using fast set concrete will shorten the closure of the Bridges.	

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30L Loomis Open House 03/30/10 (from Doug Lange's written notes)	Roger Smith, Civil Engr, Asphalt Consultant	Suggested using full depth AC at Newcastle Rd OC to reduce construction time. Around 20" should be sufficient for TI 12- 13. He also mentioned that HDM Chapter 600 had new AC mix design which resists wheel rutting (Type C HMA).	Design		Horseshoe Bar - Will contact District 3 Materials (Joe Peterson) about Mr. Smith's request to lower the I-80 profile and overlay back with full depth Hot Mix Asphalt (Type C) instead of raising the Overcrossing. 05/17/10 - Sent email to District 3 Materials (Joe Peterson) about Mr. Roger Smith's request to lower the I-80 profile and overlay back with full depth Hot Mix Asphalt (Type C) instead of raising the Overcrossing. 05/18/10 - Got response from District 3 Materials (Julia Rockenstein). "We do not use Type C HMA in this district - technically not in the current specifications. We do not want to place full depth HMA on I-80 due to shortened life plus it makes future repairs very expensive and limits (if not eliminates) the ability to recycle in the future."		
31L Loomis Open House 03/30/10 (from Doug Lange's written notes)	Participant Comment:	Comment from participant that a military style bridge should be placed adjacent to closed overcrossing to allow local traffic to cross I-80 during construction.	Design/Structures				31L Regarding providing military style bridge adjacent to the existing bridge as a temporary bridge for local traffic to use during bridge closure. Military bridge can't be used on these locations for the following reasons: 1. Military bridges are short and are used to cross creeks and short crossings and are not designed to be used in an urban area. 2. It will be required to provide several bridges to span I-80 and that will require to provide new columns and foundations for each military bridge and that's can't be accomplished on I-80 median area
Loomis Open House 03/30/10 (from Doug Lange's written notes)	Comment from discussion with Gary Liss, Loomis Mayor, and Roger Smith	Gary and Roger suggested that the lowering of I-80 construction staging (Stage 1 & 3) be done with multiple phases to allow the off-ramps to remain open for most of the construction stage. Suggested that drainage or high water table should not be a problem due to box culvert close to structure. Lowering I-80 at Horseshoe Bar Road OC should be by gravity flow. Use tree wells to save trees along embankment areas. Concerns over 1M Sqft commercial complex (Walmart supercenter) in Rocklin opening up in 2013 at same time construction is taking place in Loomis. Loomis Bikeway Plan available at www.loomis.ca.gov. Supports bridge railing aesthetic architectural treatment and would like chain link fence to have cutouts with a horse theme to go along with Horseshoe Bar Road and the fact that there are 10,000 horses in Placer County. Tree planting at Horseshoe Bar Rd. interchange areas is a good idea. On eastbound side plant trees in an arc in an attempt to hide Caltrans Maintenance staging area and the illegal parking of semi- trucks. Gary requested that the PDT response to the Open Ho	Design/Landscape	32L Where possible, trees would be saved by shortening of the length and toe of slopes or by providing tree wells. However, trees can not be saved where they are near bridge structures or where fill material is very deep. Oak tree replacement would include a variety of native oak species, including the blue oak. Aesthetic treatments to the bridge railings would include one or a combination of a town logo, equestrian theme or other appropriate scheme. Metal silhouettes of horses may be attached to the chain link fencing to depict the equestrian theme.	Aesthetics - Will work with Landscape to incorporate as many items as reasonably possible. Horseshoe Bar - Caltrans will include an incentive clause into the project to compel the contractor to complete the Horseshoe Bar OC sooner.		
33L Loomis Open House 03/30/10 (from Doug Lange's written notes)	Russ Kelly, Loomis councilman	Would like to review Caltrans anticipated overcrossing construction and detour sequence, with details of work being done by week/month. Suggested that Sierra College Blvd. be used as detour instead of Horseshoe Bar Rd. because of summer congestion through town and trucks have a hard time making turns. Critical time for Raley's is from 3 pm to 7 pm due to commuter business.	Project Manager/Design		At this time we do have detour plans, but have not identified the sequence for the closures. Will discuss with TMP about using Sierra College Blvd instead of Horseshoe Bar Rd. Do we not increase business for Raley's by detouring traffic on to Horseshoe Bar Rd?		Future meeting with Russ Kelly, Loomis councilman, to discuss details of overcrossing construction and detour sequencing.
34LC Meeting with Loomis Officials 03/30/10 (from Doug Lange's written notes)	Brian Fargiao, Loomis Director of Public Works	Coordination required between various fire districts for Loomis, Penryn, Newcastle, and Meadow Vista. Overcrossing closures will affect how fire stations respond to incident.	Project Manager				Coordinated meetings with emergency services providers (Police/Fire/EMT) will be schedule during important project development phases. Value Analysis in June/July would benefit from their input. Keeping ESP stakeholders informed and engaged in the project development process will be a ongoing activity.
35LO Meeting with Loomis Officials 03/30/10 (from Doug Lange's written notes)	Brian Fargiao, Loomis Director of Public Works	Most traffic on Horseshoe Bar Road Overcrossing. For the Elementary School, King Road Overcrossing is used a lot. Summer closures from June 15 to August 15 - good construction window.	Design		King Rd - Loomis Fire Chief wants something put in the order of work to do the the King Road OC in the Spring, but Loomis Director of Public Works wants the construction anytime between June 15 to August 15. Either way one group will be unhappy with the decision.		
36LO Meeting with Loomis Officials 03/30/10 (from Doug Lange's written notes)	Gary Liss, Loomis councilman	Had detailed questions related to the raising and lowering operations. Asked about height of water table and if sump pump would be required instead of gravity storm drains at Horseshoe Bar Road OC (lowering I-80 alternative. He would like to see the drainage details.	Project Manager/Design		At this time we are at PA&ED, we do not have drainage details.		Preliminary drainage analysis can be done by Design using I- 80 As Built Plans. Only OC survey information is available.

Public Comments

Vertical Clearance Bridges
03-Pla-80-8.1/37.8
EA 03-3E1000

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37LO Meeting with Loomis Officials 03/30/10 (from Doug Lange's written notes)		Councilmen asked for 3 to 4 lane bridge at Horseshoe Bar Road overcrossing, asked if this project would widen structure, due to any new standards.		Caltrans response was that the program does not have enough money to widen structures and local communities are required to pay for adding lanes. Project needs to comply with FHWA direction give about 10 years ago to meet their FHWA/DOD minimum of 16 feet, FHWA would withhold federal funds if a program was not put in place.			
38LO Meeting with Loomis Officials 03/30/10 (from Doug Lange's written notes)	Gary Liss, Loomis councilman	There is concern that in 2013 a new Walmart super store will be built at Sierra Collage Blvd. This project would cause customers to go to Walmart due to traffic detours. Raleys expecting to lose 10%-20% business due to Walmart store.		Caltrans does not compensate for lost business when detours are in place and access is provided to business. If Caltrans cuts off all access, then compensate may be necessary for lost of business.			
39LO Meeting with Loomis Officials 03/30/10 (from Doug Lange's written notes)	Gary Liss, Loomis councilman	There was a sign on Horseshoe Bar Road overcrossing advising no bicycle traffic. Brian Fargiao advised that the sign was for pedestrians to use sideway on east side of overcrossing. Loomis Bikeway Master Plan calls for Class 3 bike route on Horseshoe Bar Road OC (same as what is there now). Per Brian, bicyclists have about 3 feet on the west side. Class 2 bike route on Taylor Blvd. Gary Liss would like Caltrans to widen structure. Loomis may have some money for bike improvements and they will check with Placer County Transportation Agency to see if there is any bike improvement funds available.		Locals would be required to pay for structure widening for pedestrians and bicyclists.			
40LO Meeting with Loomis Officials 03/30/10 (from Doug Lange's written notes)		Discussed issue with pedestrians crossing the unmarked free right turn onto WB I-80 from southbound Horseshoe Bar Road OC. Caltrans Design will check with Robert Peterson to explore possible solution to this issue. Suggestion was made for a pedestrian push button which would activate a stop light on the free right turn. Brian suggested elimination of free right and controlling turn at the existing signalized intersection. Chinese restaurant improvement will extend turn lane to the north. This issue has been around for a long time.	Project Manager/Design			We will contact Robert Peterson to see if there a possible solution. Are the signals maintained by Placer County or Caltrans. 05/17/10 - Sent an email to Traffic Safety (Robert Peterson) about possibly getting a solution to the City of Loomis' issue. 05/18/10 - Got a response back from Traffic Safety (Robert Peterson). "I will pass this off to Gary Dossey of my staff for this review and recommendation. There is a good chance that he will hand it over to Traffic Operations since they handle all pedestrian issues within the district."	Project match line limit outside of intersection, therefore, no intersection work is anticipated. Design will check with traffic (Robert Peterson) for potential solution that locals could implement. Design - verify that intersection is within Town of Loomis RW.
41LO Meeting with Loomis Officials 03/30/10 (from Doug Lange's written notes)		Discussed idea of turning King Road Overcrossing into an Interchange by adding ramps during construction of the Vertical Clearance Project. Perry Beck stated scoping document cost is around \$75K, Miguel Ucovick acknowledge that the document process would take some time, along with contract, construction would be out 4-5 years. Gary Liss has hoping to have Vert. Clearance Project contractor build the ramps, as a way of saving money during construction.		Interchange improvement are out of project scope of work, with ballpark costs around \$25M. FHWA approval would be needed since structure is within 0.9 miles of Horseshoe Bar Road Interchange. Loomis would need to pay for the Interchange and would need to development a scoping document. Caltrans Local Assistance could help with the scoping document.			
42LO Meeting with Loomis Officials 03/30/10 (from Doug Lange's written notes)	Gary Liss, Loomis councilman	Gary was interested in the environmental document discussion of impacts to emergency services, details of alternatives studied, and landscaping details (tree removal counts at structures and replacement ratios, etc). Landscape information will be available for Caltrans Landscape Architect during the public meeting.		A Caltrans Encroachment Permit would be needed if Loomis wanted to Landscape the Interchange areas. This project is planning to plant oak trees at the Horseshoe Bar Road Overcrossing. CTC has not voted a Caltrans landscaping project for the last three or four years.	Ken Murray, Senior Landscape Architect: The statement that the CTC has not voted a landscape project in the last 3-4 years is incorrect. District 3 had a project voted last year 03-1A140 and we are going to have one voted this year 03-1F500 as well. Freese:42 A total of 72 large (greater than 6 inches diameter at breast height or DBH) oak trees need to be replaced within the project limits. At the ratio of 1 to 1 (for all trees larger than 6 inches DBH, one seedling for every one inch of tree trunk diameter removed), 864 seedlings must be planted. These Caltrans environmental minimization requirements are comparable to Town of Loomis' Tree preservation and Protection Ordinance, which protects native oak trees with a diameter of 6 inches or more measured 54 inches above the ground level. A suitable location for planting some or all of these seedlings is within the Horseshoe Bar Interchange. There are large areas at all quadrants of this interchange, which can accommodate tree seedlings safely positioned beyond any clear recovery zones (vehicular safety zones). At the time of plan preparation, oak seedlings would		

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Public Comments

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43LO	Meeting with Loomis Officials 03/30/10 (from Doug Lange's written notes)	Gary Liss, Loomis councilman	Gary wants Caltrans to explain the tradeoffs for the raising or lowering alternatives and the traffic circulation considerations to the public at our open house meeting. Caltrans has a display entitle "Why Raising the Overcrossings is Better for Loomis" to generate discuss at the Open House. Caltrans staff will be posted at this display to answer questions in detail.		Caltrans had a display entitle "Why Raising the Overcrossings is Better for Loomis" at the Open House to generate discuss specific to the merits of raising and lowering alternatives. Caltrans staff was posted at this display to answer the public's questions in detail.		
44LO	Meeting with Loomis Officials 03/30/10 (from Doug Lange's written notes)		Discussed various items to get the work done sooner then 2 months (incentive/disincentive, sequencing, concrete cure times, etc.). Councilmen were all in favor of anything which gets the work done faster		Continue to detail ideas to reduce construction time during the project development phases. One of the goals of the Value Analysis Study would be reduction in construction time.		

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