10 – SJ – 99- 22.9/38.8
20.10.201.121
10-0W190K (1000020456)
08/2011

CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

To

Request Programming in the 2012 SHOPP And Provide Project Approval

On Route 99

From Hammer Lane

To Sacramento County Line

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

for Spiros Karimbakas
DISTRICT DIVISION CHIEF – RIGHT OF WAY

APPROVAL RECOMMENDED:

Scott Guidi
PROJECT MANAGER

APPROVED:

Carrie L. Bowen
DISTRICT DIRECTOR

9/7/11
DATE

10 – SJ – 99- 22.9/38.8
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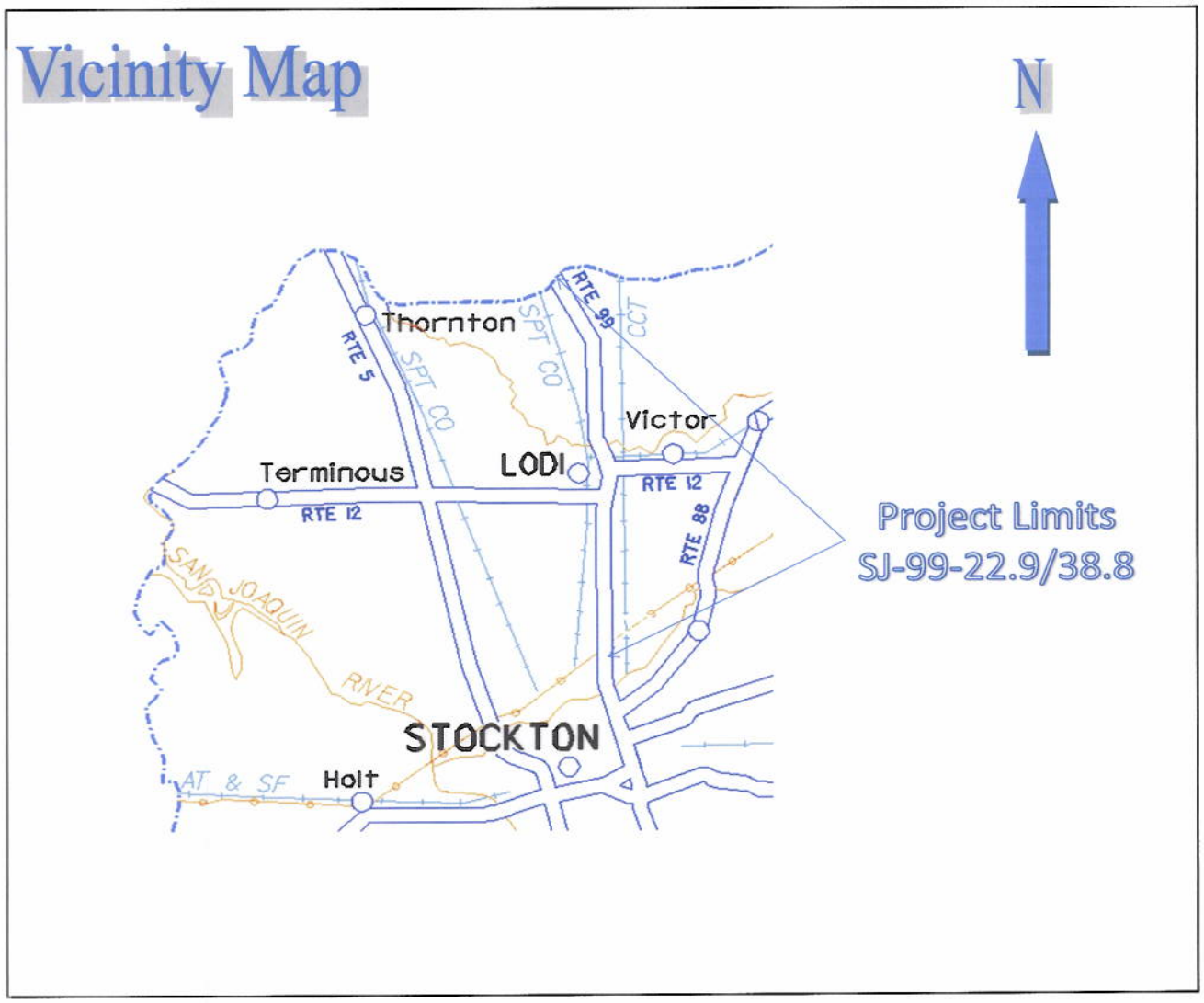

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This Capital Preventive Maintenance Project Report has been prepared under the direction of the following Registered Engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations,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

Gurwinder Sekhon

Gurwinder S Sekhon
REGISTERED CIVIL ENGINEER

8/24/2011
DATE

REGISTERED PROFESSIONAL ENGINEER
GURWINDER SINGH SEKHON
C73250
EXP. 12/31/12
CIVIL
STATE OF CALIFORNIA

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1. INTRODUCTION AND BACKGROUND

Project Description:

The project is a Capital Preventive Maintenance (CAPM) to preserve, and extend the pavement service life within the project limits. The project was initiated by a Conceptual Report, which is included as attachment D. The project is located on SR 99, in San Joaquin County, in and near Lodi from Hammer lane (PM 22.9) to Sacramento County Line (PM 38.8).The scope of the work includes digging out to repair localized areas of severe failure, sealing cracks wider than 0.02 foot, raising metal beam guardrail/upgrading terminal sections as needed, upgrading and constructing new ADA ramps, replacing AC dike, adding shoulder backing, cold panning of slurry seal (PM 30.7 to PM 38.8) and open graded AC (NB from PM 23.0 to PM 25.7), and overlaying the pavement surface with a 0.2 foot thick layer of rubberized hot mix asphalt concrete gap graded. The work also involves replacing bridge approach slabs, and cold plane of AC pavement where required to match with existing.

No work is proposed on northbound SR 99 from PM 29.0 to 30.7 and from 32.0 to 32.6. Projects 10-0S860 and 10-0V870 are already programmed for the stated segments.

The majority of the work will be performed within the roadbed itself except metal beam guard rail, and all work will be done within current State right-of-way on pre-existing features.

It is anticipated that the project will be programmed in the 2012 SHOPP Program with funding from the 201.121 Pavement Preservation Program. The current total cost estimate for construction is $29,383,000, and for right of way is $76,500.

See the Cost estimate (attachment E) for specific work items included in this project.

Project Limits [Co., Rte., PM]	10-SJ-99-22.9/38.8
Capital Costs (Escalated):	$32,108,000
Type of Facility **(conventional, expressway, freeway):**	Freeway
Environmental Determination/Document and date approved:	CE

2. RECOMMENDATION

It is recommended that this Project Report be approved using the Preferred Alternative for inclusion in the 2012 SHOPP Program, and that the project proceeds to the Plans, Specification and Estimate phase.

3. PURPOSE AND NEED STATEMENT

Need:

To repair distressed pavement

Purpose:

To provide smoother ride surface, and extend pavement service life.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

4A. Roadway Geometric and Structure Information

Facility	Through Traffic Lanes			Paved Shoulder Width		Median	Bicycle / Ped Path Separated from the Roadbed	Bridge Approach Slab Work	Vertical Clearance	
Location (Post Miles)	No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite))	Left	Right	Width	Work Required?	# Slabs	Exist	3R Std. (Index 309.2(1)(b))
22.9- 28.6	6	12	F	8	8	21& Var	No	N/A	N/A	N/A
28.6 – 38.8	4	12	F	8	8	46 & Var	No	N/A	N/A	N/A
Hammer Lane OC 29-96 (PM22.92)	6	12	F	8	8	21& Var	No	N/A	17.6	16
Morada Lane OC 29-97 (PM24.03)	6	12	F	8	8	21& Var	No	N/A	16	16

Facility	Through Traffic Lanes			Paved Shoulder Width		Median	Bicycle / Ped Path Separated from the Roadbed	Bridge Approach Slab Work	Vertical Clearance	
Location (Post Miles)	No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite))	Left	Right	Width	Work Required?	# Slabs	Exist	3R Std. (Index 309.2(1)(b))
Moshier Creek 29 06 (PM 24.41)	6	12	F	-	-	21& Var	No	No	N/A	N/A
Eight Mile Rd OC 29-100 (PM 25.42)	6	12	F	8	8	21& Var	No	N/A	17.9	16
Bear Creek 29 04 (PM 25.64)	6	12	F	8	8	21& Var	No	No	N/A	N/A
Wine Draw Slough (PM 26.47)	6	12	F	8	8	21& Var	No	No	N/A	N/A
Live Oak Canal 29 3 (PM 26.86)	6	12	F	7	8	21& Var	No	No	N/A	N/A
Armstrong Rd OC 29-104 (PM 27.50)	6	12	F	8	8	21& Var	No	N/A	15.6	16
Harney Ln OC 29-105 (PM 28.48)	6	12	F	7	8	21& Var	No	N/A	15.4	16
South Lodi OC 29-139 (PM 29.0)	4	12	F	6	8	38 & Var	No	N/A	16.0	16
JCT 12, W. BR-29-140 ST 99/12	4	12.5	F	6	-	38 & Var	No	N/A	15.2	16
East Lodi UP 29 148 (PM 30.5)	4	12	F	6	8	38 & Var	No	N/A	15.9	16
Lodi Ave OC 29-159 (PM 30.52)	4	12	F	6	8	38 & Var	No	N/A	15.2	16
East Pine St OC 29-149 (PM 30.73)	4	12	F	5	8	38 & Var	No	N/A	14.6	16

Facility	Through Traffic Lanes			Paved Shoulder Width		Median	Bicycle / Ped Path Separated from the Roadbed	Bridge Approach Slab Work	Vertical Clearance	
Location (Post Miles)	No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite))	Left	Right	Width	Work Required?	# Slabs	Exist	3R Std. (Index 309.2(1)(b))
JCT 12 E. 12/99 Sep 29-150 (PM 30.97)	4	12	F	5	8	38 & Var	No	N/A	15.0	16
Lodi UP 29-151 (PM 30.99)	4	12	F	5	8	38 & Var	No	N/A	15.4	16
E. Lockford St OC 29-152 (PM 31.03)	4	12	F	5	8	38 & Var	No	N/A	15.0	16
North Lodi OC 29-160 (PM 31.35)	4	12	F	5	8	38 & Var	No	N/A	15.9	16
Turner Rd OC 29-144 (PM 31.58)	2,3	12	F	5	8,10	38 & Var	No	N/A	15.8	16
Mokelumne Riv BB 29-02 (PM 31.72)	2,3	12	F	5	8,9	38 & Var	No	Yes	14.0L 13.9R	16
END Bridge 29-02 (PM 31.88)	2	12	F	5	8	38 & Var	No	No	N/A	N/A
Woodbridge Rd OC 29-145 (PM 32.57)	2	12	F	5	8	38 & Var	No	N/A	15.3	16
Acampo Rd OC 29-146 (PM 33.57)	2	12	F	5	8	38 & Var	No	N/A	14.9	16
Peltier Rd OC 29-147 (PM 34.57)	2	12	F	5	8	38 & Var	No	N/A	15.3	16
Jahant Rd OC 29-134 (PM 35.60)	2	12	F	5	8	40& Var	No	N/A	15.6	16
Collier RD OC 29-137 (PM 36.67)	2	12	F	5	8	38 & Var	No	N/A	15.1	16
Liberty Rd OC 29-138 (PM 37.83)	2	12	F	5	8	38 & Var	No	N/A	15.4	16

Facility	Through Traffic Lanes			Paved Shoulder Width		Median	Bicycle / Ped Path Separated from the Roadbed	Bridge Approach Slab Work	Vertical Clearance	
Location (Post Miles)	No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite))	Left	Right	Width	Location (Post Miles)	No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite))
S. Channel Dry Creek 29 77	2	12	F	12,5	10,8	38 & Var	No	No	N/A	N/A
N. Channel Dry Creek 24-30	2	12	F	12,5	10,8	38 & Var	No	No	N/A	N/A

N/A – NOT APPLICABLE

4B. Condition of Existing Facility (Repeat info for each homogeneous segment):

(1) PM 22.9 To PM 25.0

PMS Category (1-29) 9 Priority Classification (.1-.4) 0.3

International Ride Index: 80

Rigid Pavement:

3rd Stage Cracking % N/A

Faulting% N/A

Joint Spalls N/A

Pumping N/A

Corner Breaks % N/A

Flexible Pavement:

Alligator B Cracking % 0

Patching % 0

Rutting No

Bleeding No

Raveling No

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

(2) PM 25.0 To PM 25.644

PMS Category (1-29) 9 Priority Classification (.1-.4) 0.3

International Ride Index: 105

Rigid Pavement:		Flexible Pavement:	
3rd Stage Cracking %	N/A	Alligator B Cracking %	50
Faulting%	N/A	Patching %	0
Joint Spalls	N/A	Rutting	No
Pumping	N/A	Bleeding	No
Corner Breaks %	N/A	Raveling	No

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

(3) PM 25.644 To PM 30.00

PMS Category (1-29) 9 Priority Classification (.1-.4) 0.3

International Ride Index: 105

Rigid Pavement:		Flexible Pavement:	
3rd Stage Cracking %	N/A	Alligator B Cracking %	0
Faulting%	N/A	Patching %	0
Joint Spalls	N/A	Rutting	No
Pumping	N/A	Bleeding	No
Corner Breaks %	N/A	Raveling	No

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

(4) PM 30.0 To PM 38.8

PMS Category (1-29) 9 Priority Classification (.1-.4) 0.3

International Ride Index: 85

Rigid Pavement:

3rd Stage Cracking % N/A

Faulting% N/A

Joint Spalls N/A

Pumping N/A

Corner Breaks % N/A

Flexible Pavement:

Alligator B Cracking % 30

Patching % 0

Rutting No

Bleeding No

Raveling No

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

N/A – Not Applicable

Note: the data is reported from latest PMS-Pavement Condition Inventory Survey Data.

4C. Pedestrian Facility Data

Facility Type and Location(s)	Meets ADA Standards ?	If Facility does not meet ADA Standards, what feature(s) is not ADA compliant?	Status of Each Noncompliant Location
SB off Ramp at Harney Lane/Frontage Rd,	NO	Missing ADA Curb Ramp	Will be corrected as part of this project
NB off ramp at Turner Rd/Frontage Rd	No	Missing Detectable Warning Surface, nonstandard slope	Will not be corrected as part of this project because D10 Traffic Safety Branch is proposing another project to install sidewalks and upgrade ADA ramps on Turner Rd on/off ramps (EA-10-0W740)

4D. Vehicle Traffic Data

Traffic Volumes

Construction Year ADT: 70,700

DHV 7,100 % Trucks 11

Latest 3 year Accident Data:

The following table shows latest 3-year (04/01/2007 to 03/31/2010) Accident Rates in accidents per million vehicle miles:

ACCIDENTS PER MILLION VEHICLE MILES

SR 99 PM 22.9 to PM 38.8		Fatal	F+I	Total
	Average	0.01	0.22	0.63
	Actual	0.007	0.17	0.48

The reported type of collisions are as follow:

Primary Collision Factor	Type of Collision							
	Head On	Sideswipe	Rear End	Broadside	Hit Object	Over Turn	Auto/Peds.	Other
Influence of Alcohol	0	9	12	0	41	2	0	0
Following too Close	0	0	6	0	2	0	0	0
Failure To Yield	0	0	0	0	0	0	0	0
Improper Turn	1	22	4	8	109	12	0	2
Speeding	3	9	91	10	33	10	0	1
Other Violation	0	57	8	2	28	4	3	2
Improper Driving	0	0	0	0	0	0	0	0
Other Than Driver	0	1	1	0	20	1	0	1
Unknown	0	1	3	0	0	0	0	0
Fell Asleep	0	0	0	0	0	0	0	0
Total	4	99	125	20	233	29	3	6

At the Project location 519 collisions (8-fatal and 182 injury) were reported for the 3-year period. The rate of collisions is below the state average. Listed 88

collisions were related to wet conditions. The wet accidents are concentrated from PM 31.88 to PM 34.57 southbound with 23 accidents.

Safety Review Date: 08/18/2011

Remarks: As per safety review the height of median barrier shall meet minimum required standards after overlay.

5. CORRIDOR AND SYSTEM COORDINATION

State Route 99 (SR-99) is the principal south/north highway traversing the major cities with California's Central Valley. SR-99 begins at the intersection of SR-99 with Interstate 5 (I-5), south of Bakersfield in Kern County, and continues north through the Central Valley to the intersection of SR-36 near Red Bluff in Tehama County. In additions to serving interregional, commuter, and local traffic, SR-99 provides primary access for the movement of people, goods, and services through the Central Valley, and is considered a major lifeline transportation route for industrial, commercial, and agricultural products of the communities in the Central Valley of California. SR-99 is also a major connector for all east/west routes throughout the Central Valley, providing linkages between the San Francisco Bay area, the Central Valley, Foothill communities, and the Sierra Nevada Mountains.

SR-99 is functionally classified as a Principal Arterial for its entire extent. For the project location, SR-99 is on the F&E, the NHS, excluding the Strategic Highway Network (STRAHNET. SR-99 is part of the National Network for STAA Trucks. SR-99 is included in the Interregional Road System (IRRS) and is identified as a High Emphasis and Focus Route. Between Bakersfield and Sacramento, SR-99 is identified as an Intermodal Corridor of Economic Significance (ICES) as mandated by the Assembly Bill 182, (Statutes of 1993). SR-99 is not on the Scenic Highway System, nor is it bicycle accessible.

The Transportation Concept Report (TCR,) for SR-99 (November 2002, amended with this memorandum) identifies the following concept Level of Service (LOS), the concept facility for the 20 year planning horizon from 2005, and the Ultimate Transportation Corridor (UTC) which determines the facility needed beyond the 20 year planning horizon to assist in preservation of adequate right of way to accommodate future widening:

- Concept LOS 'D' for urban, 'C' for rural.
- Concept facility, 8-lane Freeway (urban PM 22.9/34.0)**, 6-lane Freeway (rural PM 34.0/38.8
- UTC facility, same as concept facility

(**HOV lanes should be considered in all urban areas during freeway widening to eight lanes or greater. Available right of way may likely make this infeasible)

Programmed Projects within Project Area (District 10 Status of Projects, March 2011)

EA/ Project No.	Project Name	Route	Post Miles
0W430/	Install Ramp Metering	99	19.2/23.0
0C880/	Upgrade landscape planting and irrigation	99	20.1/34.7
0L140/	Reconstruct Morada Interchange	99	23.5/24.5
0S770	Harney Lane Intersection Modification (oversight)	99	R28.4/R28.5
0V870	PCC Grinding and Overlay	99	29.0/30.7
0S860/	Improve Cross Slope and Roadway Traction on NB 99	99	32.0/32.6

Planned Projects within Project Area (District 10 Status of Projects and STAN COG 2011 Regional Transportation Plan)

EA or Project No./RTP ID	Project Name	Route	Post Miles	Anticipated Construction Date
NA /SJ07-1037	Widen to Six Lanes Peltier Rd to County Line	99	34.6/38.8	NA
NA /SJ07-1038	Widen to Six Lanes Harney to Peltier	99	28.5/34.6	NA
NA /SJ11-2016	Improve SR-12E (Victor Road) I/C	99/12	30.8/31.1	NA

As a part of this project, no work will be done within the limits of the 0S860 and 0V870 projects.

6. ALTERNATIVES

An overlay estimate incorporating preliminary recommendations from functional units is included as Attachment E. The overlay strategies and conclusions from the field review consist of the following:

6A. CAPM Strategy:

- Locate areas of severe failure identified by rutting greater than .05 ft, loose or spalling pavement, and pumping cracks.
- Mill slurry seal from PM 30.7 to PM 38.8 NB/SB (confirm by taking field cores in PS&E phase).
- Cold plane Open Graded AC from PM 23.0 to PM 25.7 NB.
- Cold plane at all Over Crossing's to maintain minimum vertical clearance.
- Dig out and repair these localized areas and seal cracks wider than 0.02 ft.
- Overlay with Rubberized Hot Mix Asphalt Gap Graded (RHMA-G).

This approach is used for estimating purposes, and identified as the preferred alternative. In accordance with CAPM guidelines a deflection study is not required.

Life Cycle Cost Analysis:

Not performed

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

Date of Traffic Operational Review Report: None

This project will not require any design exceptions.

6B. Environmental Compliance:

Categorical Exemption/Exclusion (See attachment H)

This project is categorically exempt under Class 1 of the State CEQA guidelines.

Date Approved: July 28, 2011

Categorical Exclusion (NEPA)

Programmatic Categorical Exclusion is approved on July 28, 2011.

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

Not required.

Dust generated from pavement grinding may contain hazardous waste. Project Specifications will contain provisions that will ensure worker protection and proper material handling.

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

None anticipated

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

Commercial Sites are available for HMA and shoulder backing. No material disposal sites are required. Asphalt grindings from digouts may be reused as shoulder backing material within the project limits.

The Contractor is responsible for obtaining materials and/or disposal sites. Pavement grindings and unsalvaged guardrail will require proper disposal in accordance with Caltrans Standard Specifications and Special Provisions.

6F. Roadside Design and Management:

Ramp Closure anticipated.
Lane Closure required.

6G. Right of way Issues (include utility issues):

None anticipated. All work will be done within existing Right of Way.

6H. Railroad Involvement:

Railroad OC exists within the project limits. Railroad Authority will be informed.

6I. Recycled Materials:

Asphalt concrete grindings will be used as shoulder backing material within the project limits.

6J. Local and Regional Input:

Not anticipated

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

If no work is done, pavement will continue to deteriorate resulting reduction in ride quality, and may require more costly rehabilitation in the future.

6L. Storm Water Compliance

A short form Storm Water Data Report (SWDR) has been prepared and approved for this project (See Attachment F). Minimal soil disturbance (approx 0.05 acre) is anticipated. A National Pollutant Discharge Elimination System (NPDES) permit will not be required.

7. TRANSPORTATION MANAGEMENT

Preliminary traffic impacts and mitigation for this project have been outlined in the Transportation Management Plan (TMP) Data Sheet dated July 26, 2011 (see Attachment G). Costs associated with the traffic impact mitigation measures listed in the data sheet have been included in the cost estimate. A TMP has been prepared indicating how construction can be accomplished using conventional traffic controls to minimize traffic delays and inconvenience caused by construction activities.

7A. Vehicle Detection Systems

The following ITS elements exist within the project limits

TYPE	CO	RTE	PRE	PM	DESCRIPTION	DIR	May Need Modification
CCTV	SJ	99		022.500	S/O Hammer Lane	S	
CMS	SJ	99		022.500	S/O Hammer Ln	S	
TMS	SJ	99		022.599	NB 99 S/O Hammer Lane On Ramp	N	
TMS	SJ	99		022.842	NB 99 S/O Hammer Lane Off Ramp	N	
RWIS	SJ	99		022.842	Hammer Lane		
SIGNAL	SJ	99		022.910	SR 99 SB @ Hammer Lane		
SIGNAL	SJ	99		022.930	SR 99 NB @ Hammer Lane		

TYPE	CO	RTE	PRE	PM	DESCRIPTION	DIR	May Need Modification
TMS	SJ	99		024.010	NB 99 Morada Lane	N	
TMS	SJ	99		024.010	SB 99 Morada Lane	S	
SIGNAL	SJ	99		024.100	SR 99 SB @ Morada Lane		
CCTV	SJ	99		024.400	Morada S/O Eight Mile Rd	N	
CMS	SJ	99		024.400	Morada S/O Eight Mile Rd	N	
TMS	SJ	99		024.996	NB 99 S/O Eight Mile Rd	N	Yes
TMS	SJ	99		025.000	NB 99 N/O Morada OC	N	
TMS	SJ	99		025.174	NB 99 S/O Eight Mile Rd	N	Yes
TMS	SJ	99		026.276	SB 99 S/O Armstrong Rd OC	S	
RWIS	SJ	99		026.276	S/O Armstrong Rd		
TMS	SJ	99		026.541	SB 99 S/O Armstrong Rd OC	S	
TMS	SJ	99		026.761	SB 99 S/O Armstrong Rd OC	S	
TMS	SJ	99		027.049	SB 99 S/O Armstrong Rd OC	S	
CCTV	SJ	99		027.500	S/O Armstrong Rd	S	
CMS	SJ	99		027.500	S/O Armstrong Rd	S	
TMS	SJ	99		029.100	NB 99 South Lodi OC	N	
TMS	SJ	99		029.100	SB 99 South Lodi OC	S	Yes
SIGNAL	SJ	99		029.351	SR 099 SB @ Kettleman Ln		
SIGNAL	SJ	99		029.683	SR 099 NB @ Kettleman Ln		
TMS	SJ	99		032.500	NB 99 Turner Rd	N	
TMS	SJ	99		032.500	SB 99 Turner Rd	S	Yes
CCTV = Closed Circuit Television							
CMS = Changeable Message Sign							
RWIS = Roadside Weather Information System							
TMS = Traffic Monitoring Station							

The cost for Traffic Monitoring System Modification has been included in the project cost estimate.

8. FUNDING/SCHEDULING

8A. Cost Estimate

Pavement Work	Lane-miles	Cost
Total Lane-Miles of CAPM Work	73 miles	
Digouts (HMA TYPE A)[1]	~20% of Pavement Work	$3,180,000
RHMA(G) Overlay of AC pavement (recycle not included)	131,000 Ton	$14,410,000
Imported Material (Shld. Backing)	15,500 Ton	$310,000
Cold Plane AC	700000 Sqyd	$1,400,000
Asphaltic Binder	200 Ton	$75,000
Remove AC Dike	Yes	$48,000
HMA Dike	Yes	$95,000
	Subtotal	**$19,518,000**

Non-pavement Work	Does the Project Include? (Yes/No)	Cost
Replace Bridge Approach Slab	Yes	$352,000
Electrical	Yes	$25,000
Drainage	Yes	$250,000
Remove Metal Beam Guard Railing	Yes	$100,000
Metal Beam Guard Railing (Inc. Transition Railing)	Yes	$748,000
Railroad Agreements (List work required.)[4]	No	$0.0
Traffif Control, Maint. Traffic (PIO,CAS etc)	Yes	$260,000
Correct Superelevation/ Cross Sclope	No	$0.00

Traffic Stripes and Pavement Markings	Yes	$252,000
Barrier Rail	No	$0.0
Terminal End Sections	Yes	$175,000
Stormwater	Yes	$348,000
PCMS	Yes	$92,000
Rumble Strip	Yes	$132,000
COZEEP	Yes	$351,000

COSTS	**SUBTOTAL**	$3,085,000
	SUM OF SUBTOTALS	$22,603,000
	15% Contingency	$3,390,000
	05% TRO	$1,130,000
	10% Mobilization	$2,260,000
TOTAL	**PROJECT COST**	**$29,383,000**
	RIGHT OF WAY COST	**$76,500**
	TOTAL COST	**$29,459,500**

Notes: *1. Cost to remove and replace localized failed areas, assumed 20% of the pavement work.*

The July 2011 cost estimate is $29,383,000 for construction, and $76,500 for right of way capital cost. The escalated construction capital cost, at 3.0%, for fiscal year 14/15 is $32,108,000.

8B. Project Support:

Project Cost Component	Fiscal Year 12/13	Total
PA&ED	$1	$1
PS&E	$1,285	$1,285
R/W Support	$12	$12
Construction Support	$4,246	$4,246
Total	$5,544	**$5,544**

All Costs X $1,000. Support categories are those identified by SB 45. Support cost escalated at 3.1%.

8C. Project Schedule:

Milestones	Delivery Date (Month, Day, Year)
CAPM PR (PA&ED)(M200)	09/01/2011
PS&E To DOE (M377)	10/15/2013
Project PS&E(M380)	02/20/2014
Right of Way Certification (M410)	07/01/2014
Ready to List (M460)	07/15/2014
Approve Contract (M500)	01/22/2015
CCA (M600)	08/31/2016
End Contract (M800)	09/29/2017

9. SCOPING TEAM FIELD REVIEW ATTENDANCE ROSTER:

Attachment J Date 07/28/2011

10. PROJECT REVIEWED BY:

District Maintenance	Long Huynh	Date 8/19/11
District Safety	Mark Orr	Date 8/18/11
District Materials	Dave Dhillon	Date 08/19/11
HQ Design Coordinator/Reviewer	Antonette Clark	Date 08/22/11
HQ 121 Program Advisor	Ron Jones	Date 7/28/11
FHWA (as appropriate)		Date
Others	Environmental, Construction	Date 8/19/11

11. ATTACHMENTS

A. Location Map
B. Typical X-section Sheets
C. Pavement Condition Survey Data
D. Conceptual Report
E. Six page Estimate
F. Storm Water Data Report
G. TMP Data Sheet
H. Environmental Document
I. Right of Way Data Sheet
J. Scoping Team Field Review Attendance Roster

INDEX OF PLANS

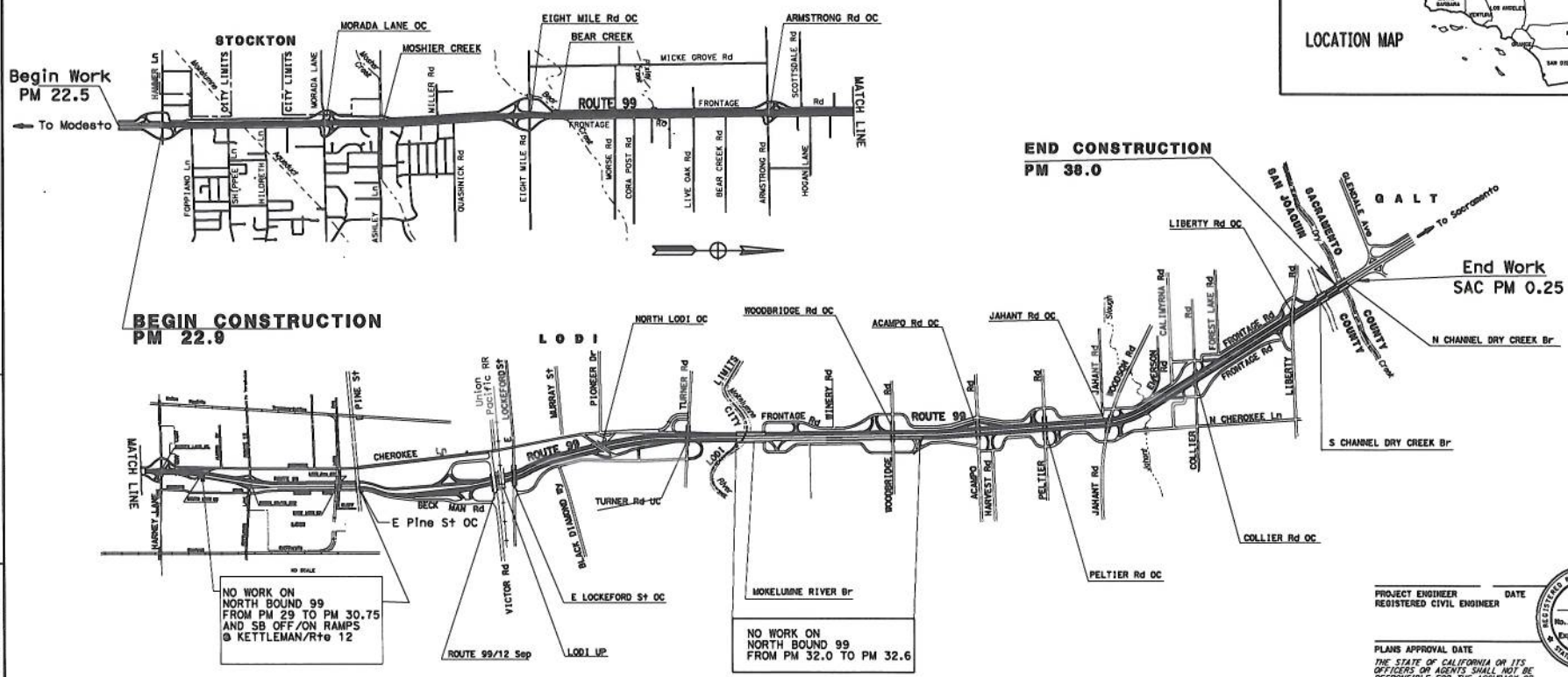
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN SAN JOAQUIN COUNTY
IN AND NEAR LODI FROM HAMMER LANE
TO
SACRAMENTO COUNTY LINE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	SJ	99	22.9/38.8		



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

NO SCALE

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

CONTRACT No.	10-0W1904
PROJECT ID	1000020456

PROJECT MANAGER: SCOTT GUIDI
DESIGN ENGINEER: CAROLINE REYES

LAST REVISION 00-00-00 DATE PLOTTED => 07-SEP-2011 TIME PLOTTED => 13:51

BORDER LAST REVISED 7/2/2010 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s132625 DGN FILE => 1000020456db01.dgn | UNIT 1453 | PROJECT NUMBER & PHASE 1000020456K

ATTACHMENT A

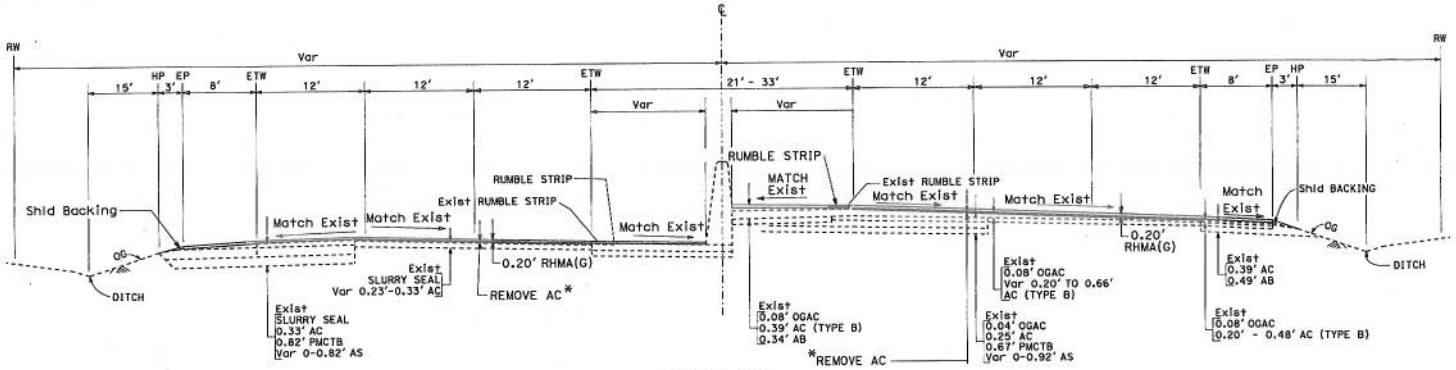
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	SJ	99	22.9/38.8		

REGISTERED CIVIL ENGINEER DATE

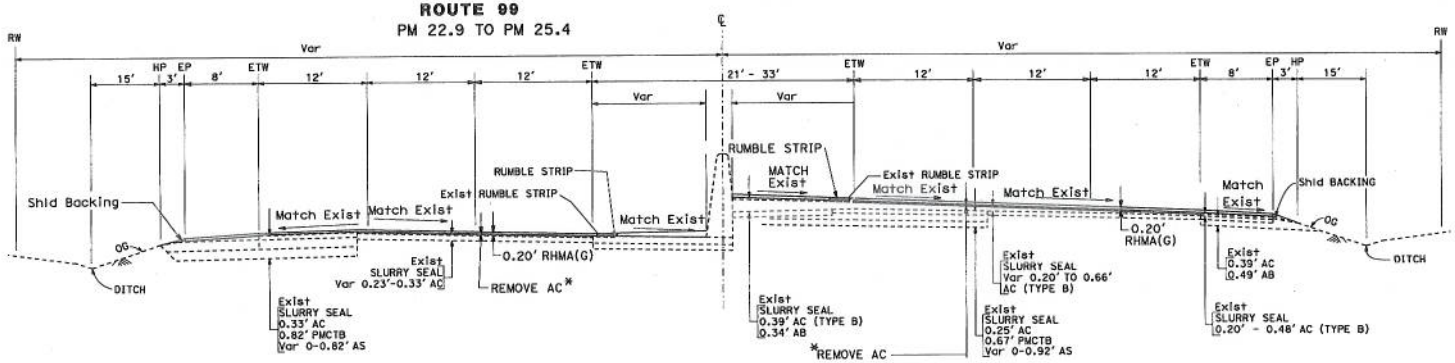
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

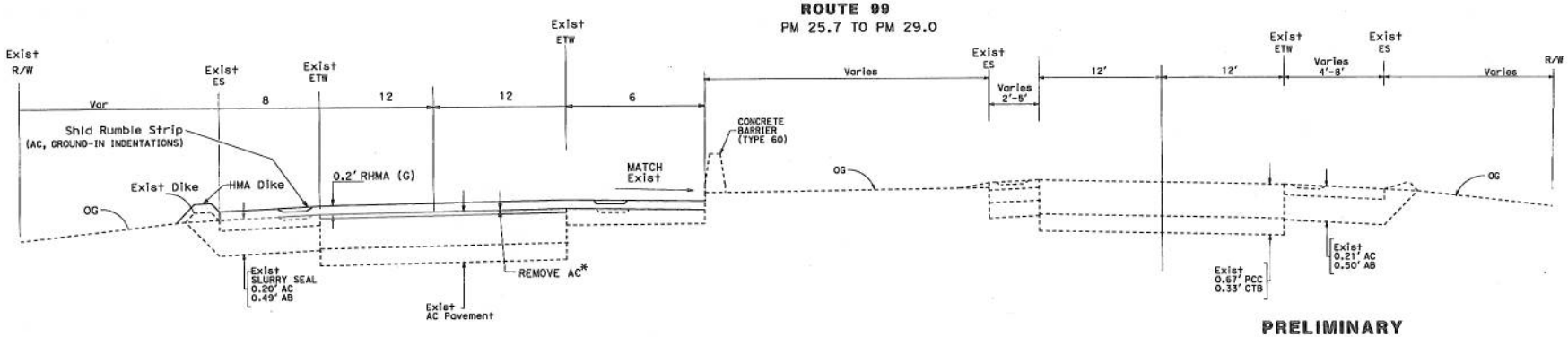
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ROUTE 99
PM 22.9 TO PM 25.4



ROUTE 99
PM 25.7 TO PM 29.0



*SEE QUANTITIES SHEETS FOR AC DEPTHS.

PM 29.0/30.75
ROUTE 99

PRELIMINARY
TYPICAL CROSS SECTIONS
X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: CAROLINE REYES
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

LEGEND: DATE PLOTTED => 25-AUG-2011
00-00-00 TIME PLOTTED => 13:52

BORDER LAST REVISED 7/2/2010 | USERNAME => s132625 DGN FILE => 1000020456co01.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1453 | PROJECT NUMBER & PHASE 1000020456K

ATTACHMENT B1

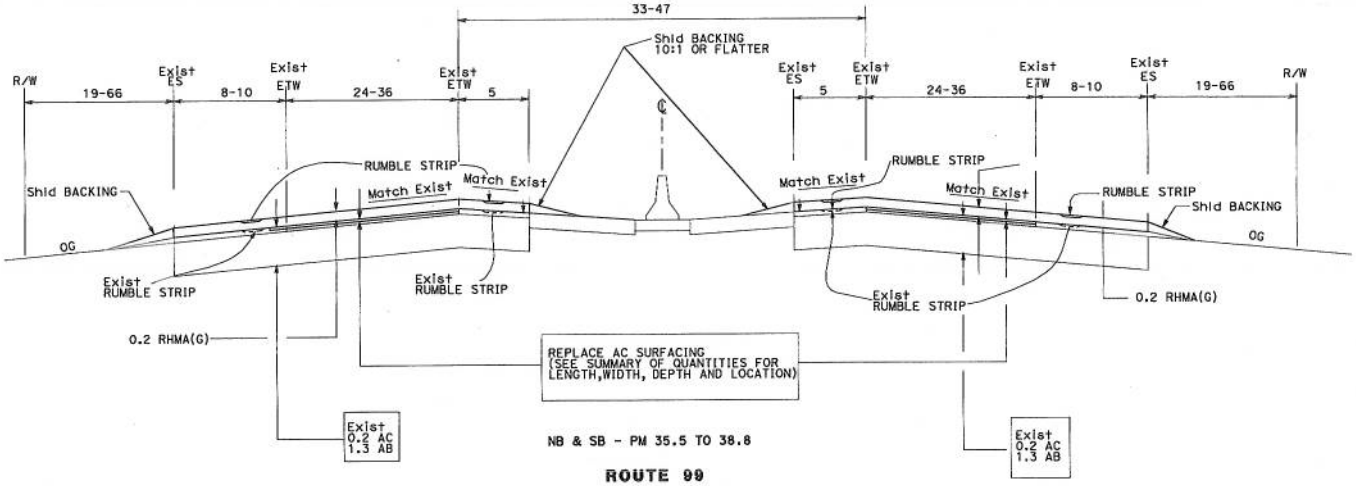
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	SJ	99	22.9/38.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

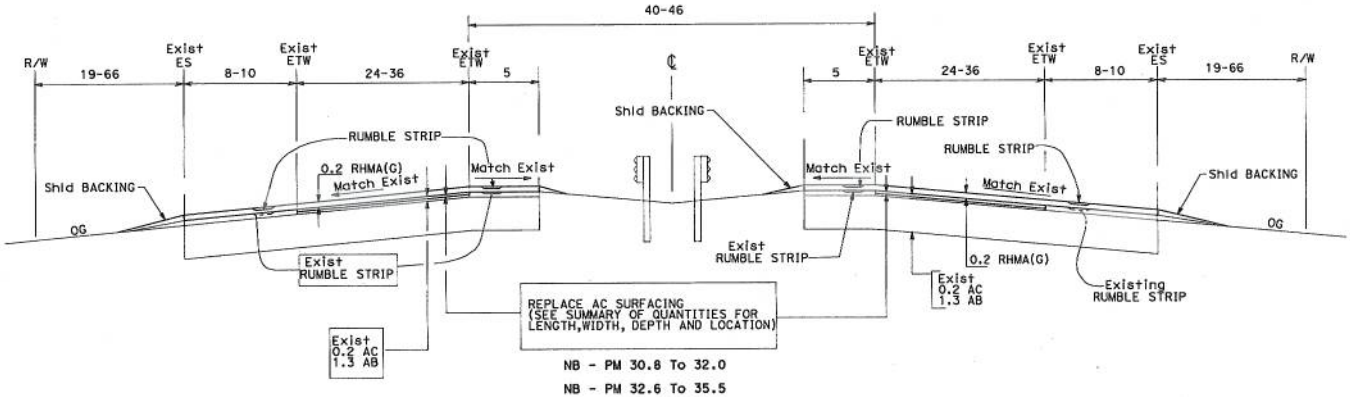
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



NB & SB - PM 35.5 TO 38.8

ROUTE 99



NB - PM 30.8 To 32.0

NB - PM 32.6 To 35.5

SB - PM 30.8 To 35.5

ROUTE 99

PRELIMINARY

TYPICAL CROSS SECTIONS

X-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR: CAROLINE REYES

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 24-AUG-2011

TIME PLOTTED => 15:46

BORDER LAST REVISED 7/2/2010

USERNAME => s132625

DGN FILE => 1000020456ca02.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1453

PROJECT NUMBER & PHASE 1000020456K

ATTACHMENT B2

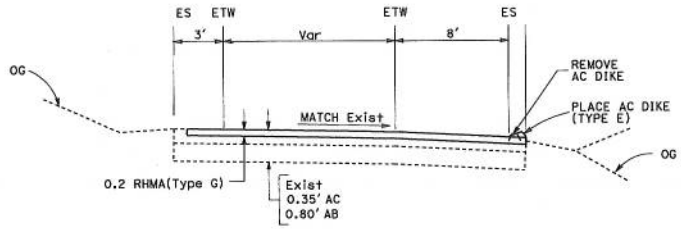
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	SJ	99	22.9/38.8		

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 SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



ROUTE 99 ON/OFF RAMPS

ROUTE 99 ON/OFF RAMPS

LOCATION/DESCRIPTION	Approx. PM
NB/SB OFF RAMPS @ HAMMER Ln	22.92
NB ON RAMPS @ HAMMER Ln	23.01
NB/SB ON/OFF RAMPS @ MORADA Ln	24.14
NB/SB ON/OFF RAMPS @ EIGHT MILE Rd	25.39
NB/SB ON/OFF RAMPS @ ARMSTRONG Rd	27.6
SB ON/OFF RAMPS @ HARNEY Ln	28.4
NB ON/OFF RAMPS @ HARNEY Ln	28.5
NB OFF RAMP @ S LODI OC	28.8
SB ON RAMP @ CHEROKEE Ln	28.8
NB/SB ON/OFF RAMPS @ VICTOR/12 E	30.9
NB OFF RAMP @ TURNER Rd	31.2
SB ON RAMP @ TURNER Rd	31.3
NB ON RAMP @ TURNER/CHEROKEE Rd	31.5
SB OFF RAMP @ TURNER Rd	31.6
NB/SB ON/OFF RAMPS @ MOKE RIVER UC	32
NB/SB ON/OFF RAMPS @ WOODBRIDGE	32.6
NB/SB ON/OFF RAMPS @ ACAMPO Rd	33.7
NB/SB ON/OFF RAMPS @ PELTIER Rd	34.6
NB/SB ON/OFF RAMPS @ JAHANT Rd	35.7
NB/SB ON/OFF RAMPS @ COLLIER Rd	36.8
NB/SB ON/OFF RAMPS @ LIBERTY Rd	37.7

NB - PM 30.8 To 35.5
SB - PM 30.8 To 35.5

ROUTE 99

PRELIMINARY
TYPICAL CROSS SECTIONS
X-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: CAROLINE REYES
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION 00-00-00
DATE PLOTTED => 24-AUG-2011
TIME PLOTTED => 15:46

BORDER LAST REVISED 7/2/2010
USERNAME => s132625
DGN FILE => 1000020456co03.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 1453
PROJECT NUMBER & PHASE 1000020456K

ATTACHMENT B3

Printed 01/24/2

Caltrans Maintenance Program
2008 Pavement Summary
Caltrans Drive Order
District 10, SJ, Rte 099, PM 22.9 - 38.8, Flex Pvmt

District	7
County	SJ
Route	099
Begin PM	22.000

District 10 County SJ Route 099

Priority	County	Route	Begin PM	-	End PM	Length	Pave Type	Dir.	Trig. Dir.	Trig. Ln Mi	AADT (,000)	MSL	Maximum Observed Values: Allig. A	Allig. B	Patching	Bleeding	Rutting	1st St. Crk.	3rd St. Crk.	Corner Crk.	Faulting	Int'l Rough. Index	Defect
98	SJ	099	22.000	-	23.000	1.000	F	R		0.000	98	1										73	GOOD CONDITION
98	SJ	099	22.000	-	23.000	1.000	F	L		0.000	98	1										67	GOOD CONDITION
98	SJ	099	23.000	-	24.000	1.000	F	R		0.000	81	1										123	GOOD CONDITION
98	SJ	099	23.000	-	24.000	1.000	F	L		0.000	81	1										82	GOOD CONDITION
33	SJ	099	24.000	-	24.414	0.414	F	R	R	0.414	81	1										137	MISC. UNSEALED CRACKS
98	SJ	099	24.000	-	24.414	0.414	F	L		0.000	81	1										92	GOOD CONDITION
33	SJ	099	24.430	-	25.000	0.570	F	R	R	0.570	77	1										113	MISC. UNSEALED CRACKS
98	SJ	099	24.430	-	25.000	0.570	F	L		0.000	77	1										97	GOOD CONDITION
7	**SJ**	**099**	**25.000**	**-**	**25.644**	**0.644**	**F**	**R**	**R**	**0.644**	**77**	**1**		**50**								**119**	**HIGH ABC**
98	SJ	099	25.000	-	25.644	0.644	F	L		0.000	77	1										91	GOOD CONDITION
7	**SJ**	**099**	**25.675**	**-**	**26.000**	**0.325**	**F**	**R**	**R**	**0.325**	**76**	**1**		**50**								**99**	**HIGH ABC**
98	SJ	099	25.675	-	26.000	0.325	F	L		0.000	76	1										91	GOOD CONDITION
98	SJ	099	26.000	-	26.857	0.857	F	R		0.000	76	1										117	GOOD CONDITION
98	SJ	099	26.000	-	26.857	0.857	F	L		0.000	76	1										93	GOOD CONDITION
98	SJ	099	26.869	-	27.000	0.131	F	R		0.000	76	1										105	GOOD CONDITION
98	SJ	099	26.869	-	27.000	0.131	F	L		0.000	76	1										92	GOOD CONDITION
98	SJ	099	27.000	-	28.000	1.000	F	R		0.000	76	1										118	GOOD CONDITION
33	SJ	099	27.000	-	28.000	1.000	F	L	L	2.000	76	1										86	MISC. UNSEALED CRACKS
98	SJ	099	28.000	-	29.000	1.000	F	R		0.000	76	1										135	GOOD CONDITION
98	SJ	099	28.000	-	29.000	1.000	F	L		0.000	76	1										78	GOOD CONDITION
99	SJ	099	29.000	-	29.004	0.004	F	R		0.000	75	1										N/A	NO DISTRESS OBSERVED
32	SJ	099	29.000	-	29.004	0.004	F	L	L	0.004	75	1	50									N/A	ALL. A, NO ALL. B
32	SJ	099	29.004	-	29.499	0.495	F	L	L	0.495	68	1	50									89	ALL. A, NO ALL. B
32	SJ	099	29.513	-	30.000	0.487	F	L	L	0.487	68	1	50									76	ALL. A, NO ALL. B
7	**SJ**	**099**	**30.000**	**-**	**30.731**	**0.731**	**F**	**L**	**L**	**0.731**	**68**	**1**		**43**								**73**	**HIGH ABC**
7	**SJ**	**099**	**30.731**	**-**	**30.753**	**0.022**	**F**	**L**	**L**	**0.022**	**68**	**1**		**43**								**N/A**	**HIGH ABC**
7	**SJ**	**099**	**30.753**	**-**	**31.000**	**0.247**	**F**	**R**	**R**	**0.247**	**68**	**1**		**39**								**69**	**HIGH ABC**
7	**SJ**	**099**	**30.753**	**-**	**31.000**	**0.247**	**F**	**L**	**L**	**0.247**	**68**	**1**		**43**								**87**	**HIGH ABC**
33	SJ	099	31.000	-	31.594	0.594	F	R	R	1.188	67	1										76	MISC. UNSEALED CRACKS

Note: HA Project locations highlighted in bold typeface.

Attachment C

Caltrans Maint .nce Program
2008 Pavement Summary
Caltrans Drive Order
District 10, SJ, Rte 099, PM 22.9 - 38.8, Flex Pvmt

District	)
County	SJ
Route	099
Begin PM	31.000

District 10 County SJ Route 099

Priority	County	Route	Begin PM	-	End PM	Length	Pave Type	Dir.	Trig. Dir.	Trig. Ln Mi	AADT (,000)	MSL	Maximum Observed Values: Allig. A	Allig. B	Patching	Bleeding	Rutting	1st St. Crk.	3rd St. Crk.	Corner Crk.	Faulting	Int'l Rough. Index	Defect
7	SJ	099	31.000	-	31.594	0.594	F	L	L	0.594	67	1		39								83	HIGH ABC
33	SJ	099	31.594	-	31.720	0.126	F	R	R	0.252	67	1										157	MISC. UNSEALED CRACKS
7	SJ	099	31.594	-	31.720	0.126	F	L	L	0.126	67	1		39								161	HIGH ABC
33	SJ	099	31.877	-	31.984	0.107	F	R	R	0.214	67	1										98	MISC. UNSEALED CRACKS
7	SJ	099	31.877	-	31.984	0.107	F	L	L	0.107	67	1		39								65	HIGH ABC
33	SJ	099	31.984	-	32.000	0.016	F	R	R	0.032	67	1										N/A	MISC. UNSEALED CRACKS
7	SJ	099	31.984	-	32.000	0.016	F	L	L	0.016	67	1		39								N/A	HIGH ABC
33	SJ	099	32.000	-	33.000	1.000	F	R	R	2.000	67	1										77	MISC. UNSEALED CRACKS
9	SJ	099	32.000	-	33.000	1.000	F	L	L	1.000	67	1		18								68	MOD ABC
31	SJ	099	33.000	-	34.000	1.000	F	R	R	2.000	64	1		10								80	ALL. B, OPEN CRKS
9	SJ	099	33.000	-	34.000	1.000	F	L	L	1.000	64	1		22								72	MOD ABC
7	SJ	099	34.000	-	35.000	1.000	F	R	R	1.000	63	1		39								79	HIGH ABC
7	SJ	099	34.000	-	35.000	1.000	F	L	L	1.000	63	1		39								71	HIGH ABC
7	SJ	099	35.000	-	36.000	1.000	F	R	R	1.000	63	1		39								92	HIGH ABC
31	SJ	099	35.000	-	36.000	1.000	F	L	L	2.000	63	1		10								75	ALL. B, OPEN CRKS
7	SJ	099	36.000	-	37.000	1.000	F	R	R	1.000	61	1		33								89	HIGH ABC
32	SJ	099	36.000	-	37.000	1.000	F	L	L	2.000	61	1		2								69	NO ALL. A, LOW ALL. B
32	SJ	099	37.000	-	38.000	1.000	F	R	R	2.000	61	1	4	5								82	LOW A & B, OPEN CRKS
32	SJ	099	37.000	-	38.000	1.000	F	L	L	2.000	61	1		5								80	NO ALL. A, LOW ALL. B
9	SJ	099	38.000	-	38.480	0.480	F	R	R	0.480	61	1		16								84	MOD ABC
32	SJ	099	38.000	-	38.480	0.480	F	L	L	0.960	61	1		2								92	NO ALL. A, LOW ALL. B
3	SJ	099	38.480	-	38.505	0.025	F	R	R	0.050	61	1		16								257	MOD ABC, LOW PAT, RIDE
32	SJ	099	38.480	-	38.505	0.025	F	L	L	0.050	61	1		2								186	NO ALL. A, LOW ALL. B
3	SJ	099	38.663	-	38.766	0.103	F	R	R	0.103	61	1		16								341	MOD ABC, LOW PAT, RIDE
32	SJ	099	38.663	-	38.766	0.103	F	L	L	0.206	61	1		2								107	NO ALL. A, LOW ALL. B

Total Triggered Lane Miles 28.564

Note: HA Project locations highlighted in bold typeface.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

DISTRICT 10 CONCEPTUAL REPORT

10-GEN-001 (REV 10/2010)

PREPARED BY:
Office: Maintenance Engineering
Name: Long Huynh Date: 01/25/2011

WORK DESCRIPTION:
Pavement Repair

LOCATION DESCRIPTION:
In San Joaquin County in the City of Lodi from Hammer Lane to Sacramento County line.

APPROVAL RECOMMENDED:

Program Advisor Ali Juma	1-26-11 Date	Deputy District Director Dennis T. Agar	1-27-11 Date
	Date		Date

APPROVED:

District 10 Director Carrie Bowen	1-27-11 Date

☒ SHOPP ☐ Minor A ☐ Minor B

Project #: 1000020456
EA. 10-0W190
County: SJ
Route: 99
PM: 22.9 to 38.8

Program Category: Pavement Rehab
Program Code: 201.121
Target Delivery Year: 2013/14

TOTAL COST: $	40,000,000
Roadway Cost: $	40,000,000
R/W Cost: $	0
Structure Cost: $	0
Facility Cost: $	0
State Funding: $	0
Local Funding: $	0
Measure/Other Funding: $	0

Maintenance Agreement: ☐ Anticipated
Cooperative Agreement: ☐ Anticipated
Agency: N/A

Performance Measure: 75.8 Lane miles
TIR #:
TIR Approval Date:

DESCRIPTION OF DEFICIENCY:
This CAPM project proposes to extend the service life of the existing pavement and provide a smoother riding pavement surface.

BACKGROUND:
This project is located on Route 99 in and near Lodi City in San Joaquin County from Hammer Lane to Sacramento County line.

PURPOSE AND NEED STATEMENT:
The pavement will deteriorate more rapidly if nothing is done and result in a more costly rehabilitation strategy in the future. The purpose of this project is to improve the ride and extend the life of the existing pavement.

PROPOSED SOLUTION(S) OR RANGE OF ALTERNATIVES:
The scope of work includes dig outs, repair of localized failures, placing asphalt concrete overlay to provide a smoother riding pavement surface, dikes will be replaced, guardrail reconstructed where necessary, and an asphalt concrete overlay will be placed on ramps within project limits.

ENVIRONMENTAL CONCERNS, ANTICIPATED ENVIRONMENTAL DOCUMENT:
Environmental needs to be contacted to clear the proposed area. Type of environmental document required will be determined in the PID phase.

OTHER PROPOSED PROJECTS, SYSTEM PLANNING:
There are no projects planned for this location now.

ANTICIPATED RIGHT OF WAY INVOLVEMENT:
Right of Way needs to be contacted to clear the proposed area.

OTHER COMMENTS:
Ron Jones (HQ's Program Advisor) and Long Huynh (District 10 Pavement Coordinator) should be consulted during the PID and PS&E stages.

ATTACHMENTS:

☒ Vicinity Map	☐ Traffic Safety Index	☐ Signal Warrants
☐ Layout	☐ Table B	☐ Photographs
☐ Typical X-Section(s)	☐ Collision Diagram(s)	☐ Operational Analysis
☐ Cost Estimate	☐ Other:	☒ Other: 2008 Pavement Condition Survey

Attachment D

PLANNING COST ESTIMATE

Dist-Co-Rte: 10-SJ-99
PM: 22.9/38.8
EA: 10-0W190K
Program Code: 210.121

PROJECT DESCRIPTION:

Limits: In San Joaquin County, in and near City of Lodi from Hammer Lane to Sacramento County Line.

Proposed Improvement: (Scope of Work) RHMA Overlay (CAPM)

Alternative: Build

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	Total of Sections 1 - 10 shown above	$	29,383,000
TOTAL STRUCTURES ITEMS		$	0
	SUBTOTAL CONSTRUCTION COSTS	$	29,383,000
TOTAL RIGHT OF WAY ITEMS (Not Escalated)		$	76,500
	TOTAL PROJECT CAPITAL OUTLAY COSTS	$	29,459,500

Reviewed by District Program Manager: _____ (Signature) 09/07/11 (Date)

Approved by Project Manager: _____ (Signature) 9/7/11 (Date)

Phone Number: _____

Form revised 12/01/09

I. ROADWAY ITEMS

Section 1 - Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	0	CY	0.0	$0	
Imported Borrow (Shld Backing)	15,500	Ton	20.0	$310,000	
Clearing & Grubbing	0	LS	0.0	$0	
Street Sweeping	0	LS	0.0	$0	
Top Soil Reapplication			0.0	$0	
Slope Grading	0	Sqyd	0.0	$0	
Rounding (Contour Grading)	0	LS	0.0	$0	
			0.0	$0	
				Subtotal Earthwork:	$310,000

Section 2 - Pavement Structural Section*		Quantity	Unit	Unit Price	Item Cost
PCC Pvmt	Depth	0	CY	0.0	$0
PCC Pvmt	Depth	0	CY	0.0	$0
RHMA		131,000	Ton	110.0	$14,410,000
Grind AC Pavement		0	SQYD	3.5	$0

Attachment E

Dist-Co-Rte: 10-SJ-99
PM: 22.9/38.8
EA: 10-0W190K
Program Code: 210.121

Cold Plane AC Pavement	700,000	SQYD	2.0	$1,400,000	
Bridge Approach Slab Replacement	220	CY	1,600.0	$352,000	
Digouts	1	LS	3,180,000.0	$3,180,000	
Tack Coat	250	Ton	300.0	$75,000	
HMA TYPE A		Ton	0.0	$0	
				$0	
			Subtotal Pavement Structural Section:		$19,417,000
Section 3 - Drainage					
Large Drainage Facilities		LS	0.0	$0	
Storm Drains	0	LS	0.0	$0	
HMA Dike	47,678	CY	2.0	$95,356	
Project Drainage (Adjust DI, Downdrain etc)	1	LS	250,000.0	$250,000	
Remove Exist Dike	47,678	LF	1.0	**$47,678**	
Other Items	0	LS	0.0	$0	
			Subtotal Drainage:		$393,000

* Reference sketch showing typical pavement structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

Section 4 - Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Remove MBGR	20,000	LF	5.0	$100,000	
MBGR	20,000	LF	35.0	$700,000	
Prepare WPC	0	LS	0.0	$0	
Water Pollution Control	1	LS	348,000.0	$348,000	
Hazardous Waste Investigation and/or Mitigation Work		LS	0.0	$0	
				$0	
Resident Engineer Office Space	0	LS	0.0	$0	
End Terminal System	50	EA	3,500.0	$175,000	
Transition Railing (WB)	12	EA	4,000.0	$48,000	
			Subtotal Specialty Items:		$1,371,000
Section 5 - Traffic Items					
Lighting	0	LS	0.0	$0	
Thermoplastic Traffic Stripe (Sprayable) /Pavement Markers	618,016	LF	0.4	$252,000	
COZEEP	1	LS	351,000.0	$351,000	
Modify TMS	1	LS	25,000.0	$25,000	
Roadside Signs	0	EA	0.0	$0	
Traffic Control Systems	1	LS	200,000.0	$200,000	
PCMS	1	LS	92,000.0	$92,000	
Maintain Traffic	1	LS	20,000.0	$20,000	
PIO	1	LS	20,000.0	$20,000	
Rumble Strip	329,600	LF	0.4	$132,000	
Construction Area Signs	1	LS	19,500.0	$20,000	
			Sub Total Traffic Items		**$1,112,000**

Attachment E

Dist-Co-Rte: 10-SJ-99
PM: 22.9/38.8
EA: 10-0W190K
Program Code: 210.121

II. ROADSIDE ITEMS

Section 6 Planting and Irrigation	Quantity	Unit	Unit Price	Item Cost	Section Cost
Highway Planting	0	LS	0.0	$0	
Replacement Planting	0	LS	0.0	$0	
Irrigation Modification	0	LS	0.0	$0	
Relocate Existing Irrigation	0	LS	0.0	$0	
Facilities	0	LS	0.0	$0	
Irrigation Crossovers	0	LS	0.0	$0	
				$0	
			Subtotal Planting and Irrigation Section:		$0

Section 7: Roadside Management and Safety Section	Quantity	Unit	Unit Price	Item Cost	Section Cost
Vegetation Control Treatments	0	LS	0.0	$0	
Gore Area Pavement	0	LS	0.0	$0	
Pavement beyond the gore area	0	LS	0.0	$0	
Miscellaneous Paving	0	LS	0.0	$0	
Erosion Control	0	LS	0.0	$0	
Slope Protection	0	LS	0.0	$0	
Side Slopes/Embankment Slopes	0	LS	0.0	$0	
Maintenance Vehicle Pull outs					
Off-freeway Access (gates, stairways, etc.)					
Roadside Facilities (Vista Points, Transit, Park & Ride, etc)	0	LS	0.0	$0	
Relocating roadsice facilities/features	0	LS	0.0	$0	
				$0	
			Subtotal Roadside Management and Safety Section:		$0

TOTAL SECTIONS 1 thru 7 $22,603,000

NOTE:Extra lines are provided for items not listed; use additional lines as appropriate.

III. ROADWAY ADDITIONS

Section 8 - Minor Items

	Item Cost	Section Cost

Attachment E

Dist-Co-Rte: 10-SJ-99
PM: 22.9/38.8
EA: 10-0W190K
Program Code: 210.121

(Subtotal Sections 1 thru 7)	$22,603,000	x	0.00 (5 to 10%)	=	$0

TOTAL Minor Items: $0

Section 9 - Roadway Mobilization

(Subtotal Sections 1 thru 8)	$22,603,000	x	0.10 (10%)	=	$2,260,300

TOTAL Roadway Mobilization: $2,260,000

Section 10 - Supplemental Work & Contingencies

TRO (Subtotal Sections 1 thru 8)	$22,603,000	x	0.05 (5 to 10%)	=	1,130,000
Supplemental Work (Subtotal Sections 1 thru 8)	$22,603,000	x	0.00 (5 to 10%)	=	$0
Contingencies (Subtotal Sections 1 thru 8)	$22,603,000	x	0.15 (20%)	=	$3,390,000

Supplemental Work & Contingencies: $4,520,000

TOTAL ROADWAY ADDITIONS Sections 8 thru 10: $6,780,000

TOTAL ROADWAY ITEMS: $29,383,000

(Subtotal Sections 1 thru 10)

Estimate Prepared by: Gurwinder Sekhon (Print or Type Name) Phone: 209-948-7754 08/22/11 (Date)

Estimate Checked by: Caroline Reyes (Print or Type Name) Phone: 209-948-7761 0/0/00 (Date)

**Use appropriate percentage per PDPM, Part 3 Chapter 20.
http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm - pdpm

II. STRUCTURE ITEMS

	STRUCTURE No. 1	No. 2	No. 3
Bridge Name			
Structure Type			
Width (out to out) - (ft)	0		
Span Length - (ft)	0	0.0	0
Total Area - ft^2	0	0.0	0

Attachment E

PLANNING COST ESTIMATE

Dist-Co-Rte: 10-SJ-99
PM: 22.9/38.8
EA: 10-0W190K
Program Code: 210.121

Replace Approach Slab		0.0	0	
Cost per ft^2	0	0.0	0	
(incl. 10 % mobilization and 20 % contingency)				
Total Cost for Structure	$0	0.0	$0	

SUBTOTAL STRUCTURES ITEMS **$0**
(Sum of Total Cost for Structures)

Railroad Related Costs (Not incl. in R/W Est)				$0
				$0

SUBTOTAL RAILROAD ITEMS **$0**

TOTAL STRUCTURES ITEMS **$0**
(Sum of Structures items plus Railroad Items)

COMMENTS:

Estimate Prepared by: _____ (Print or Type Name) Phone: _____ 07/19/11 (Date)

(If appropriate, attach additional pages as backup)

III. RIGHT OF WAY ITEMS

No. of years for Escalation = 2

	Current Values	Rate (%)	Escalation Factor		Escalated Values
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	$0	5.0	1.1	-	$0
B. Utility Relocation (State Share)	$76,500	5.0	1.1	-	$84,341
C. Relocation Assistance	$0	5.0	1.1	-	$0
D. Clearance/Demolition	$0	7.0	1.1	-	$0
E. Title and Escrow Fees	$0	4.0	1.1	-	$0
TOTAL RIGHT OF WAY ITEMS=**	$76,500				$84,341 (Escalated Value)

Anticipated Date of Right of Way Certification: 07/01/14

Attachment E

PLANNING COST ESTIMATE

Dist-Co-Rte: 10-SJ-99
PM: 22.9/38.8
EA: 10-0W190K
Program Code: 210.121

(Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work

Right of Way Branch Cost Estimate for Work* $0

* This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items

COMMENTS:

Estimate Prepared by: Gurwinder Sekhon (Print or Type Name) Phone: (209)0948-7754 07/19/11 (Date)

(If appropriate, attach additional pages and backup including Right of Way Data Sheet and Environmental Mitigation and Compliance Cost Estimate Sheet).

Form last revised December 1, 2009

Attachment E

Dist-County-Route: 10-SJ-99
Post Mile Limits: 22.9/38.8
Project Type: CAPM
Project ID (or EA): 1000020456 (10-0W190)
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 ☐	No ☒
2.	Does the project disturb 5 or more acres of soil?	Yes ☐	No ☒
3.	Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver?	Yes ☐	No ☒
4.	Does the project potentially create permanent water quality impacts?	Yes ☐	No ☒
5.	Does the project require a notification of ADL reuse	Yes ☐	No ☒

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

Estimate Construction Start Date: July 2014 Construction Completion Date: October 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.

Gurwinder Sekhon 8/02/11

Gurwinder Sekhon, *Registered Project Engineer* *Date*

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

[Stamp Required for PS&E only)

Agustin Escuta 8/2/11

Marissa Nishikawa, *District/Regional SW Coordinator or Designee* *Date*

Attachment F

D-10 TRANSPORTATION MANAGEMENT PLAN CHECKLIST

District - Project No: 10 0002 0456
Date Prepared: July 26, 2011
Prepared By: Ovid P. Radovan
Requested By: Gurwinder Sekhon
Stage of Project (X box) [X] PID [ ] PSR [ ] PR [ ] PS&E

Co.-Rte.-P.M. SJ - 99- 22.9/38.8
Location: Within and near the City of Lodi. From Hammer Lane to Sacramento County Line.
Description: Repair localized areas of severe failure, sealing cracks, raise guardrail, upgrade and construct ADA ramps, replacing AC dikes, etc

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				RE to hand-deliver to business/residences.		
1.2 Media Releases (& minority media sources)	X						
1.3 Paid Advertising			X				
1.4 Public Information Center		X			See comments below.		
1.5 Public Meetings/Speakers Bureau		X		066063	Designer to add to budget if public meeting is added.		
1.6 Project Telephone Hotline			X				
1.7 Internet, E-Mail			X				
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 verify impacted groups.		
1.10 Project Web Page		X			Web page could be linked to local City pg.		
1.11 Caltrans Public Information Office	X			066063	Items 1.1 to 1.11 to be handled by CT PIO.	$20K	
1.12 Consultant Public Information Office			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	See comments below	$92K	X
2.3 Special Construction Signs			X	120690			
2.4 Traveler Information Systems (CHIN/Internet)		X		861985	As required.		
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				Same as Item 1.9.		
2.10 Other items			X				
3.0 Incident Management							
3.1 COZEEP	X			066062	See comments below	$351K	
3.2 Freeway Service Patrol (tow truck service patrol)			X	066065			
3.3 Traffic Surveillance Stations (loops or CCTV)	X			066876	Existing to remain &/or provide new stations.		
3.4 Transportation Management Center	X				RE to notify for incident & status closure.		
3.5 Traffic Control Inspector (Caltrans)		X					
3.6 Traffic Management Team	X				TMC will contact TMT as needed.		
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				Per Lane Closure Charts		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 Closures/Connector Closure	X				Per Lane Closure Charts		X
4.7 Total Facility Closure			X				
4.8 Project Phasing		X			As per stage construction if any.		
4.9 Truck Traffic Restrictions			X				
4.10 Reduced Lane Widths		X			Per drawings/data sheet if any.		
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				As necessary.		

Attachment G

4.0 Construction Strategies (Continued)	REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No.	COMMENTS	ITEM COST	REQUIRED IN SPEC.
4.15 Contingency Plans	X				Construction to determine items 4.15.1 thru. 4.15.9		X
4.15.1 Material Plant on standby							
4.15.2 Extra Critical Equipment on site							
4.15.3 Material Testing Plan							
4.15.4 Alternate Material on site							
(In case of failure or major delays)							
4.15.5 Emergency Detour Plan							
4.15.6 Emergency Notification Plan							
4.15.7 Weather Conditions Plan							
4.15.8 Delay Timing and Documentation Plan							
4.15.9 Late Closure Reopening Notification							
4.16 Signal timing modification			X				
4.17 Coordination with adjacent construction	X			07850	RE to confirm prior to scheduling of closures.		X
4.18 Double Fine Zone (signs)			X				
4.19 Right of Way Delay	X			066022	Designer to determine costs for maintaining traffic	TBD	X
4.20 ADA access to Pedestrian Facilities	X				See comments below.		X
4.21 Other Items	X				See comments below.		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						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				
6.6 Other Items			X				
7.0 Other Strategies							
7.1 Application of new technology			X				
7.2 District Lane Closure Review Committee			X				
7.3 Other Items			X				

Comments:

1.4 Plan, progress/completion information should be available at Local Public Works, Chamber of Commerce Offices, and CT Maintenance Offices.

1.9 Impacted groups need to be notified and informed about upcoming construction. During construction, access across job site will be needed.

1.11 PIO estimated at $2k/mo. Or per stage construction or per major milestone. 10 mos. X $2Kper mo.= 20K

2.2 PCMS Estimate: $2296per mo X 10 mos. X 4 units = $91840.00 say $92K

3.1 COZEEP Estimate: $2CHP X $90per hr X 10 hrs/day X 195 days = $351,000 say $351K

4.20 Ensure that temporary routes, which are provided around and through construction along pedestrian facilities under Caltrans jurisdiction, are accessible to persons with disabilities when provided.

4.21 RE/Inspector shall maintain access to all business & residences at all times.

Approved by:

NABEEL BURHAN

DISTRICT TRAFFIC MANAGER

7/26/11

DATE

Chart No. 1
Freeway/Expressway Lane Requirements

County: San Joaquin	Route/Direction: 99/ Northbound Southbound	PM: 22.9/ 29.0

Closure Limits: From Hammer Lane to S. Lodi OC.

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	2														2	2	2	1	1	
Fridays	1	1	1	1	1	2																			
Saturdays																									
Sundays																				2	2	2	1	1	

Legend:

1	Provide at least one through freeway lane open in direction of travel
2	Provide at least two adjacent through freeway lanes open in direction of travel
	Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

1. See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
2. 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 2014.

REGISTERED PROFESSIONAL ENGINEER
NABEEL M. BURHAN
No. C 59406
Exp. 12/31/11
CIVIL
STATE OF CALIFORNIA

7/26/11

Chart No. 2
Freeway/Expressway Lane Requirements

County: San Joaquin	Route/Direction: 99/Northbound & Southbound	PM:29.0/ 38.8

Closure Limits: From S. Lodi OC to San Joaquin /Sacramento County Line .

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	
Fridays	1	1	1	1	1																				
Saturdays																									
Sundays																						1	1	1	

Legend:

1	Provide at least one through freeway lane open in direction of travel
	Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

1. See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
2. 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 2014.

REGISTERED PROFESSIONAL ENGINEER
NABEEL M. BURHAN
No. C 53100
Exp. 12/31/11
CIVIL
STATE OF CALIFORNIA

7/26/11

Chart No. 3
Freeway/Expressway Lane Requirements

County: San Joaquin	Route/Direction: 99/Northbound	PM: 22.9

Closure Limits: Hammer Lane OC off ramp.

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	1	
Fridays	1	1	1	1	1	1																			
Saturdays																									
Sundays																				1	1	1	1	1	

Legend:

1	Provide at least one through freeway lane open in direction of travel
	Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

1. See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
2. 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 2014.

REGISTERED PROFESSIONAL ENGINEER
NABEEL M. BUPHAN
No. C 33408
Exp. 12/31/11
CIVIL
STATE OF CALIFORNIA

7/26/11

Chart No. 4
Complete Ramp Closure Hours/Ramp Lane Requirements

County: San Joaquin	Route/Direction: 99/ Northbound & Southbound	PM: 22.9/ 29.0

Closure Limits: Hammer Lane on/ off ramps, Morada Lane on/off ramps, Eight Mile Road on/off ramps, Armstrong Road on/off ramps, Harney Lane on/off ramps. Cherokee Lane on ramp, S. Lodi OC off ramp.

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	C	C	C	C	C	C														C	C	C	C	C	
Fridays	C	C	C	C	C	C																			
Saturdays																									
Sundays																				C	C	C	C	C	

Legend:

C	Ramp may be closed completely
	Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

1. See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
2. 7-day advance notice required.
3. No two consecutive or opposing ramps may be closed at the same time.
4. 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 2014.

REGISTERED PROFESSIONAL ENGINEER
NABEEL M. BURHAN
No. C 59406
Exp. 12/31/11
CIVIL
STATE OF CALIFORNIA

7/26/11

Chart No. 5
Complete Ramp Closure Hours/Ramp Lane Requirements

County: San Joaquin	Route/Direction: 99/Northbound & Southbound	PM: 29.0/38.8

Closure Limits: Victor/12E on/off ramps, Turner Road on/off ramps, Turner/Cherokee Road on ramp, Moke River UC on/off ramps, Woodbridge on/off ramps, Acampo Road on/off ramps, Peltier on/off ramps, Jahant Road on/off ramps, Collier Road on/off ramps, Liberty Road on/off ramps.

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	C	C	C	C	C																		C	C	C
Fridays	C	C	C	C	C																				
Saturdays																									
Sundays																							C	C	C

Legend:

C	Ramp may be closed completely
	Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

1. See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
2. 7-day advance notice required.
3. No two consecutive or opposing ramps may be closed at the same time.
4. 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 2014.

REGISTERED PROFESSIONAL ENGINEER
NABEEL M. BEDRAN
No. C59400
Exp. 12/31/11
CIVIL
STATE OF CALIFORNIA

7/26/11

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

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

10-SJ-99	22.0/38.8	0W190	N/A
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 Preventative Maintenance Project (CAPM). Program Code: 20.10.201.121. This CAPM project is located on State Route 99, in San Joaquin County, in the City of Stockton from Hammer Lane (PM 22.9) to the Sacramento County Line (PM 38.8). The proposed project would extend the service life of the pavement for a minimum of five years. All work would be done in the State Right of Way. The scope of work would include pavement resurfacing, shoulder backing, ADA ramp installation, and guardrail upgrades. For more information please review the project information below. This project is Categorically Exempt under CEQA and Categorically Excluded under NEPA unless: 1) the scope of project changes to include additional activities or areas; or 2) there is unforeseen discovery of sensitive or cultural resources.

CEQA COMPLIANCE *(for State Projects only)*

Based on an examination of this 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:

☒ **Categorically Exempt. Class 1.** (PRC 21084; 14 CCR 15300 et seq.)

☐ **Categorically Exempt. General Rule exemption.** [This project does not fail 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	Scott Guidi
Print Name: Environmental Branch Chief	Print Name: Project Manager/DLA Engineer
Mary Oliva July 28, 2011	7/28/11
Signature Date	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/hep/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	Scott Guidi
Print Name: Environmental Branch Chief	Print Name: Project Manager/DLA Engineer
Mary Oliva July 28, 2011	7/28/11
Signature Date	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 H

10-SJ-99	22.0/38.8	0W190	N/A
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.

DETAILED PROJECT DESCRIPTION

This CAPM project is located on State Route 99, in San Joaquin County, in the City of Stockton from Hammer Lane (PM 22.9) to Sacramento County Line (PM 38.8). Proposed work includes the following activities:

- Overlaying the pavement surface with a 0.2 foot thick layer of rubberized hot mix asphalt concrete on both the north and southbound lanes.
- Raising metal beam guardrail to the height of 27" and upgrading terminal sections where applicable
- Replace existing wood posts with steel posts
- Upgrading and constructing new ADA ramps
- Existing asphalt dike will be removed and replaced, in-kind
- Will dig out and repair areas of severe failure
- Will clear and grub existing vegetation when upgrading the Metal Beam Guard Rails. This activity will be kept to a minimum.

Air/Noise/Water: Rajeev Dwivedi

Air:

According to federal standards, San Joaquin County is classified as non-attainment for ozone (8-hour) and for $PM_{2.5}$. This project is exempt from all analyses according to Table 2 of 40CFR 93.126 (pavement resurfacing and/or rehabilitation). During construction the proposed project will generate air pollutants. Implementation of Caltrans Standard Specification construction requirements for dust control should effectively reduce and control emission impacts during construction. No further air quality analysis is required.

Noise:

This project is not considered Type 1 under NEPA and no further analysis is necessary.

Water:

This project is located within the Northern Valley Floor Hydrologic Unit 531.20. In order to address any potential impacts, Best Management Practices (BMPs) need to be selected and implemented in accordance with the Project Planning and Design Guide. In view of the above information, it is our opinion that no further water quality investigation is needed to proceed with the project.

Archeology: Tina Fulton - Archeologist, and Chris Kuzak - Architectural Historian

The proposed project would not impact potential historical resources and is exempt from further cultural review.

If cultural remains are encountered during the project construction, Caltrans' policy requires that work in the area must immediately halt until a qualified archaeologist can evaluate the nature and significance of the material (Caltrans' Environmental Handbook, Volume 2, Chapter 1, Sections 1-2.2 and Chapter 7 Section 7-9).

The Area of Potential Effects (APE) encompasses all right of way within this project and no work will be allowed outside the area that has been surveyed. This includes storage and parking of equipment.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

10-SJ-99	22.0/38.8	0W190	N/A
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.

Biology: Rajiv Mishra

No speical status animals and plant species or their habitats are present in the project impact area. No state or federally-listed species or critical habitat will be affected by the proposed project with implementation of avoidance and minimization measures.

Further biological studies should not be necessary unless there is a project scope change to include unsurveyed areas.

Paleontology: Juergen Vespermann

Since this project will not involve any excavation, fossil resources will not be encountered.

Hazardous Waste: Saiyed Ali

The proposed work is not expected to cause any Hazardous Waste issues.

Consultation, Public Review, and Permit Requirements:

Due to the nature of this project there was no consultation or public review necessary.

No Permits required for this project

State of California Business, Transportation and Housing Agency

Memorandum

To: Gurwinder Sekhon

Date: 9/2/2011

File: CD 10 EA 0W190K Alt N/A
Co SJ RTE 99

Attn Caroline Reyes

DESCRIPTION:
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 7/21/2011

The following assumptions and limiting conditions were identified:

Appraisal
It is assumed that no Temproary Construction Esements will be required to upgrade and construct new ADA ramps and other proposed improvements along the project limits. It is assumed that all improvements will occur within the existing state right of way…

Utility
Design engineer has stated there will be no utility relocation; however, potholing is being requested.

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

Attachment I

EA: 10-0W190K CO/RTE/PM-PM (Rte 1 and Rte 2) : SJ/99/22-38.8 & //- Request Date: 7/21/2011
ALT: N/A Revised Date:

Right Of Way Cost Estimate

	Current Year 2011	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2016
Acquisition:	$0	25%	5%	$0
Mitigation:	$0	25%	5%	$0
State Share of Utilities:	$76,500	25%	5%	$84,341
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: If RW Cost Est fields are blank, Costs = $0	$76,500			$84,341

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

Cost Break Down

Pot Hole	61,200
Mitigation	
Land	0
Bank	0
Permit Fee	0

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: 0

Misc R/W Work

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

RR Involvement

Railroad Facilities or Right of Way Affected?	Yes
Const/Maint Agreement:	No
Service Contract:	NO
Right of Entry:	NO
Clauses:	Yes
Estimated Lead-time	1 month

Utilities

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

EA: 10-0W190K 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.):
As per R/W Data Sheet Request dated 07/21/11, "all improvements will occur within the existing state right of way."

General Description of Utility Involvement:
This is an overlay job and most of the work will be on the pavement. Potholing is being requested to avoid any possible conflicts with the guardrail work.

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 muliti-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	8/25/2011
Railroad Liaison Agent:	Maria Toles	8/26/2011
Utility Relocation Coordinator:	Jennifer E. Jones	8/25/2011

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.

Date
ENTERED PMCS 8/23/2011
BY: C WEAVER

JAMES GONZALEZ
Assistant Region Division Chief, Right of Way

10-0W190

10-SJ-99-22.9/38.8

Task Force Field Review

July 28, 2011

2:00 *P.M*-**4:00** *P.M*

Field

NAME	Signature	DEPARTMENT	PHONE NO.
Long Huynh		Maint	948 7195
Ron Jones	Ron Jones	HQ Pavement	916-221-0909
Caroline Reyes			
Scott Guidi		D10 PPM	209-948-7829
Gurwinder Sekhon			
Joe Norman	Joe Norman	Maint	482 8212 (209)

Attachment J

CC: PID Distribution

1. HQ Division of Design Report Routing (1)
2. HQ Program Advisor –Ron Jones
3. HQ Division of Engineering Services(5)
4. HQ Transportation Programming - Rick Guevel
5. HQ Environmental- Dale Jones
6. HQ DES/OPPM – Peggy Lim
7. Project Manager – Scott Guidi (Electronic Copy)
8. Design Manager - Caroline Reyes
9. District Maintenance - Alvin Mangindin
10. District Traffic Management - Willmar Kuhl
11. District Traffic Engineering - Mark Orr
12. District Survey - Hanna kassis (electronic copy only)
13. District Traffic Operations - Vu H Nguyen
14. District Planning – Ken Baxter
15. District Single Focal Point – Dinah Bortner
16. District Records -Beverly Connolly (Electronic Copy Only)
17. Region Traffic Design - Mohammed Qatami
18. Construction Manager – Paul Elliot
19. Region Materials - Dave Dhillon
20. Region Environmental –Susan Schilder
21. Region R/W – James Gozalez
22. PPM – Catey Campora