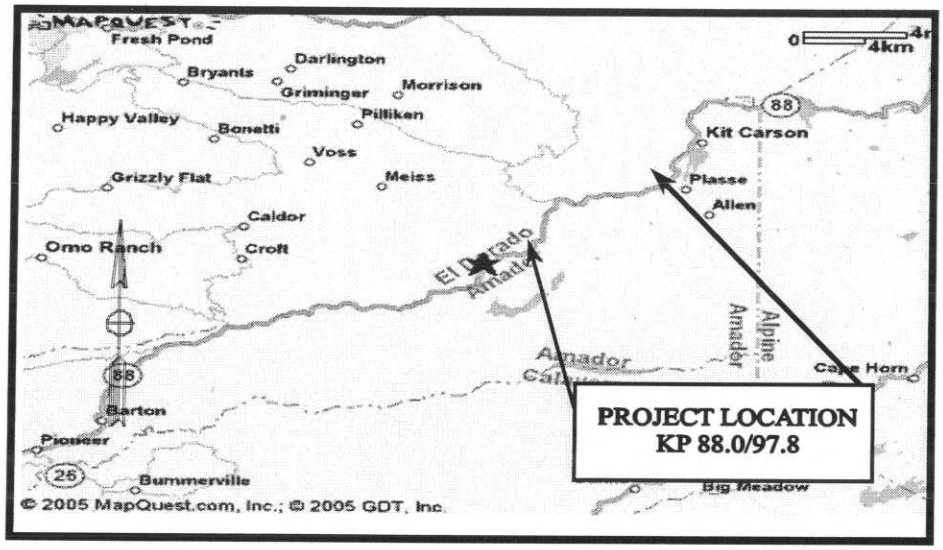
Caltrans Metric

10-Ama-88-KP 88.0/97.8(PM 54.7/60.8)
06240–0K130K
HA22 Program
201.120
Pavement Rehabilitation
August 2005

PROJECT SCOPE SUMMARY REPORT
(Pavement Rehabilitation)



ON ROUTE 88

In Amador County from 0.1 mile west of
Foster Meadow Road to 1.1 miles east of Shot Rock Vista Point

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

SPIROS KARAMBAKAS
Acting Central Region Chief – Right of Way

APPROVAL RECOMMENDED BY:

JOY PINNE
Project Manager

APPROVED BY:

KOME AJISE
District 10 Director

11/29/05
Date

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

10-Ama-88-KP 88.0/97.8(PM 54.7/60.8)
06240–0K130K
HA22 Program
201.120
Pavement Rehabilitation
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.

Randall Won

RANDALL WON, P.E.
Registered Civil Engineer

8/31/05
Date

Caltrans Metric

10-Ama-88-KP 88.0/97.8(PM 54.7/60.8)
06240–0K130K
HA22 Program
201.120
Pavement Rehabilitation
August 2005

PROJECT SCOPE SUMMARY REPORT
(PSSR)

1. **PROJECT LIMITS:** 10-Ama-88- KP 88.0/97.8 (PM54.7/60.8)

This project is located in Amador county about 40 miles east of Jackson from 0.1 mile west of Foster Meadow Road to 1.1 miles east of Shot Rock Vista Point *(See Attachment A).*

2. **BRIEF PROJECT DESCRIPTION**

The proposed project *(See Attachment B &C)* will rehabilitate the existing pavement between KP 88.0/97.8 (PM 54.7/60.8). The proposed construction includes digging out and repairing all localized failures, and placing an asphalt concrete (AC) overlay with shoulder backing. The construction will also include the removal of AC dike, the placement of metal beam guardrail, and the upgrade of drainage facilities.

There are two locations where the existing alignment will be realigned for curve corrections. The first location is between KP 93.9 (PM R58.3) and KP 94.1 (PM 58.5), and the second location is between KP 96.0 (PM 59.7) and KP 96.9 (PM 60.2). The realignments are proposed to have standard two 3.6 m lanes and 2.4 m shoulders.

The total estimated construction cost is $13,429,000 and with additional Right of Way to be acquired at a cost of $286,000 *(see Attachment D)*. The project is proposed to be a long lead project programmed in the 2006 State Highway Operation and Protection Program (SHOPP) with funding from the 201.120 (HA-22) Program.

3. **ENVIRONMENTAL STATUS:**

This project is anticipated to require an Initial Study/Negative Declaration for the California Environmental Quality Act (CEQA) compliance and a Finding of No Significant Impact for National Environmental Policy Act (NEPA). Cultural resources would be the critical path for completion of the CEQA/NEPA environmental document. The project area would need a phase II survey for archaeological sites in the project area. Assuming a start date of 1/1/07 for environmental studies, environmental approval is anticipated by 10/1/10. For Preliminary Environmental Analysis Report, (see Attachment E).

4. TRAFFIC DATA

The 2005 Average Daily Traffic (ADT) for this segment of Route 88 is shown in the table below:

ADT (2005) = 2,600
DHV (2005) = 439
T.I. (2019) = 8.0 (TW)
V = 90 km/h

ADT (2019) = 3,800
Trucks = 6%
Safety Review: 05/02/05

A three-year traffic accident study for this portion of Route 88 was conducted from December 31, 2001 to December 31, 2004. A summary of the study follows:

LOCATION (KP to KP)	TOTAL NO. OF ACC.	ACTUAL RATE *(MVM)			AVERAGE RATE *(MVM)		
		F	F+I	TOTAL	F	F+I	TOTAL
SR 88 (KP 88.0/97.8)	**17**	0.00	0.39	**0.94**	0.27	0.55	**1.19**

*MVM – Million Vehicles per Mile

Accident History & Traffic Analysis:

A review of the accident history within the project limits for the three-year period from Dec 31, 2001 to Dec 31, 2004, shows that there were a total of 17 accidents with 0 fatal accidents, 7 injury accidents.The traffic analysis reflects that the actual accident rate is less than the statewide average accident rate within the project limits.

Location(s) of Accident Concentrations: None, there is no common pattern between the accidents

Corrective Strategy: None, this project addresses pavement rehabilitation and curve corrections with some upgrade in safety features (e.g. metal beam guard rail).

5. ROADWAY GEOMETRIC INFORMATION

Facility (SR 88)	Minimum Curve Radius	Through Traffic Lanes			Paved Shoulder Width		Median
		No. of Lanes	Lane Width	Type (AC or PCC)	Left	Right	Width
KP88.0 / 97.8	188	2	3.6	AC	1.2	1.2	-------
*KP 93.9 / 94.1	260	2	3.6	AC	2.4	2.4	-------
*KP 96.0 / 96.9	260	2	3.6	AC	2.4	2.4	-------
Min. 3R Stds.	**260**	-------	**3.6**	-------	**1.2**	**1.2**	-------

* Proposed

6. STRUCTURES INFORMATION

None

7. CONDITION OF EXISTING PAVEMENT

2004 Pavement Condition Inventory Survey Data *(see Attachment F).*
Condition of Existing Facility (Repeat info for each homogeneous segment):

PMS Category (1-29)_____8 _____ Priority Classification (.1-.4)__ 0.2__

Ride Score_____27_____ Project Priority Score ___48_____

*PCC Pavement: * AC Pavement:
* From latest PMS-2004 Pavement Condition Inventory Survey Data
3rd Stage Cracking% ____N/A_____ Alligator B Cracking% ____79%___

Faulting _____ N/A_____ Patching% ____ None_____

Joint Spalls _____ N/A_____ Rutting _____Yes_____

Pumping _____ N/A_____ Bleeding _____ Yes_____

Corner Breaks% ___ N/A_____ Raveling _____No_____

Locations(s) of subsurface or ponded surface-water problem_____None_____

8. DEFLECTION STUDY DATA

A Deflection Study Report has been requested, but was not received in time to be included in this report. The District Materials Lab has recommended that a deflection study be completed within 18 months before the PS&E date. Therefore, the following method was used as the basis of the scope and cost for the pavement design for this project. The pavement rehabilitation strategy is given in the Materials Report *(see Attachment G).*

When the actual deflection study report is received, the Project Development Team and District will need to assess if the results of the report are compatible with the project as scoped. Assumptions made in this report without the availability of a deflection study report could have significant impacts on the cost, scope and schedule of the project.

Rubberized AC is not recommended because of the distance between the AC plant and the project makes it difficult to meet the temperature requirements of the mix.

9. COST ESTIMATE BREAKDOWN

Structural Section Work	**Lane-KM**	**Quant.**	**Unit**	**Price**	***Cost**
AC Overlay of AC Pavement	9.2	26000	tonne	$ 100.00	$ 2,600,000
New Pavement	1.1				$ 1,022,000
Digouts					$ 350,000
Roadway Excavation		52000	m3	$ 30.00	$ 1,560,000
Embankment		10000	m3	---	
Shoulder Backing (Imported Borrow)		7100	tonne	$ 100.00	$ 710,000
Remove Dike		5000	m	$ 2.00	$ 10,000
Clearing And Grubbing		1	LS	$ 60,000	$ 60,000
Total Lane-Kilometers of Rehabilitation	10.3				
				COSTS SUBTOTAL	$ 6,312,000

	Does the Project Include? YES	NO		
Drainage Rehabilitation	X			
List appropriate work type : (culvert)				$ 500,000
Safety				
Rumble Strip		X		
Superelevation Correction	X			
Vertical Alignment		X		
Horizontal Alignment	X			
Metal Beam Guardrails (New)	X			$ 5,000
Construction Area Signs	X			$ 22,000
Traffic Management Plan	X			$ 46,000
Utility Relocation	X			$ 37,500
Railroad Agreements		X		
Misc.				
Environmental Mitigation	X			$ 1,000,000
Pavement Delineation/Signs	X			$ 119,000
Erosion Control	X			$ 194,000
Water Pollution Control	X			$ 316,000
Implementation of SWPPP		X		
Traffic Control				$ 74,000
Other				
Resident Engineer Office	X			$ 40,000
*Minor Items	X			$ 631,000
*Supplemental Work & State Furn.	X			$ 947,000
*Roadway Mobilization	X			$ 947,000
			COSTS SUBTOTAL	$ 4,878,500
			SUM OF SUBTOTALS	$ 11,190,500
			20% Contingency	$ 2,238,100
			TOTAL PROJECT COST	$ 13,429,000

10. OTHER AGENCIES INVOLVED (Permits/Approvals from Fish & Game, Corps of Engineers, Costal Commission, etc.)

Permits from the U.S. Corp of Engineers, Regional Water Quality Control Board, U.S. Forest Service will be needed.

11. OTHER CONSIDERATIONS

Hazardous waste

Initial Site Assessment (ISA) should be performed with regard to parcel ownership and land use history, specific database searches for hazardous waste and right-of –way parcel acquisition, regulatory consultation (as appropriate), and site visits. *(see Attachment E).*

Materials and/or disposal site

A site for AC disposal is needed. Potential disposal sites are being investigated.

Utility Involvement

Utility relocation (Volcano Telephone) will be required for this project.

Railroad

There is no railroad in the vicinity.

Other planning

Our Transportation System Development Program (TSDP) identifies no planned project for this segment.

Salvaging and recycling

Salvaging and recycling of hardware and other non-renewable resources is not anticipated.

Bicycle traffic

There is no effect on bicycle traffic.

Recycling of AC

This option is not viable due to the quantities involved.

Environmental Issues

Cultural resources would be the critical path for the completion of the CEQA/NEPA environmental document. The project area will need a phase II survey for archeological sites in the project area. *(see Attachment E)*

Storm Water

As required by the Department's NPDES permit, this project will submit a Notification of Construction to the Central Valley Regional Water Quality Control Board and a Storm Water Pollution Prevention Plan will be implemented during construction. A Storm Water Data Report has been completed *(see Attachment I, for the signature page)*

What are the consequences of not doing this entire project?
The consequences for not doing this project will result in roadway deterioration and decrease operations and safety.

12. PROJECT REVIEWS

Has the Project been Field Reviewed by:

District? Yes Date 05/02/05

Headquarters (HQ) OPPD ? No Date

Project Reviewed by:

District Safety Mark Orr Date 05/02/05

District Maintenance Alvin Mangindin Date 06/01/05

District Materials Dave Whaling Date 06/17/05

HQ Maintenance Program Rob Marsh Date 06/01/05

Type of federal Involvement: **Exempt**

13. PROPOSED FUNDING

This project is proposed for programming as a long lead project in the 2006 SHOPP with funding from the 201.120 Roadway Rehabilitation Program (HA22).

The Project Development Team has discussed which WBS activities can be worked on out of sequence or in parallel with other activities. This project has considered and is implementing Change Control.

Change control was considered for this project and was deemed appropriate. It is very likely that much of the work done in advance would be used in final design.

Capital Outlay Support Estimate

The escalated Construction, Right of Way, and support costs are summarized in the table below, followed by the proposed project schedule.

Project Cost	Fiscal Year						Total
Component	06/07	07/08	08/09	09/10	10/11	11/12	
R/W Capital					$403		$403
Constr Capital						$16,034	$16,034
PA&ED	$1,102						$1,102
PS&E					$1,412		$1,412
R/W Support				$251			$251
Constr Support						$1,065	$1,065
Total	$1,102	$0	$0	$251	$1,815	$17,099	$20,267

All costs x$1000. Support Catagories are the same as those identified by SB45.
Construction Capital escalated at 3.0%. Right of Way Capital estimate is escalated at 3.0%.
Support cost escalated at 2.0%.
Support Cost Ratio : 24% [All Support Costs (*) divided by the escalated Construction Capital (**)]

Tentative Project Schedule

PID Approval	8/31/2005
PA&ED	10/1/2010
Right of Way Cert	4/1/212
Ready to List	4/1/2012
Approve Contract	7/15/2012
Job Complete	11/1/2013

14. RISK STATEMENTS

In late May, 2005, priorities for the SHOPP program were changed to broaden the types of projects potentially available for programming in the 2006 SHOPP cycle. This change, plus the addition of potential funding in certain programs, resulted in the need to quickly update or initiate candidate projects. Due to the fact that only approximately two months have been available to *update/develop* this project, various risks have been taken by the Project Development Team and the District in presenting this project for programming. This project is being proposed for programming as a long lead project.

Task Force Field Review

The original task force field review occurred on 06/01/05. Due to the limited time to prepare this document, a new task force field review was not held. However, Alvin Mangindin, the District HA22 Program Advisor, and Rob Marsh, Headquarters HA 22 Program Advisor, have reviewed the site and concur on the scope of work as contained in this document.

Deflection Study

A Deflection Study Report has been requested, but was not received in time to be included in this report. The District Materials Lab has recommended that a deflection study be completed within 18 months before the PS&E date. When the actual deflection study report is received, the Project Development Team and District will need to assess if the results of the report are compatible with the project as scoped.

Constructability Review

Due to the limited time available to complete this document, and the lack of complexity of the project, the Project Development Team has determined that a constructability review will not be held at this time. However, it is recommended that a review be held at 30% to ascertain if any issues have arisen.

15. PROJECT PERSONNEL

Yoon Hahn	Project Engineer	(209) 948-3896
Randall Won	Project Engineer	(209) 948-3896
Paul Elliott	Design Manager	(209) 948-7079
Joy Pinne	Project Manager	(209) 948-7976
David Hyatt	Senior Environmental Planner	(559) 243-8312
Duper Tong	Chief, Traffic Safety	(209) 948-7859
Vu Nguyen	Chief, Traffic Operations	(209) 948-7875
Laurie Jurgens	Chief, Traffic Management	(209) 948-7963
Alvin Mangindin	Chief, Maintenance	(209) 948-7300

16. LIST OF ATTACHMENTS

Attachment A	Vicinity Map (Title Sheet)
Attachment B	Layouts
Attachment C	Typical Cross Sections
Attachment D	Right of Way
Attachment E	Preliminary Environmental Assessment Report (PEAR)
Attachment F	Pavement Condition Survey
Attachment G	Material Report
AttachmentH	Traffic Management Plan Checklist
Attachment I	Storm Water Data Report
Attachment J	Risk Management Plan
Attachment K	Distribution List

INDEX OF SHEETS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

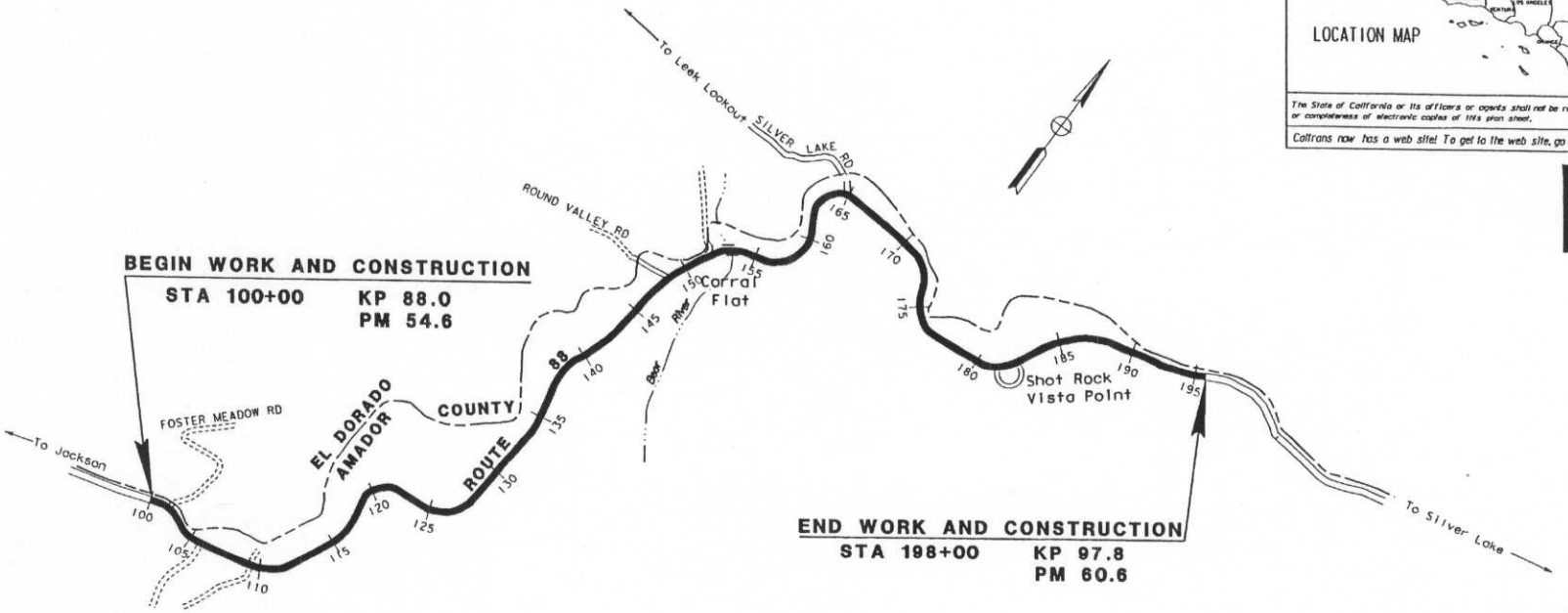
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN AMADOR COUNTY
ABOUT 40 MILES EAST OF JACKSON
FROM 0.2 KM WEST OF FOSTER MEADOW ROAD
TO 1.8KM EAST OF SHOT ROCK VISTA POINT

To be supplemented by Standard Plans dated July, 1999

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
10	Ama	88	88.0/97.8		

Caltrans Metric



NO SCALE

Project Engineer Date
Registered Civil Engineer

Plans Approval Date

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

Contract No.

D-DE-93-PF (REV. 3/88)	FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80	USERNAME => Rbm DGN FILE => ...\0k130-aerial-2.dgn	CU 06240	EA 0K130K

USER FUNCTION 03-15-05 DATE PLOTTED => 23 MAR 2005 09:55:29

ATTACHMENT A
Title Sheet

NOTE: FOR COMPLETE R/W DATA, SEE R/W RECORD MAPS AT DISTRICT OFFICE.

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	Ama	88	88.0/99.8		

REGISTERED CIVIL ENGINEER DATE

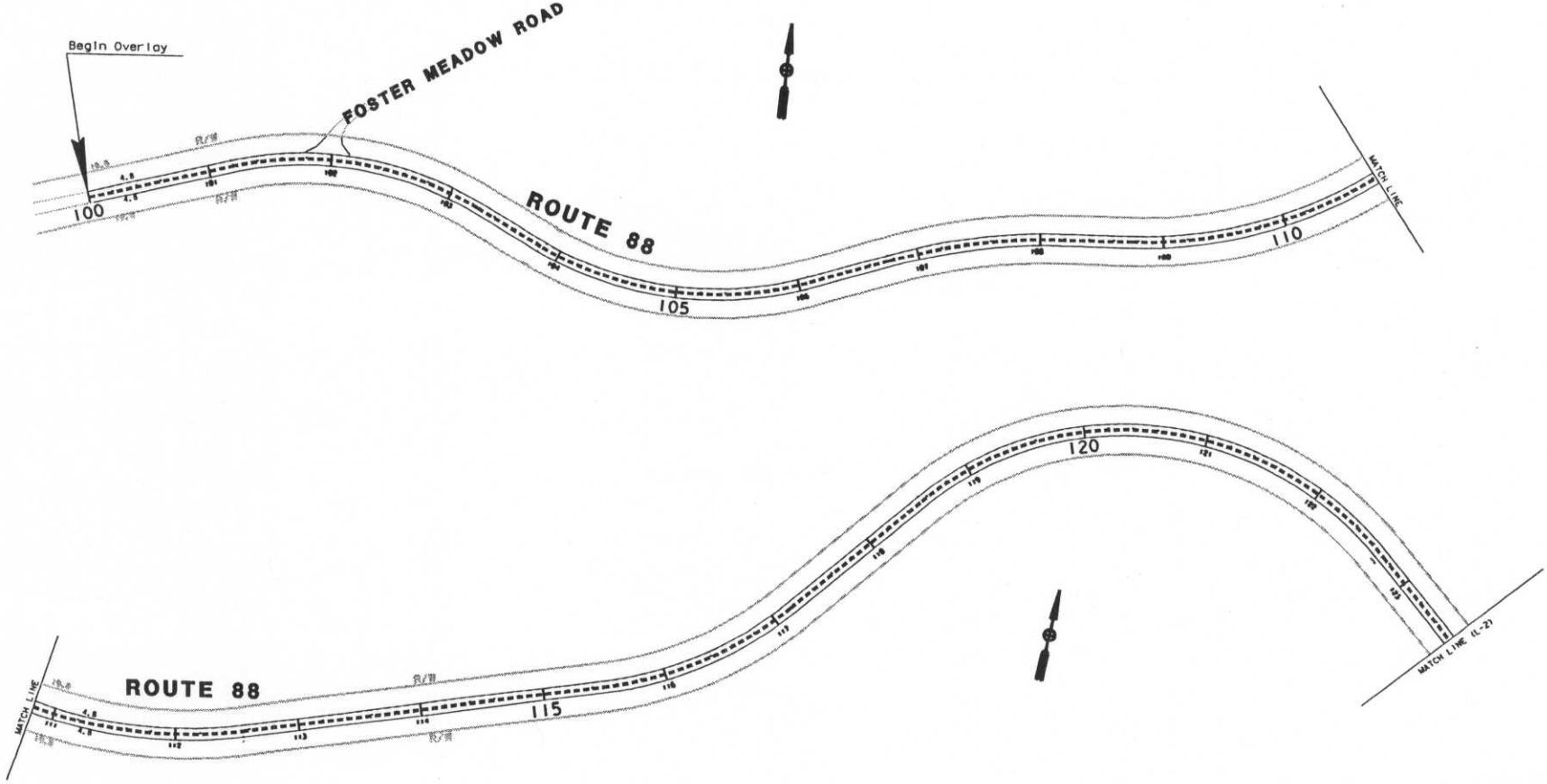
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

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.

Caltrans now has a web site! To get to the web site, go to: http://www.dot.ca.gov

Caltrans Metric



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE: 1:1500 L-1

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER: RANDALL WON

DIST | COUNTY | ROUTE | POST MILE

DATE PLOTTED => #DATE
TIME PLOTTED => #TIME

USER FILE

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => $USER
DGN FILE => $REQUEST

CU 06240 EA 0K130K

ATTACHMENT B
Layout

30\0k130-aerial-2.dgn Jul. 27, 2005 10:22:14

NOTE: FOR COMPLETE R/W DATA, SEE R/W RECORD MAPS AT DISTRICT OFFICE.

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
10	Ama	88	88.0/99.8		

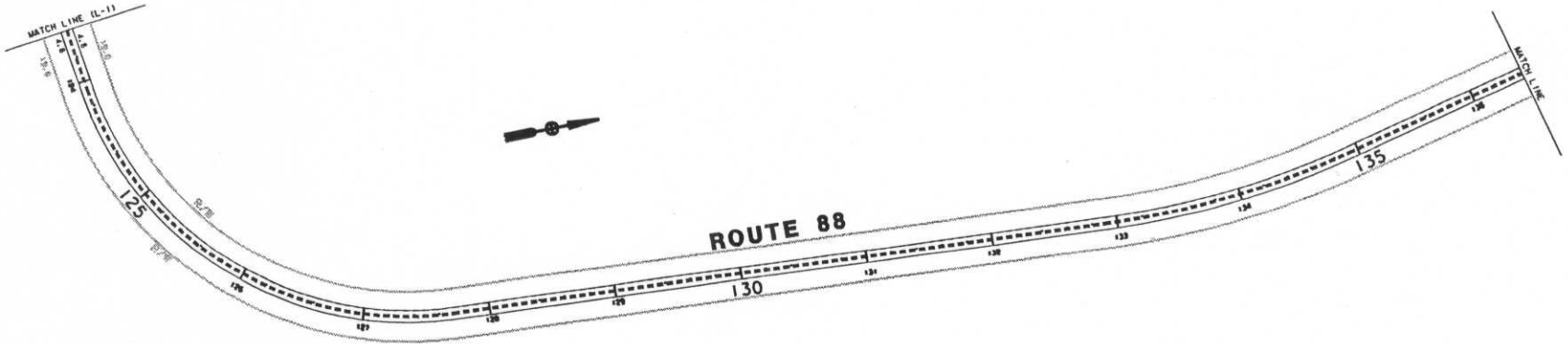
REGISTERED CIVIL ENGINEER DATE

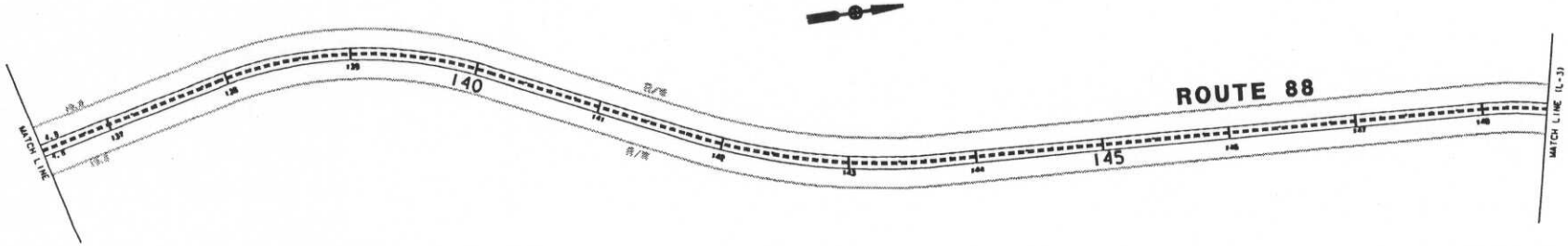
PLANS APPROVAL DATE

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.

Caltrans now has a web site! To get to the web site, go to: http://www.dot.ca.gov

REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA





ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE: 1:1500 L-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
PROJECT ENGINEER: RANDALL WON
CALCULATED/DESIGNED BY
CHECKED BY
DATE REVISED BY
DATE REVISED

USE SECTION
DATE PLOTTED => #DATE
TIME PLOTTED => #TIME

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => #USER
DGN FILE => #REQUEST

CU 06240

EA 0K130K

.\tawon\0k130\0k130-aerial-2.dgn Jul. 27, 2005 10:22:42

NOTE: FOR COMPLETE R/W DATA, SEE R/W RECORD MAPS AT DISTRICT OFFICE.

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
10	Ama	88	88.0/99.8		

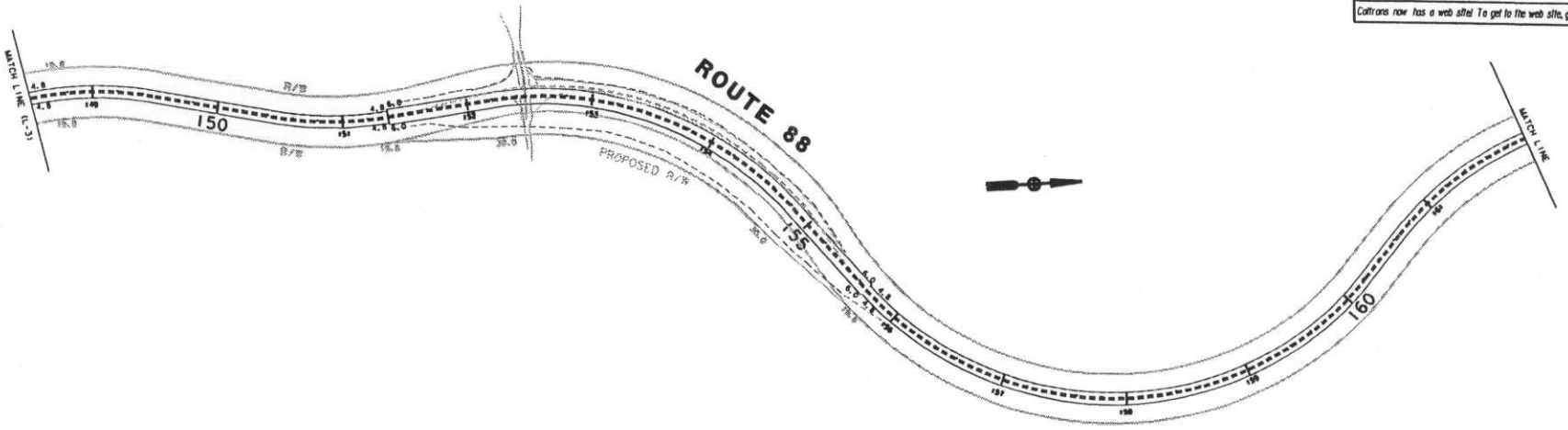
REGISTERED CIVIL ENGINEER DATE

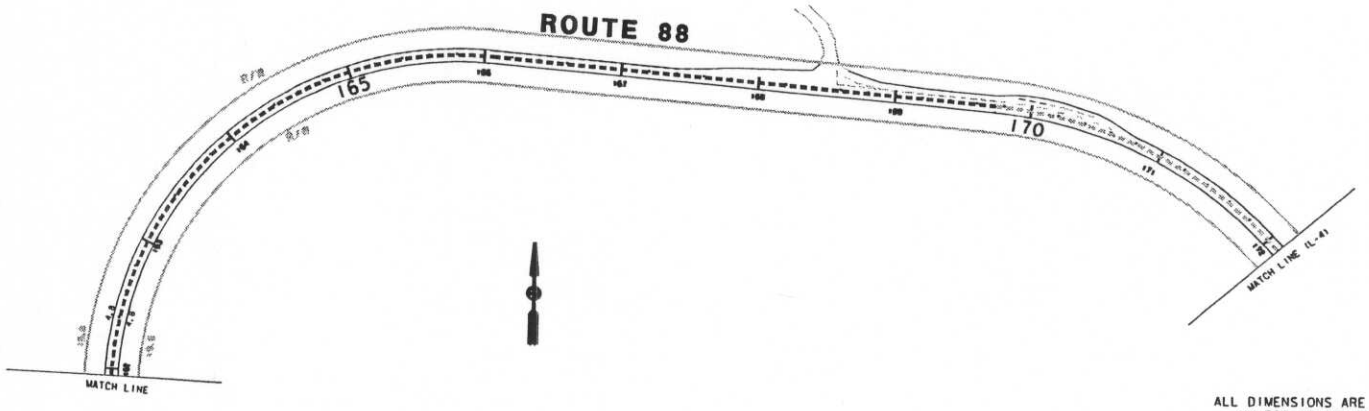
PLANS APPROVAL DATE

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.

Caltrans now has a web site! To get to the web site, go to: http://www.dot.ca.gov

REGISTERED PROFESSIONAL CIVIL ENGINEER — No. — CIVIL — STATE OF CALIFORNIA





ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE: 1:1500 L-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

PROJECT ENGINEER: RANDALL WON

CALCULATED/DESIGNED BY

CHECKED BY

DATE	REVISED BY	DATE REVISED

USE-REVISION

DATE PLOTTED => #DATE
TIME PLOTTED => #TIME

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => #USER
DGN FILE => #REQUEST

CU 06240

EA 0K130K

.\tawon\0k130\0k130-aerial-2.dgn Jul. 27, 2005 10:23:07

NOTE: FOR COMPLETE R/W DATA, SEE R/W RECORD MAPS AT DISTRICT OFFICE.

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
10	Ama	88	88.0/99.8		

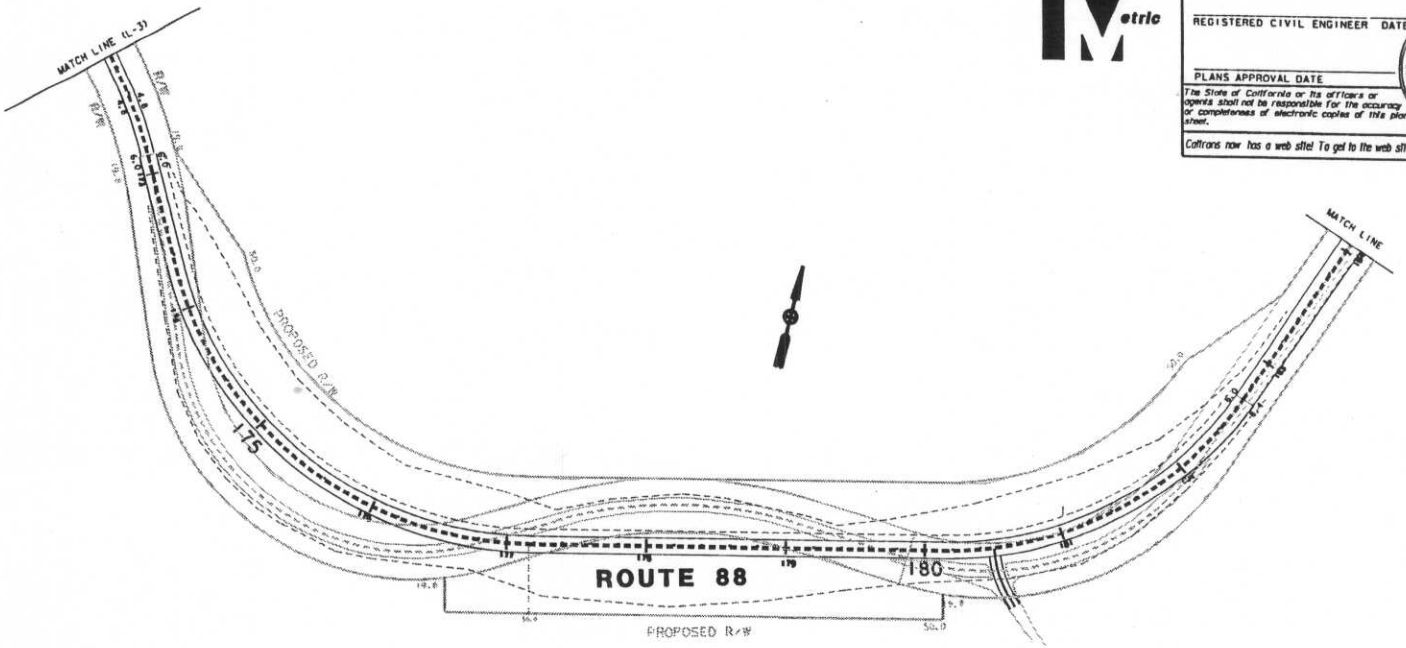
REGISTERED CIVIL ENGINEER DATE

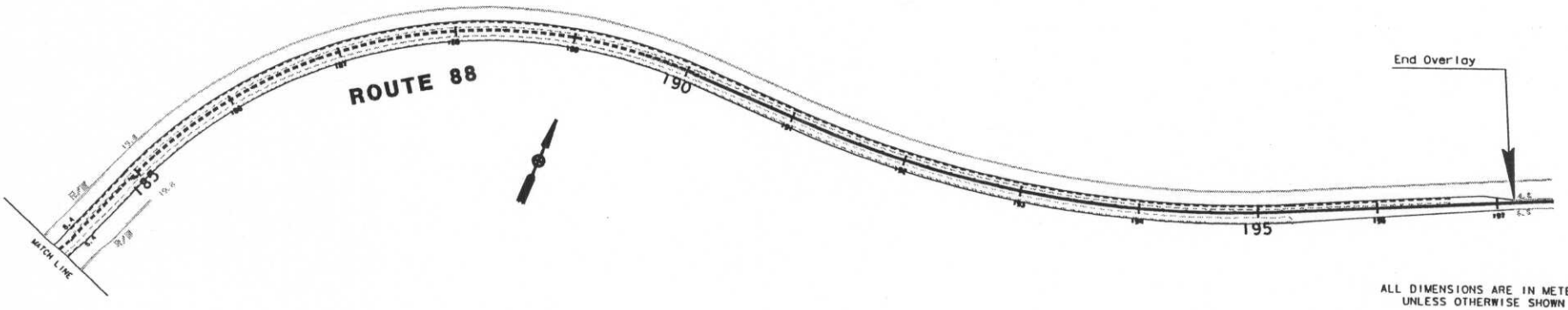
PLANS APPROVAL DATE

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.

Caltrans now has a web site! To get to the web site, go to: http://www.dot.ca.gov

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA





ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

LAYOUT

SCALE: 1:1500 L-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
PROJECT ENGINEER
RANDALL WON
CALCULATED/DESIGNED BY
CHECKED BY
DATE REVISED BY
DATE REVISED

LAST REVISION
DATE PLOTTED => &DATE
TIME PLOTTED => &TIME

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => &USER
DGN FILE => &REQUEST

CU 06240

EA 0K130K

..\tawon\0k130\0k130-aerial-2.dgn Jul. 27, 2005 11:08:50

NOTES:

1. Dimensions of the structural sections are subject to tolerances specified in the Standard Specifications.
2. Superelevation as shown or as directed by the engineer.
3. For location and type of AC dike, see layout plans and summary of quantities.

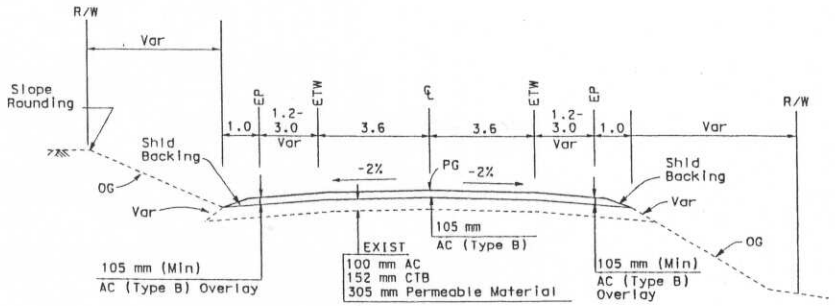
DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
10	Ama	88	88/97.8		

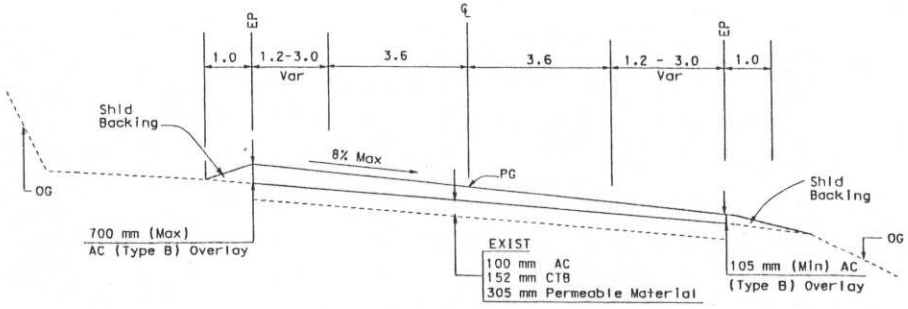
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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.

Cal-Trans now has a web site! To get to the web site, go to: http://www.dot.ca.gov

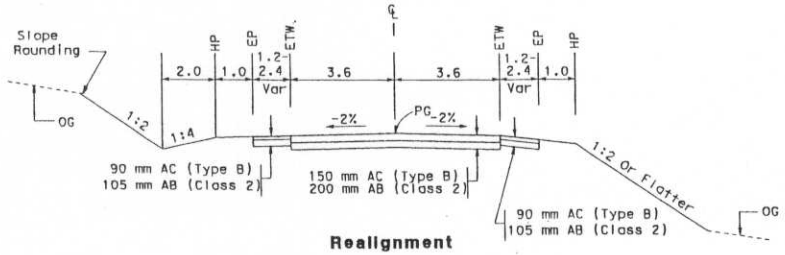




Super Elevation Correction

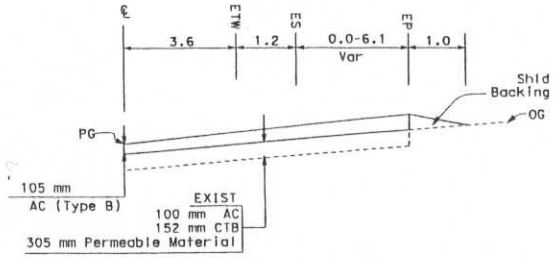
ROUTE 88

STA 100+00 TO 151+36
STA 155+60 TO 172+96
STA 182+68 TO 198+00



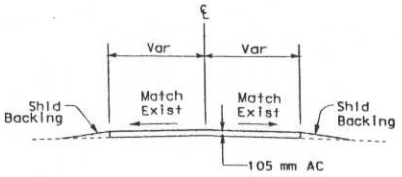
Realignment

STA 151+36 TO 155+60
STA 172+96 TO 182+68



TURNOUTS

E.B	W.B
STA 111+17	STA 171+62
STA 130+58	
STA 142+97	
STA 167+59	



PUBLIC ROADS AND DRIVEWAYS
(Overlay)

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

TYPICAL CROSS SECTIONS

NO SCALE

X-1

ATTACHMENT C
Typ. X-sect.

PROJECT ENGINEER | CALCULATED/ DESIGNED BY | CHECKED BY | DATE REVISED | REVISED BY | DATE

LAST REVISION 00-00-00 DATE PLOTTED => 18-AUG-2005 TIME PLOTTED => 10:25

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 10 20 30 40

USERNAME => YHAHN
DGN FILE => DK1300b1.dgn

CU | EA

State of California Business, Transportation and Housing Agency

Memorandum

To: Paul Elliott
Stockton Design

Attn: Randall Won
Stockton Design

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

Date: 9/28/05

File: **EA** 0K130K **ALT** N/Ac2
CO AMA **RTE** 88

DESCRIPTION:
Peddler Hill Rehabilitation.

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 **8/23/05**

The following assumptions and limiting conditions were identified:

Appraisal
$ 33,000 for environmental mitigation. ($30,000 for biology mitigation and $3,000 for permits.)

Utility

Right of Way Lead Time will require a minimum of **18** 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

ATTACHMENT D
Right of Way

REQUEST DATE 8/23/05

REVISED DATE 5/20/05

EA 0K130K ALT N/Ac2

CO/RTE/KP-KP AMA/88/87.868-97.524 & /0/-0.000

RIGHT OF WAY COST ESTIMATE	CURRENT YR 2005	CONTINGENCY RATE	RIGHT OF WAY ESCALATION RATE	ESCALATED YEAR 2012
ACQUISITION	$200,250	25.00%	5.00%	$281,772
MITIGATION	$41,250.00	25.00%	5.00%	$58,043
STATE SHARE OF UTILITIES	$37,500	25.00%	5.00%	$52,766
RAP	$0	25.00%	5.00%	$0
CLEARANCE/DEMO	$0	25.00%	5.00%	$0
TITLE AND ESCROW	$6,875	25.00%	5.00%	$9,674
PROPERTY MANAGEMENT				
SUPPORT HOURS				
TOTAL CURRENT VALUE *	**$285,875**			**$402,255**

ESTIMATED CONSTRUCTION CONTRACT WORK $0

R/W LEAD TIME/MONTH 18

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	4	# 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
TOTALS	4	TOTALS	0
# OF EXCESS PARCEL	0		

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

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

EA 0K130K ALT N/Ac2

ARE RAILROAD FACILITIES OR RIGHTS OF WAY AFFECTE: NO

RAILROAD LEADTIME REQUIRED:

PARCEL AREA **UNIT: ACRE**

TOTAL R/W TAKE	13.4	TOTAL R/W FEE	$160,200
TOTAL EXCESS AREA	0	TOTAL EXCESS COST	$0

GENERAL DESCRIPTION OF R/W AND EXCESS LANDS REQUIRED (ZONING, USE, MAJOR IMPROVEMENTS, CRITICAL OR SENSITIVE PARCELS, ETC.):

The required right of way will come from an area that is forest land that includes marketable timber.

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 State costs cannot be determined at this time.
Potholing $20,000

IS THERE A SIGNIFICANT EFFECT ON ASSESSED VALUATION? No

WERE ANY PREVIOUSLY UNIDENTIFIED SITES WITH HAZARDOUS WASTE OR MATERIAL FOUN: No

ARE RAP DISPLACEMENTS REQUIRE: 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: Yes

DATA FOR EVALUATION PROVIDED BY

ESTIMATOR **TIAIRA MOERING**	Tiaira Moering	8/23/05
RAILROAD LIAISON AGENT	Maria Toles	4/18/05
UTILITY RELOCATION COORDINATOR	Angela Jackson	5/16/05

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 9/28/05

BY Gina Pippenger

cc: Joy Pinne

REVISED 8/30/05

Preliminary Environmental Analysis Report

Project Information

District 10 County AMA Route 88 Kilopost 88.0/97.8 Post Mile 54.5/60.8 EA 10-0K130K

Project Name: Peddler Hill Rehab.
Funding: 2006 SHOPP

Project Manager Joy Pinne Phone # (209) 948-7976

Design Manager Paul Elliott Phone # (209) 948-7079

Environmental Manager David Hyatt Phone # (559) 243-8312

Environmental Planner Generalist Christine Kelley Phone # (559) 243-8167

Project Description: The proposed project would rehabilitate Route 88 from .2 km west of Foster Meadow Rd. to .2 km west of Shot Rock Vista Rd by pavement overlay, curve corrections to standard, superelevation correction, installing guardrail, and upgrading drainage.

Anticipated Environmental Approval

CEQA		NEPA	
☐	Categorical Exemption	☐	Categorical Exclusion/Programmatic Categorical Exclusion
✔	Negative Declaration / focused ND	✔	Finding of No Significant Impact
☐	Environmental Impact Report	☐	Environmental Impact Statement

PSR Summary Statement

The proposed project is anticipated to require an Initial Study/Negative Declaration for California Environmental Quality Act (CEQA) compliance and a Finding of No Significant Impact for National Environmental Policy Act (NEPA) compliance. Cultural resources would be the critical path for completion of this CEQA/NEPA environmental document. The project area would need a phase II survey for archaeological sites in the project area. Assuming a start date of 1/1/07 for environmental studies, environmental approval is anticipated by 10/1/10 (45 months -- see attached Gantt chart).

Capital Cost Estimate Requirements

Construction Capital	
Paleontology mitigation	$ 50,000
Cultural Resources mitigation	$ 550,000
Tree replacement, erosion control and storm water issues	$ 400,000
Right of Way Capital	
Biology mitigation	$ 30,000
Permits	$ 3,000

ATTACHMENT E
PEAR

REVISED 8/30/05

Disclaimer

This report is not an environmental document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in this report. The estimates and conclusions provided are approximate and are based on cursory analysis of probable effects. This report is to provide a preliminary level of environmental analysis to supplement the Project Study Report. Changes in project scope, alternatives, or environmental laws will require a re-evaluation of this report.

Reviewed by:

Date: 8/30/05

David Hyatt
Environmental Branch Chief

Date: 8/30/05

Joy Pinne
Project Manager

REVISED 8/30/05

Environmental Technical Reports or Studies Required

	Study	Document	N/A
Community Impact Study	☐	☐	✔
Farmland	☐	☐	✔
Section 4(f) Evaluation	☐	☐	✔
Visual Resources	✔	☐	☐
Water Quality	☐	☐	✔
Floodplain Evaluation	☐	☐	✔
Noise Study	☐	☐	✔
Air Quality Study	☐	☐	✔
Paleontology	✔	☐	☐
Wild and Scenic River Consistency	☐	☐	✔
Cumulative Impacts	☐	☐	✔
Dust Control Plan	☐	☐	✔
Cultural			
ASR	✔	☐	☐
HRER	✔	☐	☐
HPSR	✔	☐	☐
Section 106 / SHPO	✔	☐	☐
Native American Coordination	✔	☐	☐
Finding of Effect	✔	☐	☐
Data Recovery Plan	✔	☐	☐
Hazardous Waste			
ISA (Additional)	✔	☐	☐
PSI	☐	☐	✔
Biological			
Endangered Species (Federal)	☐	✔	☐
Endangered Species (State)	☐	✔	☐
Species of Concern (CNPS, USFS, BLM, S, F)	☐	☐	✔
Biological Assessment (USFWS, NMFS, State)	☐	☐	✔
Biological Opinion	☐	☐	✔
Wetlands	☐	☐	✔
Invasive Species	☐	☐	✔
Natural Environment Study	✔	☐	☐
NEPA 404 Coordination	☐	☐	✔
Permits			
401 Permit Coordination	✔	☐	☐
404 Permit Coordination	✔	☐	☐
Nationwide ✔ Individual ☐			
1601 Permit Coordination	☐	☐	✔
City/County Coastal Permit Coordination	☐	☐	✔
State Coastal Permit Coordination	☐	☐	✔
NPDES Coordination	☐	☐	✔
US Coast Guard (Section 10)	☐	☐	✔
Section 2081	☐	☐	✔

REVISED 8/30/05

Discussion of Technical Review

Socio-economic and Community Effects. N/A

Farmlands. N/A

4(f) Impacts. N/A

Visual Effects. A Visual Impact Assessment will be needed for this project. It appears replacement planting will be needed, and erosion and storm water issues will need to be addressed.

Mitigation for tree replacement, erosion control, and storm water issues is estimated at $400,000.

Water Quality. The project would not include significant earthwork, and short-term but less than significant surface water quality impacts are expected from the implementation of the project. No groundwater impacts are expected from the project.

Any potential impact (erosion, accidental spills of hazardous material and disruption of natural drainage patterns) must be addressed, eliminated or minimized to the maximum extent practicable during the design and construction by incorporating the appropriate permanent and temporary Best Management Practices (BMP's) into the project.

Before project initiation, the Caltrans' stormwater unit should be consulted to identify the appropriate management practices for all stormwater concerns.

If the project disturbs more than an acre of soil, the following is required:

1. A Notification of Construction (NOC) is to be submitted to the appropriate Regional Water Quality Control Board at least 30 days prior to the start of construction.
2. A Stormwater Pollution Prevention Plan (SWPPP) is to be prepared and implemented during construction to the satisfaction of the Resident Engineer.
3. A Notice of Construction Completion (NOCC) would be submitted to the Regional Board upon completion of construction and site stabilization. A project will be considered complete when the criteria for final stabilization in the Construction General Permit are met.

If the project disturbs less than one acre of soil, a Water Pollution Control Program needs to be prepared by the contractor in accordance with Caltrans Standard Specification Section 7-1.01G – Water Pollution.

Potential impacts on water quality during construction should be addressed in the design and construction phases. Potential impacts include erosion, accidental spills of hazardous materials, and disruption of natural drainage patterns. In the design phase, plans need to insure that there would be no direct discharge into any water bodies. In the construction phase, the contractor has the responsibility to take whatever measures are necessary to eliminate potential impacts (as stated in Caltrans Standard Specifications Section 7-1.01G). If adequate measures and precautions were taken, then there would not be any adverse effects to water quality in the project area.

By incorporating proper and accepted engineering practices and BMP's, the proposed project would not produce significant impacts to water quality during construction or operation. No further investigation concerning water quality is needed to proceed with the project.

Air. According to the Transportation Conformity Rule (40 CFR Section 93.126), this project is exempt from the requirement that a conformity determination be made. No further investigation is needed to proceed with this project.

Noise. Aerial photographs do not indicate any noise sensitive land uses. The alignment alterations are not substantially different and therefore according to the definition of Type 1 projects, this project does not qualify for consideration.

Paleontology. The project area is underlain in part by the Tertiary Mehrten Formation. This Formation contains numerous vertebrate fossil localities and is ranked as high sensitivity. Additional study is required to identify geologic strata that will be disturbed by the project-related activities and to assess the potential to encounter significant paleontology resources.

Paleontology mitigation is currently estimated at $50,000. (Construction Capital)

Cultural Resources. No information on the project area was available from Caltrans files and a records search was not completed because a request to open the 0-Phase of this project was denied. A review of a project completed adjacent to the proposed project (Silver Lake Rehab.) identified 20 potentially sensitive areas within that project area. The region is known to be highly sensitive for historical and prehistoric archaeological resources.

The Mormon-Carson Emigrant trains runs through the project area. This resource is considered potentially eligible for the National Register of Historic Places and is a California State Historic Landmark. Recorded and unrecorded archaeological sites within the project area will need to be evaluated. A Phase II Study will likely be needed. Thirty-four months would be required to complete cultural resources compliance. This is the critical path for completion of the environmental document (see attached Gantt chart).

Mitigation for Phase III data recovery is estimated at $550,000 (Construction Capital).

Native American Coordination. The Native American Heritage Commission has provided a list of eleven individuals/organizations with potential interest in the project. Consultation with the tribes would be required throughout project development but particularly during archaeological site investigations and during construction.

Hazardous Waste/Materials. A digital aerial and database review of the proposed project limits identified specific areas of concern including a leaking underground storage tank at Bear River Lake Resort, aerial deposited lead, and leaded lane line paint striping. Also, Amador County has been identified as having ultramafic rock. Ultramafic rock is formed originally as igneous rocks and through time and extreme pressure can be transformed to metamorphic rock, which contains naturally occurring asbestos.

An Initial Site Assessment (ISA) should be performed with regard to parcel ownership and land-use history, specific database searches for hazardous waste and right-of-way parcel acquisition, regulatory consultation (as appropriate), and site visits. Should an ISA reveal a medium to high risk for the presence of excess hazardous waste, leaking underground storage tanks, naturally occurring asbestos and/or lead contamination, then a Preliminary Site Investigation (PSI) would be warranted.

Biological Resources. The following threatened and endangered species have the potential to occur within or adjacent to the project area: Mountain yellow-legged frog, California Spotted Owl, Northern Goshawk, Bald Eagle, and Pacific Fisher. No critical habitat is designated within the project area, but, California Spotted owl are located in the project area. Coordination with the U.S. Forest Service and preparation of a Biological Evaluation will be required. Surveys will be

needed for California Spotted owl, Goshawk, and Pleasant Valley Mariposa Lily, and tree counts will be needed.

If waters of the U.S. are identified in the project area, 401 and 404 permits may be required. Mitigation may be required if waters of the U.S. are identified in the project area or for possible relocation of Pleasant Valley Mariposa Lily, if found.

Biology mitigation is currently estimated at $30,000. (Right of Way Capital)
The total permit cost is approximately $3,000 (Right of Way Capital)

List of Preparers

Hazardous Waste Scoping by Bill Horge	Date 5/9/05
Biological Scoping by Primavera Parker	Date 4/21/05
Archaeology Scoping by Brian Gassner	Date 5/27/05
Architectural History Scoping by Jon Brady	Date 5/17/05
Paleontology Scoping by Peter Hansen	Date 5/12/05
Water Quality Scoping by Rajeev Dwivedi	Date 5/10/05
Air Quality Scoping by Abdul Chafi	Date 5/10/05
Noise Analysis by Christopher Bassar	Date 4/27/05
Visual Scoping by Elbert Cox	Date 5/31/05
Preliminary Environmental Analysis Report by Christine Kelley	Date 5/31/05

Peddler Hill Rehab. - EA 10-0K130 - AMA 88 - PM54.5/60.6

8/26/05

Scheduled shortened per PM request

Activity Name	Start Date	Finish Date	Duration	2006				2007				2008				2009				2010				2011				2012	
				First	Second	Third	Fourth	First	Second	Third	Fourth	First	Second	Third	Fourth	First	Second	Third	Fourth	First	Second	Third	Fourth	First	Second	Third	Fourth	First	Second
Design mapping to Env.	7/2/06	10/2/06	3.00																										
Obtain Permits to Enter	10/2/06	1/1/07	3.00																										
Begin Environmental	1/1/07																												
Historic Resource Evaluation Report	1/1/07	12/31/08	24.00																										
Phase 1/ Archaeological Survey Report	1/1/07	1/1/08	12.00																										
Extended Phase 1	1/1/08	7/1/08	6.00																										
Phase II Survey	4/1/08	10/1/09	17.99																										
HPSR to SHPO	10/1/09	10/31/09	1.01																										
SHPO Concur. Ltr.	11/1/09																												
Biological Studies	1/1/07	7/1/08	18.00																										
H/W ISA	1/1/07	7/2/07	6.01																										
Paleontology Study	1/1/07	7/2/07	6.01																										
Visual Impact Assessment	1/1/07	7/2/07	6.01																										
DED QA/QC	9/30/09	11/30/09	2.00																										
FHWA Review DED	11/30/09	1/31/10	2.07																										
Appr. to Circ. DED M120	2/1/10																												
DED Circulation/ Public Hearing	2/1/10	6/1/10	3.96																										
Prepare FED	6/1/10	8/1/10	2.00																										
QA/QC FED	8/1/10	10/1/10	2.00																										
ND/CE Signed M160	10/1/10																												
				First	Second	Third	Fourth	First	Second	Third	Fourth	First	Second	Third	Fourth	First	Second	Third	Fourth	First	Second	Third	Fourth	First	Second	Third	Fourth	First	Second

Central Region Environmental Division
Mitigation Cost Compliance Estimate Form

☒ PEAR ☐ Draft ED ☐ Final ED ☐ PS&E

Dist.-Co.-Rte.-PM: 10-AMA-88-54.5/60.6 EA: 10-0K130K
Project Name: Peddler Hill Alternative #:
Project Description: The proposed project would rehabilitate Route 88 from .2 km west of Foster Meadow Rd. to .2 km west of Shot Rock Vista Rd by pavement overlay, curve corrections to standard, superelevation correction, installing guardrail, and upgrading drainage.

Environmental Manager: David Hyatt Phone Number: (559) 243-8312
Project Manager: Joy Pinne Phone Number: (209) 948-7976
Design Manager: Paul Elliot
Date: 5/31/05

Numbers are in thousands

	Right of Way Capital (Prior to Construction) (050)	**Construction Capital (During and Post Construction) (042)**
Archaeological		550,000
Biological	30,000	
Historical		
Paleontology		50,000
Hazardous Waste Remediation		
Landscape		400,000
Noise		
Total Permit Cost*	3,000	
DFG Document Review Fee		
Other		
Total	33,000	1,000,000

* Includes 1601, 401 and 404 permit fees

- This form is completed as part of the PEAR for all candidate projects, at completion of the Draft Environmental Document, and at the completion of the Final Environmental Document
- This form is to be completed for all SHOPP & STIP projects (even those w/o Mitigation)
- This form is to be completed for all Minor A & B projects with mitigation requirements
- Costs are to include all costs to complete the commitment including: capital outlay (non-staffing support costs); cost of right-of-way or easements; long-term monitoring and reporting, and; any follow-up maintenance
- **Attach detailed descriptions of line items included in estimates**

Attach completed ROW data sheets when forwarded to ROW.

PA & ED Date	RTL Date	Months Between	Months Required

Right of Way Data Sheet Input Information

3. Environmental mitigation parcels: REQUIRED ☐ NOT REQUIRED ☒
_____ Acres $_____ Additional funding $ 3,000 Permit Fees
(Mitigation required)

** This information is to be obtained from the Environmental Branch prior to submittal to the Right of Way Field Office Chief

Collection Date: 08/02/2004
Printed: 07/30/2005

Caltrans Maintenance Program
2004 Pavement Condition Survey Inventory
Caltrans Drive Order

District 10, AMA, Rte 088, PM 54.7 - 60.8

District
County AM
Route 0
Begin PM 53.5

District 10 County AMA Route 088

Begin PM - End PM	Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Length	LaneMi. (Est.)	Rutting, Bleeding	Type	AADT (,000)	MSL	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
53.549 - 54.681						**1.132**	**2.264**		**2LNU**	**2**	**2**										
	L1	F-DG	1	4														8 99	31		COARSE RAVEL
	R1	F-DG	0	13														6 92	10		MOD ABC
R 54.681 - R 54.849						**0.168**	**0.336**		**2LNU**	**2**	**2**										
	L1	F-DG	1	4														10 107	31		COARSE RAVEL
	R1	F-DG	0	13														11 110	10		MOD ABC
R 54.849 - R 55.849						**1.000**	**2.000**		**2LNU**	**2**	**2**										
	L1	F-DG	19	36														5 85	8		HIGH ABC
	R1	F-DG	24	33														5 86	8		HIGH ABC
R 55.849 - R 56.849						**1.000**	**2.000**		**2LNU**	**2**	**2**										
	L1	F-DG	0	38														5 80	8		HIGH ABC
	R1	F-DG	19	8														5 77	31		ALL. A & B
R 56.849 - R 57.849						**1.000**	**2.000**		**2LNU**	**2**	**2**										
	L1	F-DG	0	50														5 83	8		HIGH ABC
	R1	F-DG	24	33														5 85	8		HIGH ABC
R 57.849 - R 58.649						**0.800**	**1.600**		**2LNU**	**2**	**2**										
	L1	F-DG	25	50														5 88	8		HIGH ABC
	R1	F-DG	0	64														5 88	8		HIGH ABC
R 58.649 - R 59.649						**1.000**	**2.000**		**2LNU**	**2**	**2**										
	L1	F-DG	0	57														13 118	8		HIGH ABC
	R1	F-DG	0	53														14 123	8		HIGH ABC
R 59.649 - R 59.861						**0.212**	**0.424**		**2LNU**	**2**	**2**										
	L1	F-DG	0	79														27 174	8		HIGH ABC
	R1	F-DG	0	58														20 145	8		HIGH ABC
R 59.861 - R 60.369						**0.508**	**2.032**		**MLU**	**2**	**2**										
	L1	F-CS	22	8														16 129	31		ALL. A & B
	L2	F-CS	0	53														N/A	8		HIGH ABC
	R1	F-CS	21	13														12 113	10		MOD ABC
	R2	F-CS	0	61														N/A	8		HIGH ABC

*Surface type of 'EB' is Enhanced Binder.

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

Memorandum

To: RANDALL WON
Design Engineer, Branch I

Attn:

Date: June 7, 2005

File: 10-Ama-88-54.7/60.8
Peddler Hill Rehab.
10-0K130K

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

Subject: Structural Section

The following structural sections, based on a 10 year TI of 10.0, are recommended for placement over basement soils with a minimum R-value of 50

MAINLINE ROUTE 88 TI = 10.0 .

AC	150mm	or	245mm
AB	200mm		----------

SHOULDER ROUTE 88 TI = 6.5 .

AC	90mm	or	150mm
AB	105mm		----------

Slopes can be as follows: Cut slopes can be 1 to 1 or flatter, and fill slopes can be 1 (vertical) to 1.5 (horizontal).

Based on Deflection Study data and recommendations from the near vicinity of this project, and a field review, the following may be used for cost estimating purposes.

Alternative 1. - Conduct a field review and locate specific areas of severe failure identified by rutting greater than 15mm and/or loose or spalling pavement. Dig out and repair these localized areas and seal all cracks wider than 5mm. Finally, place a Dense Graded AC (DGAC) overlay of 105mm (0.35').

Alternative 2. - Dig out and repair localized failures and seal all cracks as described above. Then place an asphalt-rubber hot mix – gap graded (RAC-GG) overlay of 60mm (0.20').

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

Dave Whaling, P.E.
District Materials engineer

ATTACHMENT G
Material Report

State of California

Business, Transportation and Housing Agency

D-10 TRANSPORTATION MANAGEMENT PLAN CHECKLIST

District / EA: 10 / 0K1301
Date Prepared: April 11, 2005
Prepared By: Jose A. Alicea II
Requested By: Randall Won

Co.Rte.-PM.(KP) AMA-88-PM 54.7/60.8 (KP 88.0/97.8)
Location: In Amador County from 0.3 mile east of Peddler Hill Road to 2 miles west of tragedy springs road (KP 88.0/97.8)

Stage of Project (X box) ☐ PID ☒ PSR ☐ PR ☐ PS&E

Description: Rehab roadway by structural pavement repair and resurfacing, superelevation & curve correction to standard.

	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		X			As needed for adjacent establishments.		
1.2 Media Releases (& minority media sources)	X						
1.3 Paid Advertising			X				
1.4 Public Information Center			X				
1.5 Public Meetings/Speakers Bureau			X	066063			
1.6 Project Telephone Hotline			X				
1.7 Internet, E-Mail							
1.8 Local cable TV and News			X				
1.9 Notification to Impacted groups (i.e. bicycle users, pedestrians with disabilities, others)	X				Designer to verfiy ped and bicyclist traffic.		
1.10 Project Web Page							
1.11 Caltrans Public Information Office			X				
1.12 Consultant Public Information Office	X			066063		$6K	X
1.13 Other items							
			X				
2.0 Traveler Information Strategies							
2.1 Changeable Message Signs(permanent)			X				
2.2 Changeable Message Signs (portable)	X			128650	1 sign in ea dir. (1 pair * 3 months * $3.5k= $11k)	$11K	X
2.3 Special Construction Signs			X	120690			
2.4 Traveler Information Systems(CHIN/Internet)			X	861985			
2.5 Highway Advisory Radio "HAR"(fixed or mobile)			X	860520			
2.6 Radar Speed Sign			X	066064			
2.7 Traffic Management Team			X				
2.8 Revised Transit Schedules/ Maps			X				
2.9 Bicycle community information	X				Designer to verfiy bicycle traffic and events.		
2.10 Other item			X				
3.0 Incident Management							
3.1 COZEEP		X		066062	See Comments below.		
3.2 Freeway Service Patrol(tow truck service patrol)			X	066065			
3.3 Traffic Surveillance Stations(loops or CCTV)			X	066876			
3.4 Transportation Management Center			X				
3.5 Traffic Control Inspector(Caltrans)			X				
3.6 Traffic Management Team			X				
3.7 On-site Traffic Advisor (contractor)			X				
3.8 Other Items			X				
4.0 Construction Strategies							
4.1 Delay damage clause			X				
4.2 Night work			X				
4.3 Weekend Work			X				
4.4 Extended Weekend Closures			X				
4.5 Planned Lane Closures	X				Per Lane Closure Charts		X
4.6 Planned Ramp/Connector Closures			X				
4.7 Total Facility Closure			X				
4.8 Project Phasing			X				
4.9 Truck Traffic Restrictions			X				
4.10 Reduced Lane Widths			X				

4.0 Construction Strategies (Continued)	REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No.	COMMENTS	ITEM COST	REQUIRED IN SPEC.
4.11 Temporary K-Rail			X	129000			
4.12 Temporary Traffic Screens			X	129150			
4.13 Reduced Speed Zones			X				
4.14 Traffic Control Improvements			X				
4.15 Contingency Plans	X						X
4.15.1 Material Plant on standby			X				
4.15.2 Extra Critical Equipment on site	X						
4.15.3 Material Testing Plan			X				
4.15.4 Alternate Material on site (In case of failure or major delays)			X				
4.15.5 Emergency Detour Plan	X						
4.15.6 Emergency Notification Plan	X						
4.15.7 Weather Conditions Plan	X						
4.15.8 Delay Timing and Documentation Plan			X				
4.15.9 Late Closure Reopening Notification	X						
4.16 Signal timing modification			X				
4.17 Coordination with adjacent construction	X						X
4.18 Double Fine Zone (signs)			X				
4.19 Right of Way Delay			X	066022			
4.20 Other Items			X				
5.0 Demand Management							
5.1 HOV Lanes/Ramps			X				
5.2 Ramp metering			X				
5.3 Park-and-Ride Lots			X				
5.4 Parking Management/Pricing			X				
5.5 Rideshare Incentives			X				
5.6 Rideshare Marketing			X	066069			
5.7 Transit, Train, or Light-Rail Incentives			X	066066			
5.8 Transit Service Modification			X				
5.9 Variable Work Hours			X				
5.10 Telecommute			X				
5.11 Other Items			X				
6.0 Alternate Route Strategies							
6.1 Ramp Closures			X				
6.2 Street Improvements			X				
6.3 Reversible Lanes			X				
6.4 Temporary Lanes or Shoulders Use			X				
6.5 Freeway to freeway connector closures			X				
7.0 Other Strategies							
7.1 Application of new technology			X				
7.2 Other Items			X				

Comments:

3.1 - Cozeep - May want to consider budgeting Cozeep for paving operations if needed: 30 days ($55) (10 hrs) = $16.5K = $17-$20K.

Approved by:

DISTRICT TRAFFIC MANAGER — DATE 4/12/5

APPENDIX E

Long Form - Storm Water Data Report

Caltrans Metric

Dist-County-Route: 10-Ama-88
Kilometer Post (Post Mile) Limits :
R88.0/R97.8(R54.7/R60.8)
Project Type: Pavement Rehabilitation
EA: 10-0K130K
RU: 06-240
Program Identification: 201.120
Phases: ☒ PID ☐ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Central Valley Regional Water Quality Control Board

Is the project required to consider incorporating Treatment BMPs? Yes ☒ No ☐

If yes, can Treatment BMPs be incorporated into the project? Yes ☒ No ☐

If No, a Technical Data Report must be submitted to the RWQCB at least 30 days prior to Advertisement. List submittal date: _____

Total Disturbed Soil Area: 9.7 ha

Estimated: Construction Start Date: 2009 Construction Completion Date: 2010

Notification of Construction (NOC) Date to be submitted: 2008

Notification of ADL reuse (if Yes, provide date) Yes ☐ Date _____ No ☒

Separate Dewatering Permit (if Yes, permit number) Yes ☐ Permit # _____ No ☒

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.

Randall Won 8/16/05

***RANDALL WON**, Registered Project Engineer/Landscape Architect* *Date*

I have reviewed the storm water quality design issues and find this report to be complete, current, and accurate:

Joy Pinne 8/24/05

***JOY PINNE**, Project Manager* *Date*

Allan E Shafer 8/30/05

***ALLAN SHAFER**, Designated Maintenance Representative* *Date*

9/6/05

***ELBERT COX**, Designated Landscape Architect Representative* *Date*

Julie Myrah-Jen 8/29/05

***KERRY MOLZ**, District/Regional SW Coordinator or Designee* *Date*

APPENDIX E

Evaluation Documentation Form

DATE: 6/30/05

See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPS EA: 0K130K

NO.	CRITERIA	YES 3	NO 3	SUPPLEMENTAL INFORMATION FOR EXEMPTION
1.	Begin Project Evaluation regarding requirement for consideration of Treatment BMPs	X		Go to 2
2.	Is this an emergency or Safety project?		X	If **Yes**, go to 12. (Safety Projects must be funded from the 010 SHOPP Program). If **No**, continue to 3.
3.	Have TMDLs been established for surface waters within the project limits?		X	If **Yes**, contact the District/Regional NPDES coordinator to discuss the Department's participation in the TMDL (if Applicable), go to 11 or 4 (as determined by the NPDES Coordinator). _____ *(Dist./Reg. SW Coordinator initials)* If **No**, continue to 4.
4.	Is the project within an urban MS4?		X	If **Yes**, continue to 5. *(write the MS4 Area here)* If **No**, go to 12.
5.	Is the project directly or indirectly discharging to surface waters?			If **Yes**, continue to 6. If **No**, go to 12.
6.	Is it a new facility or major reconstruction?			If **Yes**, continue to 8. If **No**, go to 7.
7.	Will there be a change in line/grade or hydraulic capacity?			If **Yes**, continue to 8. If **No**, go to 10.
8.	Is the Disturbed Soil Area (DSA) created by the project greater than or equal to 1.2 hectares?			If **Yes**, continue to 11. If **No**, go to 9. _____ *(Total DSA quantity)*
9.	Is the project part of a Common Plan of Development?			If **Yes**, continue to 11. If **No**, go to 10.
10.	Are there any Pollution Control Requirements within the project limits? *(Contact your Dist./Reg. SW Coordinator)*			If **Yes**, continue to 11. If **No**, go to 12.
11.	Consider approved Treatment BMPs for the project.			See Sections 2.4 and either Section 5.5 or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E.
12.	Project is not required to consider Treatment BMPs. MW *(Dist./Reg. SW Coord. Initials)* KW *(Project Engineer Initials)* 08/16/05 *(Date)*	X		Document for Project Files by completing this form, and attaching it to the SWDR.
13	End of checklist	X		

Dist - E.A 10-0K130 Project Name Peddler Hill

Co-Rte-PM AMA-88- 54.7/ 60.8

Date 5/25/2005

Project Mngr Joy Pinne Telephone Number 209-948-7976

PROJECT RISK MANAGEMENT PLAN

Priority	Identification						Qualitative Analysis				OPTIONAL Quantitative Analysis			Risk Response Plan		Monitoring and Control		
	Status	ID #	Date Identified Project Phase	Functional Assignment	Threat/Opportunity Event		Risk Trigger	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact ($ or days)	Effect ($ or days)	Strategy	Response Actions including advantages and disadvantages	Responsibility (Risk Manager)	Status Interval or Milestone Check	Last date changes made to risk and Comments
(1)	(2)	(3)	(4)	(5)	(6)		(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14) =(12)x(13)	(15)	(16)	(17)	(20)	(18)
		1	2/24/2005		weather	Risk to schedule if Contractor is unable to start work due to weather constraints.		Schedule	Low	Low		30%			Acceptance	Wait for acceptable weather to begin work.			
		2	2/24/2005	Environmental/ Right of Way	Forest Service	Need to begin discussions with Forest Service with regards to tree removal ASAP. End result will be a Timber Sales Agreement.		Schedule	High	High		70%			Mitigation	Right of Way and Environmental to begin early discussions with the Forest Service.	Sharon Parsons / David Hyatt		
		3	2/24/2005		Utilities	Potential for line cut during construction. Need accurate information and coordination with the utility companies. Volcano telephone known utility; fiber optic line.		Schedule	Moderate	High		50%			Mitigation	Early coordination with Utility Companies	John Almazon		
		4	2/24/2005		Local Native American Committee	Road was originally built in an area of Native American passageway. May find cultural resources. Won't know until after area studied.		Schedule	Moderate	Moderate		50%			Avoidance	Work with local Native American Committee. Refer to project 0J600 for information regarding Native American contacts.	David Hyatt		

Probability: VH, H, M, L, VL

Impact: VL, L, M, H, VH

ATTACHMENT J
Risk Management Plan

POINT HERE FOR INSTRUCTIONS	DRAFT PID, PR & PS&E CIRCULATION REVIEW RECORD FORM FOR DISTRICT 10		
MAIL ROOM - Send to:	Randall Won		
MAIL ROOM - Return to:	Randall Won		
Project Co-Rte-KP (PM)	10-Ama 88-88.0/97.8 (54.7/60.8)		
Project EA#	0K130K		
Design Senior	Paul Elliott	Phone #	209-948-7079
Project Engineer	Randall Won	Phone #	209-948-3896
Project Description	Pavement rehabilitation		
Please return comments by:			

	HEADQUARTERS, REGION & DISTRICT REVIEWERS	
✓	HQ Design Coordinator (No PS&E)	Ken Cozad
	HQ Design Rev'r (DE in D6) (No PS&E)	Mike Janzen
✓	HQ Design Rev'r (DE in D10) (No PS&E)	Antonette Clark
✓	HQ Environmental	Kelly Dunlap
	HQ Traffic Reviewer (HB1&HB4)	Phil Jang
	HQ Maint (HA21)	Roger Hunter
✓	HQ Maint (HA22 & HA42)	Rob Marsh
✓	HQ-DES Structures	George Yamamoto
✓	HQ-DES Structures	Peggy Lim
	HQ-DES Geotechnical	Qiang Huang
✓	District Program/Project Management	Rita Encinas
✓	CR Program Management	Teresa Rix
✓	Project Management	Val Houdyshell
✓	Project Manager	Joy Pinne
✓	Office Chief, Design	Terry Ogle
✓	DistrictTraffic Operations	Vu H Nguyen
✓	District Traffic Management	Laurie Jurgens
✓	District Traffic Safety	Duper Tong
✓	District Maintenance	Alvin Mangindin
	District Planning (STIP only) (No PS&E)	Ken Baxter
✓	Regional Planning (No PS&E)	Jane Perez
✓	System Planning (No PS&E)	Carlos Yamzon
✓	Environmental	Christine Cox
✓	Hazardous Waste	Gerald White
✓	Right of Way & Utilities	John Almazan
✓	Engr. Services Branch A	Mike Sheridan
✓	District O.E.	John Wollman
✓	Landscape Architect	Elbert Cox
✓	Hydraulics / Hydrology	Sam Wong
✓	Traffic Design	Hassan Marei
	Traffic Electrical	Ali Bakhdoud
✓	Storm Water	Marc Boswell
✓	Construction (2 copies)	Carol Benjamin
	Construction - Structures	Jeff Abercrombie
	Construction - Structures	Stephen Pozzo
	Construction-Electrical	Amarjit Sidhu
✓	Materials	Ron Sekhon
✓	Materials Engineering	Dave Dhillon
	Geotechnic	Craig Hannenian
✓	Surveys (SJ, AMA, Alp, Cal)	Nick Tatarian
	Surveys (Mo, SBT, SCr)	Bob Fredricks
	Coopertive Agreements	Kath Selsor

	DESIGN OFFICE I PEER REVIEW TEAMS		
	Fresno	Thanh Nguyen	Design Branch M
	Fresno	Jun Xu	Design Branch Q
	Fresno	Getachew Eshete	Design Branch L
	Bishop	Bart DeLaCruz	Design Branch J
	Bishop	Truman Denio	Design Branch K

	DESIGN OFFICE II PEER REVIEW TEAMS		
	Fresno	Jack Walker	Design Branch A
	Fresno	Robert Navarro	Design Branch U
	Fresno	Steven Milton	Design Branch H
	SLO	Steve Wyatt	Design Branch D
	SLO	John Fouche	Design Branch C

	DESIGN OFFICE IV PEER REVIEW TEAMS		
	Fresno	David Sangha	Design IV Branch X
	Fresno	Shahin Mansour	Design IV Branch B
	Fresno	John Weber	Design I Branch A
	Fresno	Jeannie Stevens	Design IV Branch L
✓	Stockton	Lou Donada	Design Branch H
✓	Stockton	Paul Elliot	Design Branch I
✓	Stockton	Manjit Shigh	Design Branch J
✓	Stockton	Randall Won	Design Branch I

A Design Office Peer Review shall occur for all major projects at the Final Draft PID Circulation, 50% PA&ED, and 60% PS&E. PE shall schedule a meeting with the Peer Review team to hand off the review package & shall allow three weeks review time. PE shall schedule another meeting with the Peer Review Team to discuss review comments. PE shall document & respond to comments to Peer Review team & to the Office Chief.

CONSTRUCTIBILITY REVIEW

Do not use this form for Constructibility Reviews. Refer to "Process Guidelines" posted on the Constructibilty Review website.

Constructibility Review Process Guidelines

D5 DEDICATED FIELD MAINTENANCE REVIEW

☐ Send review package to Maintenance Superintendent. This applies to D5 projects only.

SAFETY REVIEW

☑ Send 5 copies to Mark Orr. Refer to PJD website. Safety Review & Safety Analysis Guidelines

VALUE ANALYSIS

☐ Projects over $25 million may require Value Analysis. Contact Habib Sabzehzar, VA Coordinator

ATTACHMENT K

Distribution List