

06 - Tul - 99 - 25.0 /27.6
20.10.201.122
EFIS: 0612000109
EA: 06-0P170K

PROJECT SCOPE SUMMARY REPORT (ROADWAY REHABILITATION)

To

Request Programming in the 2012 SHOPP

And

Provide Project Approval

On Route Route 99

Between Elk Bayou Bridge

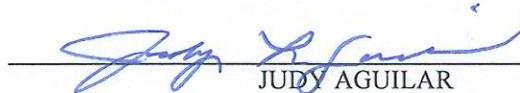
And Paige Road Overcrossing

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



SPIROS KARIMBAKAS
Central Region Division Chief - Right of Way

APPROVAL RECOMMENDED:



JUDY AGUILAR
PROJECT MANAGER

APPROVED:

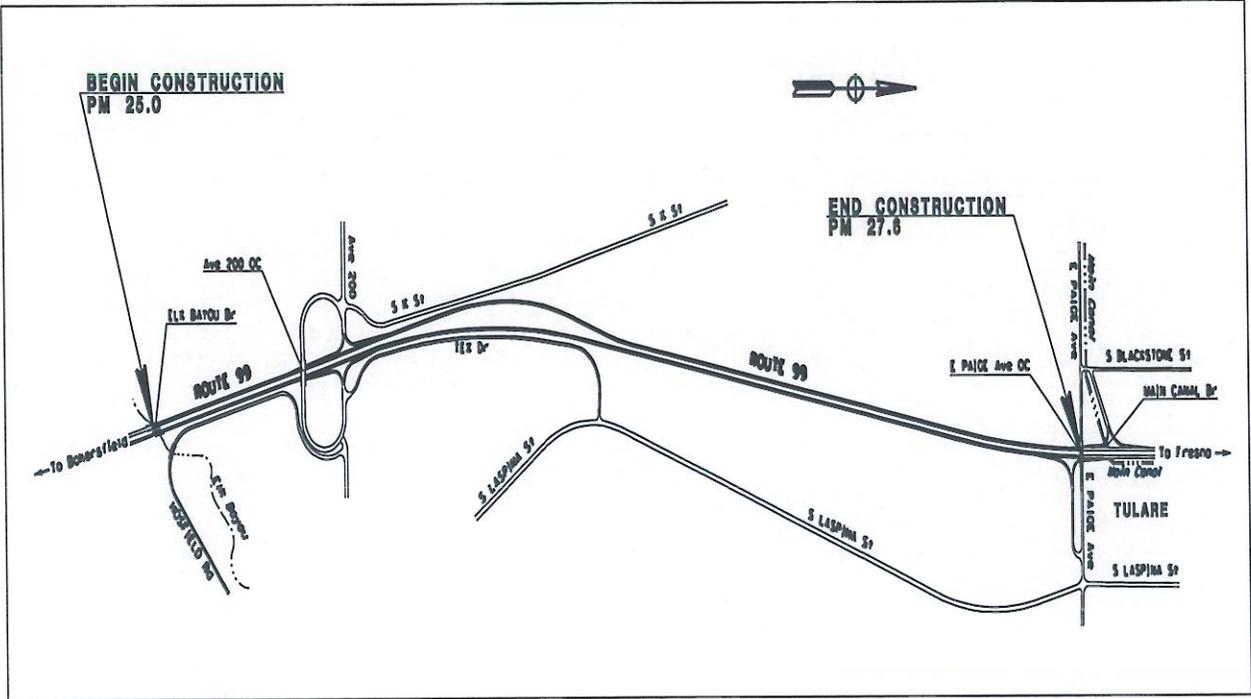


SHARRI BENDER EHLERT
Interim District Director

10/25/2011
DATE

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Vicinity Map



On Route 99

Between Elk Bayou Bridge

And Paige Road Overcrossing

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This Project Scope Summary 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.



REGISTERED CIVIL ENGINEER

10/27/2011
DATE

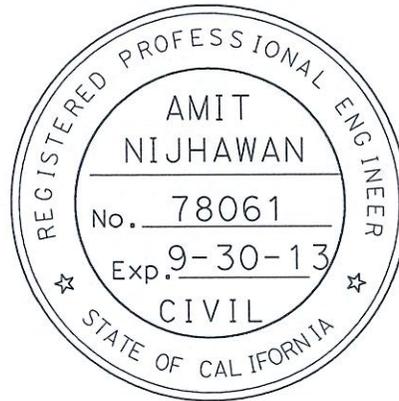


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1. INTRODUCTION AND BACKGROUND

It is proposed to rehabilitate the existing pavement of Route 99 in Tulare County from Elk Bayou Bridge PM 25.0 to Paige Road Overcrossing PM 27.6. Route 99 is functionally classified as a principal arterial in the National Highway System and runs in north and south directions with 23 percent of truck traffic. The existing PCC pavement within the project limits was rehabilitated in a crack seat overlay project with an 0.35 feet asphalt concrete overlay and in several subsequent panel replacement projects thereafter.

See the Cost estimate for specific work items included in this project.

Project Limits	06-Tul-99-PM 25.0 /27.6
Capital Costs:	\$6,400,000 (not escalated)
Right of way Costs:	\$ 0
Funding Source:	2012 SHOPP
Number of Alternatives:	1 build and the no build
Recommended Alternative (for programming and scheduling):	The build alternative
Type of Facility (conventional, expressway, freeway):	Freeway
Number of Structures:	0
Actual Environmental Determination/Document:	CEQA: CE NEPA: CE 10/03/2011
Legal Description	Overlay 2R

2. RECOMMENDATION

It is recommended to rehabilitate the existing pavement within the project limits by cold planing the existing 0.15 foot layer in the No. 1 lanes and the existing 0.35 foot layer in No. 2 lanes. Then overlay the entire width of roadway with 0.20 foot of Hot Mix Asphalt (HMA) (Type A). The entire traveled way width would be repaved with 0.20 foot of Rubberized Asphalt Concrete (RAC) (Type G). Failed panels in the No. 2 lanes would also be removed and replaced. The pavement rehabilitation work would also be proposed as follows:

Location	Ramp Description	Existing Pavement to be Removed and Replaced
SB Route 99 at Ave. 200	Off Ramp	0.35'
SB Route 99 at Ave. 200	On Ramp	0.35'
NB Route 99 at Ave 200	Off Ramp	0.2'

NB Route 99 at Ave 200	On Ramp	0.35'
NB Route 99 at Paige Ave	Off Ramp	0.35'
NB Route 99 at Paige Ave	On Ramp	0.35'

3. PURPOSE AND NEED STATEMENT

Need:

Route 99 is a principal arterial with heavy truck traffic (approximately 23 percent of the ADT). The existing pavement has deteriorated with cracks and some panels have failed to the extent that pavement rehabilitation is needed.

Purpose:

The project would restore the pavement to a state of good repair and prolong the pavement life. It would also improve riding quality for traffic, reduce maintenance cost, and improve traffic safety.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

This segment of Route 99 is a rural four-lane divided freeway with 12 foot lanes, 5 foot inside shoulders and 10 foot outside shoulders. The project consists of mostly tangent alignment, level grade, and good sight distance. The posted speed limit is 70 mph. The current (2010) ADT on Route 99 within the project limit is estimated to be 51,000.

The accident rates for the project segments for the most recent three-year study period (between 04-01-2007 and 03-31-2010) as indicated in the number of accidents per million-vehicle-miles (MVM) are as show below:

Freeway Segment	Actual (MVM)			Statewide Average (MVM)		
	Fatal	F+1	Total	Fatal	F+1	Total
Tul 99 Northbound (PM 25.0/27.6)	0.015	0.11	0.42	0.008	0.25	0.78
Tul 99 Southbound (PM 25.0/27.6)	0.000	0.31	0.68	0.008	0.25	0.78

Northbound SR 99 PM 25.0-27.6

There were 27 accidents of which one fatal accident, six injury accidents and twenty Property Damage Only (PDO) accidents. The fatal accident occurred at PM 25.58. The type of collision was a “rear end” involving two vehicles. “Speeding” was the primary collision factor. It happened during clear daylight, and dry surface conditions. There was no accident concentration or any unusual pattern of accidents on this segment of northbound direction.

Southbound SR 99 PM 25.0-27.6

There were 44 accidents of which twenty accidents were injury and twenty four accidents were Property Damage Only (PDO). There was no accident concentration or any unusual pattern of accidents on this segment of southbound direction.

4A. ROADWAY GEOMETRIC INFORMATION

	Facility (1)	Minimum	Through Traffic Lanes (2)			Paved Shoulder Width (3)		Median (4)	Shoulder is a Bicycle Lane (Y/N) (5)	Other Bicycle Lane Width (6)	Bicycle Route (7)	Facilities Adjacent to the Roadbed (8)
			No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite)	Left	Right					
Existing	Location 25.0 -27.6	Curve Radius Tangent	4	12 foot	HMA	5 foot	10 foot	42ft. to 100 ft.	No	N/A	No	N/A
Proposed	25.0-27.6	Tangent	4	12 foot	HMA	5 foot	10 foot	42 ft. to 100 ft.	No	N/A	No	N/A
	Min. 3R Std.	N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A	N/A

Remarks:

No Change in Roadway Geometry.

4B. CONDITION OF EXISTING FACILITY

(1) Traveled Way Data PM 25.0 to PM 25.031

PMS Category (1-29) 7 Priority Classification (.1-.4) 0.3

Ride Score 32

*Rigid Pavement:

*Flexible Pavement: Flexible Pavement

* From latest PMS-Pavement Condition Inventory Survey Data.

3rd Stage Cracking % 46% Alligator B Cracking % 0.023%

Faulting N/A Patching % N/A

Joint Spalls N/A Rutting 0.092

Pumping N/A Bleeding 0.092

Corner Breaks % 1% Raveling N/A

Locations(s) of subsurface or ponded surface-water problem: No location indicate subsurface or ponded surface-water problem.

(2) Traveled Way Data PM 25.031 to PM 27.6

PMS Category (1-29) 7 Priority Classification (.1-.4) 0.3

Ride Score 16

*Rigid Pavement:

*Flexible Pavement: Flexible Pavement

* From latest PMS-Pavement Condition Inventory Survey Data.

3rd Stage Cracking % 47% Alligator B Cracking % 1%

Faulting N/A Patching % 100%

Joint Spalls N/A Rutting 4.0

Pumping N/A Bleeding 4.0

Corner Breaks % 1% Raveling N/A

Locations(s) of subsurface or ponded surface-water problem: No location indicate subsurface or ponded surface-water problem.

Deflection Study Results (if available):

Remarks:

No Deflection Study available in this phase. Deflection Study needs to be done in next phase.

(3) Shoulder Data

Condition:

The roadway has 5 foot inside shoulders and 10 foot outside shoulders.

Deficiencies:

No deficiencies in shoulders.

(4) Pedestrian Facility Data

Facility Type and Location(s) <i>(Station, post mile or other reference point)</i>	Meets ADA Standards? <i>(Yes or No for each listed location)</i>	If Facility does not meet ADA Standards, what feature(s) are not ADA compliant? <i>(List features per location)</i>	Status of Each Noncompliant Location <i>[Use the following statements, as appropriate:</i> <ul style="list-style-type: none"> • <i>Will be corrected as part of this project;</i> • <i>Will not be corrected because it is technically infeasible to correct;</i> • <i>This work is outside the scope of this project. This facility and its location have been so documented in the Project History File and this information was submitted to the District ADA Coordinator on (Date) for inclusion in the Department's Transition Plan.]</i>
Sidewalks: <i>(List locations as appropriate)</i>	N/A	N/A	N/A
Curb Ramps: <i>(List locations as appropriate)</i>	N/A	N/A	N/A
Crosswalks: <i>(List locations as appropriate)</i>	N/A	N/A	N/A
Driveways: <i>(List locations as appropriate)</i>	N/A	N/A	N/A
Shared bicycle/ pedestrian path: <i>(List locations as appropriate)</i>	N/A	N/A	N/A
Others: <i>(List locations as appropriate)</i>	N/A	N/A	N/A

Remarks

This not a pedestrian facility so no pedestrian facility data available.

(5) Bicycle Path Data

Deficiency	Location (Station, post mile limits or other reference points)
N/A	N/A

Remarks

There is no bicycle path at this segment. No bicycle data available at this location.

4C. STRUCTURES INFORMATION

Structures Name/No.	Width Between Curbs			Replace Bridge Railings (Y or N)	Vertical Clearance			Work Identified in STRAIN (Y or N)	Replace Bridge Approach Rail (Y or N)	Replace Bridge Approach Slab	
	Exist	3R Std	Prop		Exist	3R Std	Prop			(Y/N)	#
Elk Bayou UC 46-0060				N	N/A			N	N	N	
Ave. 200 OC 46-0193	32.15'		32.15'	N	15.06'		15.06'	N	N/A	N/A	
Paige Road OC 46-0158	27.88'		27.88'	N	15.16'		15.16'	N	N/A	N/A	

Remarks

No structure work is anticipated in this project.

4D. VEHICLE TRAFFIC DATA

Present Year ADT 51,000

Construction Year ADT 53,060

DHV 17,800

10-Year ADT 83,500

20-Year ADT 137,000

% Trucks 23%

*T.I. (10-Year) 14.5

ESAL (10-Year) 52,760,000

*T.I. (20-Year) 17.0

ESAL (20-Year) 147,660,000

Safety Field-Review 9/27/2011
(date)

Latest 3-Year Accident Data: NB 0.78 MVM : 0.42 MVM
SB 0.78 MVM : 0.68MVM
(average vs. actual rates)

Location(s) of Accident Concentration: No Accident Concentration Location

4E. MATERIALS

Based on Structural Sections and Pavement Rehabilitation recommendations dated September 22, 2011, memorandum from the Region Materials Engineering Branch a Life Cycle Cost Analysis using the recommendation 20-year HMA (Type A) strategy and placing a 40 year Joint Plain Concrete Pavement (JPCP) overlay was prepared. The Equivalent Uniform Annual Cost (EUAC) for 20-year asphalt over would cost approximately \$543,000 compared to a 40-year concrete overlay option that amounts to approximately \$817,000. The initial cost for a 20-year asphalt overlay would be \$6.35M and that of a 40-year concrete overlay would be \$12.5M.

5. CORRIDOR AND SYSTEM COORDINATION

The proposed project is in conformance with the current Route 99 Transportation Concept Report (TCR). The proposed rehabilitation strategy would not result in any compatibility to future improvement of the facility.

6. ALTERNATIVES

6A. REHABILITATION STRATEGY:

ALTERNATIVE 1

Failed panels in the #2 lane would be removed and replaced. Rehabilitate the existing pavement within the project limits by cold planning the existing 0.15 foot layer in the number 1 lane and the existing 0.35 foot layer in number 2 lane. Overlay both number 1 and number 2 lanes with 0.20 (HMA) (Type A) and then overlay with the 0.20 foot RHMA (Type G). In addition, it should be anticipated that the cracks in existing pavement which are wider than 0.2 foot will be filled with crack sealant or crack filler prior to being overlaid.

ALTERNATIVE 2

The "No-Build" alternative is not considered viable because without

rehabilitation, deterioration of the pavement will continue and will result in costly maintenance and on-going impacts to the traveling public.

6B. DESIGN EXCEPTIONS:

There are no non-standard features proposed in the project.

6C. ENVIRONMENTAL COMPLIANCE:

The project was determined to be Categorical Exempt Class 1 under CEQA and under Categorical Exclusion under NEPA.

6D. HAZARDOUS WASTE DISPOSAL SITE REQUIRED? IF YES, WHERE ARE SITES?

There is no evidence of hazardous waste within the project limits.

6E. OTHER AGENCIES INVOLVED (PERMITS/APPROVALS FROM FISH & GAME, CORPS OF ENGINEERS, COASTAL COMMISSION, ETC.):

No other agencies are involved. No permits / approvals from other agencies are required.

6F. MATERIALS AND OR DISPOSAL SITE NEEDS AND AVAILABILITY?

Disposal sites will be needed for surplus material and will be the responsibility of the contractor to secure.

6G. HIGHWAY PLANTING AND IRRIGATION:

Highway planting and irrigation are not anticipated for this project.

6H. ROADSIDE DESIGN AND MANAGEMENT:

There are no Maintenance Vehicle Pull Out (MVP) proposed in this project.

6I. STORMWATER COMPLIANCE:

The project contains construction activities that have potential to contribute pollutants such as sediments and other construction related materials to storm water discharges. Extreme care should be taken to avoid excavated or construction related materials to entire surface waters in order for the Department to remain in compliance with the Permit. Potential impacts to

water quality would be addressed in both the design and construction phase (See Attachment I, "Signature Cover Sheet of the Storm Water Data Report").

6J. RIGHT OF WAY ISSUES:

There is no additional right of way required or utility impact anticipated in this project.

6K. RAILROAD INVOLVEMENT:

There is no railroad involvement within the project limits.

6L. SALVAGING AND RECYCLING OF HARDWARE AND OTHER NON-RENEWABLE RESOURCES:

There is no salvaging and recycling of Hardware in this project.

6M. PROLONGED TEMPORARY RAMP CLOSURES:

Ramps will only be closed during resurfacing work but no two consecutive ramps will be closed at the same time.

6N. RECYCLED MATERIALS:

AC from the existing travel way will be recycled at the recycle site. It is contractor's responsibility to haul the AC from existing travel way from the project site to the recycle site.

6O. LOCAL AND REGIONAL INPUT:

There is no local and regional input for this rehabilitation project.

6P. WHAT ARE THE CONSEQUENCES OF NOT DOING THIS ENTIRE PROJECT?

The no build alternative will allow the continued degradation of the structural section thereby reducing the ride quality and increasing maintenance cost.

6Q. LIST ALL ALTERNATIVES STUDIED, COST, REASONS NOT RECOMMENDED, ETC.:

- A CAPM project. This alternative was rejected because of the high amount of recurring distress.

- Truck lane replacement with Portland Cement Concrete. This alternative was rejected due to the cost / time versus benefit analysis.

7. TRANSPORTATION MANAGEMENT

7A. TRANSPORTATION MANAGEMENT PLAN

Total estimated cost of TMP is \$124,000. See Attachment G, for TMP data sheet.

7B. VEHICLE DETECTION SYSTEMS

It is proposed to install Count Station loop on Route 99 NB on and off ramp.

8. ENVIRONMENTAL DETERMINATION/DOCUMENT

The project was determined to be Categorically Exempt Class 1 under CEQA and Categorically Exclusion under NEPA. (See Attachment D, for "CE Determination Statement and NEPA".)

Date Approved: 10/03/2011

9. FUNDING/SCHEDULING

9A. COST ESTIMATE

<u>Pavement Work</u>	<u>Lane-Miles</u>	<u>Number</u>	<u>*Cost</u>
Flex Overlay of Flex Pavement (recycle not included) ^{1,2}	<u>10.4</u>		<u>\$2,477,250</u>
Rigid Overlay of Flex Pavement Rubberized Asphalt Concrete	<u>10.4</u>		<u>\$1,087,500</u>
Hot Recycled AC ^{1,2}	<u> </u>		<u> </u>
Cold Recycled AC ^{1,2}	<u> </u>		<u> </u>
Reconstruct Lane(s)	<u> </u>		<u> </u>
Crack Seal & Flex Overlay of Rigid Pavement ²	<u> </u>		<u> </u>
Rigid Overlay of Rigid Pavement ²	<u> </u>		<u> </u>
Rigid Pavement Rehabilitation (Slab Replacement work)	<u> </u>	<u>365 slabs</u>	<u>\$660,000</u>
Ramps and OC/UC Approaches	<u>0.9 mi</u>	<u>6 On/Off ramp</u>	<u>\$108,750</u>
Edge Drain (side mi)	<u>0.4 mi</u>		<u>\$4,125</u>
Bridge Approaches (ground, replaced)	<u> </u>		<u> </u>
Total Lane-Miles of Rehabilitation	<u>11.3</u>		

STRAIN Work

(List Structures:) N/A

COSTS SUBTOTAL

\$4,337,625

- Notes: 1. Include cost to remove and replace localized failed areas.
 2. Include cost of shoulder backing material for increased thickness at shoulder edge, as needed.

<u>Does the Project Include?</u>	<u>Yes/No</u>	<u>Cost</u>
Main Line Widening (lanes and/or shoulders)	<u>No</u>	<u>\$0</u>
Bridge Widening and Rail Upgrade	<u>No</u>	<u>\$0</u>
Included in Project	_____	_____
Deferred (why) ** _____	_____	_____
Bridge Rail Upgrade - Without Widening	<u>No</u>	<u>\$0</u>
Included in Project	_____	_____
Deferred (why) ** _____	_____	_____
Vertical Clearance Adjustment	<u>No</u>	<u>\$0</u>
Drainage Rehabilitation	<u>Yes</u>	<u>\$20,000</u>
- (List appropriate work type: roadbed surface, roadside, off site, subsurface, etc.) **		
Pedestrian Facilities	<u>No</u>	<u>\$0</u>
Alternations Required (List): ** _____	<u>No</u>	<u>\$0</u>
<u>Safety</u> **	<u>Yes/No</u> *	<u>Cost</u>
Rumble Strip	<u>Yes</u>	<u>\$5000</u>
Superelevation Correction	<u>No</u>	<u>\$0</u>
Vertical Alignment	<u>No</u>	<u>\$0</u>
Horizontal Alignment	<u>No</u>	<u>\$0</u>
Left/Right-Turn Storage/Widening/Lengthening	<u>No</u>	<u>\$0</u>
Signal Upgrade	<u>No</u>	<u>\$0</u>
Median Barrier (State type: e.g., PCC, Thrie Beam)	<u>No</u>	<u>\$0</u>
Metal Beam Guardrails (New)	<u>No</u>	<u>\$0</u>
Concrete Guardrail (New)	<u>No</u>	<u>\$0</u>
Roadside Cleanup	<u>Yes</u>	<u>\$30,000</u>
Gore Cleanup	<u>No</u>	<u>\$0</u>
Electroliers	<u>Yes</u>	<u>\$59,000</u>
<u>Roadside Management</u>	<u>Yes/No</u>	<u>Cost</u>
Gore Area Pavement	<u>No</u>	<u>\$0</u>

Pavement beyond Gore Area	<u>No</u>	<u>\$0</u>
Miscellaneous Paving	<u>No</u>	<u>\$0</u>
Maintenance Vehicle Pull outs	<u>No</u>	<u>\$0</u>
Off-Freeway Access (gates, stairways, etc.)	<u>No</u>	<u>\$0</u>
Roadside Facilities	<u>No</u>	<u>\$0</u>
<u>Traffic Control and Traffic Related</u>	<u>Yes</u>	<u>\$161,000</u>
<u>Other</u> (Erosion Control and other items)	<u>Yes</u>	<u>\$268,500</u>

SUM OF SUBTOTALS \$4,881,125

30% Contingency (of Subtotals) \$1,464,338

<u>Utility Relocation</u>	_____	_____
<u>Railroad Agreements</u>	_____	_____
<u>Right of Way</u>	_____	_____
<u>Environmental Compliance</u>	_____	_____

TOTAL PROJECT COST \$6,345,463

9B. PROJECT SUPPORT:

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

Project Cost Component	Fiscal Years						Total
	11/12	12/13	13/14	14/15	15/16	16/17	
R/W Capital		\$3					\$3
Const. Capital**			\$6,731				\$6,731
PA&ED*							\$-
PS&E*		\$647					\$647
R/W Support*		\$15					\$15
Const.Support*				\$581			\$581
Total	\$-	\$665	\$6,731	\$581	\$-	\$-	\$7,977

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

Construction Capital escalated at 3%. Right of Way Capital estimate is escalated.

Support cost escalated at 3.1%

Support Cost ratio: 18% [All Support Costs (*) divided by the sum of the escalated Construction Capital (**) and the escalated R/W Capital]

9C. PROJECT SCHEDULE:

Milestones	Delivery Date (Month, Day, Year)
PA & ED	11/1/2011
Regular Right of way	11/1/2012
Project PS&E	11/15/2013
Right of way Certification	02/03/2014
Ready to List	03/18/2014
Approve Contract	08/15/2014
Contract Acceptance	03/02/2015

10. FEDERAL COORDINATION

This project is eligible for federal-aid funding and is considered to be STATE-AUTHORIZED under current FHWA-Caltrans Stewardship Agreements.

INDEX OF PLANS

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY
 IN TULARE COUNTY NEAR TULARE
 BETWEEN ELK BAYOU BR. AND PAIGE AVE.

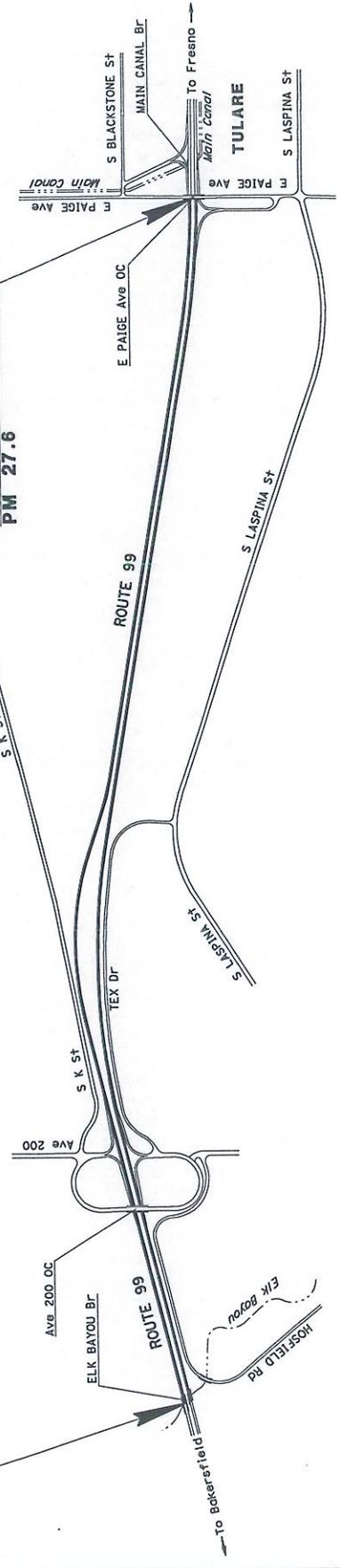
TO BE SUPPLEMENTED BY STANDARD PLANS DATED JUNE 2010

BEGIN CONSTRUCTION
 PM 25.0

END CONSTRUCTION
 PM 27.6

Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
06	TUL	99	25.0/27.6	

LOCATION MAP



DESIGN ENGINEER	THANH NGUYEN
PROJECT MANAGER	JUDY AGUILAR

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

BORDER LAST REVISED 7/2/2010 | CALTRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/)

RELATIVE BORDER SCALE 0 1 2 3
 USERAME -> 8132485
 DGN FILE -> Title Sheet.dgn

UNIT 1459 PROJECT NUMBER & PHASE 0612000109

CONTRACT No. 00-000004
 PROJECT ID 0000000000

PROJECT ENGINEER REGISTERED CIVIL ENGINEER DATE _____
 PROJECT ENGINEER REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____
 THE STATE OF CALIFORNIA SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ANY PORTION OF THIS PLAN SHEET.

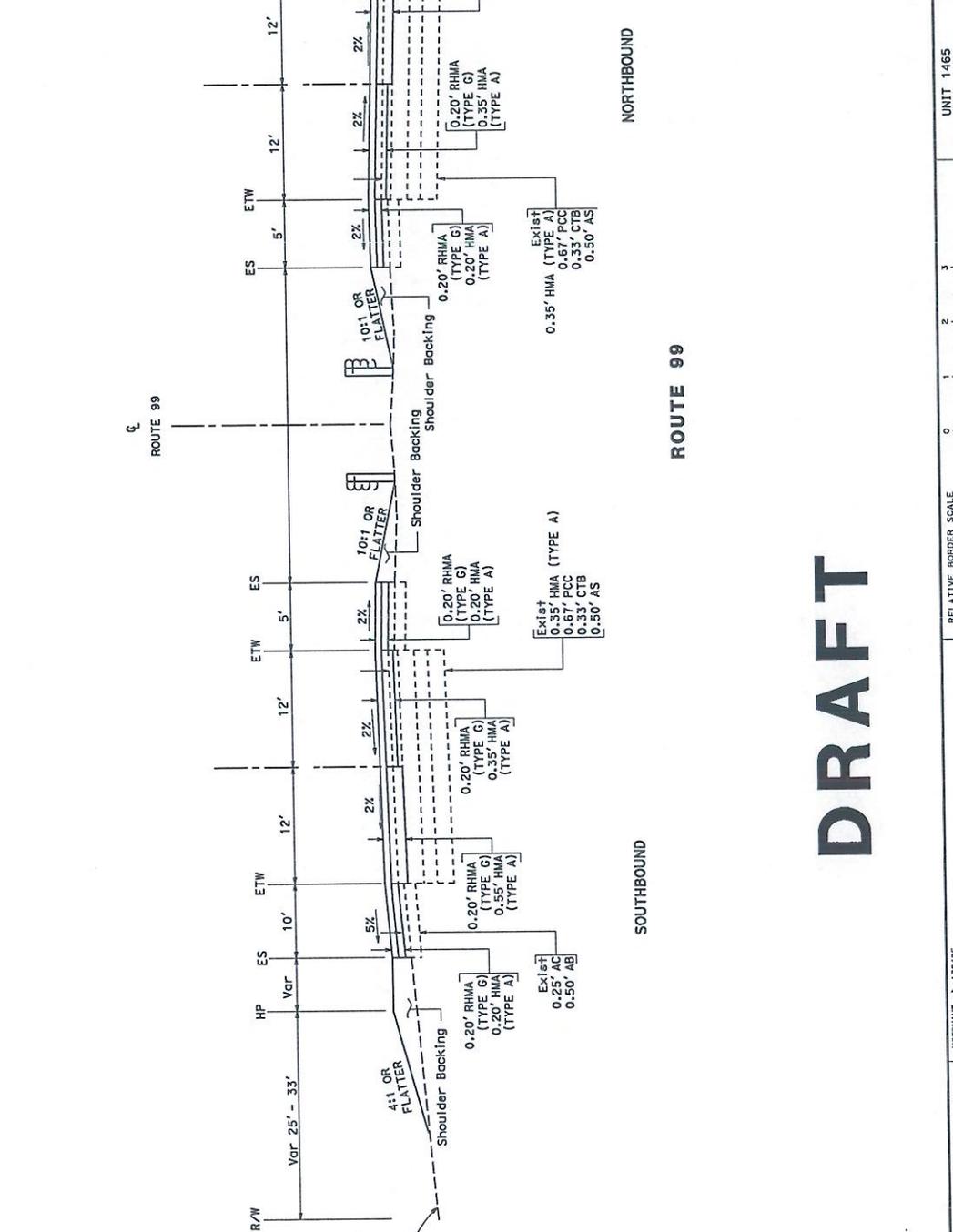
DATE PLOTTED => 05-OCT-2011
 TIME PLOTTED => 14:16

ATTACHMENT A

DATE	06	COUNTY	TUI	ROUTE	99	POST MILES TOTAL PROJECT	25.0/27.6	SHEET TOTAL NO. SHEETS	
REGISTERED CIVIL ENGINEER	DATE		25.0/27.6		REGISTERED CIVIL ENGINEER		DATE		

ABBREVIATION:
RHMA: RUBBERIZED HOT MIX ASPHALT

- NOTES:**
- DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
 - SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
 - FOR ACCURATE NOTATION OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



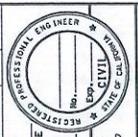
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TYPICAL CROSS SECTIONS
X-1

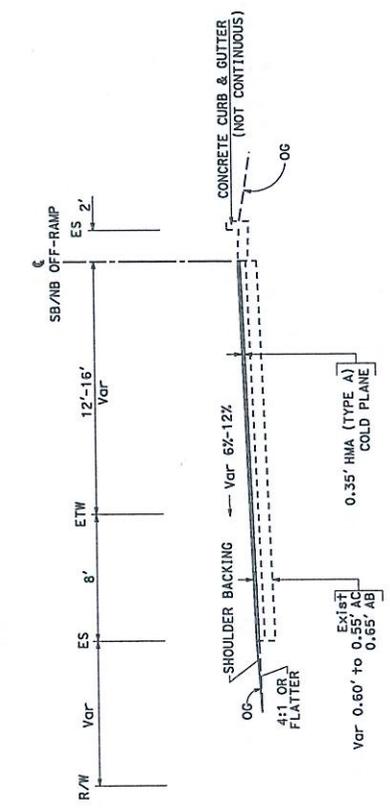
NO SCALE

ATTACHMENT B

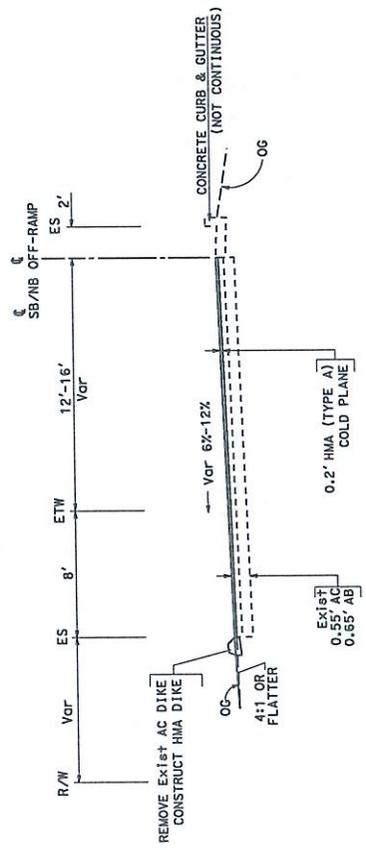
Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
06	Tul	99	25.0/27.6	
REGISTERED CIVIL ENGINEER		DATE	PLANS APPROVAL DATE	
No. _____		_____	_____	
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF THE INFORMATION CONTAINED IN THIS PLAN SHEET.				



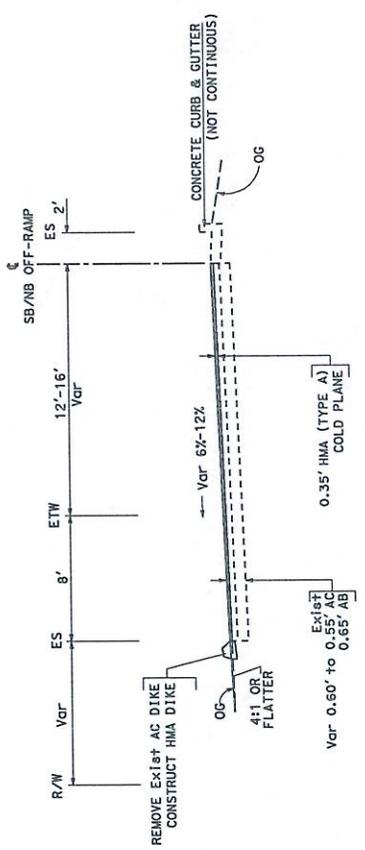
- NOTES:**
1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTION) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
 2. DIMENSIONS SHOWN AS SHOWN OR AS DIRECTED BY THE ENGINEER.
 3. CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



ROUTE 99 SB OFF-RAMP AT AVENUE 200
ROUTE 99 NB OFF-RAMP AT PAIGE AVENUE
ROUTE 99 SB ON-RAMP AT PAIGE AVENUE



ROUTE 99 NB OFF-RAMP AT AVENUE 200



ROUTE 99 SB ON-RAMP AT AVENUE 200
ROUTE 99 NB ON-RAMP AT AVENUE 200

NO SCALE

TYPICAL CROSS SECTIONS X-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	THANH NGUYEN	FUNCTIONAL SUPERVISOR	REVISOR	DATE REVISOR
AMIT NIDHAWAN	DESIGNED BY	ROBERT VERNON	CHECKED BY	AMIT NIDHAWAN	DATE REVISOR

ATTACHMENT B

2R PROJECT CERTIFICATION^{1,2}

A Safety Screening, as required by Design Information Bulletin Number 79, was conducted for the segment of highway identified above in the project description.



[Handwritten Signature]

Chief, District Traffic Operations Branch

Date: 9/29/2011

This project will be scoped and designed as a 2R Project per the guidance in Design Information Bulletin Number 79. The Safety Screening that was performed will be an integral part of the development of this project.

Rory Quince
Rory V. Quince for Kim Anderson

Deputy District Director for Design

Date: 9/30/2011

I concur with the 2R Purpose and Need of this project.

[Handwritten Signature]

Design Coordinator

Date: 10/6/11

I concur that this project should be scoped and designed as a 2R Project per the guidance in Design Information Bulletin Number 79 and that the Safety Screening associated with this project will be an integral part of the development of this project. Therefore, since the appropriate Purpose and Need for this project is pavement resurfacing and restoration (2R), I have determined that this project is to be delivered as a 2R Project.

gh 72

District Deputy for Maintenance and Operations³

Date: 10-10-11

Notes:

1. This certification document shall be filed in the district project history files.
2. A copy of this Certification shall be sent to Headquarters Division of Design, attention Design Report Routing.
3. District organizations with separate Deputies for Maintenance and Operations need the signatures of both individuals.

ATTACHMENT C

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

06-TUL-99 25.0/27.6 0P170
 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.)

Caltrans proposes to rehabilitate SR99 from PM25.0 to PM27.6 by cold-planning and replacing with HMA, replacing failed panels with HMA, and repaving with RAC. No additional right-of-way will be required.

Note: See attached Environmental Commitments Record

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, 8 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 ("Corlese 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 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))]

Kelly Hobbs

Judy Aguilar

Print Name: Environmental Branch Chief

Print Name: Project Manager/DLA Engineer


 Signature

9/28/2011
 Date


 Signature

10/3/11
 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/hap/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)(1)
- 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.

Kelly Hobbs

Judy Aguilar

Print Name: Environmental Branch Chief

Print Name: Project Manager/DLA Engineer


 Signature

9/28/2011
 Date


 Signature

10/3/11
 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

Memorandum

To: Judy Aguilar

Date: 9/22/2011

File: CD 06 EA 0P170K Alt NA

Attn AMIT NIJHAWAN

Co TUL RTE 99

DESCRIPTION:
OVERLAY 2R

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 9/9/2011

The following assumptions and limiting conditions were identified:

Appraisal

Utility

Per datasheet request, no additional R/W including permits, TE's or DE's required, no utility permit search completed, no utility involvement and/or relocation required, no potholing required.

Right of Way Lead Time will require a minimum of 1 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.



NICHOLAS G DUMAS
Assistant Region Division Chief, Right of Way
(559)445-6195

ATTACHMENT E

EA: 06-0P170K
ALT: NA

CO/RTE/PM-PM (Rte 1 and Rte 2) : TUL/99/25-27.6 & //-

Request Date: 9/9/2011

Revised Date:

Right Of Way Cost Estimate	Current Year 2012	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2012
Acquisition:	\$0	25%	5%	\$0
Mitigation:	\$0	25%	5%	\$0
State Share of Utilities:	\$0	25%	5%	\$0
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	\$0			\$0

Estimated Construction Contract Work (CCW):

R/W LEAD TIME/Mo. 1

Cost Break Down	
Pot Hole	
Mitigation	
Land	
Bank	
Permit Fee	

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

of Excess Parcels:

Misc R/W Work

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

Utilities

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

EA: 06-0P170K ALT: NA

Parcel Area

Total R/W Required:
Total Excess Area:

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

General Description of Utility Involvement:

The project proposes to rehabilitate (2R) the existing four lanes of AC pavement of the divided State Route 99 (two lanes in each direction) in Tulare County. The scope of work will include cold planning and replacing the existing 0.35' layer in the #2 lane with HMA (Type A) and fabric, remove and replace failed panels in the #2 lane with HMA (Type A) repave the entire width of pavement with RAC (Type G) as recommended by the District Materials Lab Deflection Study Report.

Is there a significant effect on assessed valuation:

Were any previously unidentified sites with hazardous waste or material found:

Are RAP displacements required:

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:

Are there potential relinquishments or abandonments:

Are there any existing or potential airspace sites:

Are environmental mitigation parcels required:

Data for evaluation provided by:

Estimator:

Railroad Liaison Agent:

Utlilty Relocation Coordinator:

Jennifer Romero

9/22/2011

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.

NICHOLAS G DUMAS
Assistant Region Division Chief, Right of Way

Date

ENTERED PMCS 9/22/2011

BY: H YANG

Department of Transportation
District 6

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

06-Tul 99-PM 25.0/27.6

TULARE 99 PAVEMENT REHAB

PROJECT NUMBER: 06-0P170K

September 12, 2011

Prepared For: THANH NGUYEN, Design Senior
Office of Design I, Branch M
Attn: Amit Nijhawan

Prepared By: JOSE FERNANDEZ, JR.

Concurred By:

Approved By:


BENJAMIN C. CAMARENA
District 6 – District Traffic Manager


JOSE D. FERNANDEZ, JR., P.E.
District 6 – TMP Manager

This Transportation Management Plan (TMP) data sheet is prepared in response to a request from Office of Design I, Branch M dated September 09, 2011.

Attached is the TMP Data Sheet for the above referenced project. Per Deputy Directive 60, TMP must be considered at the early stage of all projects and activities performed on the State Highway System. The following items shall be included in the project initiation document (PID):

- 1) The TMP Data Sheet shall be attached to the project initiation document (PID).
- 2) Any costs associated with the traffic impact mitigation measures listed in the TMP Data Sheet shall be included in the PID estimate.
- 3) The following statements shall be included in the body of the PID:
“Preliminary traffic impacts and mitigation for this project have been outlined in the attached Transportation Management Plan Data Sheet (TMP Data Sheet). Costs

ATTACHMENT F

associated with the traffic impact mitigation measures listed in the TMP Data Sheet have been included in this documents estimate.”

“A TMP for this project is required and should be requested when the design is complete enough to determine specific traffic impacts, but yet early enough to make design changes/additions required for traffic mitigation.”

“Lane closure charts and detailed TMP will be provided during PS&E stage.”

“Lane closures are not allowed when the traffic volume is beyond the capacity of the remaining lanes. Nighttime work outside peak hours is anticipated for this project. Ramp closures will be allowed.”

If you have any questions, please contact me at 559-444-2492.

Attachments:

- TMP Data Sheet

DISTRICT 6 - TRANSPORTATION MANAGEMENT PLAN

DATA SHEET

(TMP Elements and Costs)

CO/RTE/PM	TUL 99		PM	25.0/27.6	PROJ. NO.	0P170K
PROJECT NAME	TULARE 99 PAVEMENT REHAB					
PROJECT LIMIT	On State Route 99 in Tulare County near the City of Tulare from Elk Bayou 46-60 to Paige Road OC 46-158/216					
PROJECT DESCRIPTION	Rehabilitate the Existing Pavement					

A) **The project includes the following:**
(Check all that applicable type of facility closures.)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Highway or Freeway Lanes
<input checked="" type="checkbox"/> Highway or Freeway Shoulders
<input type="checkbox"/> Freeway Connectors | <input checked="" type="checkbox"/> Freeway Off-ramps
<input checked="" type="checkbox"/> Freeway On-ramps
<input type="checkbox"/> Local Streets |
|---|---|

B) **Are there any construction strategies that can restore existing number of lanes?**
 No Yes (Check all applicable strategies.)

- | | | |
|--|------------------------------|--|
| <input type="checkbox"/> Temporary Roadway Widening Structure Involvement? | <input type="checkbox"/> Yes | <input type="checkbox"/> No (If yes, notify Project Manager) |
| <input type="checkbox"/> Lane Restriping (Temporary narrow lane widths) | | |
| <input type="checkbox"/> Roadway Realignment (Detour around work area) | | |
| <input type="checkbox"/> Median and/or Right Shoulder Utilization | | |
| <input type="checkbox"/> Use of HOV lane as Temporary Mixed Flow Lane | | |
| <input type="checkbox"/> Staging Alternatives (Explain Below) | | |

C) **Calculated Delay**
(To be performed if construction strategies in Item B do not mitigate congestion resulting from Item A or on all projects along Interstate 5 and Route 99)

- | | | |
|--|--|-----------------|
| 1. Estimated Maximum Individual delay | | _____ minutes |
| 2. Existing or Acceptable Individual Vehicle Delay | | _____ minutes |
| 3. Estimated Individual Vehicle Delay Requiring Mitigation | | _____ minutes |
| 4. Estimate Delay Cost (Most Applicable) | | |
| <input type="checkbox"/> Extended Weekend Closure | | |
| <input type="checkbox"/> Weekly (7 days) | | |
| 5. Estimated Duration of Project Related Delays | | _____ # of Days |
| 6. Cost of Construction Related delays | | |

TMP Estimates based on X-Number of Working Days
 requiring Lane/Shoulder/Ramp/Freeway/Highway Closures: 60 Working Days

TMP DATASHEET

PAGE 2 OF 2

Date: September 12, 2011

Cnty/Rte: TUL 99

Design Senior: Thanh Nguyen

PM: 25.0/27.6

Branch: M

Office of Design: 1

Project No: 0P170K

D) Preliminary TMP Elements and cost: (Identify all elements and estimated costs that will be used to mitigate congestion resulting from the proposed construction activities.)

<p>1. Public Information - Bees # 066063</p> <ul style="list-style-type: none"> <input type="checkbox"/> Brochures & Mailers <input checked="" type="checkbox"/> Press Release/Media Alerts <input type="checkbox"/> Paid Advertisements <input type="checkbox"/> Public Information Center/Kiosks <input type="checkbox"/> Telephone Hotline <input checked="" type="checkbox"/> Planned Lane Closure Website <input type="checkbox"/> Project Website <input type="checkbox"/> Pubic Meetings <input checked="" type="checkbox"/> Freight Travel Information 	<p>\$3,000</p> <p>\$0</p> <p>\$0</p>	<p>4. Construction Strategies (In Addition to Elements Identified on Item B)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Two-way Traffic On One Side <input type="checkbox"/> Reversible Lanes <input checked="" type="checkbox"/> Ramp/Connector Closure <input checked="" type="checkbox"/> Night Work <input type="checkbox"/> Extended Weekend Work <input type="checkbox"/> Ped/Bicycle Access Improvements <input type="checkbox"/> Maintain Business Access <input type="checkbox"/> A + B Bidding <input type="checkbox"/> Innovative Const. Techniques <input checked="" type="checkbox"/> Coordination w/ Adj. Const. Site <input type="checkbox"/> Speed Limit Reduction <input type="checkbox"/> Traffic Screens 	<p>\$0</p> <p>\$0</p> <p>\$0</p> <p>\$0</p>
<p>2. Motorist Information Strategies</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Traffic Radio Announcements <input type="checkbox"/> Fixed CMS <input checked="" type="checkbox"/> Portable CMS BEES 128650 <input type="checkbox"/> Temporary Motorist Information Signs <input type="checkbox"/> Ground Mounted Signs (Detour) <input type="checkbox"/> Dynamic Speed Message Sign <input type="checkbox"/> Highway Advisory Radio <input checked="" type="checkbox"/> CT Hwy Infom. Network (CHIN) 	<p>\$0</p> <p>\$21,000</p> <p>\$0</p>	<p>5. Demand Management</p> <ul style="list-style-type: none"> <input type="checkbox"/> HOV Lane/Ramps <input type="checkbox"/> Variable Work Hours <input type="checkbox"/> Telecommuting <input type="checkbox"/> Truck/Heavy Vehicle Restrictions <input type="checkbox"/> Rideshare Promotions <input type="checkbox"/> Ramp Metering <input type="checkbox"/> Transit Incentives <input type="checkbox"/> Shuttle Services <input type="checkbox"/> Ridesharing/Carpooling Incentives <input type="checkbox"/> Park & Ride Promotion 	<p>\$0</p> <p>\$0</p> <p>\$0</p>
<p>3. Incident Management</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Transportation Management Center <input type="checkbox"/> Traffic Management Team (TMT) <input type="checkbox"/> Intelligent Transportation Systems <input type="checkbox"/> Traff. Surveillance (Loop & CCTV) <input type="checkbox"/> Helicopter Surveillance <input type="checkbox"/> Tow/Freeway <input checked="" type="checkbox"/> COZEEP BEES 066062 	<p>\$0</p> <p>\$100,000</p>	<p>6. Alternative Route Strategies</p> <ul style="list-style-type: none"> <input type="checkbox"/> Off-site Detours/Use of Alt. Rtes <input type="checkbox"/> Signal Timing/Coord. Improvements <input type="checkbox"/> Temporary Traffic Signals <input type="checkbox"/> Signal Retiming <input type="checkbox"/> Street/Intersection Improvements <input type="checkbox"/> Turn Restrictions <input type="checkbox"/> Parking Restrictions 	<p>\$0</p> <p>\$0</p>
<p>4. Construction Strategies (In Addition to Elements Identified on Item B)</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Lane Requirement Chart <input type="checkbox"/> Construction Staging <input type="checkbox"/> Traffic Handling Plans <input type="checkbox"/> Full Facility Closures <input type="checkbox"/> Local Road Closures <input type="checkbox"/> Lane Modifications <input type="checkbox"/> One-Way Reversing Operation 	<p>\$0</p>	<p>7. Other Considerations</p> <ul style="list-style-type: none"> <input type="checkbox"/> Application of New Technologies <input type="checkbox"/> Other 	<p>\$0</p>

TOTAL ESTIMATED COST OF TMP \$124,000

PROJECT NOTES:

1. Current dollar values used. Inflation was not factored into the estimate.
2. There are no noise restrictions / moratoriums for night work.
3. Traffic Control/Maintain Traffic costs was not provided. Please consult with the OE or construction office for this estimate.
4. Portable CMS specified for this project by this estimate is designed for congestion relief as outlined by DD-60. Portable CMS required for other purposes should be included under other specifications.
5. COZEEP specified for this project by this estimate is designated for congestion relief as outlined by DD-60. COZEEP required for other purposes should be included under other specifications.
6. The TMP is a living document that is subject to change if material changes take place in the final version of the project phase or if changes are required during construction to respond to excessive levels of congestion.

<p>PREPARED BY: Jose D. Fernandez, Jr.</p>	<p>OFFICE OF TRAFFIC MANAGEMENT</p>	<p>DATE: September 12, 2011</p>
---	--	--

Project Risk Register

DIST- EA		06-0P170		Project Name: Elk bayou 2R		Project Manager: Judy Aguilier		Date Created: 09/27/11		Last Updated: 09/27/11						
ID #	Status	Threat/ Opportunity	Category	Date Risk Identified	Risk Description	Root Causes	Primary Objective	Overall Risk Rating	Cred/Time Impact Value	Risk Owner	Risk Trigger	Strategy	Response Actions w/ Pros & Cons	Adjusted Cred/Time Impact Value	WBS Item	Status Date and Review Comments
1	Active	Threat	DESIGN		Number of panels below the AC pavement	Estimate too low	COST	Probability 2=Low (10-19%) Med Impact 4 =Med		Thanh Nguyen (559) 243-3813 Thanh.Nguyen@dot.ca.gov	Construction cost is more than the programmed amount	MITIGATE	use maximum allowable contingency		270 CONSTRUCTION ENGINEERING AND GENERAL CONTRACT ADMINISTRATION	
2	Active	Threat	PM		Pressure to deliver project on an accelerated schedule	Cost, Scope, Schedule	QUALITY	Probability 3=Med (20-39%) Med Impact 4 =Med		Judy Aguilier (559) 243-3457 Judy.Aguilar@dot.ca.gov	Will reevaluate during PS&E	ACCEPT	will work with project team		250 PREPARE FINAL STRUCTURES PS&E PACKAGE	
3	Active	Threat	DESIGN		Insufficient traffic information, full closure schedule, night work?	Traffic Control	COST	Probability 3=Med (20-39%) Med Impact 4 =Med		Ben Camarena (559) 468-4348 Ben.Camarena@dot.ca.gov	Will reevaluate during PS&E	AVOID	will work with project team			

ATTACHMENT G

Short Form - Storm Water Data Report



Dist-County-Route: 06-TUL-99
 Post Mile Limits: 25.0/27.6
 Project Type: Pavement Rehabilitation
 Project ID (or EA): 0612000109 (OP170K)
 Program Identification: 201.122
 Phase: PID/PSSR
 PA/ED
 PS&E

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

- | | | |
|---|------------------------------|--|
| 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: June 1, 2015 Construction Completion Date: June 1, 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.

Amit Nijhawan 10/3/11
 Amit Nijhawan, Registered Project Engineer Date

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

Marissa Nishikawa 10/04/11
 Marissa Nishikawa, District/Regional SW Coordinator Date

[Stamp Required for PS&E only]

PLANNING COST ESTIMATE



Dist-Co-Rte: 06-Tul-99
PM: PM 25.0-27.6
EA: 06-0P170K
Program Code: 20.10.201.122

PROJECT DESCRIPTION:

Limits: Elk Bayou Bridge to Paige Ave on Route 99 in Tulare County

Proposed Improvement:
(Scope of Work)

Rehabilitate the existing four lanes of asphaltic concrete pavement of the divided SR 99 in Tulare County. This estimate is based on recommendation provided on 09/27/2011 field trip. However the revised concept report has not come in.

Alternative: 1

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	Total of Sections 1 - 10 shown above	\$ 6,345,463
TOTAL STRUCTURES ITEMS		\$ 0
	SUBTOTAL CONSTRUCTION COSTS <i>(not escalated)</i>	\$ 6,345,463
TOTAL RIGHT OF WAY ITEMS (Not Escalated)		\$ 0
	TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 6,345,463

Reviewed by
District Program Manager:

(Signature) (Date)

Approved by Project Manager:

July 28

(Signature) (Date) 10/29/11

Phone Number:

Form revised 12/01/09

PLANNING COST ESTIMATE



Dist-Co-Rte: 06-Tul-99
 PM: PM 25.0-27.6
 EA: 06-0P170K
 Program Code: 20.10.201.122

I. ROADWAY ITEMS

<u>Section 1 - Earthwork</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Roadway Excavation(Cold Planning)	73,000	SY	\$1	\$73,000	
Imported Material (Shoulder Backing)	4,400	Ton	\$20	\$88,000	
Clearing & Grubbing	1	LS	\$30,000	\$30,000	
Develop Water Supply	1	LS	\$0	\$0	
Top Soil Reapplication			\$0	\$0	
Stepped Slopes and Slope			\$0	\$0	
Remove Type E Dike	2,000	LF	\$1	\$2,000	
			\$0	\$0	
			Subtotal Earthwork:		\$193,000
<u>Section 2 - Pavement Structural Section*</u>					
PCC Pvmt 0.67' Depth Slab	1,650	CY	\$400	\$660,000	
PCC Pvmt Depth	0	CY	\$0	\$0	
Asphalt Concrete (#1,#2,Shl,&Ramps)	34,535	Ton	\$75	\$2,590,125	
Lean Concrete Base	0	CY	\$0	\$0	
Cement-Treated Base	0	CY	\$0	\$0	
Aggregate Base	0	CY	\$0	\$0	
Treated Permeable Base	0	CY	\$0	\$0	
Aggregate Subbase	0	CY	\$0	\$0	
Pavement Reinforcing Fabric	0	SF	\$0	\$0	
Edge Drains	0	FT	\$0	\$0	
RAC (Type G)	10,875	Ton	\$100	\$1,087,500	
			Subtotal Pavement Structural Section:		\$4,337,625
<u>Section 3 - Drainage</u>					
Large Drainage Facilities	0	LS	\$0	\$0	
Storm Drains	0	LS	\$0	\$0	
Pumping Plants	0	LS	\$0	\$0	
Project Drainage	1	LS	\$20,000	\$20,000	
				\$0	
			Subtotal Drainage:		\$20,000

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

PLANNING COST ESTIMATE



Dist-Co-Rte: 06-Tul-99

PM: PM 25.0-27.6

EA: 06-0P170K

Program Code: 20.10.201.122

<u>Section 4 - Specialty Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Retaining Walls	0	SF	\$0	\$0	
Noise Barriers	0	EA	\$0	\$0	
Barriers and Guardrails	0	LF	\$0	\$0	
Equipment/Animal Passes	0	EA	\$0	\$0	
Water Pollution Control	1	LS	\$95,000	\$95,000	
Hazardous Waste Investigation and/or Mitigation Work	0	LS	\$0	\$0	
Environmental Compliance	0	LS	\$0	\$0	
Resident Engineer Office Space	1	LS	\$6,000	\$6,000	
				\$0	
			Subtotal Specialty Items:		\$101,000
<u>Section 5 - Traffic Items</u>					
Traffic Monitoring Station	1	LS	\$35,000	\$35,000	
Traffic Delineation Items	1	LS	\$34,000	\$34,000	
Count Station and TDC Cabinet	1	LS	\$24,000	\$24,000	
Overhead Sign Structures	0	EA	\$0	\$0	
Roadside Signs	0	EA	\$0	\$0	
Traffic Control Systems	0	LS	\$0	\$0	
Transportation Management Plan	1	LS	\$124,000	\$124,000	
Temporary Detection System	0	LS	\$0	\$0	
Staging	0	LS	\$0	\$0	
Construction Area Signs	1	LS	\$3,000	\$3,000	
			Subtotal Traffic Items:		\$220,000

PLANNING COST ESTIMATE



Dist-Co-Rte: 06-Tul-99
 PM: PM 25.0-27.6
 EA: 06-0P170K
 Program Code: 20.10.201.122

II. ROADSIDE ITEMS

<u>Section 6 Planting and Irrigation</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Highway Planting	0	LS	\$0	\$0	
Replacement Planting	0	LS	\$0	\$0	
Irrigation Modification	0	LS	\$0	\$0	
Relocate Existing Irrigation	0	LS	\$0	\$0	
Facilities	0	LS	\$0	\$0	
Irrigation Crossovers	0	LS	\$0	\$0	
				\$0	
			Subtotal Planting and Irrigation Section:		\$0

<u>Section 7: Roadside Management and Safety Section</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Vegetation Control Treatments	0	LS	\$0	\$0	
Gore Area Pavement	0	LS	\$0	\$0	
Pavement beyond the gore area	0	LS	\$0	\$0	
Miscellaneous Paving	0	LS	\$0	\$0	
Erosion Control	1	LS	\$9,500	\$9,500	
Slope Protection	0	LS	\$0	\$0	
Side Slopes/Embankment Slopes	0	LS	\$0	\$0	
Maintenance Vehicle Pull outs Off-freeway Access (gates, stairways, etc.) Roadside Facilities (Vista Points, Transit, Park & Ride, etc)	0	LS	\$0	\$0	
Relocating roadside facilities/features	0	LS	\$0	\$0	
				\$0	
			Subtotal Roadside Management and Safety Section:		\$9,500

TOTAL SECTIONS 1 thru 7 \$4,881,125

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

PLANNING COST ESTIMATE



Dist-Co-Rte: 06-Tul-99
 PM: PM 25.0-27.6
 EA: 06-0P170K
 Program Code: 20.10.201.122

III. ROADWAY ADDITIONS

Section 8 - Minor Items

				<u>Item Cost</u>	<u>Section Cost</u>
(Subtotal Sections 1 thru 7)	_____	x	<u>0.05</u> (5 to 10%)	=	_____ \$0
					TOTAL Minor Items: _____ \$0

Section 9 - Roadway Mobilization

(Subtotal Sections 1 thru 8)	_____ \$0	x	<u>0.05</u> (10%)	=	_____ \$0
					TOTAL Roadway Mobilization: _____ \$0

Section 10 - Supplemental Work & Contingencies

Supplemental Work

(Subtotal Sections 1 thru 8)	_____ \$0	x	<u>0.00</u> (5 to 10%)	=	_____ \$0
Contingencies					
(Subtotal Sections 1 thru 8)	_____ \$4,881,125	x	<u>0.30</u> (**%)	=	_____ \$1,464,338
					Supplemental Work & Contingencies: _____ \$1,464,338

TOTAL ROADWAY ADDITIONS Sections 8 thru 10: _____ \$1,464,338

TOTAL ROADWAY ITEMS: _____ \$6,345,463

(Subtotal Sections 1 thru 10)

Estimate Prepared by: Amit Nijhawan (Print or Type Name) Phone: 559-243-3811 0/0/00 (Date)

Estimate Checked by: THANH NGUYEN (Print or Type Name) Phone: 559-243-3813 0/0/00 (Date)
10/20/11

**Use appropriate percentage per PDPM, Part 3 Chapter 20.
<http://www.dot.ca.gov/hq/opod/pdpm/pdpm.n.htm> -pdpm

PLANNING COST ESTIMATE



Dist-Co-Rte: 06-Tul-99
 PM: PM 25.0-27.6
 EA: 06-0P170K
 Program Code: 20.10.201.122

II. STRUCTURE ITEMS

	STRUCTURE			
	No. 1	No. 2	No. 3	
Bridge Name	_____	_____	_____	
Structure Type	_____	_____	_____	
Width (out to out) - (ft)	_____	_____	_____	
Span Length - (ft)	0	0	0	
Total Area - ft ²	0	0	0	
Footing Type (pile/spread)	0	0	0	
Cost per ft ²	0	0	0	
(incl. 10 % mobilization and 20 % contingency)				
Total Cost for Structure	\$0	\$0	\$0	
SUBTOTAL STRUCTURES ITEMS				\$0
(Sum of Total Cost for Structures)				
Railroad Related Costs (Not incl. in RW Est)	_____	_____	_____	\$0
	_____	_____	_____	\$0
SUBTOTAL RAILROAD ITEMS				\$0
TOTAL STRUCTURES ITEMS				\$0
(Sum of Structures items plus Railroad Items)				

COMMENTS:

Estimate Prepared by: Amit Nijhawan
 (Print or Type Name)

Phone: 559-243-3811

09/26/11
 (Date)

(If appropriate, attach additional pages as backup)

PLANNING COST ESTIMATE



Dist-Co-Rte: 06-Tul-99
 PM: PM 25.0-27.6
 EA: 06-0P170K
 Program Code: 20.10.201.122

III. RIGHT OF WAY ITEMS

No. of years for Escalation = 0

	Current Values	Rate (%)	Escalation Factor		Escalated Values
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$0	5.0	1.00	-	\$0
B. Utility Relocation (State Share)	\$0	5.0	1.00	-	\$0
C. Relocation Assistance	\$0	5.0	1.00	-	\$0
D. Clearance/Demolition	\$0	7.0	1.00	-	\$0
E. Title and Escrow Fees	\$0	4.0	1.00	-	\$0
TOTAL RIGHT OF WAY** ITEMS=	\$0				\$0 (Escalated Value)

Anticipated Date of Right of Way Certification: 0/0/00
 (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: Amit Nijhawan Phone: 559-243-3811 09/26/11
(Print or Type Name) (Date)

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

Collection Date: / / : : AM
 Printed: 08/31/2011

District 6
 County TUL
 Route 099
 Begin PM 24.000

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 6, TUL, Rte 099, PM 25 - 27.6

District 6 County TUL Route 099

Begin PM - End PM	Lane	Surface Type	Alligator Cracking		Length	LaneMi. (Est.)	Type	MSL		Ride, IRI	Priority	Skid	Defect
			A %	B % C (Y/N)?				AADT (,000)	Faulting				
			Routing, Bleeding		Slab Cracking		Patching		Area %		Poor Cond.?		
			1st %	3rd %	Corner %								
24.000 - 25.000	L1 R	F-DG	0	0	1.000	4.000	MILD	46	1	23	168	98	GOOD CONDITION
	L2 R	F-DG	0	0			25	26	8	31	189	7	THIRD ST. CRKNG
	R1 F-DG	F-DG	0	0						5	53	99	NO DISTRESS OBSERVED
	R2 F-DG	F-DG	0	0						5	66	99	NO DISTRESS OBSERVED
25.000 - 25.008	L1 R	F-DG	0	0	0.008	0.032	MILD	46	1	9	133	98	GOOD CONDITION
	L2 R	F-DG	0	0			25	26	8	32	192	7	THIRD ST. CRKNG
	R1 F-DG	F-DG	0	53						N/A	N/A	7	HIGH ABC
	R2 F-DG	F-DG	0	32						N/A	N/A	7	HIGH ABC
25.008 - 25.031	L2 B	F-DG	0	0	0.023	0.092	MILD	46	1	N/A	N/A	0	N/A - Bridge
	R1 B	F-DG	0	0						N/A	N/A	0	N/A - Bridge
	R2 B	F-DG	0	0						N/A	N/A	0	N/A - Bridge
25.031 - 26.000	L1 F-DG	F-DG	4	33	0.969	3.876	MILD	46	1	5	73	7	HIGH ABC
	L2 F-DG	F-DG	4	7						10	107	31	ALL. A & B, OPEN CRKS
	R1 F-DG	F-DG	0	53						6	91	7	HIGH ABC
	R2 F-DG	F-DG	0	32						10	106	7	HIGH ABC
26.000 - 27.000	L1 F-DG	F-DG	44	3	1.000	4.000	MILD	43	1	5	71	32	ALL. A, NO B, OPEN CRKS
	L2 F-DG	F-DG	0	19						12	113	9	MOD ABC
	R1 F-DG	F-DG	22	60						5	86	7	HIGH ABC
	R2 F-DG	F-DG	0	0					100	6	90	33	MISC. UNSEALED CRACKS
27.000 - 27.666	L1 F-DG	F-DG	28	0	0.666	2.664	MILD	47	1	5	74	32	ALL. A, NO B, OPEN CRKS
	L2 F-DG	F-DG	0	33						7	96	7	HIGH ABC
	R1 F-DG	F-DG	0	65						6	89	7	HIGH ABC
	R2 F-DG	F-DG	0	0					100	11	110	33	MISC. UNSEALED CRACKS

*Surface type of 'EB' is Enhanced Binder.
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

ATTACHMENT K