

10-STA-120-PM 6.1/11.2  
20.10.201.121  
0V680K  
September 2011

## CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

To

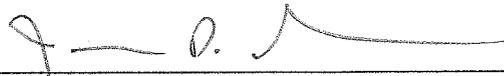
**Request Programming in the 2012 SHOPP  
And  
Provide Project Approval**

On Route 120

Between Maag Road

And 0.2 mile east of Lancaster Road

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



JAMES GONZALEZ  
DISTRICT DIVISION CHIEF - RIGHT OF WAY

APPROVAL RECOMMENDED:



TONY SINGH  
PROJECT MANAGER

APPROVED:



CARRIE L. BOWEN  
DISTRICT DIRECTOR

9-12-11

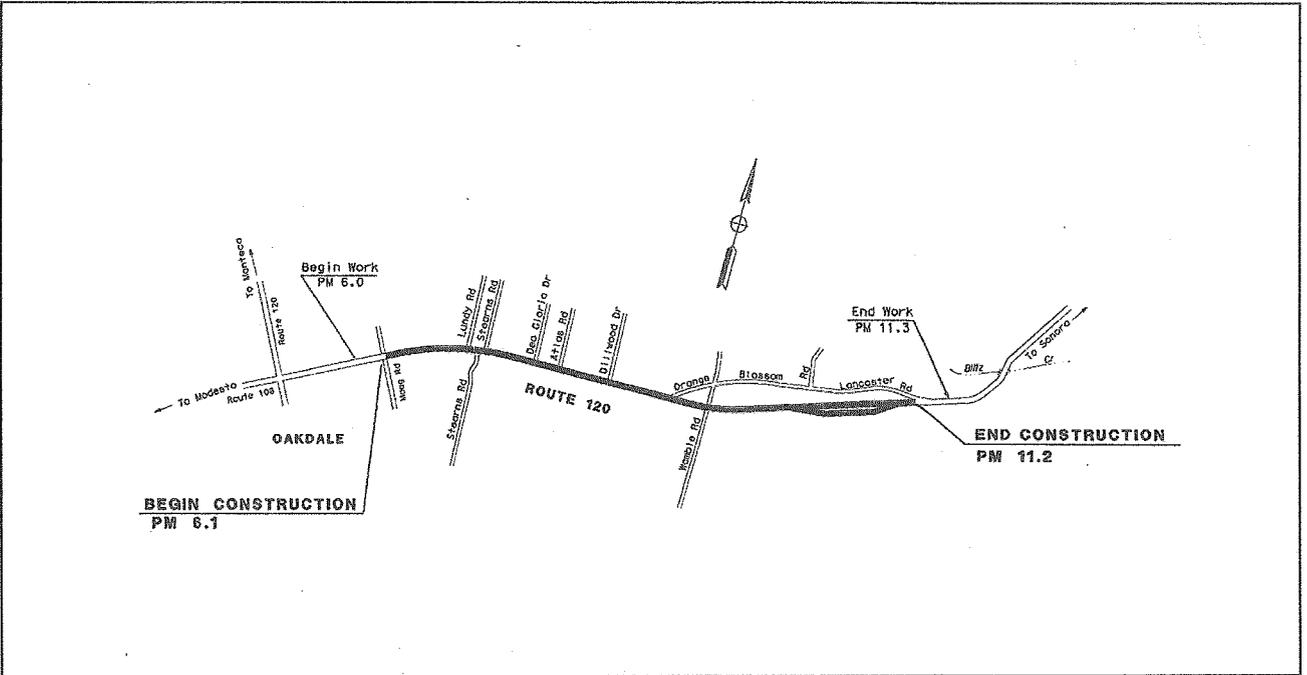
DATE

10-Sta-120-PM 6.1/11.2

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September 2011



On Route \_\_\_\_\_ 120 \_\_\_\_\_

Between \_\_\_\_\_ Maag Road \_\_\_\_\_

And \_\_\_\_\_ 0.2 mile east of Lancaster Road \_\_\_\_\_

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.

  
REGISTERED CIVIL ENGINEER

09-07-2011  
DATE



## 1. INTRODUCTION AND BACKGROUND

### **Brief Project Description:**

This CAPM project proposes to extend the service life of the pavement by digging out, and repairing, areas of localized failure, then placing a rubberized asphalt concrete overlay of 0.20 feet. Pavement within the City of Oakdale will be cold planed and overlaid with 0.20 foot rubberized asphalt concrete. Shoulder backing will be used to match the lip of the new pavement. Asphalt concrete overside drains and dikes will be replaced where necessary.

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

<b>Project Limits</b> [Dist., Co., Rte., PM]	10-Sta-120 PM 6.1/ 11.2
<b>Capital Costs:</b>	\$4,440,000
<b>Type of Facility</b> (conventional, expressway, freeway):	Conventional Highway & Expressway
<b>Environmental</b> <b>Determination/Document</b> <b>and date approved:</b>	Categorical Exemption (CEQA)/Programmatic Exclusion (NEPA) 08/18/2011

## 2. RECOMMENDATION

It is recommended that the project be approved and amended into the 2012 SHOPP cycle.

## 3. PURPOSE AND NEED STATEMENT

### **Need:**

A pavement condition survey dated 11/30/08 (see Attachment C) shows that the pavement within the project limits is expecting major cracking and so a rubberized asphalt concrete overlay of 0.20 feet is recommended.

### **Purpose:**

The purpose of this project is to improve the ride and extend the life of the existing pavement.

#### 4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

##### 4A. Roadway Geometric Information

Facility	Minimum	Through Traffic Lanes			Paved Shoulder Width		Median	Bicycle / Ped Path Separated from the Roadbed	Bridge Approach Slab Work
		No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite)	Left	Right			
Location (Post Miles)	Curve Radius	No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite)	Left	Right	Width	Work Required?	# Slabs
6.1/11.2	No	2-4	12 ft	Flex	4 ft	8 ft	0ft - 12ft	No	No

##### 4B. Condition of Existing Pavement: PM 6.1/11.2

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

Ride Index 5-14

\*PPC Pavement:

\*AC Pavement:

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

3rd Stage Cracking % N/A Alligator B Cracking % 50-100%

Faulting% N/A Patching % 0-50%

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 problem: None identified

#### 4C. Vehicle Traffic Data

##### Traffic Volumes

Construction Year ADT 19,400

DHV 1,900 % Trucks 9.0

Remarks:  
Construction FY 12/13

Remarks:  
An additional Safety Review to be completed during design phase.

#### 5. SYSTEM PLANNING

##### Route Description

SR-120 begins at Interstate 5 in San Joaquin County and ends at its junction with U.S. Route 6, in Mono County, near the Nevada State line. In District 10, it crosses San Joaquin, Stanislaus, Tuolumne and Mariposa Counties. The route also crosses through Yosemite National Park under the jurisdiction of the National Park Service within this corridor.

##### System Designation

SR-120 is included in California Freeway/Expressway System and the Terminal Access network for Surface Transportation Assistance Act (STAA) trucks. It is part of the National Highway System (NHS) and the Interregional Road System (IRRS). It is a High Emphasis route but not a Focus route in the IRRS. The inclusion of the highway in the High Emphasis category highlights its critical importance to interregional travel and the State as a whole. SR-120 is functionally classified as an Other Principal Arterial along this portion of the corridor. SR-120 is also accessible to Bicycles.

#### Corridor Designation and Functional Classification

County	PM	Description	Functional Classification	Rural/Urban/Urbanized	NHS (Y/N)	Freeway/Expressway System	STRAHNET	IRRS	STAA (NTN, TA)	Scenic	Bike Use Allowed
Sta	6.1-11.2	Immediately after Maag Rd to Immediately before Lancaster Rd	Other Principal Arterial	Urban (west) Rural (east)	Y	Y	N	Y	TA	N	Y
NHS=National Highway System STRAHNET=Strategic Highway Network IRRS=Interregional Road System STAA=Surface Transportation Assistance Act Scenic											

**Planning Horizon**

For this project location, the SR-120 Transportation Concept Report (TCR) identifies our concept Level of Service (LOS) for our 20-year planning horizon and the Ultimate Transportation Corridor (UTC), beyond our 20-year planning horizon as follows:

- **Concept LOS “D”**
- **Concept Facility:**

PM 6.1-10.11

UTC Facility: 4-Lane Conventional Highway or North County Corridor

PM 10.11 – 11.2

UTC Facility: 4 Lane Expressway or North County Corridor

**Programmed Projects (STIP, SHOP, ITS, Bike, Pedestrian, Transit)**

None

**Planned Projects (STIP, SHOPP, ITS, Bike, Pedestrian, Transit)**

State Route	Expenditure Authorization	Post Mile	Description of Location	Project Description	Estimated Project Cost (1,000)	Project Source
120	N/A	TBD	SR-99 to SR-120/SR-108	Construct 2-6 lane expressway	\$554,000	STIP, IIP, PFF, Tax Measure and Demo
120	N/A	TBD	Oakdale City Limits	Tuolumne County Line	TBD	TBD

**6. ALTERNATIVES**

**6A. CAPM Strategy:**

This project proposes to extend the service life of the pavement by digging out, and repairing, areas of localized failure, then placing a 0.2 foot rubberized asphalt concrete overlay. Entire pavement in the City of Oakdale will be cold planed and overlaid with 0.2 foot rubberized asphalt concrete. Shoulder backing will be adjusted to match the new pavement. Dikes and asphalt concrete overside drains will be replaced.

Life Cycle Cost Analysis – None

Enhancements:

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

Date of Traffic Operational Review Report – None

**6B. Environmental Compliance:**

The proposed project is Categorically Exempt (CE) under Class 1 of the California Environmental Quality Act guidelines. The project is also

Categorically Excluded under the National Environmental Policy Act (NEPA)

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

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

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

No other agencies are involved with this project.

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

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

**6F. Roadside Design and Management:**

Roadside design is not applicable to this project.

**6G. Storm Water Compliance:**

To be completed during design phase. See Storm Water Data Report.

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

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

**6I. Railroad Involvement:**

No railroad involvement.

**6J. Recycled Materials:**

Asphalt concrete grindings will be considered for recycling during design phase.

**6K. Local and Regional Input:**

Local inputs have not been considered. SR-120 is an access-controlled Freeway with no work to be done on local roads. Traffic impacts will be addressed in the Traffic Management Plan (TMP).

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

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

## 7. TRANSPORTATION MANAGEMENT

### 7A. Transportation Management Plan

Traffic Management Plan is needed for this project and will be prepared during design phase.

### 7B. Vehicle Detection Systems

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

## 8. FUNDING/SCHEDULING

### 8A. Cost Estimate Breakdown:

<b>Pavement Structural Section Work</b>	<b>Lane-Miles/Number</b>	<b>Cost</b>
Total lane-Miles of CAPM Work	20/4	
Digouts	1,820 CY	\$546,000
AC Overlay of AC Pavement	18,500 tons	\$2,035,000
Asphaltic Emulsion	57 tons	\$28,500
Shoulder Backing	1,160 tons	\$92,800
AC Dike	1,000 ft	\$2,000
Curb Ramp	6 CY	\$3,600
<b>Cost Subtotal</b>		<b>\$2,707,900</b>
<b>Non Pavement Structural Section Work</b>	<b>Does the Project Include? (Yes/No)</b>	<b>Cost</b>
Clearing and grubbing	Yes	\$5,000
Traffic Control	Yes	\$48,000
Construction Areas Signs	Yes	\$15,000
Maintain Traffic	Yes	\$24,000
Traffic Stripes and Pavement Markings Thermoplastic	Yes	\$230,000
Transportation Management Plan	Yes	\$43,000
Pavement Markers	Yes	\$55,000
Storm Water Control	Yes	\$86,000
Drainage (overside drain)	Yes	\$16,000
RE Office	Yes	\$19,000
<b>Cost Subtotal</b>		<b>\$541,000</b>
<b>Sum of Subtotals</b>		<b>\$3,248,900</b>
<b>5% Minor Items</b>		<b>\$162,445</b>
<b>10% Mobilization</b>		<b>\$341,135</b>
<b>5% Supplemental Work</b>		<b>\$170,567</b>
<b>15% Contingency</b>		<b>\$511,707</b>
<b>Subtotal Construction Cost</b>		<b>\$4,434,749</b>
<b>Total Right of Way items</b>		<b>\$0</b>
<b>Total Project Capital Outlay Costs</b>		<b>\$4,440,000</b>

## 12B. CAPITAL SUPPORT ESTIMATE

### Capital Support Estimate

Project Cost Component	Fiscal Year				Total
	11/12	12/13	13/14	14/15	
PS&E	\$116.44	\$337.66	\$317.47		\$771.57
R/W Support	\$0.01	\$0.07	\$0.07	\$0.07	\$0.22
R/W Prop Mgmt & XS Lands	0	0	0	0	0
Construction Support			\$113.15	\$340.06	\$453.21
Total	\$116.45	\$337.73	\$430.69	\$340.13	\$1,225.00

- Note: (1) All costs are in 1000's. Construction capital costs are escalated at 3.0% per year and support costs are escalated at 3.1% per year.  
 (2) Support categories are the same as those identified by SB45.  
 (3) Support costs for preceding years are shown in FY 11/12. Dollar value unescalated due to past or current year.

## 13. SCHEDULE

HQ Milestones	Delivery Date
PA&ED	09/09/2011
Begin Design	10/01/2012
PS&E to DOE	07/01/2013
Project PS&E	10/01/2013
Ready to List	01/02/2014
HQ Advertise	02/01/2014
Award	04/01/2014
Approve Construction Contract	05/01/2014
Contract Acceptance	12/01/2014
Final Report	06/01/2015
End Project	12/01/2016

**9. SCOPING TEAM FIELD REVIEW ATTENDANCE ROSTER:**

Attached See Attachment F Date 7/25/11

**10. PROJECT REVIEWED BY:**

District Maintenance Ali Juma, Long Huynh Date 7/29/11

District Safety Mark Orr Date 8/23/11

District Materials N/A Date

HQ Design Coordinator/Reviewer Antonette Clark Date 6/20/11

HQ 121 Program Advisor Ron Jones Date 7/29/11

FHWA (as appropriate) N/A Date

Others N/A Date

**12. ATTACHMENTS**

- A. Title Sheet
- B. Typical Section
- C. PMS Inventory Data
- D. Right of Way Data Sheet (pending)
- E. Environmental Document
- F. Scoping Team Field Review Attendance Roster
- G. Storm Water Data Report

INDEX OF SHEETS

ACNH-P120(031)E

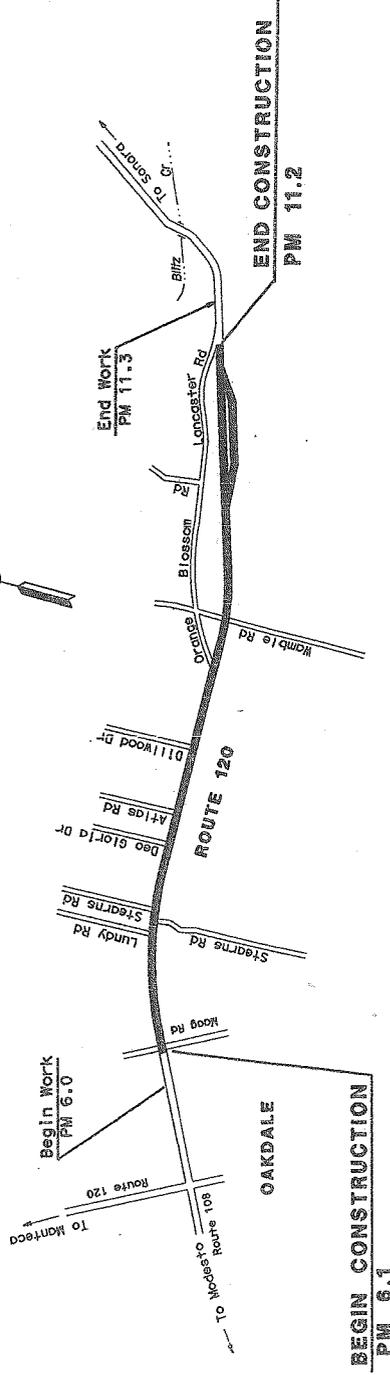
STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
**PROJECT PLANS FOR CONSTRUCTION ON  
 STATE HIGHWAY**  
 IN STANISLAUS COUNTY  
 NEAR OAKDALE  
**FROM MAAG ROAD  
 TO 0.2 MILE EAST OF LANCASTER ROAD**

To be supplemented by Standard Plans dated July, 1992

DIST	COUNTY	ROUTE	TOTAL PROJECT	SHEET NO. OF SHEETS
10	St-q	120	6.1/11.2	

LOCATION MAP

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



NO SCALE

Project Engineer  
 Registered Civil Engineer

Date \_\_\_\_\_  
 Print Approval Date \_\_\_\_\_

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

**ATTACHMENT A**

Contract No. 10-0V6804  
EA 0V6801

FOR REDUCED PLANS  
ORIGINAL SCALE IS IN INCHES

0 1 2 3

USER NAME => S103111  
 DGN FILE => 00V6800.dgn



Caltrans Maintenance Program  
2008 Pavement Condition Survey Inventory  
Caltrans Drive Order

District 10, STA, Rte 120, PM 6.1 - 11.2

District 10 County STA Route 120

Begin PM - End PM	Lane Surface Type	Alligator Cracking A %	Length B %	LaneMi. (Est.)	Type	Slab Cracking		Faulting Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
						1st %	3rd %						
5.396	L1 F-DG	0	0	3.620	MLD	29	1			10 108	99		NO DISTRESS OBSERVED
	L2 F-DG	0	0							N/A	99		NO DISTRESS OBSERVED
	R1 F-DG	0	0							22 153	99		NO DISTRESS OBSERVED
	R2 F-DG	0	0							N/A	99		NO DISTRESS OBSERVED
6.301	L1 F-DG	0	50	1.398	2LND	27	1	50		11 111	7		HIGH ABC
	R1 F-DG	0	100							14 123	7		HIGH ABC
7.000	L1 F-DG	0	100	3.000	MLU	26	1			5 80	7		HIGH ABC
	R1 F-DG	0	100							5 86	7		HIGH ABC
8.000	L1 F-DG	0	100	2.000	2LNU	24	1			5 82	7		HIGH ABC
	R1 F-DG	0	100							5 74	7		HIGH ABC
9.000	L1 F-DG	0	100	2.000	2LNU	21	1			5 88	7		HIGH ABC
	R1 F-DG	50	50							5 66	7		HIGH ABC
10.000	L1 F-DG	50	50	3.460	MLD	21	1			5 67	7		HIGH ABC
	R1 F-DG	50	50							5 77	7		HIGH ABC
10.865	L1 F-DG	0	57	4.540	MLD	19	1			6 89	7		HIGH ABC
	R1 F-DG	0	100							6 90	7		HIGH ABC

ATTACHMENT C

**Caltrans Maintenance Program  
2008 Pavement Summary  
Caltrans Drive Order**  
District 10, STA, Rte 120, PM 6.1 - 11.2

District 10  
County STA  
Route 120  
Begin PM 5.396

District 10 County STA Route 120

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

Prior-ity	County	Route	Begin PM	End PM	Length	Pave Type	Dir.	Trig. Dir.	Trig. Ln	Trig. Mi	MSL	Alig. A	Alig. B	Patch- ing	Bleed- ing	Rut- ting	1st St. Crk.	3rd St. Crk.	Com- er Ctk. ing	Fault- ing	Int'l Rough. Index	Defect
99	STA	120	5.396	6.301	0.905	F	R	R	0.000	0.000	30	1									153	NO DISTRESS OBSERVED
99	STA	120	5.396	6.301	0.905	F	L	L	0.000	0.000	30	1									108	NO DISTRESS OBSERVED
7	STA	120	6.301	7.000	0.699	F	R	R	0.699	0.699	28	1	100								123	HIGH ABC
7	STA	120	6.301	7.000	0.699	F	L	L	0.699	0.699	28	1	50	50							111	HIGH ABC
7	STA	120	7.000	8.000	1.000	F	B	B	2.000	2.000	26	1	100								86	HIGH ABC
7	STA	120	8.000	9.000	1.000	F	B	B	2.000	2.000	24	1	100								82	HIGH ABC
7	STA	120	9.000	10.000	1.000	F	B	B	2.000	2.000	21	1	50	100							88	HIGH ABC
7	STA	120	10.000	10.865	0.865	F	R	R	0.865	0.865	21	1	50	50							77	HIGH ABC
7	STA	120	10.000	10.865	0.865	F	L	L	0.865	0.865	21	1	50	50							67	HIGH ABC
7	STA	120	10.865	12.000	1.135	F	R	R	1.135	1.135	20	1	100								90	HIGH ABC
7	STA	120	10.865	12.000	1.135	F	L	L	1.135	1.135	20	1	57								89	HIGH ABC

-----  
Total Triggered Lane Miles 11.398

State of California

Business, Transportation and Housing Agency

Memorandum

To: JES PADDA

Date: 9/13/2011

Attr: MICHAEL HUTCHISON

File: CD 10 EA 0V680K

Alt N/A

Co STA RTE 120

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 7/15/2011

The following assumptions and limiting conditions were identified:

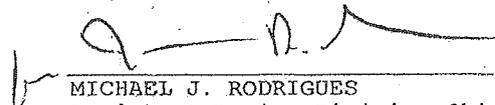
Appraisal

No new Right of Way required for this CAP-M project. No environmental mitigation.

Utility

No Utilities affected within the project limits

Right of Way Lead Time will require a minimum of 0 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.



MICHAEL J. RODRIGUES  
Assistant Region Division Chief, Right of Way  
(209) 948-7844

EA: 10 -W680K

CO/RTE/PM-PM (Rte 1 and Rte 2) : STA/120/6.1-11.2 & //

Request Date: 7/15/2011

ALT: N/A

Revised Date:

**Right Of Way Cost Estimate**

	Current Year 2011	Contingency Rate	Right of Way Escalation Rate	Escalated Year 1
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
<b>Total Current Value:</b>	<b>\$0</b>			<b>\$0</b>
If RW Cost Est fields are blank, Costs = \$0				

Estimated Construction Contract Work (CCW):

0 RAW LEAD TIME/Mo. 0

**Cost Break Down**

Pot Hole	
Mitigation	
Land	0
Bank	0
Permit Fees	0

**RR Involvement**

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

**Parcel Data**

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

# of Excess Parcels: 0

**Misc R/W Work**

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

**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 relocations/potholing	0
U5-9: Utility verifications, relocation/potholing required	0

EA: 10-0V680K 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.):

CAP-M project. No new Right of Way required.

General Description of Utility Involvement:

No Utilities affected within the project limits

Is there a significant effect on assessed valuation:

No

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

No

Are RAP displacements required:

No

# of single family:

# of multi-family:

# of business/nonprofit:

# of farms:

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required:

No

Are there potential relinquishments or abandonments:

No

Are there any existing or potential airspace sites:

No

Are environmental mitigation parcels required:

No

Data for evaluation provided by:

Estimator:	Gordon Watkins	9/7/2011
Railroad Liaison Agent:	Maria Toles	8/26/2011
Utility Relocation Coordinator:	Taira Moering	8/23/2011

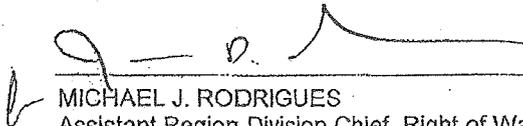
I have personally reviewed this Right of Way Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.

Date

ENTERED PMCS

8/19/2011

BY: C WEAVER

  
 MICHAEL J. RODRIGUES  
 Assistant Region Division Chief, Right of Way

**CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM**

<u>10-STA-120</u>	<u>6.1/11.2</u>	<u>0V680</u>	<u>N/A</u>
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 120, in Stanislaus County, in the City of Oakdale (PM 6.1 to PM 11.3). The scope of work includes cold plane and asphalt concrete overlay to extend the life of the existing pavement and to provide a smoother riding pavement surface. All work would be done within the existing State Right of Way. Project Description detailed on continuation page 1. This project is Categorical Exempt under CEQA and Categorical Excluded under NEPA unless: 1) the scope of project changes to include additional activities or areas; or 2) there is unforeseen discovery of sensitive or cultural resources.

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

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

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

**CALTRANS CEQA DETERMINATION** (Check one)

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

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

- Categorical Exempt. Class 1. (PRC 21084; 14 CCR 15300 et seq.)
- Categorical Exempt. General Rule exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3])]

Mary Oliva

Tony Singh

Print Name: Environmental Branch Chief

Print Name: Project Manager/DLA Engineer

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

Tony Singh

Print Name: Environmental Branch Chief

Print Name: Project Manager/DLA Engineer

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

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

<u>10-STA-120</u>	<u>6.1/11.2</u>	<u>0V680</u>	<u>N/A</u>
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 120, in Stanislaus County, near the City of Oakdale from Maag Road to 0.2 miles east of Lancaster Road. Proposed work includes the following activities:

- Placement of AC overlay with a 0.20 foot thick layer of rubberized hot mix asphalt concrete on both the east and westbound lanes.
- Placement of shoulder backing, replace AC dike and AC overside drains, as needed, and
- Reconstruction of existing nonstandard pedestrian curb ramps and driveways, as needed to meet ADA standards.

**Air/Noise/Water:** Allam Alhabaly

**Air:**

According to 40 CFR Section 93.126 Table 2, the improvements proposed for this project are exempt from the requirement that a conformity determination be made. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and Transportation Improvement Program (TIP).

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.

Caltrans Standard Specifications pertaining to dust control and dust palliative requirements are required as part of all construction contracts and should effectively reduce and control emission impacts during construction.

The provisions of Caltrans Standard Specifications, Section 14-9.01 "Air Pollution Control" and Section 14-9.02 "Dust Control" require the contractor to comply with the application "Air Pollution Control" requires the contractor to comply with the applicable Air Pollution Control District's rules, ordinances, and regulations.

**Noise:**

Transportation projects subject to Caltrans' Traffic Noise Analysis Protocol are projects defined as Type I projects in Section 23 Code of Federal Regulations 772. According to the above project description this project will neither increase the existing traffic capacity nor alter the location of the highway.

This project is not a Type I project and no further Noise investigation will be required.

**Water:**

This project is located within the San Joaquin Valley Floor Hydrologic Unit 535.30 and 535.40. The Stanislaus River is located in the vicinity of the project limits. This river is identified in the 303 d list as sensitive water body. The project would involve minor ground disturbance activities, and does not have the potential of having either short or long-term impacts on water quality in the area.

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, the proposed project will not produce significant impacts to water quality during construction or its operation. No further water quality investigations are required, unless project plans change to include work not currently identified in the project description or to include additional areas not identified in the current project plans.

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

<u>10-STA-120</u>	<u>6.1/11.2</u>	<u>0V680</u>	<u>N/A</u>
Dist.-Co.-Rte. (or Local Agency)	P./M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.

**Cultural:**

It has been determined the proposed project is a screened undertaking pursuant to the *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of the Federal-Aid Highway Program in California*. No further cultural resources work is required, unless project plans change to include work not currently identified in the project description or to include additional areas not identified in the current project plans.

**Biology:**

According to the project description, the only work proposed off of the paved roadway is shoulder backing. This area is disturbed and no shrubs or trees will be removed. Replacement of AC dike and AC overside drains will occur on the existing pavement.

Adjacent to the project area are large mature trees, therefore, avoidance and minimization measures will be required to avoid impacts to migratory birds listed under the Migratory Bird Treaty Act (16 U.S.C. 703-711).

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

**Paleontology:**

Based on the project description, no paleontological impacts are anticipated. No further paleontological studies are required, unless project plans change to include work not currently identified in the project description or to include additional areas not identified in the current project plans.

**Hazardous Waste:**

The proposed work is not expected to cause any Hazardous Waste issues. No further Hazardous Waste studies are required, unless project plans change to include work not currently identified in the project description or to include additional areas not identified in the current project plans.

**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

***List of Preparers:***

Paul Bauldry	-	Environmental Coordinator
Rachel Kleinfelter	-	Biological Analysis
Saiyed Ali	-	Hazardous Waste Analysis
Raymond Benson	-	Archaeological Analysis
Chris Kuzak	-	Architectural History Analysis
Allam Alhabaly	-	Air/Noise/Water Analysis
Juergen Vespermann	-	Paleontology Analysis

7/25/11

10-0V680K

5:5.1 - In SHEET

~~Robert King~~

Rachel Klenfelter

ENVIRONMENTAL

~~Raymond Benson~~

RAYMOND BENSON

ENVIRONMENTAL

Charlie Do

Charlie Do

DESIGN

Paul Bailey

Paul Bailey

ENVIRONMENTAL

Richard Montoya

Richard Montoya

ELET-SYST

Chuck Carlson

Chuck Carlson

HYDRAULICS

Tony Singh

HSingh

PROJECT MANAGER

July 29, 20011

“CAP M” 0V680K  
STA-120, PM 6.1/11.2

Field Review:

- |               |                      |
|---------------|----------------------|
| 1. Long Huynh | Dist. 10 Maintenance |
| 2. Ron Jones  | H.Q Maintenance      |

Short Form - Storm Water Data Report



Dist-County-Route: 10-STA-120  
 Post Mile Limits: 6.1/11.2  
 Project Type: CAPM  
 Project ID (or EA): 10 1200 0003 (10-0V680)  
 Program Identification: 20.10.201.121  
 Phase:      PID  
               PA/ED  
               PS&E

Regional Water Quality Control Board(s): Region 5, Central Valley, Sacramento Office

- |    |  |                              |  |
|----|--|------------------------------|--|
| 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: 05/01/2013     Construction Completion Date: 08/15/2013

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

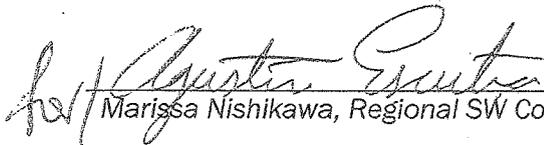
Erosivity Waiver     Yes      Date: \_\_\_\_\_     No

*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.*

  
 \_\_\_\_\_  
 J. Padda, Registered Project Engineer     Date 09-01-11

*(Stamp Required for PS&E only)*

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

  
 \_\_\_\_\_  
 Marissa Nishikawa, Regional SW Coordinator     Date 8/29/11



RIGHT OF WAY DATA SHEET PENDING