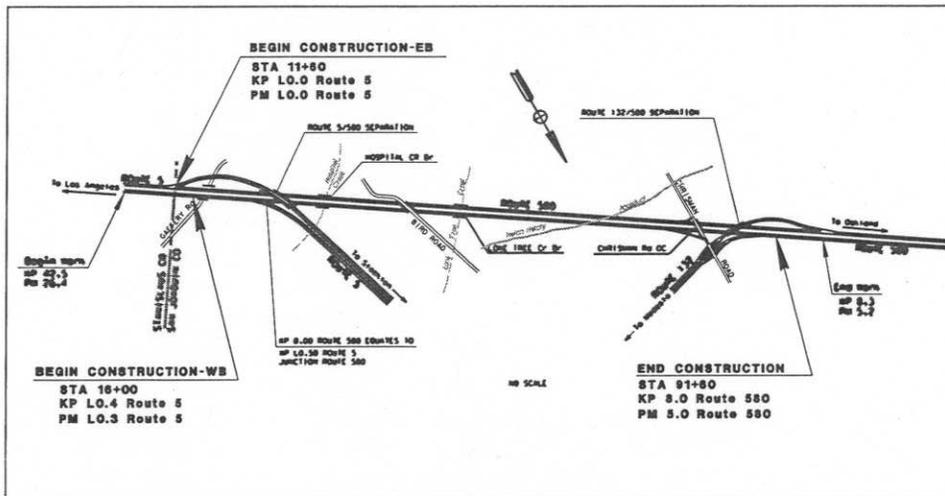




## PROJECT SCOPE SUMMARY REPORT (Pavement Rehabilitation)



### On Routes 5, 580 in San Joaquin County from the Stanislaus County Line to Route 132 Westbound Connector

*I have reviewed the right of way information contained in this Draft Project Scope Summary Report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate.*

SPIROS KARIMBAS, Central Region Acting Division Chief - Right of Way

APPROVAL RECOMMENDED:

WESLEY ZINKE, Project Manager

APPROVED:

KOMÉ AJISE, District 10 Director

9/19/05  
 DATE

PROJECT SCOPE & TECHNICAL DATA ARE VALID THROUGH: 9/19/07  
 (Two years from Director approval date for PSSRs, and three years for PSRs)  
 COST & WORK PLAN MUST BE UPDATED PRIOR TO USE FOR PROGRAMMING

10-SJ-5-KP L0.0/L0.50 (PM L0.0/L0.31)

10-SJ-580-KP 0.0/8.0 (PM 0.0/5.0)

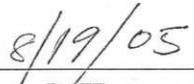
06239-0G810K

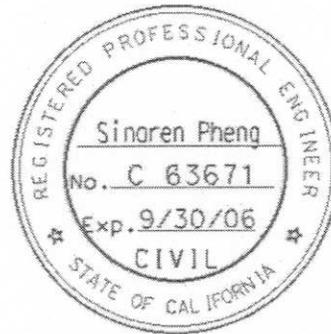
201.120 - HA22 Program

August 2005

This Project Scope Summary Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

  
\_\_\_\_\_  
SINAREN PHENG, REGISTERED CIVIL ENGINEER

  
\_\_\_\_\_  
DATE



## PROJECT SCOPE SUMMARY REPORT (Pavement Rehabilitation)

1. **Project Limits:** [10-SJ-5-KP L0.0/L0.5 (PM L0.0/L0.3) & 10-SJ-580-KP 0.0/8.0 (PM 0.0/5.0)]: In both directions, the project limits begin and end, respectively, where the asphalt concrete pavement ends and the PCC pavement begins. Construction begins at the Stanislaus County Line, at the gore area, in the eastbound direction and at the Gaffery Road Undercrossing in the westbound direction. Construction ends at the taper of the Route 132 westbound connector ramp in the westbound direction, and will be ended at this same point in the eastbound direction. Included in these project limits are the eastbound and westbound Chrisman Road ramps, and the Route 132 westbound connector ramp.

2. **Brief Project Description:**

This project proposes to crack, seat and overlay (with RAC-G) existing PCC pavement on State Routes 5 & 580, within the above-referenced limits, respectively, and to widen inside shoulders to 1.5 meters. The portion of the Route 132 westbound connector ramp, and eastbound and westbound Chrisman Road ramps, which are paved with asphalt concrete, will receive a leveling course of AC, and an overlay of RAC-G, as well. All guardrail, including bridge approach rail, will be removed and replaced. Cross slope will be corrected from 1.5% to 2%. Rumble Strip will be installed on inside and outside shoulders in both directions. Ramps will not receive rumble strip, but dike and curb will be replaced. No design exceptions are required for this project.

3. **Environmental Status:**

It has been determined that this project is categorically exempt under Class 1 of the State CEQA Guidelines and is a programmatic categorical exclusion (PCE) under NEPA guidelines, and was approved on July 28, 2005.

4. **Traffic Data:**

Present ADT <u>28,000</u>	20-Year ADT <u>70,000</u>
DHV <u>2800</u>	% Trucks <u>15</u>
T.I. (10 Year) <u>TW=13.0, SHLD=8.0</u>	Safety Field Review <u>2/15/05</u> (date)
Latest 3-Year Accident Data: <u>0.48 vs. 0.56</u> (average vs. actual rates)	

Location(s) of Accident Concentration: No accident concentration is evident.

Corrective Strategy: Based on a lack of accident concentration, no corrective strategy has been developed.

## 5. Roadway Geometric Information

### KP 0.0/8.0 (PM 0.0/5.0)

Facility	Minimum Curve Radius	Through Traffic Lanes			Paved Shoulder Width		Median Width (m)
		No. of Lanes	Lane Width	Type (AC or PCC)	Left (m)	Right (m)	
Existing	5000	4	3.6 m	PCC	0.6	3.0	26.0
Proposed	5000	4	3.6 m	RAC-G	1.5	3.0	26.0
Min. 3R Stds.	900	NA	3.6 m	NA	1.5	3.0	18.6

## 6. Structures Information

Structures	Width Between Curbs			Replace Bridge Railings (Y or N)	Vertical Clearance			Work Identified in STRAIN (Y or N)	Replace Bridge Approach Rail (Y or N)	Replace Bridge Approach Slab (Y/N)
	Name/No.	Exist	3R Std		Prop	Exist L/R	3R Std			
29-0227 Gaffery Rd UC	11.7	11.7	11.7	N	NA	NA	NA	N	Y	N
29-0242 Rte 5/580 Sep	NA	NA	NA	N	5.8/ 5.6	4.9	5.8/ 5.6	N	N	N
29-0171R Hospital Creek	11.7	11.7	11.7	N	NA	NA	NA	N	Y	N
29-0170 Bird Rd. OC	NA	NA	NA	N	5.7/ 5.0	4.9	5.7/ 5.0	N	N	N
29-0141R Lone Tree Creek	11.7	11.7	11.7	N	NA	NA	NA	N	Y	N
29-0169 Chrisman Rd. OC	NA	NA	NA	N	5.7/ 5.5	4.9	5.7/ 5.5	N	N	N
29-0161 Rte 132/580 Sep	NA	NA	NA	N	5.9/ 4.9	4.9	5.9/ 4.9	N	N	N

Remarks:

Existing profile beneath overcrossings will be maintained. Cold-planing or slab replacement will be used to repair damaged slabs beneath overcrossings, as needed. Bridge decks will not receive the overlay.

**7. Condition of Existing Facility :**

Third stage cracking, within the project limits, varies between 0 and 31, with two of the worst sections represented in the tables below. See Attachment C for breakdown of pavement conditions for the entire project limits.

PMS Category (1-29) 7 Priority Classification (.1-.4) 0.2

Project Priority Score: 61

\*PCC Pavement:

**PM: 0.389-0.889**

\* From latest PMS-Pavement Condition Inventory Survey Data.

Lane Number:	L1	L2	R1	R2
<u>3rd Stage Cracking%:</u>	0	2	0	31
<u>Faulting:</u>	N	N	N	N
<u>Joint Spalls:</u>	N	N	N	N
<u>Patching (Area %):</u>	0	0	0	3
<u>Corner Breaks%:</u>	0	3	0	14
<u>Ride Score</u>	5	8	12	36

Locations(s) of subsurface or ponded surface-water problem: none

PMS Category (1-29) 7 Priority Classification (.1-.4) 0.2

Project Priority Score: 61

\*PCC Pavement:

PM: 0.889-1.389

\* From latest PMS-Pavement Condition Inventory Survey Data.

	L1	L2	R1	R2
<u>3rd Stage Cracking%</u>	0	2	0	31
<u>Faulting</u>	N	N	N	N
<u>Joint Spalls</u>	0	0	0	0
<u>Patching (Area %)</u>	0	0	0	3
<u>Corner Breaks%</u>	0	1	0	14
<u>Ride Score</u>	10	17	7	20

Locations(s) of subsurface or ponded surface-water problem: none

**8. Deflection Study Data (Findings and Recommendation for AC pavement):**

Not Applicable. Pavement within the project limits is PCC, with the exception of the ramps to be resurfaced.

**9. Cost Estimate Breakdown:**

<u>Structural Section Work</u>	<u>Lane-Kilometers</u>	<u>Number</u>	<u>*Cost</u>
AC Overlay of AC Pavement	<u>16</u>		<u>\$228,000</u>
Earthwork	<u>32</u>		<u>(\$3,431,570)</u>
RAC-G Overlay of PCC Pavement	<u>32</u>		<u>\$3,973,685</u>
PCC Pavement Rehabilitation (crack, seal and overlay, shoulder widening)	<u>32</u>		<u>\$2,499,000</u>
Concrete Slab Replacement	<u>1.1</u>		<u>(\$143,620)</u>
Ramps and OC/UC Approaches	<u>16.1</u>		<u>(\$966,000)</u>
Edge Drains (side-km)	<u>32</u>		
Bridge Approaches (ground, replaced)			
Total Lane-Kilometers of Rehabilitation	<u>32</u>		
	<b>COSTS SUBTOTAL</b>		<u>\$6,700,685</u>

<u>Does the Project Include?</u>	<u>Yes/No</u>	<u>*Cost</u>
Main Line Widening (lanes and/or shoulders)	<u>Yes</u>	<u>(\$734,000)</u>
Bridge Widening and Rail Upgrade	<u>No</u>	<u>                    </u>
Bridge Rail Upgrade - Without Widening	<u>No</u>	<u>                    </u>
Included in Project	<u>No</u>	<u>                    </u>
Vertical Clearance Adjustment	<u>No</u>	<u>                    </u>
Drainage Rehabilitation	<u>Yes</u>	<u>                    </u>
(inc. upgrade, roadside, median, edge drains, AC dike)		<u>\$1,124,750</u>
Pedestrian Facilities	<u>No</u>	<u>                    </u>
 <u>Safety</u>	 <u>Yes/No</u>	 <u>*Cost</u>
Rumble Strip	<u>Yes</u>	<u>\$26,240</u>
Superelevation Correction	<u>No</u>	<u>                    </u>
Vertical Alignment	<u>No</u>	<u>                    </u>
Horizontal Alignment	<u>No</u>	<u>                    </u>
Left/Right-Turn Storage/Widening/Lengthening	<u>No</u>	<u>                    </u>
Median Barrier	<u>No</u>	<u>                    </u>
Metal Beam Guardrail (New)	<u>Yes</u>	<u>\$186,100</u>
Concrete Guardrail (New)	<u>No</u>	<u>                    </u>
Roadside Cleanup	<u>No</u>	<u>                    </u>
<u>Utility Relocation</u>	<u>Yes</u>	<u>\$3,750</u>
<u>Railroad Agreements</u>	<u>No</u>	<u>                    </u>
<u>Right of Way</u>	<u>No</u>	<u>                    </u>
<u>Erosion Control (Type D)</u>	<u>Yes</u>	<u>\$100,000</u>
<u>Environmental Mitigation</u>	<u>No</u>	<u>                    </u>
<u>Water Pollution Control</u>	<u>Yes</u>	<u>\$180,000</u>
 <u>Traffic Items (TMP, Traf. Handling, Const. Area Signs, Traffic Control System, Maintain Traffic, Delineation)</u>	 <u>Yes</u>	 <u>\$892,400</u>
 <u>Mobilization Cost</u>	 <u>Yes</u>	 <u>\$900,000</u>
<u>Minor Items (CL Fence, Clear/Grub, ESA Fence)</u>	<u>Yes</u>	<u>\$80,000</u>
<u>Resident Engineer's Office</u>	<u>Yes</u>	<u>\$30,000</u>
<b>COSTS SUBTOTAL</b>		<b><u>\$3,523,240</u></b>
<hr style="border-top: 1px dashed black;"/>		
<b>SUM OF SUBTOTALS</b>		<b><u>\$10,223,925</u></b>
<b>20% Contingency</b>		<b><u>\$2,044,785</u></b>
<b>TOTAL PROJECT COST</b>		<b><u>\$12,268,710</u></b>

Notes: \*Duplicate cost items shown in parenthesis.

10. **Other Agencies Involved (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.):**

N/A

11. **Other Considerations:**

Hazardous waste disposal site required? If yes, where are sites?

N/A

Materials and or disposal site needs and availability?

Contractor shall make arrangements to dispose of grindings and AC dike that will be removed.

Utility Involvement:

Utility involvement is not expected; however, money for POS/LOC has been estimated, for unanticipated utility issues.

Railroad Involvement:

None

Consistency with other planning:

Coordination will be required during the construction phase, with Project EA 0G820K, which is also a pavement rehabilitation project located adjacent to the limits of this project (0G810K).

Salvaging and recycling of hardware and other non-renewable resources:

Contractor shall make arrangements to recycle guardrail removed from site.

Prolonged temporary ramp closures:

Westbound Route 132 Connector Ramp, and the eastbound and westbound Chrisman Road will be closed while the AC portion of the ramp is being resurfaced. Detour Plans will be required to accommodate traffic during the construction phase.

Effects on bicycle traffic:

Bicycle traffic is not anticipated within the project limits.

Recycling of AC:

Due to the small quantities of AC being generated, recycling is not a feasible option.

Environmental Issues:

No environmental issues have been identified.

What are the consequences of not doing this entire project?

Pavement will continue to deteriorate.

**12A. Has the project been field reviewed by:**

District? \_\_\_\_\_ Yes \_\_\_\_\_ Date 9/20/04

ESC-METS? \_\_\_\_\_ Date \_\_\_\_\_

**12B. Project Reviewed by:**

District Maintenance \_\_\_\_\_ Alvin Mangindin \_\_\_\_\_ Date 9/20/04

District Safety \_\_\_\_\_ Mark Orr \_\_\_\_\_ Date 2/15/05

District Materials \_\_\_\_\_ Dave Whaling \_\_\_\_\_ Date 9/20/04

HQ DLP \_\_\_\_\_ Antonette Clark \_\_\_\_\_ Date 7/19/05

HQ Maintenance Program \_\_\_\_\_ Rob Marsh \_\_\_\_\_ Date 9/20/04

FHWA \_\_\_\_\_ Not Applicable \_\_\_\_\_ Date \_\_\_\_\_

Type of federal Involvement: \_\_\_\_\_

(Exempt, CA, or PxP)

Others \_\_\_\_\_ Date \_\_\_\_\_

**13. Proposed Funding (IM, NH, etc.):**

This project is proposed for programming in the 2006 SHOPP, with funding from the 201.120 HA-22 Roadway Rehabilitation Program, in the 2008/2009 fiscal year.

**14. Project Support:****Cost Breakdown:**

(Capital Cost Estimate provided by Design & R/W, Support Cost Estimate from XPM.)

Project Cost Component	Fiscal Years						Total
	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	
R/W Capital		\$5					\$5
Const. Capital**				\$13,406			\$13,406
PA&ED*		\$2					\$2
PS&E*		\$272					\$272
R/W Support*		\$25					\$25
Const.Support*				\$581			\$581
<b>Total</b>	\$	\$304	\$	\$13,987	\$	\$	\$14,291

All costs X\$1000. Support Categories are the same as those identified by SB 45.

Construction Capital escalated at 3.0%. Right of Way Capital estimate is escalated at 5%.

Support cost escalated at 2.0%

Support Cost ratio: 6.6% [All Support Costs (\*) divided by the escalated Construction Capital (\*\*)]

Tentative Project Schedule	
PA&ED	09/01/05
R/W Cert	07/01/08
RTL	07/01/08
Approve Contract	11/01/08
Job Complete	11/01/09

**15. List of Attachments:**

- A. Strip Map
- B. Typical Section(s)
- C. PMS Inventory Data
- D. TASAS Table B
- E. TMP Checklist
- F. Categorical Exemption/ Exclusion Form
- G. Right of Way Data Sheet
- H. Scoping Team Field Review Attendance Roster
- I. Materials Reports
- J. Preliminary Storm Water Data Report
- K. Distribution List
- L. Risk Management Plan

INDEX OF SHEETS

**STATE OF CALIFORNIA**  
**DEPARTMENT OF TRANSPORTATION**  
**PROJECT PLANS FOR CONSTRUCTION ON**  
**STATE HIGHWAY**  
**ON ROUTES 5, 580**  
**IN SAN JOAQUIN COUNTY**  
**FROM THE STANISLAUS COUNTY LINE**  
**TO THE ROUTE 132 WESTBOUND CONNECTOR**

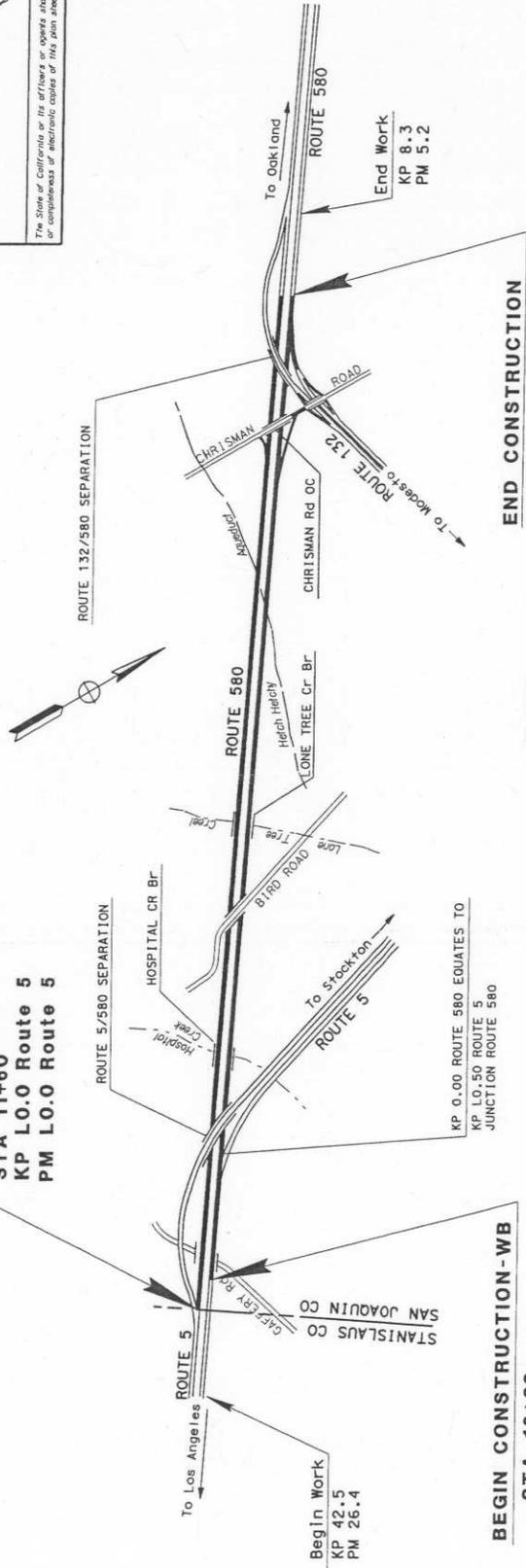
To be supplemented by Standard Plans dated July, 2004

**BEGIN CONSTRUCTION-EB**

**STA 11+60**  
**KP L0.0 Route 5**  
**PM L0.0 Route 5**

**BEGIN CONSTRUCTION-WB**

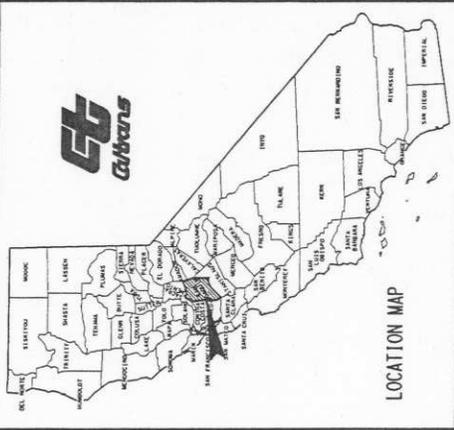
**STA 16+00**  
**KP L0.4 Route 5**  
**PM L0.3 Route 5**



**END CONSTRUCTION**  
**STA 91+60**  
**KP 8.0 Route 580**  
**PM 5.0 Route 580**

NO SCALE

DIST	COUNTY	ROUTE	PROJECT NO.	SHEET NO.
10	SJ	5,580	0.0/L0.5,	0.0/8.0



The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.



Project Engineer: Louis Marquez  
 Date: \_\_\_\_\_  
 Registered Civil Engineer

Plans Approval Date: \_\_\_\_\_

ATTACHMENT A

The Contractor shall possess the Class (or classes) of license as specified in the "Notice to Contractors".

PROJECT ENGINEER	DATE	PROJECT MANAGER	DATE
Storren Pehng		Louis Marquez	

Attachment A



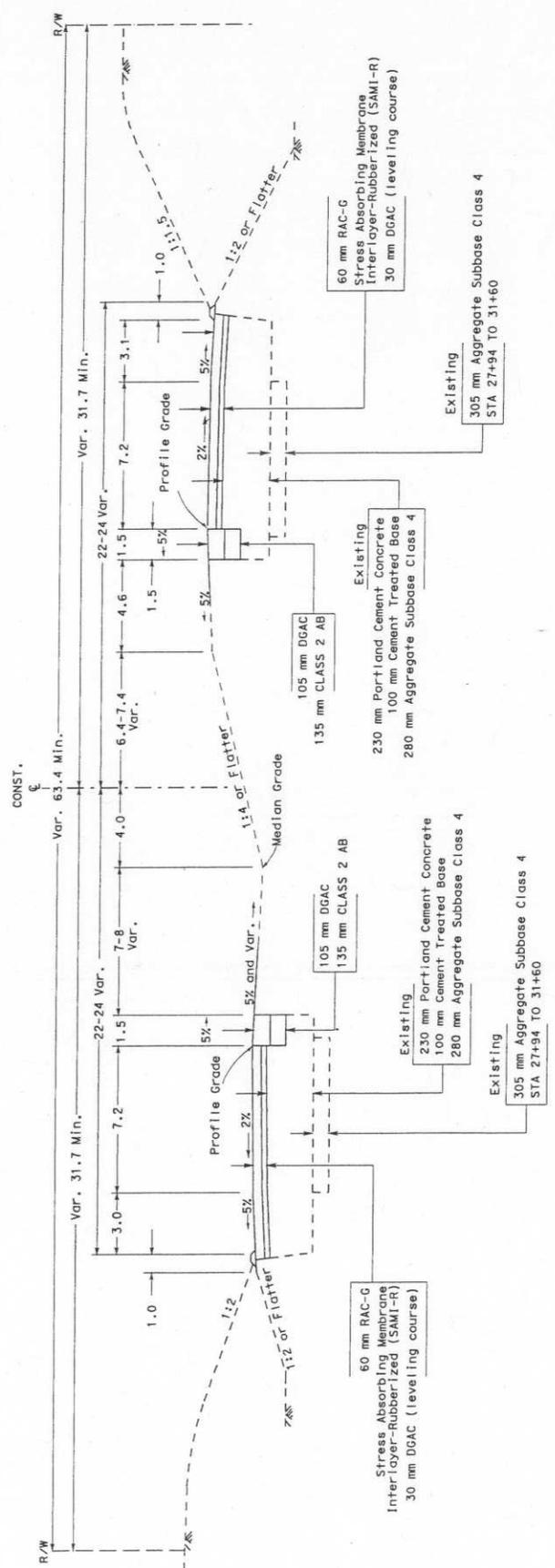
DIST	COUNTY	ROUTE	KILOMETER POST MILE	SHEET TOTAL
10	SJ	5,580	0.070.5	10
			0.078.0	

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

Caltrans now has a web site. To get to the web site, go to: <http://www.caltrans.gov>

- NOTES:
- DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
  - SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.



**ROUTE 580**  
Sta 11+60 TO Sta 91+60

ATTACHMENT B

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

**TYPICAL CROSS SECTIONS X-1**

NO. SCALE

CU 06239

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

USERNAME: s3 SHENG DGN FILE: 3.00581060001.dgn

DATE PLOTTED: 11-10-AUG-2005

TIME PLOTTED: 11:01

08-10-05

DATE	REVISD BY	DATE REVISD BY	DESIGNED BY	CHECKED BY	PROJECT ENGINEER	DESIGN	STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
					SINAREN PHENG		Caltrans

Attachment B

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	DESIGNED BY	DATE
Caltrans	SINAREN PHENG	CHECKED BY	DATE REVISD BY
DESIGN			DATE REVISD BY

DATE PLOTTED => 10-AUG-2005  
 TIME PLOTTED => 16:19  
 USER NAME => SKIRTON  
 JOB FILE => e06g110e0602.dgn

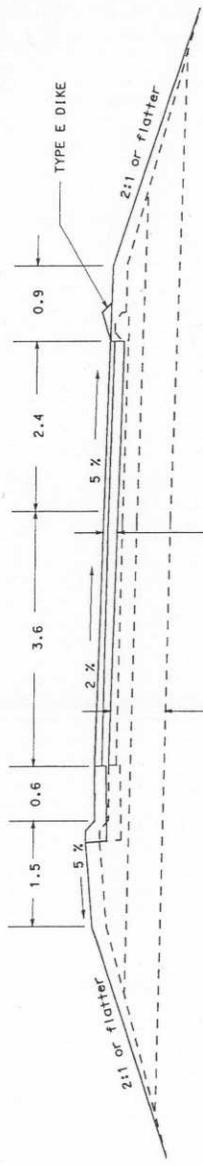
DIST	COUNTY	ROUTE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
10	SJ	5,580	LO 07/03	9/28/0	

REGISTERED CIVIL ENGINEER

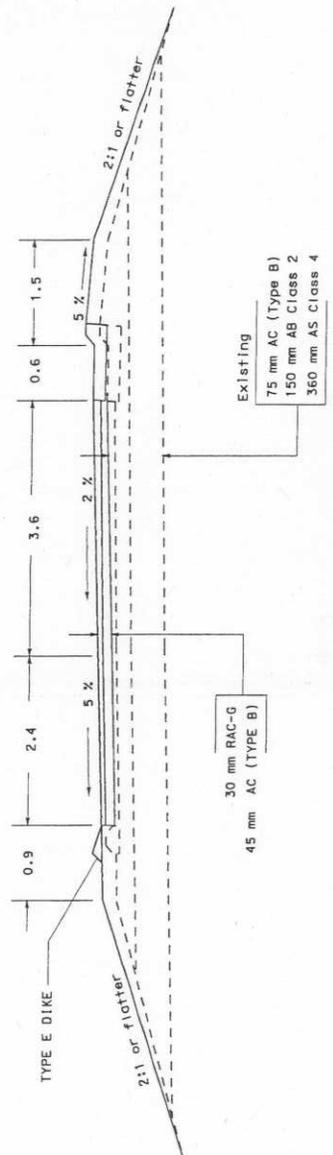
PLANS APPROVAL DATE

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ROUTE 132 WB CONNECTOR RAMP



CHRISMAN ROAD RAMPS (EB & WB)

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

TYPICAL CROSS SECTIONS X-2

NO SCALE

EA 06239

EA 06810K

# Caltrans Maintenance Program 2003 Pavement Summary Caltrans Drive Order

District 10     County SJ     Route 580

District 10  
County SJ  
Route 580  
Begin PM L     0.000

----- Maximum Observed Values -----

Prior-ity	County	Route	Begin PM	- End PM	Length	Pave Type	Dir.	Trig. Dir.	Trig. Ln	AADT	MSL	Allig. A	B	Patch- ing	Bleed- ing	Rut- ting	1st St. Crk.	3rd St. Crk.	Com-er Crk.	Fault- ing	Int'l Rough. Index	Defect
	SJ	580	L 0.000	- L 0.043	0.043	F	L		0.000	21	1						25	2	4		140	
	SJ	580	L 0.043	- L 0.248	0.205	R	L		0.000	21	1						25	2	4		138	
	SJ	580	L 0.248	- L 0.611	0.363	R	L		0.000	21	1						24	18	10	Fault.	181	THIRD ST. CRKNG
7	SJ	580	L 0.248	- L 0.611	0.363	R	R	R	0.363	21	1						25	2	4		127	
	SJ	580	0.000	- 0.389	0.389	R	L		0.000	21	1						24	18	10	Fault.	188	THIRD ST. CRKNG
7	SJ	580	0.000	- 0.389	0.389	R	R	R	0.389	21	1						18	29	15	Fault.	171	THIRD ST. CRKNG
7	SJ	580	0.389	- 1.389	1.000	R	R	R	1.000	21	1						44	3	8		130	
9	SJ	580	1.389	- 2.389	1.000	R	R	R	1.000	21	1						33	6	7	Fault.	178	FAULTING
	SJ	580	1.389	- 2.389	1.000	R	L		0.000	21	1						15	3	6		140	
7	SJ	580	2.389	- 3.289	0.900	R	R	R	0.900	21	1						22	7	18		149	THIRD ST. CRKNG
	SJ	580	2.389	- 3.289	0.900	R	L		0.000	21	1						22	2	8		132	
7	SJ	580	3.289	- 3.389	0.100	R	R	R	0.100	21	1						22	7	18		148	THIRD ST. CRKNG
7	SJ	580	3.289	- 3.389	0.100	R	L	L	0.100	21	1						40	11	11		145	THIRD ST. CRKNG
7	SJ	580	3.389	- 4.329	0.940	R	R	R	0.940	21	1						31	11	11		160	THIRD ST. CRKNG
7	SJ	580	3.389	- 4.329	0.940	R	L	L	0.940	21	1						40	11	11		149	THIRD ST. CRKNG
7	SJ	580	4.344	- 4.404	0.060	R	R	R	0.060	36	1						31	11	11		180	THIRD ST. CRKNG
7	SJ	580	4.344	- 4.404	0.060	R	L	L	0.060	36	1						40	11	11		155	THIRD ST. CRKNG
7	SJ	580	4.404	- 4.481	0.077	R	R	R	0.077	36	1						31	11	11		169	THIRD ST. CRKNG
9	SJ	580	4.404	- 4.481	0.077	R	L	L	0.077	36	1						5	1	2	Fault.	145	FAULTING
	SJ	580	4.481	- 5.001	0.520	F	R		0.000	36	1	10	9				5	1	2	Fault.	97	
9	SJ	580	4.481	- 5.001	0.520	R	L	L	0.520	36	1						5	1	2	Fault.	138	FAULTING
	SJ	580	5.001	- 5.904	0.903	F	R		0.000	36	1	10	9				75				75	
	SJ	580	5.001	- 5.904	0.903	F	L		0.000	36	1						78				78	
9	SJ	580	5.904	- 6.004	0.100	F	R	R	0.100	36	1										72	BLEEDING & RUTTI
	SJ	580	5.904	- 6.004	0.100	F	L		0.000	36	1										72	
9	SJ	580	6.004	- 7.204	1.200	F	R	R	1.200	36	1										90	BLEEDING & RUTTI
	SJ	580	6.004	- 7.204	1.200	F	L		0.000	36	1										81	
	SJ	580	7.204	- 7.504	0.300	F	R		0.000	36	1										154	
	SJ	580	7.204	- 7.504	0.300	F	L		0.000	36	1										79	

ATTACHMENT C

ote: Project locations highlighted in bold typeface.  
alifornia Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 654-2355.



## D-10 TRANSPORTATION MANAGEMENT PLAN CHECKLIST

District / EA: 10-0G810K  
 Date Prepared: February 24, 2005  
 Prepared By: Richard Young  
 Requested By: Sinaren Pheng

Co.Rte.-PM.(KP) SJ-580-0.0/5.0 (KP 0.0-8.0)  
 Location: I-580 PCC Pavement Rehabilitation

Stage of Project (X box)  PSSR  PSR  PR  PS&E

Description: Widen inside shoulders to 1.5 in both directions, and grind and overlay existing PCC Pavement.

Date Signed	Date Signed	Date Signed	Date Signed
-------------	-------------	-------------	-------------

REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No.	COMMENTS	ITEM COST	REQUIRED IN SPEC.
----------	-------------	----------------	---------------	----------	-----------	-------------------

**1.0 Public Information Strategies**

- 1.1 Brochures and Mailers
- 1.2 Media Releases (& minority media sources)
- 1.3 Paid Advertising
- 1.4 Public Information Center
- 1.5 Public Meetings/Speakers Bureau
- 1.6 Project Telephone Hotline
- 1.7 Internet, E-Mail
- 1.8 Local cable TV and News
- 1.9 Notification to Impacted groups  
(i.e. bicycle users, pedestrians with disabilities, others)
- 1.10 Project Web Page
- 1.11 Caltrans Public Information Office
- 1.12 Consultant Public Information Office
- 1.13 Other items

		X				
X						
		X				
		X	066063			
		X				
		X				
		X				
X						
		X				
X			066063		\$9K	
		X				
		X				

**2.0 Traveler Information Strategies**

- 2.1 Changeable Message Signs(permanent)
- 2.2 Changeable Message Signs (portable)
- 2.3 Special Construction Signs
- 2.4 Traveler Information Systems(CHIN/Internet)
- 2.5 Highway Advisory Radio "HAR"(fixed or mobile)
- 2.6 Radar Speed Sign
- 2.7 Traffic Management Team
- 2.8 Revised Transit Schedules/ Maps
- 2.9 Bicycle community information
- 2.10 Other item

		X				
X			128650	see notes below	\$30K	X
X			120690	Detour signs		
X			861985	During Detour		
		X	860520			
		X	066064			
		X				
		X				
		X				
		X				

**3.0 Incident Management**

- 3.1 COZEEP
- 3.2 Freeway Service Patrol(tow truck service patrol)
- 3.3 Traffic Surveillance Stations(loops or CCTV)
- 3.4 Transportation Management Center
- 3.5 Traffic Control Inspector(Caltrans)
- 3.6 Traffic Management Team
- 3.7 On-site Traffic Advisor (contractor)
- 3.8 Other Items

X			066062		\$80K	
		X	066065			
		X	066876			
		X				
		X				
		X				
		X				
		X				

**4.0 Construction Strategies**

- 4.1 Delay damage clause
- 4.2 Night work
- 4.3 Weekend Work
- 4.4 Extended Weekend Closures
- 4.5 Planned Lane Closures
- 4.6 Planned Ramp/Connector Closures
- 4.7 Total Facility Closure
- 4.8 Project Phasing
- 4.9 Truck Traffic Restrictions
- 4.10 Reduced Lane Widths

		X				
X				Per Lane Closure Charts		X
		X				
		X				
X				Per Lane Closure Charts		X
X				Per Lane Closure Charts		X
		X				
		X				
X						
		X				

**4.0 Construction Strategies (Continued)**

- 4.11 Temporary K-Rail
- 4.12 Temporary Traffic Screens
- 4.13 Reduced Speed Zones
- 4.14 Traffic Control Improvements
- 4.15 Contingency Plans
  - 4.15.1 Material Plant on standby
  - 4.15.2 Extra Critical Equipment on site
  - 4.15.3 Material Testing Plan
  - 4.15.4 Alternate Material on site  
(In case of failure or major delays)
  - 4.15.5 Emergency Detour Plan
  - 4.15.6 Emergency Notification Plan
  - 4.15.7 Weather Conditions Plan
  - 4.15.8 Delay Timing and Documentation Plan
  - 4.15.9 Late Closure Reopening Notification
- 4.16 Signal timing modification
- 4.17 Coordination with adjacent construction
- 4.18 Double Fine Zone (signs)
- 4.19 Right of Way Delay
- 4.20 Other Items

REQUIRED	RECOMMENDED	NOT APPLICABLE	BEEES Item No.	COMMENTS	ITEM COST	REQUIRED IN SPEC.
		X	129000			
		X	129150			
		X				
		X				
X						X
X						
		X				
X						
		X				
X						
X						
		X				
		X				
		X				
		X	066022			
		X				

**5.0 Demand Management**

- 5.1 HOV Lanes/Ramps
- 5.2 Ramp metering
- 5.3 Park-and-Ride Lots
- 5.4 Parking Management/Pricing
- 5.5 Rideshare Incentives
- 5.6 Rideshare Marketing
- 5.7 Transit, Train, or Light-Rail Incentives
- 5.8 Transit Service Modification
- 5.9 Variable Work Hours
- 5.10 Telecommute
- 5.11 Other Items

		X				
		X				
		X				
		X				
		X				
		X	066069			
		X	066066			
		X				
		X				
		X				

**6.0 Alternate Route Strategies**

- 6.1 Ramp Closures
- 6.2 Street Improvements
- 6.3 Reversible Lanes
- 6.4 Temporary Lanes or Shoulders Use
- 6.5 Freeway to freeway connector closures

		X				
		X				
		X				
		X				
		X				

**7.0 Other Strategies**

- 7.1 Application of new technology
- 7.2 Other Items

		X				
		X				

**Comments:** 2.2- 1 required full time on 580, 1 required on 132 10 days prior to detour (detour notice)  
 additionally may need 1 on NB 5 @ Manthey UC & 1 at 5/205 during Detour.

Approved by:

*Cardine Lopez* 2/24/05  
 DISTRICT TRAFFIC MANAGER DATE

**CATEGORICAL EXEMPTION  
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION  
DETERMINATION FORM**

<u>10-SJ 580</u>	<u>KP 0.0/8.0 (PM 0.0/5.0)</u>	<u>0G810K</u>
Dist.-Co.-Rte. (or Local Agency)	K.P./K.P. (P.M./P.M.)	E.A. (State project)
		Proj. No. (Local project) (Fed. Prog. Prefix Proj. No., Agr. No.)

**PROJECT DESCRIPTION:** (Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)

The California Department of Transportation (Caltrans) proposes to construct a roadway rehabilitation project in San Joaquin County near the Stanislaus County line on Route 580 from the Route 5/580 Junction to the Route 132 Junction east. The project would: (1) crack, seal and overlay existing mainline pavement, (2) widen inside shoulders and overlay outside shoulders, add rumble strips, upgrade Metal Beam Guard Rails, and replace damaged dikes. *This project is Categorically Exempt under CEQA and Categorically Excluded under NEPA unless: 1) the scope of project changes to include additional activities or areas; or 2) there is unforeseen discovery of sensitive or cultural resources.*

**CEQA COMPLIANCE** (for State Projects only)

Based on an examination of this project, supporting information, and the following statements (See 14 CCR 15300 et seq.):

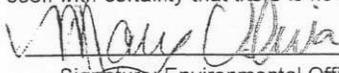
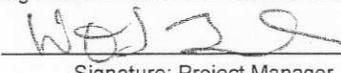
- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

**CALTRANS CEQA DETERMINATION**

Exempt by Statute (PRC 21080)

Based on an examination of this proposal, supporting information, and the above statements, the project is:

**Categorically Exempt**, Class 1, or  **General Rule exemption** (This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment [CCR 15061(b)(3)].

	<u>7/11/05</u>		<u>7/28/05</u>
Signature: Environmental Office Chief	Date	Signature: Project Manager	Date

**NEPA COMPLIANCE** (23 CFR 771.117)

Based on an examination of this project, supporting information, and the following statements:

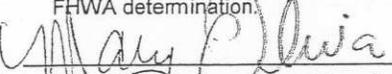
- This project does not have a significant impact on the environment as defined by the NEPA.
- This project does not involve substantial controversy on environmental grounds.
- This project does not involve significant impacts on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act.
- In nonattainment or maintenance areas for Federal air quality standards: this project comes from a currently conforming plan and Transportation Improvement Program or is exempt from regional conformity.
- This project is consistent with all Federal, State, and local laws, requirements or administrative determinations relating to the environmental aspects of this action.

**CALTRANS NEPA DETERMINATION**

Based on an examination of this proposal, supporting information, and the statements under "NEPA Compliance", it is determined that the project is a:

**PROGRAMMATIC CATEGORICAL EXCLUSION (PCE):** Based on the evaluation of this project and supporting documentation in the project files, all the conditions of the September 7, 1990 Programmatic Categorical Exclusion have been met.

**CATEGORICAL EXCLUSION (PCE):** For actions that do not individually or cumulatively have a significant environmental effect and are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS). Require FHWA determination.

	<u>7/11/05</u>		<u>7/28/05</u>
Signature: Environmental Office Chief	Date	Signature: Project Manager/DLA Engineer	Date

**FHWA DETERMINATION**

Based on the evaluation of this project and the statements above, it is determined that the project meets the criteria of and is properly classified as a Categorical Exclusion (CE).

_____ Signature: FHWA Transportation Engineer	_____ Date
--	---------------

Additional information attached or referenced, as appropriate (e.g. Mitigation commitments for NEPA only; Air Quality studies or documentation of exemption from regional conformity or use of CO Protocol; §106 commitments; §4(f) or Programmatic §4(f); date of COE nationwide permit; § 7 species survey results; Wetlands Finding; Floodplain Finding; additional studies; design conditions. Rev. 4/2001

**CATEGORICAL EXEMPTION  
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION  
DETERMINATION FORM**

*PROJECT DESCRIPTION CONTINUATION SHEET*

**DETAILED PROJECT DESCRIPTION CONTINUED**

This is a pavement rehabilitation project, which proposes to crack, seat and overlay existing mainline pavement, as well as widen inside shoulders, in both directions, to 1.5 meter (5 feet). Outside shoulders will also be overlaid with asphalt concrete. Tapers at the beginning and end of job will be cold-planed to match existing grade. Rumble strips will be added to inside and outside shoulders. Dike will be replaced, as needed. Approximately 3.0 hectares will be disturbed in the process of constructing the new shoulders and updating drainage features. All guardrails within the project limits will be upgraded to meet standards. The project limits include that section of Route 580 that falls between the Stanislaus County line and the Route 132 WB Connector Ramp transition. No design exceptions will be required for this project.

Work activities would include:

Traveled Lane Work

- Crack and seat existing portland cement concrete pavement followed by 75 millimeter (3 inches) asphalt concrete overlay.
- Slab replacements may be required at various locations.

Shoulder/Shoulder Backing Work

- Inside Shoulders – Both directions – will be widened to 1.5 meters (5 feet).
- Outside Shoulders - Both directions – Existing shoulder will be overlaid with 75 millimeters of asphalt concrete. Shoulder backing will be extended 0.60 meters (2 feet) past the edge of shoulder.
- 

Other Work

- Rumble strips will be constructed on inside and outside shoulders (paved or rolled on) in both directions.
- Metal Beam Guardrails and end treatments will be upgraded to meet current standards.
- Overlay bridge approach slabs with asphalt concrete(Hospital Creek and Lone Tree Creek) to the bridge deck. All work will be done at road level.
- Damaged dikes will be replaced as necessary. The dike will be constructed on existing roadway just outside the existing edge of shoulder. There will be no ground disturbance beyond the toe of fill.
- Trenching and excavation activities will be limited to the median for inside shoulder widening.

**PROJECT PURPOSE AND NEED**

Caltrans Maintenance Program Pavement Condition Survey identified pavement distress at this segment of highway. The proposed work will repair the damaged pavement within this section of highway.

**CATEGORICAL EXEMPTION  
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION  
DETERMINATION FORM**

**ENVIRONMENTAL ANALYSIS**

**Biology:**

Study Findings

It has been determined that the construction of this project is not likely to impact any special status species, based on the current project description, and the inclusion and adherence to the special conditions described in below. If changes to the scope of this project occur, further biological review will be necessary

This section of Interstate 580 crosses two waterways, Hospital Creek and Lone Tree Creek. The proposed work as described, will not impact these waterways. No wetlands were observed within the right-of-way. The habitat along this section of Interstate 580 right-of-way can be described as highly disturbed, non-native grassland. The median, where the permanent ground disturbance will occur is routinely mowed by Caltrans maintenance and is not considered suitable habitat for any special status species.

Avoidance and Minimization Measures

***Elderberry Shrub.*** An elderberry shrub was found approximately 275 feet northwest of Hospital Creek adjacent to the westbound lane (see attached map). A 20-foot environmentally sensitive area (ESA) buffer will be established around the shrub and orange mesh fencing will be erected prior to construction around the perimeter. This fencing will remain in place until the completion of the project. This ESA will be depicted on the plans and an ESA special provision will be included in the contract.

***San Joaquin Kit Fox.*** San Joaquin kit fox have been sited within a 10-mile radius of the project area. To assist in assuring the avoidance of any potential impacts to this species during construction, San Joaquin Kit Fox Protection Provisions shall be included in the contract special provisions and adhered to throughout construction.

**Hazardous Waste:**

Survey indicated there are hazardous waste concerns for this project. Interstate 580 was constructed prior to 1985 when leaded gasoline was phased out. No lead studies have been performed upon this segment. No excess soil is anticipated for relinquishment or disposal.

Grading of the inside shoulder and metal beam guardrail work are anticipated to be soil disturbing work, and shall require that a lead compliance plan be in place prior to work commencing.

**Archaeology**

In accordance with the Programmatic Agreement, this undertaking is determined to be a screened undertaking with no potential to affect historic properties. The undertaking is "*exempt from further review or consultation under Section 106.*" No further cultural resources work is required unless project plans change to include work not currently identified in the project description or to include additional areas not identified in current project plans.

**CATEGORICAL EXEMPTION  
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION  
DETERMINATION FORM**

**Water Quality**

The major potential surface water quality impacts are:

- Increases in sediments, turbidity and total dissolved solids. Disturbing as little streambed vegetation as reasonably possible can lessen this.
- Toxicity due to chemical substances originating from construction activities. This includes sediments introduced to surface water through mobilization of surface sediments containing agricultural chemicals and inorganics.

Construction impacts are those due to the construction activity itself. They are often relatively short-term and are often mitigated by construction timing, sequencing, water quality protection, revegetation, and erosion and sediment control practices. Impacts of equipment access to a construction site can sometimes be significant. Construction impacts are those due to the construction activity itself. They are often relatively short-term and are often mitigated by construction timing, sequencing, water quality protection, revegetation, and erosion and sediment control practices. Impacts of equipment access to a construction site can sometimes be significant. By incorporating proper and accepted engineering practices and Best Management Practices, the subject improvement project should not produce significant or lasting impacts to water quality during construction or its operation.

In view of the above information, it is our opinion that no further investigation is needed to proceed with the project.

**Notes:**

In order for the Categorical Exemption (CE)/Programmatic Categorical Exclusion (CE) to remain valid, the provisions discussed in the Cover Sheet Memo dated July 11, 2005 must be met.

**List of Preparers:**

Mary Oliva	-	Environmental Coordinator
Morgan Kirk	-	Biological Analysis
Michael Robinson	-	Hazardous Waste Analysis
Lisa Nishimura	-	Cultural Analysis
David D. Troop	-	Water Quality

**M e m o r a n d u m**

To: WESLEY ZINKE  
Project Manager

Date: July 11, 2005

File: 10-SJ 580  
KP 0.0/8.0  
(PM 0.0/5.0)  
EA 0G810K  
SHOPP - Roadway Rehabilitation

From: DEPARTMENT OF TRANSPORTATION  
Central Sierra Environmental Management Branch

Subject: CE/PCE for EA 0G810K – Roadway Rehabilitation – State Route 580 from the  
Route 5/580 Junction to the Route 132 Junction east

Environmental review of the above referenced project indicates that the proposal is categorically exempt under the California Environmental Quality Act (CEQA). The proposed project has also been found to be eligible for classification as a Programmatic Categorical Exclusion under the National Environmental Policy Act (NEPA). The Categorical Exemption Determination Form is attached.

In order for the Categorical Exemption (CE)/Programmatic Categorical Exclusion (PCE) to remain valid, the following provisions must be met:

#### Biology

**Elderberry Shrub.** An elderberry shrub was found approximately 275 feet northwest of Hospital Creek adjacent to the westbound lane (see attached map). A 20-foot environmentally sensitive area (ESA) buffer will be established around the shrub and orange mesh fencing will be erected prior to construction around the perimeter. This fencing will remain in place until the completion of the project. This ESA will be depicted on the plans and an ESA special provision will be included in the contract.

**San Joaquin Kit Fox.** San Joaquin kit fox have been sited within a 10-mile radius of the project area. To assist in assuring the avoidance of any potential impacts to this species during construction, San Joaquin Kit Fox Protection Provisions shall be included in the contract special provisions and adhered to throughout construction.

#### Hazardous Waste

Grading of the inside shoulder and metal beam guardrail work are anticipated to be soil disturbing work, and shall require that a lead compliance plan be in place prior to work commencing.

Water Quality

Incorporating proper and accepted engineering practices and Best Management Practices, the subject improvement project should not produce significant or lasting impacts to water quality during construction or its operation.

If the scope of the project changes to include additional areas or activities, or discovery of sensitive resources occurs, environmental reevaluation will be required.

If you have any questions about the CE/Programmatic CE or the provisions contained in this memo, please contact Mary Oliva at (209) 948-7349 (Calnet 8-423-7349).

**Mary Oliva, Chief**  
**San Joaquin Valley Environmental Branch**

mo  
cc: Lou Donada  
CE File

Enclosure: CE/PCE and Layout Map

**Memorandum**

To: Robert Nguyen  
Design-Branch "H"

Date: 2/15/05

File: EA 0G810K ALT 1(U1)

Attn: Sinaren Pheng  
Stockton Design-B-H

CO SJ

RTE 580

From: Department of Transportation  
Division of Right of Way Central Region

DESCRIPTION:  
Pavement Repair (grind and overlay AC) and Inside  
Shoulder Widening

Subject: RIGHT OF WAY DATA SHEET

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 1/19/05

The following assumptions and limiting conditions were identified:

**Appraisal**

IT IS ASSUMED THAT NO ADDITIONAL ROW IS REQUIRED.

**Utility**

Right of Way Lead Time will require a minimum of 12 months after we receive certified Appraisal Maps, the necessary environmental clearance has been obtained, and freeway agreements have been approved.



SAHROOM ALI  
Senior Right of Way Agent  
(209) 948-3675

REQUEST DATE 1/19/05

REVISED DATE 5/10/02

EA 0G810K ALT 1(U1)

CO/RTE/KP-KP SJ/580/0.0-7.4 & /0/-0.0

**RIGHT OF WAY COST ESTIMATE**

	CURRENT YR 2005	CONTINGENCY RATE	RIGHT OF WAY ESCALATION RATE	ESCALATED YEAR 2006
ACQUISITION	\$0	25.00%	5.00%	\$0
MITIGATION	\$0.00	25.00%	5.00%	\$0
STATE SHARE OF UTILITIES	\$3,750	25.00%	5.00%	\$3,938
RAP	\$0	25.00%	5.00%	\$0
CLEARANCE/DEMO	\$0	25.00%	5.00%	\$0
TITLE AND ESCROW	\$0	25.00%	5.00%	\$0
PROPERTY MANAGEMENT				
SUPPORT HOURS				
<b>TOTAL CURRENT VALUE *</b>	<b>\$3,750</b>			<b>\$3,938</b>

ESTIMATED CONSTRUCTION CONTRACT WORK

\$0

R/W LEAD TIME/MONTH

12

**PARCEL DATA**

# OF PCL TYPE X	0	# OF DUAL APPR X	0
# OF PCL TYPE A	0	# OF DUAL APPR A	0
# OF PCL TYPE B	0	# OF DUAL APPR B	0
# OF PCL TYPE C	0	# OF DUAL APPR C	0
# OF PCL TYPE D	0	# OF DUAL APPR D	0
<b>TOTALS</b>	<b>0</b>	<b>TOTALS</b>	<b>0</b>

# OF EXCESS PARCEL

0

**UTILITIES**

U4-1	0
U4-2	0
U4-3	0
U4-4	0
U5-7	0
U5-8	0
U5-9	0

**RR INVOLVEMENT**

ARE RAILROAD FACILITIES OR RIGHTS OF WAY	NO
CONST/MAINT AGREEMENT	NO
SERVICE CONTRACT	NO
RIGHT OF ENTRY	NO
CLAUSES	NO

**MISC R/W WORK**

# OF RAP DISPLACEMENT	0
# OF CLEARANCE/DEMO	0
# OF CONST PERMITS	0
# OF CONDEMNATION	0

\* IF R/W COST ESTIMATE FIELDS ARE BLANK, TOTAL CURRENT VALUE = \$0

ARE RAILROAD FACILITIES OR RIGHTS OF WAY AFFECTED  NO

RAILROAD LEADTIME REQUIRED

**PARCEL AREA**      **UNIT:**

TOTAL R/W TAKE	0
TOTAL EXCESS AREA	0

TOTAL R/W FEE	\$0
TOTAL EXCESS COST	\$0

**GENERAL DESCRIPTION OF R/W AND EXCESS LANDS REQUIRED (ZONING, USE, MAJOR IMPROVEMENTS, CRITICAL OR SENSITIVE PARCELS, ETC.):**  
NO ADDITIONAL ROW REQUIRED

**GENERAL DESCRIPTION OF UTILITY INVOLVEMENT**

More accurate utility information will be provided when utility verifications are received from the affected utility owners. Accurate determination of the State costs cannot be determined at this time.  
Money for POS/LOC only.

IS THERE A SIGNIFICANT EFFECT ON ASSESSED VALUATION?  No

WERE ANY PREVIOUSLY UNIDENTIFIED SITES WITH HAZARDOUS WASTE OR MATERIAL FOUND  No

ARE RAP DISPLACEMENTS REQUIRED  No

# OF SINGLE FAMILY  0    # OF MULTI FAMILY  0    # OF BUSINESS/NONPROFIT  0    # OF FARMS  0

SUFFICIENT REPLACEMENT HOUSING WILL BE AVAILABLE WITHOUT LAST RESORT HOUSING  N/A

ARE MATERIAL BORROW OR DISPOSAL SITES REQUIRED  No

ARE THERE POTENTIAL RELINQUISHMENTS OR ABANDONMENTS?  No

ARE THERE ANY EXISTING OR POTENTIAL AIRSPACE SITES  No

ARE ENVIRONMENTAL MITIGATION PARCELS REQUIRED  No

**DATA FOR EVALUATION PROVIDED BY**

ESTIMATOR	JULIE KELLEY	JULIE KELLEY	1/27/05
RAILROAD LIAISON AGENT		Maria Toles	2/9/05
UTILITY RELOCATION COORDINATOR		Angela Jackson	2/1/05

*I have personally reviewed this Right of Way Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.*

SAHROOM ALI  
Senior Right of Way Agent

Date ENTERED PMC 2/14/05  
BY C. VALENCIA  
cc: Louis Marquez

# TASK FORCE FIELD REVIEW ATTENDANCE ROSTER

September 20, 2004

10-SJ-580- KP 0.0/8.2

NAME:

Louis Marquez  
Wuthy Seng  
Dave Whaling  
Mary Oliva  
Bill Duttera  
Rob Marsh  
Roger Moran  
Long Huynh

DEPARTMENT:

Project Manager  
Design  
Materials Lab  
Environmental  
Landscape Architecture  
HQ Program Manager  
District 10 Maintenance  
District 10 Maintenance

State of California

Business Transportation and Housing Agency

## Memorandum

**To:** SINAREN PHENG  
Design Engineer, Branch I

**Date:** March 25, 2005

**Attn:**

**File:** 10-SJ-580-0.0/5.1  
Pavement Rehabilitation  
10-0G810K

**From:** **DEPARTMENT OF TRANSPORTATION**  
District 10 – Materials Branch

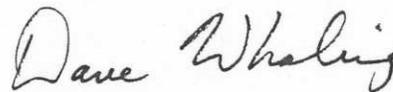
**Subject:** Rehabilitation Strategy

The rehabilitation strategy for PCC pavements is, Crack, Seat, and Overlay. The process is to break the existing PCC slabs with a pavement breaker, then seat the broken pieces with a roller, and finally overlay with Dense Graded Asphalt Concrete (DGAC). The overlay should be as follows: place a leveling coarse of 30mm of DGAC, next place a pavement reinforcing fabric, and finally place an blanket of 75mm of DGAC. In lieu of the DGAC blanket, an alternative is to use 45mm of RAC (Rubberized Asphalt Concrete).

The structural section for the median shoulder widening should be as follows:

AC	105mm
AB	135mm

If you have any questions or comments, please contact me at 7951.



Dave Whaling, P.E.  
District Materials engineer

**ATTACHMENT I**

State of California

Business Transportation and Housing Agency

## Memorandum

**To:** SINAREN PHENG  
Design Engineer, Branch I

**Date:** March 25, 2005

**Attn:**

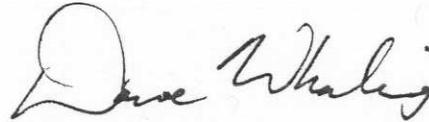
**File:** 10-SJ-580-0.0/5.1  
Pavement Rehabilitation  
10-0G810K

**From:** **DEPARTMENT OF TRANSPORTATION**  
District 10 – Materials Branch

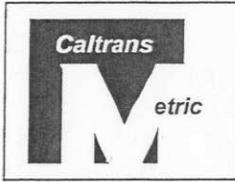
**Subject:** Culvert Inspection

The culverts within the project limits were inspected with the following results. All culverts appear to be in serviceable condition with no visible signs of distress.

If you have any questions or comments, please contact me at 7951.

A handwritten signature in black ink that reads "Dave Whaling". The signature is written in a cursive style with a large, looped initial "D".

Dave Whaling, P.E.  
District Materials engineer



Dist-County-Route: 10-SJ-580

Kilometer Post (Post Mile) Limits: 0.0/8.2 (0.0/5.1)

Project Type: Pavement Rehab

EA: 0G810K

RU: 239

Project Identification: 201.120 HA-22 Program

Phase: PID PA/ED PS&E

**Regional Water Quality Control Board(s): Region 5 – Central Valley**

Is the Project exempt from incorporating Treatment BMPs? Yes  No   
(If yes, attach the Evaluation Documentation Form)

Are new Treatment BMPs incorporated into the Project? Yes  No

Total Disturbed Soil Area: Approximately 10.0 ha

Estimated Construction Start Date: 2007

Notification of Construction (NOC) Date to be Submitted: TBD

Notification of ADL reuse (if yes, provide date) Yes  Date \_\_\_\_\_ No  N/A

Separate Dewatering Permit (if yes, permit number) Yes  Permit # \_\_\_\_\_ No  N/A

*This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.*

Sinaren Pheng  
Registered Project Engineer- Sinaren Pheng

6/27/05  
Date

*I have reviewed the storm water quality design issues contained in the Storm Water Data Report and Attachments attached hereto, and find the data to be complete, current, and accurate:*

Louis Marquez  
Project Manager-Louis Marquez

6/30/05  
Date

Allan Shafer  
Designated Maintenance Representative-Allan Shafer

7/6/05  
Date

Elbert Cox  
Designated Landscape Architect Representative-Elbert Cox

7/7/05  
Date

Marc Boswell  
Regional Storm Water Coordinator or Designee-Marc Boswell

6/29/05  
Date

STAMP  
[required for PS&E only]

10-SJ-5,580-KP L0.0/L0.5, 0.0/8.0  
(PM L0.0/L0.3, 0.0/5.0)  
06239-0G810K  
201.120 HA-22 Program

## PROJECT SCOPE SUMMARY REPORT DISTRIBUTION LIST

FHWA – Mahfoud Licha\* \*\*  
HQ Division of Design – Design Report Routing (2)\*  
HQ Transportation Programming-Ross Chittenden\*  
HQ Environmental – Kelly Dunlap  
HQ Maintenance – Rob Marsh/Ron Jones  
HQ DES/OPPM – Peggy Lim  
Project Manager – Louis Marquez  
Project Engineer (3) - Original + 2\*  
Resident Engineer (held by Design Engineer)\*  
District Maintenance - Alvin Mangindin  
District Traffic Management - Laurie Jurgens  
District Traffic Operations - Vu Nguyen  
District Traffic Safety – Duper Tong  
District Planning – Ken Baxter  
District SFP – Dennis T. Agar  
District Records – Renee Maragos\*  
PPM – Rita Encinas/Teresa Rix  
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Region Traffic Design – Hassan Marei  
Region Materials - Dave Dhillon  
Region Environmental – Christine Cox  
Region Right-of-Way – Michael Rodrigues  
Region Records – Tami Cox\*

\* Indicates hard copy-all others are e-copies

\*\* FHWA - 980 9th St, Ste. 400, Sacramento, CA 95814

ATTACHMENT K

**PROJECT RISK MANAGEMENT PLAN**

Dist - E.A            10-0G810

Project Name

Co-Rte-PM        SJ-580-0/5.1

Date                7/25/2005

Project Mngr      K. Sheridan/W. Zinke

Telephone Number

Priority	Identification					Monitoring and Control
	Status	ID #	Date Identified Project Phase	Functional Assignment	Threat/Opportunity Event	Last date changes made to risk and comments
	(1)	(2)	(3)	(4)	(5)	(6)
2	Retired	1	7/22/2005	PM	Only 1 FU provided durations at Level 1 and only on 2 activities, it was on 2 Of activities whose duration is controlled by size of project (\$). Risk is schedule could be way off and we would have to do a PCR, but I would say there is no risk to RTL by end of 2006 SHOPP cycle (6/30/10).	8/18/2005
1	Dormant	2	8/18/2005	DM	Oil prices could rise, causing unit price increase on the AC.	8/18/2005