

10-Ama-49-PM 4.1/7.0
20.10.201.121
10-OS7200
10 00000812
August 2011

INTERIM CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

To

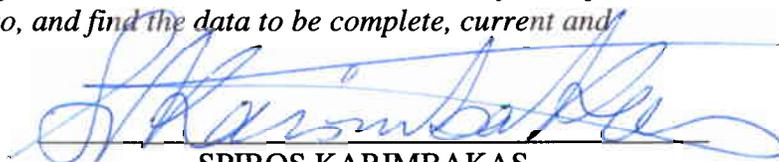
Request Programming in the 2012 SHOPP And Provide Project Approval

On Route 49

Between South Junction of SR 49/88

And Ridge Road/Route 104

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



SPIROS KARIMBAKAS

CHIEF – CENTRAL REGION RIGHT OF WAY

APPROVAL RECOMMENDED:



JOY PINNE
PROJECT MANAGER

APPROVED:



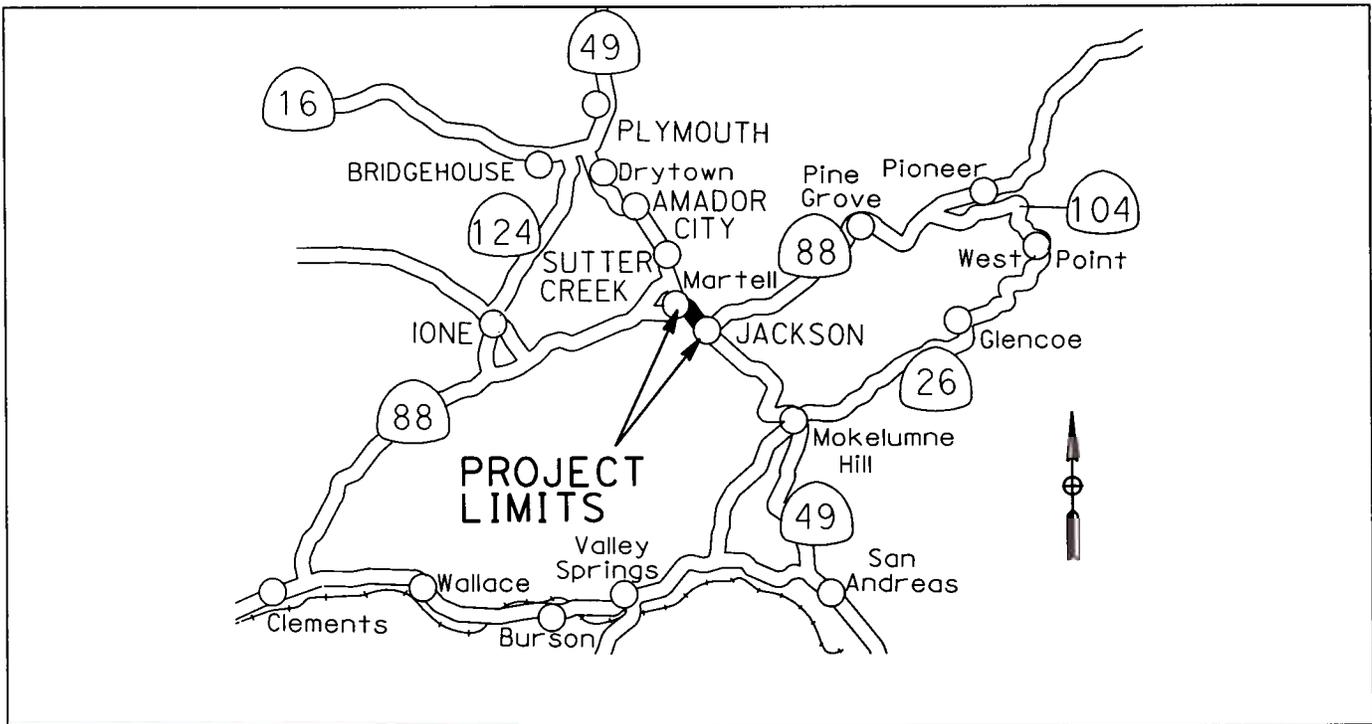
CARRIE L. BOWEN
DISTRICT 10 DIRECTOR

8-30-11

DATE

10-Ama-49-PM 4.1/7.0
20.10.201.121
10-0S7200
10 00000812
August 2011

VICINITY MAP



On Route 49

Between South Junction of 49/88

And Ridge Road/Route 104

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



Mary J. Stevens
REGISTERED CIVIL ENGINEER

8-22-11

DATE



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1. INTRODUCTION AND BACKGROUND

INTRODUCTION

This is an Interim Capital Preventative Maintenance Project (CAPM) that proposes to extend the service life of the pavement and provide a smoother riding pavement surface on State Route 49 in Amador County, through the City of Jackson from the north end of the Jackson Creek Bridge near the intersection (south junction) of 88/49 to the intersection of Ridge Road/ Route 104. (PM 4.1 to PM 7.0; see Attachment A).

The scope of work includes dig outs, repair of localized failures, cold plane and placing 0.25' asphalt concrete overlay to provide a smoother riding pavement surface. Dikes and imported shoulder backing will be replaced and metal beam guardrail reconstructed where needed between PM 4.1 and PM 6.0. Only cold planing and overlay will be allowed on the north end of the project (PM 6.0 to PM 7.0) due to the high environmental sensitivity of the area. Thermoplastic striping and detection loops will be replaced throughout the project (See Attachment B for typical cross sections.)

BACKGROUND

A Project Scope Summary Report (PSSR) was signed on September 16, 1997, to rehabilitate the existing roadway, widen shoulders and widen Jackson Creek and North Fork Jackson Creek Bridges under the Roadway Rehabilitation Program (20.XX.201.120). At that time it was anticipated that the environmental document would be a Categorical Exemption.

Project Approval and Environmental Document (PAED) was scheduled to be completed in July 2000, however, upon further investigation and field review, environmental issues were discovered pertaining to archeology and Section 4(f) where an ND/FONSI would be needed. Due to the complexity of these issues, this became a long-lead project and the PAED stage was not completed.

A field visit was conducted on June 29, 2011, with personnel from the HQ Pavement Division and District 10 Maintenance and it is now proposed to complete an Interim CAPM in advance of the Roadway Rehabilitation project. It was determined from field conditions and the Condition Pavement Survey that a CAPM strategy met the conditions set forth in DIB 81, dated March 15, 2011. The Condition Pavement Survey for this section of road has a PCS/PMS priority number 8 which characterizes major pavement distress. Per DIB 81, an Interim CAPM is an acceptable short term strategy to allow a roadway to be kept in good condition during the time it will take to develop the long-lead Roadway Rehabilitation project and relieve field maintenance personnel of an unacceptable maintenance burden.

Project Limits [Dist., Co., Rte., PM]	10 - Ama - 49 – PM 4.1/7.0
Capital Costs:	\$3,630,000
Type of Facility (conventional, expressway, freeway):	Conventional Highway
Environmental Determination/Document and date approved:	Categorical Exemption (CEQA)/Programmatic Exclusion (NEPA) 8-02-11

2. RECOMMENDATION

It is recommended that the project be approved and programmed in the 2012 SHOPP cycle and funded for the 2014/15 fiscal year.

3. PURPOSE AND NEED STATEMENT

Need:

The Condition Pavement Survey for this section of road has a PCS/PMS priority number 8 which characterizes major pavement distress and an IRI 280. Per DIB 81, an Interim CAPM is an acceptable short term strategy to allow a roadway to be kept in good condition during the time it will take to develop the long-lead Roadway Rehabilitation project and relieve field maintenance personnel of an unacceptable maintenance burdern.

Purpose:

The purpose of this project is to improve the ride and extend the life of the existing pavement until the Roadway Rehabilitation Project can be completed.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

4A. Roadway Geometric Information

Facility	Minimum	Through Traffic Lanes			Paved Shoulder Width		Median	Bicycle / Ped Path Separated from the Roadbed	Bridge Approach Slab Work
		No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite)	Left ft.	Right ft.			
4.0/4.9	850	5	11	Flexible	4/8	4/8	N/A	N/A	N/A
4.9/5.6	850	3	12	Flexible	0/2	0/2	N/A	N/A	N/A
5.6/5.7	N/A	4	12	Flexible	0/2	0/2	N/A	N/A	N/A
5.8/6.0	950	1	12	Flexible	0	8	N/A	N/A	N/A
6.0/7.0	N/A	5	12	Flexible	8	8	N/A	N/A	N/A

4B. Condition of Existing Facility (Repeat info for each homogeneous segment – see Attachment C)

(1) Traveled Way Data

PM 4.0/7.0

PMS Category (1-29) 8 Priority Classification (.1-.4) 0.3

International Ride Index 280

*Flexible Pavement:

* From latest PMS-Pavement Condition Inventory Survey Data.

Bleeding Yes Alligator B Cracking % 78

Location(s) of subsurface or ponded surface water:

Remarks: No ponding identified.

(2) Pedestrian Facility Data

There are presently three projects that address ADA compliance within the limits of the project.

- EA 10-0T140; Jackson Gate-Install Traffic Signal. This project improves the entire intersection located just north of the SR 49/99 northly junction at PM 6.1. The new intersection will comply with ADA requirements.
- EA 10-46130K: This long lead3R project improves and upgrades nonstandard features within the project limits.
- EA 10-0T801-Install ADA Curb Ramps addresses ADA compliance issues at the following locations on Route 49:
 1. PM 4.03; Junction 88/49 - four curb ramps
 2. PM 4.10; Jackson Creek Bridge - 5 curb ramps
 3. PM 4.17; N.Fork Jackson Creek Bridge - 1 ramp
 4. PM 4.33; Mattley Street - 2 curb ramps
 5. PM 4.38; Mid-block - 1 curb ramp
 6. PM 4.41; Hoffman Street - 1 curb ramp

The intersection of Route 49 and Ridge Road/Route 104 is noncompliant with ADA requirements, however due to the high environmental sensitivity of the location and additional right of way acquisition needed to comply, this project will not be able to address the ADA requirements at this location. The long lead Roadway Rehabilitation project will incorporate this intersection into the project.

The existing In-Roadway Warning Lights and flashing beacon for the crosswalk spanning Route 49 at the Sutter intersection will be perpetuated with this project.

4C. Structure Information

Structures	Vertical Clearance		
	Name/No.	Exist	3R Std
Jackson Creek Br/ No. 26-34	N/A	N/A	N/A
North Fork Jackson Creek Br./No. 26-34	N/A	N/A	N/A

4D. Vehicle Traffic Data

Traffic Volumes

Construction Year ADT 20,900

DHV 2,000 % Trucks 9.2

Construction FY 14/15

Safety Review Date: August 16, 2011

5. CORRIDOR AND SYSTEM COORDINATION

This project is consistent with the Caltrans Maintenance Program. There are presently three projects planned within the limits of this project.

1. EA 10-0T140K-Jackson Gate-Install Traffic Signal. This project is presently schedule for construction January 2013.
2. EA 10-0T801-Install ADA Curb Ramps. This project is presently scheduled for construction January 2014 and Contract Acceptance is scheduled for January 2015.
3. A HMS Project Initiation Report is being programmed for the next fiscal year that will remove the asphalt concrete overlay and meth the deck of Bridge #26 0035. The bridge work will be completed prior to this project being constructed.

6. ALTERNATIVES

6A. CAPM Strategy

The scope of work includes dig outs, repair of localized failures, cold planing within city limits and placing 0.25' Hot Mix Asphalt (Type A) overlay to provide a smoother riding pavement surface. Dikes, imported shoulder backing, thermoplastic striping, detection loops will be replaced. Metal beam guardrail will be reconstructed at two locations. The first location is in Martell on the west side of the southbound lanes near the Jones Pit Stop and Deli Mart (PM 5.93). The second location is on the east side of the northbound lanes from PM 5.41 to PM 5.54 overlooking the Kennedy Mining District.

This project is located in an environmentally sensitive area where cultural resources exist throughout the entire alignment. In order for a CE to be obtained and preserved, certain areas within the project limits will be constrained to only grind and replace strategy.

An environmental field review was conducted on August 4, 2011, to ascertain where limitations of scope of work would occur due to environmental issues. The primary cultural resource site that would be impacted by the project is located from the 88/49 junction in Martell to the project limit (PM 7.0) at the Route 49 and Ridge Road/Route 104 intersection. In this area, the scope of work will be limited to the existing pavement only. Dike work , shoulder backing and upgrade of metal beam guard rail would not be allowed due to the extreme sensitively of the area.

A Constructibility Review was held on August 2, 2011, to gather input and information on the Project Report and concepts contained with the project scope.

Life Cycle Cost Analysis

None

Enhancements

Identification of specific enhancements will be deferred to the design phase.

6B. Environmental Compliance:

The project is Categorically Exempt under Class 1 of the California Environmental Quality Act (CEQA) guidelines and a 6004 Categorical Exclusion under National Environmental Policy Act (NEPA) (see Attachment D).

6C. Hazardous waste disposal site required? If yes, where are sites?

Disposal of thermoplastic traffic and marking material, aerial deposited lead will be addressed in the Caltrans Standard Specifications and Special Provisions.

6D. Other Agencies Involved (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.):

No other agencies are involved with this project.

6E. Materials and or disposal site needs and availability?

Disposal of asphalt concrete grindings will be addressed in the Caltrans Standard Specifications and Special Provisions.

6F. Roadside Design and Management

Roadside design is not applicable to this project.

6G. Storm Water Compliance

A short form Storm Water Data Report (SWDR) has been prepared and approved for this project (See Attachment E). No soil disturbance is anticipated. A National Pollutant Discharge Elimination System (NPDES) permit will not be required.

6H. Right of Way Issues (include utility issues)

All work will be performed within the existing right of way and no additional right of way will be required (Attachment F).

6I. Railroad Involvement

It is anticipated that no work will occur on the Amador Central Railroad. The

overlay approaching the railroad should taper prior to having any effect to the railroad. Amador Central Railroad is currently out of service.

6J. Recycled Materials

This is not a viable alternative due to the small quantities involved.

6K. Local and Regional Input

Local input has not considered due to Route 49 being a conventional highway with no work being done on the local roads. Traffic impacts will be addressed in the Traffic Management Plan (TMP).

6L. What are the consequences of not doing this entire project?

The roadway will continue to deteriorate resulting in increasing maintenance and exposing maintenance workers to high-speed traffic and potentially causing delay to motorists.

7. TRANSPORTATION MANAGEMENT

7A. Transportation Management Plan

A Traffic Management Plan has been prepared for this project (Attachment G). The purpose of the TMP is to minimize motorists delays associated with the construction of this project without compromising public or worker safety, or the quality of the work being performed. This would be accomplished by effective application of traditional traffic mitigation strategies and a combination of public and motorist information, demand management, incident management, system management, and construction strategies.

The effective application of traditional traffic mitigation strategies involves restricting lane closures to non-peak hours only. Implementation of this strategy would minimize delays and inconvenience to the motoring public. Full highway closures should be minimized to certain critical construction operations only, where no other methods are feasible. Portable Changeable Message Signs (CMS) will be utilized and a lane closure chart has been provided (Attachment G).

7B. Vehicle Detection Systems

There are existing vehicle detection systems which are to remain throughout the project limits.

8. FUNDING/SCHEDULING

8A. Cost Estimate

	Lane- miles/Number	Cost³
Pavement Work		
Total Lane-Miles of CAPM Work	<u>10.24</u>	
AC Overlay of AC Pavement HMA 0.25'	<u>16,200 Tons</u>	<u>\$ 1,650,000</u>
AC Cold Plane	<u>50,000 yd²</u>	<u>125,000</u>
Dig Outs	<u>20% of AC Overlay</u>	<u>330,000</u>
Shoulder Backing	<u>300 cy</u>	<u>30,000</u>
Tack Coat	<u>44 Ton</u>	<u>700</u>
Remove MBGR - 2 locations	<u>1000 lf</u>	<u>8,000</u>
Replace MBGR Steel Post	<u>1000 lf</u>	<u>20,000</u>
Alternative Flared Terminal System	<u>4 ea</u>	<u>20,000</u>
Remove AC Dike	<u>12,000 lf</u>	<u>18,000</u>
Replace AC Dike (Type E)	<u>12,000 lf</u>	<u>6,000</u>
Stormwater Items	<u>1 LS</u>	<u>26,000</u>
Pavement Delineation	<u>1 LS</u>	<u>45,000</u>
Raise Manholes/Survey Monuments	<u>1 LS</u>	<u>20,000</u>
Transportation Management Plan	<u>1 LS</u>	<u>44,000</u>
COSTS	SUBTOTAL	\$ 2,354,600
Minor Items (10%)	<u>1 LS</u>	<u>235,500</u>
Roadway Mobilization (10%)	<u>1 LS</u>	<u>259,000</u>
Supplemental Work (10%)	<u>1 LS</u>	<u>259,000</u>
Contingencies (20%)	<u>1 LS</u>	<u>518,000</u>
COSTS	SUBTOTAL	\$ 1,271,500
COSTS	TOTAL	\$ 3,626,100

8B. Project Cost

Component	11/12	12/13	13/14	14/15	15/16	16/17	Total
Const. Capital					3,630		3,630
R/W Capital					8		8
PA&ED Support	40						40
PS&E Support			334	47			381
R/W Support			4	1	1	1	7
Construction Support				112	221	34	367
Total	40		338	160	3,860	35	4,433

Notes:

All costs X 1000. Support costs are escalated at 3.1%. Capital to support ratio is 20%

8C. Funding

This project will be programmed in the 2012 SHOPP cycle and funded for the 2014/15 fiscal year. This is a Capital Preventative Maintenance Project (CAPM) that will be funded by the Pavement Rehabilitation Program 201.121.

8D. FHWA Coordination

Federal aid funding is anticipated. This project is considered STATE authorized under the current FHWA Stewardship Agreement.

8E. Project Schedule

Milestones	Delivery Date
PA&ED (M200)	08-31-2011
PS&E to DOE (M377)	04-16-2014
Right of Way Certification	06-01-2014
Ready to List (M460)	07-17-2014
HQ Advertise (M480)	11-03-2014
Award (M495)	02-04-2015
ACC (M500)	02-08-2015
CCA (M600)	02-18-2016
End Project (M800)	02-18-2017

9. SCOPING TEAM FIELD REVIEW ATTENDANCE ROSTER

Attachment I

Date 6-29-11

10. PROJECT REVIEWED BY

District Maintenance Ali Juma, Long Huynh

Date 6-29-11

District Safety Mark Orr

Date 8-16-11

District Materials _____

Date _____

HQ Design Coordinator/Reviewer _____

Date _____

HQ 121 Program Advisor Ron Jones

Date 6-29-11

FHWA (as appropriate) _____

Date _____

11. ATTACHMENTS

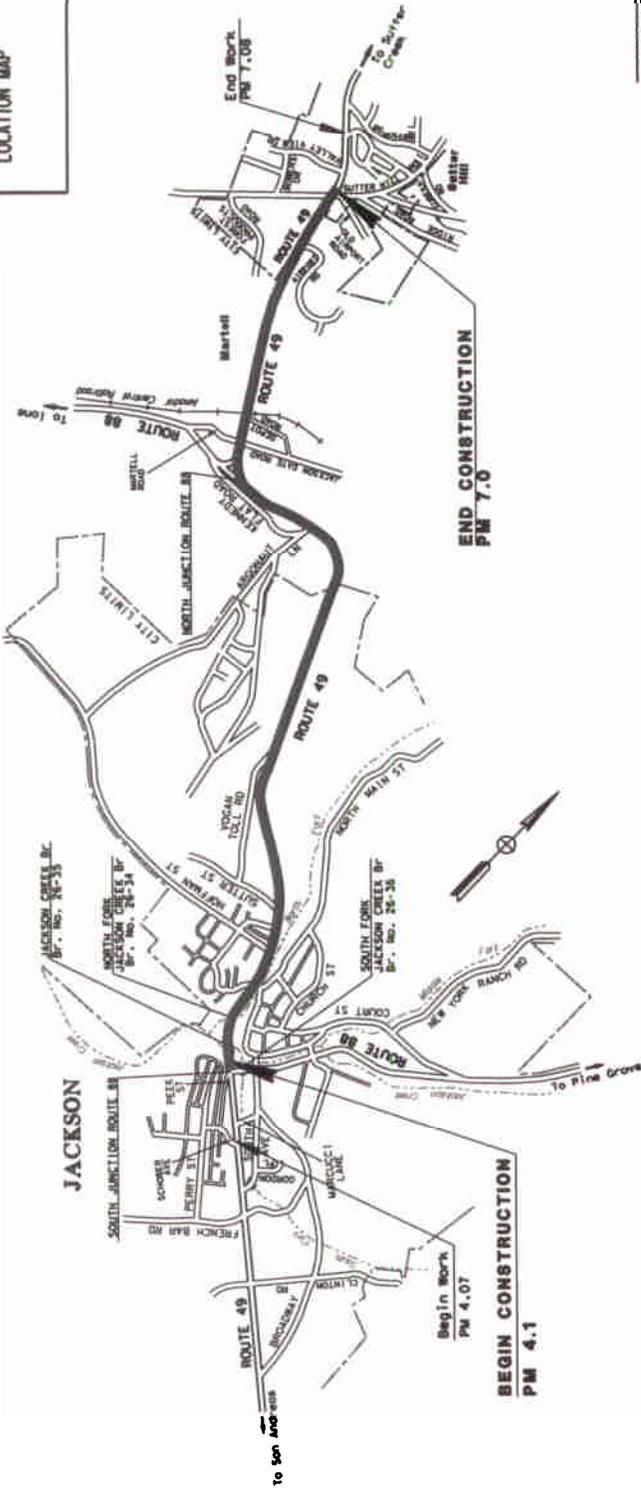
- A. Title Sheet
- B. Typical Cross Section
- C. PMS Inventory Data
- D. Environmental Document
- E. Stormwater Data Sheet
- F. Right of Way Data Sheet
- G. Transportation Management Plan
- H. Scoping Team Field Review Attendance Roster

**ATTACHMENT A
TITLE SHEET**

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY**

**ON ROUTE 49 IN AMADOR COUNTY
THROUGH THE CITY OF JACKSON
FROM THE SOUTH JUNCTION OF ROUTE 88
TO RIDGE ROAD JUNCTION 104**

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



LOCATION MAP

Sheet	10	County	Amo	Route	49	Total Miles	4.1/7.0
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DESIGN ENGINEER	JOSE HERRERA
PROJECT MANAGER	JOY PHINE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

a0S720ab001.dgn 8/9/2011 11:32:48 AM TRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/)



PROJECT MANAGER: _____ DATE: _____
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: _____
BY: _____
THE STATE OF CALIFORNIA OR ITS COUNTY OF AMADOR HAS REVIEWED AND ACCEPTED THE COMPLETENESS OF THESE PLANS SHEET.

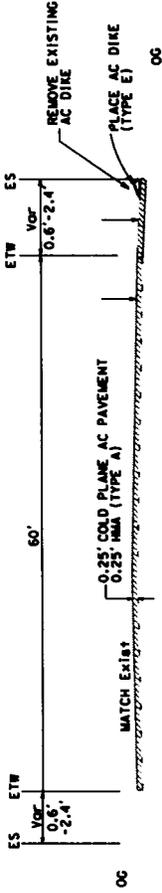


CONTRACT No.	10-06720K
PROJECT ID	10-05720K

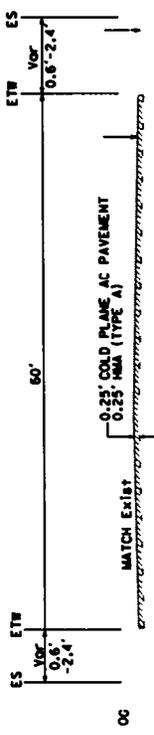
1437 1000020423

ATTACHMENT B
TYPICAL CROSS SECTION

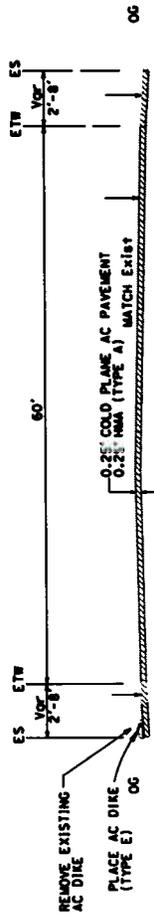
Sheet	10	County	AMCO	Route	49	Initial Project	4.0/7.0	Project No.	10000
REGISTERED CIVIL ENGINEER	DATE	4.0/7.0							
PLANS COMMENCED DATE	THIS DRAWING IS THE PROPERTY OF THE ENGINEER. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OR MODIFICATION OF THIS DRAWING WITHOUT THE WRITTEN CONSENT OF THE ENGINEER IS STRICTLY PROHIBITED.								



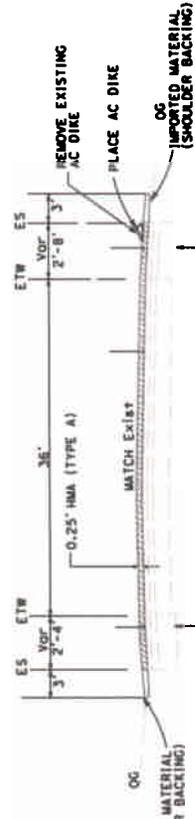
ROUTE 49
PM 4.6/4.8



ROUTE 49
PM 4.3/4.6



ROUTE 49
PM 4.1/4.3



ROUTE 49
PM 4.8/5.4

TYPICAL CROSS SECTIONS
X-1

NO SCALE

ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN

UNIT 10004 PROJECT NUMBER & PHASE

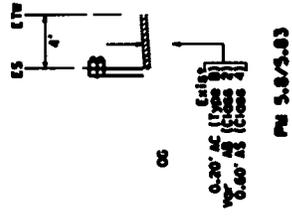
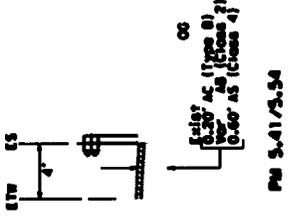
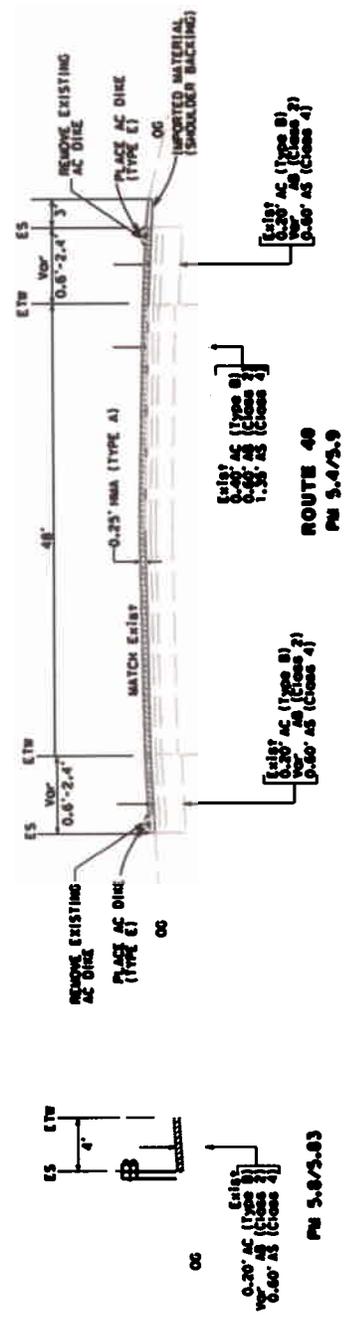
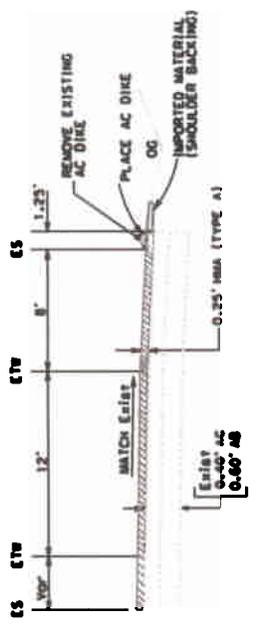
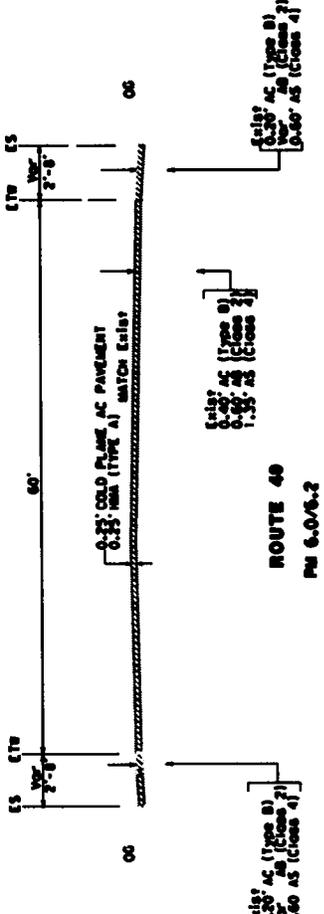
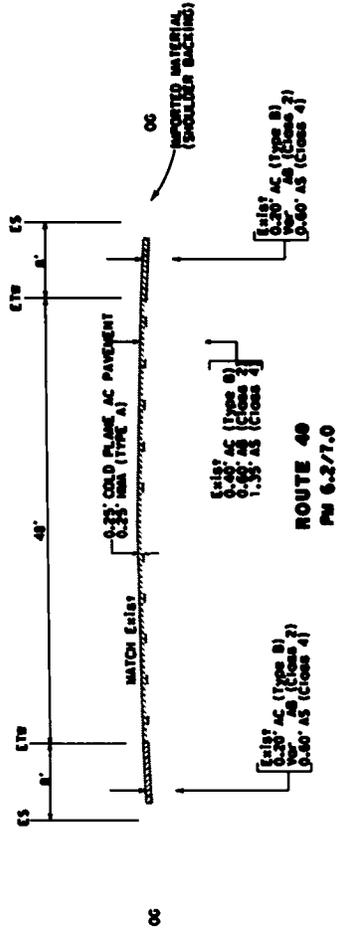
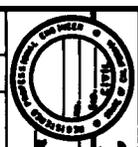
RELATIVE BORDER SCALE IS IN INCHES



UNRENDERED TO USER
BOM FILE TO REQUEST

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
JOSE MERITA
CHECKED BY
JOSE MERITA
DESIGNED BY
MARY J STEVENS
REVISOR BY
DATE REVISOR

Sheet No.	49	Date	4.0/7.0
Project No.	10		
Project Name	RECONSTRUCTION CIVIL ENGINEERS' DISTRICT		
Scale	AS SHOWN		
Drawn By	J. S. WILSON		
Checked By	J. S. WILSON		
Approved By	J. S. WILSON		



TYPICAL CROSS SECTIONS
X-2

NO SCALE

ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN

PROJECT NUMBER & PHASE

UNIT 10604

RELATIVE HORIZONTAL SCALE 1" = 10 FEET

RELATIVE VERTICAL SCALE 1" = 10 FEET

DATE OF PLOT 8/9/2010

NUMBER LAST REVISED 1/2/2010

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DESIGNED BY	DATE REVISION	FUNCTIONAL SUPERVISOR	DATE REVISION
CALCULATED BY		CHECKED BY	
		JOE MERTZA	
		JOE MERTZA	
		DATE REVISION	
		DATE REVISION	

**ATTACHMENT C
PMS INVENTORY DATA**

Caltrans Maintenance Program 2007 Pavement Summary Caltrans Drive Order

District 10, AMA, Rte 049, PM 4.0 - 6.7

District 10 County AMA Route 049

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

District 10
County AMA
Route 049
Begin PM 2.843

Prior-ity	County	Route	Begin PM	End PM	Length	Pave Type	Dir.	Trig. Dir.	Trig. Ln	Trig. Mi	AADT	MSL	Allig. A	Patch. B	Bleed. ing	Rut-ting	1st St. Crk.	3rd St. Crk.	Com-er Crk.	Fault- ing	Int'l Rough. Index	Defect	
2	AMA	049	2.843	4.029	1.186	F	R	R	2.372	18	2	78										287	HIGH ABC, RIDE
8	AMA	049	2.843	4.029	1.186	F	L	L	1.186	18	2	78										114	HIGH ABC
8	AMA	049	4.029	4.096	0.067	F	R	R	0.067	18	2	78			Bleed.							149	HIGH ABC
8	AMA	049	4.029	4.096	0.067	F	L	L	0.134	18	2	78			Bleed.							165	HIGH ABC
0	AMA	049	4.096	4.127	0.031	B	R	R	0.000	18	2	78			Bleed.							N/A	N/A - Bridge
0	AMA	049	4.096	4.127	0.031	B	L	L	0.000	18	2	78			Bleed.							N/A	N/A - Bridge
2	AMA	049	4.127	4.853	0.726	F	R	R	1.452	19	2	78			Bleed.							284	HIGH ABC, RIDE
8	AMA	049	4.127	4.853	0.726	F	L	L	1.452	19	2	78			Bleed.							209	HIGH ABC
2	AMA	049	4.853	5.643	0.790	F	B	B	2.370	19	2	78			Bleed.							288	HIGH ABC, RIDE
6	AMA	049	5.643	5.934	0.291	F	R	R	0.291	20	2	78										268	RIDE
31	AMA	049	5.643	5.934	0.291	F	L	L	0.291	20	2	78										166	COARSE RAVEL
8	AMA	049	5.934	6.980	1.046	F	R	R	2.092	18	2	78										171	HIGH ABC
2	AMA	049	5.934	6.980	1.046	F	L	L	2.092	18	2	78										238	HIGH ABC, RIDE
8	AMA	049	6.980	7.539	0.559	F	R	R	0.559	16	2	50										132	HIGH ABC
8	AMA	049	6.980	7.539	0.559	F	L	L	0.559	16	2	39										151	HIGH ABC
8	AMA	049	7.539	8.343	0.804	F	R	R	0.804	16	2	78										189	HIGH ABC
8	AMA	049	7.539	8.343	0.804	F	L	L	0.804	16	2	78										183	HIGH ABC
0	AMA	049	8.343	8.356	0.013	B	R	R	0.000	14	2	78										N/A	N/A - Bridge
0	AMA	049	8.343	8.356	0.013	B	L	L	0.000	14	2	78										305	N/A - Bridge
2	AMA	049	8.356	8.743	0.387	F	B	B	0.774	14	2	78										246	HIGH ABC, RIDE
6	AMA	049	8.743	9.343	0.600	F	R	R	0.600	10	2	51	26									221	RIDE
10	AMA	049	8.743	9.343	0.600	F	L	L	0.600	10	2	55	22									149	MOD ABC
6	AMA	049	9.343	9.464	0.121	F	B	L	0.121	8	2											270	RIDE
0	AMA	049	R 6.630 X	R 10.330 X	3.700	F	B	B	0.000	0	0											175	NO MSL ESTABLISHED

Total Triggered Lane Miles 18.620

ATTACHMENT D
CATEGORICAL EXEMPTION

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

10-AMA-49

4.0/7.0

10-0S720

Dist.-Co.-Rte. (or Local Agency)

P./M.P.M.

E.A. (State project)

Federal-Aid Project No. (Local project)/ Proj. No.

PROJECT DESCRIPTION:

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

Enter project description in this box. Use Continuation Sheet, if necessary

The California Department of Transportation (Caltrans) is proposing a Capital Preventive Maintenance Project under the State Highway Operation and Protection Program (program code 201.120). Project is located on State Route 49 in Amador County, through the City of Jackson from the intersection (south junction) of State Route 88/49 to intersection of Ridge Road and State Route 104. The scope of work includes cold plane and asphalt concrete overlay to extend the life of the existing pavement and to provide a smoother riding pavement surface. Project description detailed on continuation page 1. *This project is Categorical Exempt under CEQA and Categorical 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 proposal, 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 (Check one)

Exempt by Statute. (PRC 21080(b); 14 CCR 15260 et seq.)

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

Categorical Exempt. Class 1. (PRC 21084; 14 CCR 15300 et seq.)

Categorical Exempt. 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))]

Mary Oliva

Print Name: Environmental Branch Chief

Mary Oliva August 2, 2011
Signature Date

Joy Pinne

Print Name: Project Manager/DLA Engineer

Joy Pinne 8/2/11
Signature Date

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b)
<http://www.fhwa.dot.gov/ncpr/23cfr771.htm> - sec. 771.117).

In non-attainment or maintenance areas for Federal air quality standards, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to 42 USC 7506(c) and 40 CFR 93.

CALTRANS NEPA DETERMINATION (Check one)

Section 6004: The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2010, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c) ()
- 23 CFR 771.117(d): activity (d) (1) ()
- Activity () listed in the MOU between FHWA and the State

Section 6005: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under Section 6005 of 23 U.S.C. 327.

Mary Oliva

Print Name: Environmental Branch Chief

Mary Oliva August 2, 2011
Signature Date

Joy Pinne

Print Name: Project Manager/DLA Engineer

Joy Pinne 8/2/11
Signature Date

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if Section 6005 project; §106 commitments; §4(f); §7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). Revised June 7, 2010

ATTACHMENT E
STORMWATER DATA REPORT

Short Form - Storm Water Data Report



Dist-County-Route: 10-Ama-49
 Post Mile Limits: 4.0/7.0
 Project Type: Interim CAPM
 Project ID (or EA): 10-OS7200
 Program Identification: 201.121
 Phase: PID
 PA/ED
 PS&E

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

- | | | | |
|----|--|------------------------------|--|
| 1. | Is the project required to consider incorporating Treatment BMPs? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 2. | Does the project disturb 5 or more acres of soil? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 3. | Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 4. | Does the project potentially create permanent water quality impacts? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 5. | Does the project require a notification of ADL reuse | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

If the answer to any of the preceding questions is "Yes", prepare a Long Form - Storm Water Data Report.

Estimate Construction Start Date: 2/18/2015 Construction Completion Date: 2/18/2016

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

Erosivity Waiver Yes Date: _____ No

This Short Form - Storm Water Data 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.

 8-8-11

 Mary J. Stevens, Registered Project Engineer Date

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

 8-8-2011

 Marissa Nishikawa District/Regional SW Coordinator or Designee Date

(Stamp Required for PS&E only)

ATTACHMENT F
RIGHT OF WAY DATA SHEET

Memorandum

To: Jeannie Stevens

Date: 8/22/2011

Attn Jose Huerta

File: CD 10 EA 0S7200 Alt N/A
Co AMA RTE 49

DESCRIPTION:
ASPHALT CONCRETE OVERLAY (CAP M)

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

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 8/11/2011

The following assumptions and limiting conditions were identified:

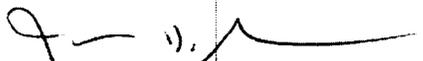
Appraisal

It is assumed that all work will be performed within existing R/W.

Utility

Positive location of underground utilities needs to be performed to determine depth.

Right of Way Lead Time will require a minimum of months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.


JAMES GONZALEZ
Assistant Region Division Chief, Right of Way
(209) 948-7844

Right Of Way Cost Estimate

	Current Year 2011	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2014
Acquisition:	\$0	25%	5%	\$0
Mitigation:	\$0	25%	5%	\$0
State Share of Utilities:	\$7,000	25%	5%	\$7,718
Expert Witness:	\$0	25%	5%	\$0
Relocation Assistance:	\$0	25%	5%	\$0
Demolition and Clearance:	\$0	25%	5%	\$0
Title and Escrow:	\$0	25%	5%	\$0
Ad Signs:	\$0	25%	5%	\$0
Total Current Value:	\$7,000			\$7,718

If RW Cost Est fields are blank, Costs = \$0

Estimated Construction Contract Work (CCW): 0 R/W LEAD TIME/Mo.

Cost Break Down	
Pot Hole	
Mitigation	
Land	0
Bank	0
Permit Fee	0

RR Involvement

Railroad Facilities or Right of Way Affected?

Const/Maint Agreement:

Service Contract:

Right of Entry:

Clauses:

Estimated Lead-time

Parcel Data

# of Parcel Type X:	0		
# of Parcel Type A: less than \$10,000 non-complex	0		
# of Parcel Type B: more than \$10,000 non-complex	0		
# of Parcel Type C: complex, special valuation	0		
# of Parcel Type D: most complex and time consuming	0	# of Duals Needed:	
Totals:	0	Totals:	0

of Excess Parcels:

Misc R/W Work

# of RAP Displacements:	0
# of Clearance/Demos:	0
# of Const Permits:	0
# of Condemnations:	0

Utilities

U4-1: Owner Expense	1
U4-2: State Expense, Conventional no Fed Aid	2
U4-3: State Expense, Freeway no Fed Aid	0
U4-4: State Expense, both with Fed Aid	3
U5-7: Utility verification, no relocation/potholing	0
U5-8: Utility verification, w/ some relocation/potholing	1
U5-9: Utility verifications, relocation/potholing required	2

EA: 10-0S7200 ALT: N/A

Parcel Area

Total R/W Required:	0
Total Excess Area:	0

General Description of R/W and Excess Lands Required (zoning, use, major improvements, critical or sensitive parcels, etc.):

No new R/W or easements required for this project as all work will be performed within existing R/W.....

General Description of Utility Involvement:

At this time assuming responsibility to raise water and sewer man hole lids, until liability has been determined.

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:	# of multi-family:	# of business/nonprofit:	# of farms:
---------------------	--------------------	--------------------------	-------------

Sufficient replacement housing will be available without last resort housing:

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: Gordon Watkins 8/22/2011

Railroad Liaison Agent:

Utility Relocation Coordinator: Tiara Moering 8/18/2011

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.

JAMES GONZALEZ
Assistant Region Division Chief, Right of Way

Date
ENTERED PMCS
BY: C WEAVER

**ATTACHMENT G
TRANSPORTATION MANAGEMENT
PLAN**

D-10 TRAFFIC MANAGEMENT: DELIVERY- MEMO

To: Jeannie Stevens	From: Ovid P. Radovan D-10 Traffic Management	Date: 07/13/11
Cc: FILE, D-10 PIO	Phone: (209) 948-7149	

M *Re: 10-0S7200/ ID# 10- 0000- 0670*

E *Attached is the Approved TMP Checklist, Lane Requirement Charts, and Table Z for the above mentioned project.*

S *Please include a copy of the TMP Checklist in the RE Book with all supporting Documentation.*

S
A *We request the following:*

- G**
- E** *a. Contractor shall work with RE/Inspector to request the necessary lane closures needed. Requests shall be made the week prior to the actual work. Inspector shall submit closure through the Lane Closure System (LCS) for our approval by Wednesday afternoon of the week prior.*

 - b. All lane closures shall be called in by either the Contractor to the Traffic Management Center (TMC) when the closure begins (10-97), ends (10-98), or is canceled (10-22). The TMC can be reached 24-7 at (209) 948-7556 or 7551.*

 - c. Use proper Traffic Control devices throughout the duration of the project as per Caltrans Standard Specifications.*

Please call if you have any questions regarding the attached information.

D-10 TRANSPORTATION MANAGEMENT PLAN CHECKLIST

District - Project No: 10 0000 0670
 Date Prepared: July 14, 2011
 Prepared By: Ovid P. Radovan
 Requested By: Jeannie Stevens

Co.-Rte.-P.M. Amador - 49-4.077.0
 Location: In the City of Jackson, from the south junction of Route 88 to Ridge Road junction 104.

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

Description:

Date Signed
 Date Signed
 Date Signed
 Date Signed

REQUIRED	RECOMMENDED	NOT APPLICABLE	BEEES Item No.	COMMENTS	ITEM COST	REQUIRED IN SPEC.
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1.0 Public Information Strategies

- 1.1 Brochures and Mallers
- 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				RE to hand-deliver to business/residences.		
X						
		X				
X				See comments below.		
X			066063	Designer to add to budget if public meeting is added.		
		X				
		X				
		X				
X				Designer to verify impacted groups.		
	X			Web page could be linked to local City pg.		
X			066063	Items 1.1 to 1.11 to be handled by CT PIO.	\$4K	
		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 items

		X				
X			128650	See comments below	\$22K	X
		X	120690			
	X		851985	As required.		
		X	860520			
		X	068064			
		X				
		X				
X				Same as Item 1.9.		
		X				

3.0 Incident Management

- 3.1 COZEOP
- 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	See comments below		
		X	066065			
X			066876	Existing to remain &/or provide new stations.		
X				RE to notify for incident & status closure.		
	X					
X				TMC will contact TMT as needed.		
	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 Closures/Connector Closure
- 4.7 Total Facility Closure
- 4.8 Project Phasing
- 4.9 Truck Traffic Restrictions
- 4.10 Reduced Lane Widths
- 4.11 Temporary K-Rail
- 4.12 Temporary Traffic Screens
- 4.13 Reduced Speed Zones
- 4.14 Traffic Control Improvements

		X				
X						
X				Per Lane Closure Charts		X
		X				
X				Per Lane Closure Charts		X
		X				
		X				
	X			As per stage construction if any.		
	X					
	X			Per drawings/data sheet if any.		
		X	129000			
		X	129150			
		X				
X				As necessary.		

Chart No. 1 Conventional Highway Lane Requirements																									
County: Amador					Route/Direction: 49/Northbound & Southbound										PM: 4.0/7.0										
Closure Limits: In the City of Jackson. From the south junction of route 88 to Ridge Road junction 104.																									
FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays	1	1	1	1	1																1	1	1	1	1
Fridays	1	1	1	1	1																				
Saturdays																									
Sundays																					1	1	1	1	1

Legend:

1 Provide at least one through traffic lane open in direction of travel

Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

- See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
- Closures of local roads will require City/County concurrence.

Note to Design:

Above window must be re-evaluated or updated if actual construction takes place later than 2012



7/14/11

Lane Closure Restriction for Designated Legal Holidays and Special Days

Thu	Fri	Sat	Sun	Mon	Tues	Wed	Thu	Fri	Sat	Sun
x	H XX	XX	XX							
	SD XX									
x	XX	H XX	XX							
		SD XX								
	x	XX	H XX	XX						
			SD XX	XXX						
	x	XX	XX	H XX	XX					
	x	XX	XX	SD XX	XXX					
				x	H XX	XXX				
				x	SD XX					
					x	H XX	XXX			
						SD XX				
						x	H XX	XX	XX	XX
							SD XX			

Legends:

	Refer to lane closure charts
x	The full width of the traveled way shall be open for use by public traffic after 6:00 am .
xx	The full width of the traveled way shall be open for use by public traffic .
xxx	The full width of the traveled way shall be open for use by public traffic until 9:00 am .
H	Designated Legal Holiday
SD	Special Day

**ATTACHMENT H
SCOPING TEAM FIELD REVIEW
ATTENDANCE ROSTER**

6-29-11

10-057200

Field Review

1. LONG HuyNH D-10 Maintenance
2. Jeannie Stevens Design
3. Ron Jones HQ Pavement