



10-SJ-12-5.0/11.0
20.10.201.121(HA22)
EA: 10-0W560K
EFIS: 1012000010
September/2011

CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

To

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

IN SAN JOAQUIN COUNTY ON ROUTE 12 NEAR TERMINOUS
FROM EAST END OF LITTLE POTATO SLOUGH BRIDGE
TO 0.2 MILE EAST OF FLAG CITY BOULEVARD

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:


SPIROS KARIMBAKAS, DIVISION CHIEF - RIGHT OF WAY

APPROVAL RECOMMENDED:


IORZUA AKUVA, PROJECT MANAGER

APPROVED:


CARRIE L. BOWEN, DISTRICT DIRECTOR

9-12-11
DATE

EA: 10-0W560K
10-SJ-12-5.0/11.0

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.

Sheikh Alam

REGISTERED CIVIL ENGINEER

09/01/11

DATE

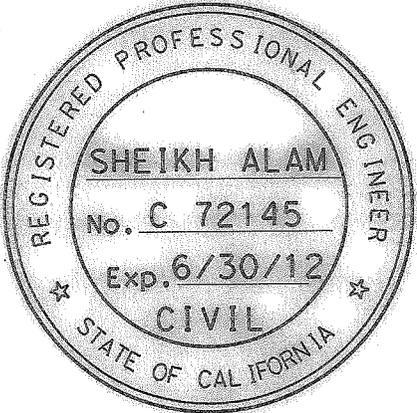


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1. INTRODUCTION AND BACKGROUND

Brief Project Description:

The project proposes to dig out and repair localized areas of severe failure; and to apply preventive RHMA overlay on the roadway surface throughout the project limits. The scope of works also includes remove and replacement of dike and rumble strips; height adjustment and end treatment of guard rails; and placement of shoulder backing.

The project is located on State Route (Route) 12 from Little Potato Slough River Bridge to 0.2 mile east of Flag City Blvd (PM 5.0/11.0) near the City of Lodi in San Joaquin County. Route 12 within the project limit is a two-lane east-west undivided conventional highway with lane widths of 12 feet and shoulder widths that vary between 4 to 8 feet. The two lanes are separated by solid double yellow lines. This segment of Route 12 traverses through flat terrain where land use is primarily farmland. Some undeveloped areas exist with a few businesses located at spot locations in the vicinity.

This interim CAPM project is to extend the service life of the existing pavement and improve ride quality. The project was initiated by a Conceptual Report (Attachment D). It is anticipated that the project will be programmed in the 2012 SHOPP Program. The current total cost estimate for construction is \$8,242,000.

See Section 9A of this report for detailed cost estimate.

Project Limits [Dist., Co., Rte., PM]	10-SJ-12-5.0/11.0
Capital Costs:	\$9,006,000
Type of Facility (conventional, expressway, freeway):	2-Lane Conventional Highway
Environmental Determination/Document and date approved:	CE-CEQA/CE-NEPA

2. RECOMMENDATION

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

3. PURPOSE AND NEED STATEMENT

Need:

The ride quality of Route 12 needs to be improved and the life of the existing pavement needs to be extended.

Purpose:

A recent pavement condition survey shows that there is major flexible pavement distress that has developed into moderate to high alligator cracking with patching, rutting and bleeding, and which needs repair.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

4A. Roadway Geometric & Structure Information

Facility Location On Route 12 (Post Miles)	Minimum Curve Radius	Through Traffic Lanes			Paved Shoulder Width		Median Width	Bicycle / Ped Path Separated from the Roadbed*	Bridge Approach Slab Work**
		No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite)	Left	Right		Work Required? (Y/N)	# Slabs
5.0-8.3		2	12'	Flex	8'	8'	N/A	N	N/A
8.3-8.7	5000'	2	12'	Flex	8'	8'	N/A	N	N/A
8.7-9.5		2	12'	Flex	8'	8'	N/A	N	N/A
9.5-10.6		4	12'	Flex	4'-8'	8'	0'-70'	N	N/A
10.6-11.0		2	12'	Flex	8'	8'	N/A	N	N/A

Remarks:

*There are no pedestrian or bicycle facilities within the project limits.

**The bridge approach slab at PM 5.01 is already covered in project 10-0A8401, which is currently in RTL.

4B. Condition of Existing Facility:

Roadway Data: Flexible Pavement:

PMS Category (1-29) 10 Priority Classification (.1-.4) .3
International Ride Index 341 Ride Score 70
3rd Stage Cracking % None Alligator B Cracking % 71%
Faulting% None Patching % 100%
Joint Spalls N/A Rutting Yes
Pumping N/A Bleeding Yes
Corner Breaks % N/A Raveling No

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

Remarks:

The entire roadway section condition is identical in terms of severity of damage as described above per Pavement Condition Survey (Attachment C) and information is in concurrence with Long Huynh of District 10 Maintenance Engineering.

4C. Vehicle Traffic Data

Traffic Volumes

Construction Year ADT 18,000
DHV 1,800 % Trucks 11%
TI (10 Years) TW=11.0, Shld=7.0 V = 55 mph

Remarks:

Traffic forecasting methodology for this project used multiple sources of data and information including Traffic Demand Model (TDM).

Safety Review Date: 08/30/11

5. CORRIDOR AND SYSTEM COORDINATION

Route 12 is a principal east/west corridor originating in the Napa Valley of the North Bay area, continuing easterly through the California Central Valley and terminating in Calaveras County near the Sierra Nevada foothill town of San Andreas. Route 12 is an important connector to all north and south routes, providing linkages between the North Bay Area, the Central Valley, and the Sierra Nevada Mountain Foothills. Route 12 is a year-round highway serving the communities of Stockton and Lodi and joins with Route 88 for a seven mile segment traversing the communities of Lockeford and Clements. The route, within San Joaquin County, is approximately 28 miles long through urban and rural areas.

Route 12 is a two-lane conventional highway and is functionally classified as a Rural Minor Arterial in the rural area from the Sacramento County line past the junctions of I-5 to lower Sacramento roads (ends at PM 15.155) in San Joaquin County. From the Sacramento County Line to I-5 north of Stockton, the corridor serves interregional travel, providing access between the industrial and residential areas of eastern Sacramento County and the San Joaquin Valley. Route 12 is also a route for the goods and services needed to sustain many communities along the corridor. In the Lodi area, Route 12 runs concurrently as Kettleman Lane for 1.6 miles to the junction at Route 99. It is also becoming an important access route for commuters from the North Bay Area. All of Route 12 is part of the Interregional Road System (IRRS) and is not designated as a High Emphasis Route or a Focus Route. It is a Terminal Access Route for the National Truck Network. Route 12 has system connections with other IRRS routes: Route 99 and Route 88 in San Joaquin County and Route 49 in Calaveras County.

The Caltrans draft Transportation Concept Report (TCR) for Route 12 identifies a Concept LOS for the 20-year planning horizon and the Ultimate Transportation Corridor (UTC) concept, beyond the 20-year planning horizon.

Preliminary TCR concept is as follows:

- Concept LOS "C"
- Concept facility, 4-lane conventional or alternative 2-lane conventional with passing lanes.
- UTC facility, to be determined.

The following projects were identified near the project location:

Planned Project(s)

County	Route	PM	Description	Designation
San Joaquin	12	0.0	Mokelumne River Bridge Control House EA10-0J9201	SHOPP 2008
San Joaquin	12	10.167	Loop Ramps, SR 12 at I-5	Regional Transportation Plan 2004 Tier 2

Programmed Project(s)

County	Route	PM	Description	Designation
San Joaquin	12	5.0/10.2	Rte 12 Improvements EA10-0A8401	STIP 2011
San Joaquin	12	0.1/4.4	Bouldin Island Roadway Rehabilitation EA10-0G8001	SHOPP 2008

6. ALTERNATIVES

Alternative 1: (Preferred Alternative): 0.20' RHMA Overlay:

- Dig out and repair localized areas of severe failure with rutting greater than ½" and/or loose or spalling pavement, as identified by Project Scoping Team Field Review. Seal all cracks wider than 1/8" followed by placement of Rubberized Hot Mix Asphalt (RHMA) overlay of 0.20' thick.
- Adjust height of metal beam guardrail (MBGR) and bridge approach rails to standards. Upgrade end treatments for all in-place MBGR and vehicle impact attenuators.
- Place shoulder backing.
- Replace existing dike with standard dike.
- Replace existing traffic stripe and pavement markings.
- Replacement of existing rumble strips.

Alternative 2: 0.25' HMA Overlay:

- Dig out and repair localized areas of severe failure with rutting greater than ½" and/or loose or spalling pavement, as identified by Project Scoping Team Field Review. Seal all cracks wider than 1/8" followed by placement of Dense Graded Hot Mix Asphalt (HMA) overlay of 0.25' thick.
- Same as bullet numbers 2 to 6 in Alternative 1 above.

Alternative 3: No Build:

- No build will not improve roadway and continue to deteriorate surface condition.

CAPM Strategy:

As a CAPM project, the following strategies were considered:

- Improvement is focused on treating pavements exhibiting distress
- Extend pavement service life for 5 years
- Reduce maintenance effort needed on the affected roadway section
- No geometric upgrade was considered
- Minor enhancements (e.g. adjust MBGR height, replace dike) were considered
- Safety and geometric aspects of the facility will not degrade

Per Pavement Condition Survey Inventory, more than 55% of the roadway is distressed with International Roughness Index (IRI) greater than 170. Accordingly, District 10 Material Branch recommended (Attachment E) RHMMA overlay of 0.15' (Alternative 1) or Dense Graded AC HMA overlay of 0.25' (Alternative 2). Both alternatives are discussed in detail above. Alternative 1 is selected by the Constructibility Review Team and Project Development Team as the preferred alternative.

Life Cycle Cost Analysis was not performed for this project as decided by the PDT as Alternative 1 was considered deterministic due to be consistent with other projects in progress in the vicinity. In accordance to the CAPM Guideline, a deflection study is not required.

Enhancements:

District Traffic Operations performed a Traffic Operational Review and recommended the following enhancements that are included in the project:

- Maintain signing and pavement delineation
- Replace of rumble strips
- Adjust height and add end treatment of existing MBGR .

Date of Traffic Operational Review Report: 07/20/11

7. CONSIDERATIONS REQUIRING DISCUSSION

7A. Environmental Compliance:

The proposed Environmental Document (ED) for this project is Categorical Exemption under Class 2 of the State CEQA guidelines and Categorical Exclusion under NEPA. According to the ED, proposed project would have no effect on the following resources: agriculture, air quality, biological, cultural, hazardous materials, aesthetic/visual resources, hydrology/water quality, and noise. See Attachment G.

7B. Hazardous waste:

No hazardous waste sites were identified in the Initial Site Assessment or in the

subsequent environmental review for this project report. Aerially Deposited Lead is not expected to be an issue due to the nature of the work.

7C. Other Agencies Involved:

Environmental Document determined that proposed project does not require to involve other agencies or require any permit other than the Notice of Construction (NOC) permit. The NOC will be filed and processed prior to construction.

7D. Materials and/or disposal site needs and availability:

No material site is need and cold planed material will used in shoulder backing.

7E. Right of way Issues (include utility issues):

No utility relocation or right of way acquisition will be required. The entire project work is limited within state right of way. See Attachment H.

7F. Railroad Involvement:

No railroad is involved in this project.

7G. Recycled Materials:

Wherever feasible, existing material will be salvaged or incorporated into the project.

8. TRANSPORTATION MANAGEMENT

8A. Transportation Management Plan

It is anticipated that lane and shoulder closures will be needed during construction. A Traffic Management Plan (TMP) is required for all lane and shoulder closures. Construction Zone Enhanced Enforcement Program (COZEEP) will be available for assistance during critical construction adjacent to traffic. Reverse traffic control will be required as per the Lane Closer Chart. Use of advanced signing and Changeable Message Signs (CMS) will be utilized to inform the public of construction work. See Attachment F.

8B. Risk Management Plan

A Risk Management Plan was prepared with input from Project Development Team. The purpose of the plan is to minimize the probability and consequences of changes to the project. The most significant risks are shown in Attachment K.

9. FUNDING/SCHEDULING

9A. Cost Estimate

Pavement Work	Cost
Total Lane-Miles of CAPM Work: 13.2	
RHMA Overlay of AC Pavement	\$3,240,000
Cold Plane AC (Place)	\$93,000
Import Material (Shoulder Backing)	\$160,000
Asphaltic Emulsion	\$75,000
Rout & Seal Random Crack	\$200,000
Hot Mix Asphalt (Type A)	\$990,000
Remove AC Dike (Type A)	\$2,250
Place Ac Dike (Type E)	\$4,500
Remove Metal Beam Guard Rail	\$6,750
Metal Beam Guard Rail	\$20,250
Rumble Strip	\$100,000
Traffic Striping	\$50,000
COSTS SUBTOTAL	\$4,942,000

Non-pavement Work	Cost
Prepare Water Pollution Program	\$2,000
Water Pollution Control	\$20,000
Environmental Mitigation	\$10,000
Construction Site Management	\$40,000
Temporary Concrete Washouts	\$10,000
Street Swiping	\$15,000
Lead Compliance Plan	\$2,000
Clearing & Grubbing	\$15,000
Traffic Control Systems	\$40,000
Cozeep	\$55,000
Maintain Traffic	\$25,000
Construction Area Signs	\$10,000
Traffic Management Plan - Public Information	\$15,000
Minor Items	\$521,000
Roadway Mobilization	\$573,000
Supplemental Items	\$573,000

COSTS SUBTOTAL	\$1,539,000
SUM OF SUBTOTAL	\$6,868,000
20% Contingencies	\$1,373,000
TOTAL PROJECT COST	\$8,242,000

Others _____ Date _____

12. ATTACHMENTS:

- A. Title Sheet
- B. Typical Cross Section
- C. Pavement Condition Survey
- D. Conceptual Report
- E. Overlay Recommendation
- F. Transportation Management Plan
- G. Environmental Document -
- H. Right of Way Data Sheet -
- I. Storm Water Data Report Cover Page
- J. Scoping Team Field Review Attendance Roster
- K. Risk Management Plan

13. DISTRIBUTION LIST:

- FHWA - Edrie Vinson*
- HQ Division of Design (2)
- HQ Division of Engineering Services (5)
- Office of Pavement Rehabilitation – Tim Greutert
- HQ Transportation Programming – Kurt Scherzinger
- HQ Maintenance (HA22) – Ron Jones
- HQ Environmental – Bob Pavlik
- Project Manager – Iorzua Akuva
- Design Manager – Nomer Gutierrez (3) – Original +2
- Construction Engineer – Paul Elliott
- District Maintenance – Ali Juma
- District Traffic Management – Wilmar Kuhl
- District Traffic Engineering – Mark Orr
- District Traffic Safety – Duper Tong
- Region Traffic Design – Mohammed Qatami
- District Traffic Operations – Vu H Nguyen
- Region Materials – Dave Dhillion
- Region Environmental – Susan Schilder
- Region R/W – James Gonzales
- District Planning – Jane Perez
- District Single Focal Point – Dennis T Agar
- Region PPM – Sarah Lesnikowski
- Dist PPM – Tom Harbour
- HQ DES/OPPM – Peggy Lim
- District Records – Beverly Connolly
- Region Records – Victoria Pozuelo

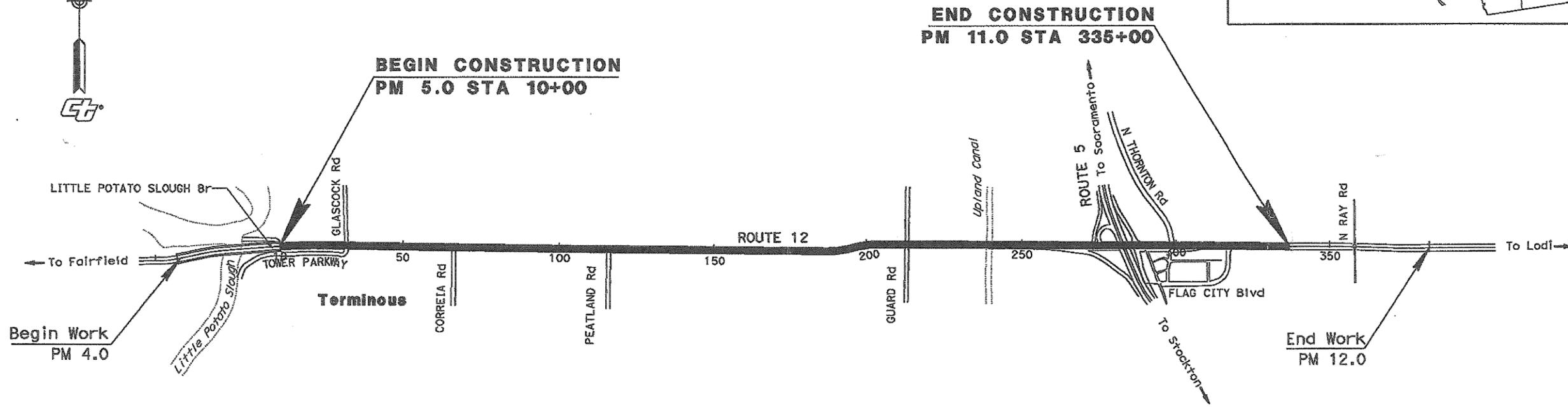
*FHWA – 650 Capitol Mall, Ste. 4-100, Sacramento, CA 95814

INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY**
IN SAN JOAQUIN COUNTY ON ROUTE 12 NEAR TERMINOUS
FROM EAST END OF LITTLE POTATO SLOUGH BRIDGE
TO 0.2 MILE EAST OF FLAG CITY BOULEVARD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
10	SJ	12	5.0/11.0		



PROJECT MANAGER
JORZUA AKUVA

DESIGN ENGINEER
MONER BUTTIERREZ

PROJECT ENGINEER _____ DATE _____
REGISTERED CIVIL ENGINEER



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

CONTRACT No.	10-OW5604
PROJECT ID	000000000

DATE PLOTTED => 15-AUG-2011
TIME PLOTTED => 15:40
00-00-00

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

Collection Date: 10/08/2008
 Printed: 07/20/2011

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 10
 County SJ
 Route 012
 Begin PM M 5.002

District 10, SJ, Rte 012, PM 5 - 11

District 10 County SJ Route 012

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AADT (,000)		MSL	Faulting	Patching		Ride, IRI	Priority	Skid	Defect
				Slab Cracking				Area %	Poor Cond.?				
Lane	Surface Type	Alligator Cracking A % B % C (Y/N)?		Rutting Bleeding	1st % 3rd % Corner %								
M 5.002	- M 5.010	0.008	0.016	2LNU	17	2							
L1	F-DG	10	10	Rutting				50		N/A	10		PAT, LOW ABC
R1	F-DG	22	19	Rutting				14		N/A	8		MOD ABC & PAT
M 5.010	- M 5.087	0.077	0.154	2LNU	17	2							
L1	F-DG	0	10						70	341	6		RIDE
R1	F-DG	6	51	Rutting					31	188	8		HIGH ABC
5.099	- 6.000	0.901	1.802	2LNU	18	2							
L1	F-DG	0	10						20	147	31		ALL. B
R1	F-DG	6	51	Rutting					28	176	8		HIGH ABC
6.000	- 7.000	1.000	2.000	2LNU	18	2							
L1	F-DG	0	0	Rut/ Bldng					28	179	10		BLEEDING & RUTTING
R1	F-DG	0	17	Rutting					38	217	10		MOD ABC
7.000	- 8.000	1.000	2.000	2LNU	18	2							
L1	F-DG	7	4						15	125	32		LOW ALL. A, LOW ALL. B
R1	F-DG	11	71	Rutting					45	244	2		HIGH ABC, RIDE
8.000	- 9.000	1.000	2.000	2LNU	18	2							
L1	F-DG	65	21						18	138	10		MOD ABC
R1	F-DG	10	29						22	154	10		MOD ABC
9.000	- 9.977	0.977	3.908	MLD	18	2							
L1	F-DG	19	44						12	114	8		HIGH ABC
R1	F-DG	0	14	Rutting					7	95	10		MOD ABC
R2	F-DG								12	115	98		GOOD CONDITION
9.977	- 11.000	1.023	4.092	MLD	18	2							
L1	F-DG	0	0					100	21	148	98		GOOD CONDITION
L2	F-DG	0	0					100	7	96	98		GOOD CONDITION
R1	F-DG	0	50					39	22	155	8		HIGH ABC
R2	F-DG	13	14					39	36	207	8		MOD ABC & PAT

*Surface type of 'EB' is Enhanced Binder.

**Caltrans Maintenance Program
2008 Pavement Summary
Caltrans Drive Order
District 10, SJ, Rte 012, PM 5 - 11**

District 10
County SJ
Route 012
Begin PM M 5.002

District 10 County SJ Route 012

Priority	County	Route	Begin PM	End PM	Length	Pave Type	Trig. Dir.	Trig. Dir.	Trig. Ln Mi	AADT (000)	MSL	Maximum Observed Values					1st St. Crk.	3rd St. Crk.	Corner Crk.	Faulting	Int'l Rough. Index	Defect	
												Allig. A	Allig. B	Patching	Bleeding	Rutting							
3	SJ	012	M5.002	- M5.010	0.008	F	B	B	0.016	18	2	22	19	50		Rut.						N/A	MOD ABC & PAT
2	SJ	012	M5.010	- M5.087	0.077	F	B	B	0.154	18	2	6	51		Rut.							341	HIGH ABC, RIDE
8	SJ	012	5.099	- 6.000	0.901	F	B	R	0.901	19	2	6	51		Rut.							176	HIGH ABC
6	SJ	012	6.000	- 7.000	1.000	F	B	B	2.000	19	2		17		Bleed. Rut.							217	RIDE
2	SJ	012	7.000	- 8.000	1.000	F	B	R	1.000	19	2	11	71		Rut.							244	HIGH ABC, RIDE
10	SJ	012	8.000	- 9.000	1.000	F	B	B	2.000	19	2	65	29									154	MOD ABC
10	SJ	012	9.000	- 9.977	0.977	F	R	R	0.977	18	2		14		Rut.							115	MOD ABC
8	SJ	012	9.000	- 9.977	0.977	F	L	L	0.977	18	2	19	44									114	HIGH ABC
8	SJ	012	9.977	- 11.000	1.023	F	R	R	2.046	18	2	13	50	39								207	HIGH ABC
98	SJ	012	9.977	- 11.000	1.023	F	L		0.000	18	2			100								148	GOOD CONDITION
8	SJ	012	11.000	- 12.000	1.000	F	B	R	1.000	15	2	4	75		Rut.							130	HIGH ABC
Total Triggered Lane Miles									11.071														

Collection Date: 10/08/2008
 Printed: 07/20/2011

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

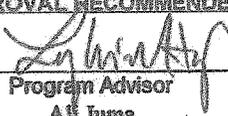
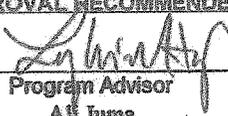
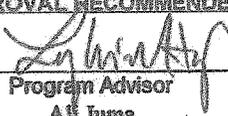
District 10
 County SJ
 Route 012
 Begin PM 11.000

District 10, SJ, Rte 012, PM 5 - 11

District 10 County SJ Route 012

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL	Slab Cracking		Faulting	Patching		Ride, IRI	Priority	Skid	Defect
Lane	Surface Type	Alligator Cracking			Rutting Bleeding	1st % 3rd % Corner %				Area % Poor Cond.?					
		A %	B %	C (Y/N)?											
11.000	-	12.000	1.000	2.000	2LNU	15	2								
L1	F-DG	4	3									11 111	32		LOW ALL. A, LOW ALL. B
R1	F-DG	0	75		Rutting							16 130	8		HIGH ABC

*Surface type of 'EB' is Enhanced Binder.

<p>PREPARED BY: Office: Maintenance Engineering Name: Long Huynh Date: 07/20/2011</p> <p>WORK DESCRIPTION: Pavement Repair</p> <p>LOCATION DESCRIPTION: In San Joaquin County near the City of Lodi from Potato Slough Bridge to 0.2 mile east of Flag City Blvd.</p> <p>APPROVAL RECOMMENDED:</p> <table style="width:100%; border: none;"> <tr> <td style="width:30%; border: none;">  Program Advisor Ali Juma </td> <td style="width:10%; border: none; text-align: center;"> Date 7/20/11 </td> <td style="width:30%; border: none;">  Deputy District Director Dennis T. Agar </td> <td style="width:10%; border: none; text-align: center;"> Date 7/20/11 </td> </tr> <tr> <td style="border: none;"> </td> <td style="border: none; text-align: center;">Date</td> <td style="border: none;"> </td> <td style="border: none; text-align: center;">Date</td> </tr> </table> <p>APPROVED:</p>  District 10 Director Carrie Bowen Date: 7-21-11	 Program Advisor Ali Juma	Date 7/20/11	 Deputy District Director Dennis T. Agar	Date 7/20/11		Date		Date	<table style="width:100%; border: none;"> <tr> <td style="width:10%;"><input checked="" type="checkbox"/> SHOPP</td> <td style="width:10%;"><input type="checkbox"/> Minor A</td> <td style="width:10%;"><input type="checkbox"/> Minor B</td> <td colspan="2"></td> </tr> <tr> <td colspan="5">Project #: 10 12 0000 10</td> </tr> <tr> <td colspan="5">BA. 10-0W560K</td> </tr> <tr> <td colspan="5">County: SJ</td> </tr> <tr> <td colspan="5">Route: 12</td> </tr> <tr> <td colspan="5">PM: 5.0 to 11.0</td> </tr> <tr> <td colspan="5">Program Category: Pavement Rehab</td> </tr> <tr> <td colspan="5">Program Code: 201.121</td> </tr> <tr> <td colspan="5">Target Delivery Year: 2014/15</td> </tr> <tr> <td>TOTAL COST: \$</td> <td></td> <td></td> <td style="text-align: right;">7,000,000</td> <td></td> </tr> <tr> <td>Roadway Cost: \$</td> <td></td> <td></td> <td style="text-align: right;">7,000,000</td> <td></td> </tr> <tr> <td>R/W Cost: \$</td> <td></td> <td></td> <td style="text-align: right;">0</td> <td></td> </tr> <tr> <td>Structure Cost: \$</td> <td></td> <td></td> <td style="text-align: right;">0</td> <td></td> </tr> <tr> <td>Facility Cost: \$</td> <td></td> <td></td> <td style="text-align: right;">0</td> <td></td> </tr> <tr> <td>State Funding: \$</td> <td></td> <td></td> <td style="text-align: right;">0</td> <td></td> </tr> <tr> <td>Local Funding: \$</td> <td></td> <td></td> <td style="text-align: right;">0</td> <td></td> </tr> <tr> <td>Measure/Other Funding: \$</td> <td></td> <td></td> <td style="text-align: right;">0</td> <td></td> </tr> <tr> <td>Maintenance Agreement:</td> <td><input type="checkbox"/> Anticipated</td> <td colspan="3"></td> </tr> <tr> <td>Cooperative Agreement:</td> <td><input type="checkbox"/> Anticipated</td> <td colspan="3"></td> </tr> <tr> <td colspan="5">Agency: N/A</td> </tr> <tr> <td colspan="5">Performance Measure: 13.2 Lane miles</td> </tr> <tr> <td colspan="5">TIR #:</td> </tr> <tr> <td colspan="5">TIR Approval Date:</td> </tr> </table>	<input checked="" type="checkbox"/> SHOPP	<input type="checkbox"/> Minor A	<input type="checkbox"/> Minor B			Project #: 10 12 0000 10					BA. 10-0W560K					County: SJ					Route: 12					PM: 5.0 to 11.0					Program Category: Pavement Rehab					Program Code: 201.121					Target Delivery Year: 2014/15					TOTAL COST: \$			7,000,000		Roadway Cost: \$			7,000,000		R/W Cost: \$			0		Structure Cost: \$			0		Facility Cost: \$			0		State Funding: \$			0		Local Funding: \$			0		Measure/Other Funding: \$			0		Maintenance Agreement:	<input type="checkbox"/> Anticipated				Cooperative Agreement:	<input type="checkbox"/> Anticipated				Agency: N/A					Performance Measure: 13.2 Lane miles					TIR #:					TIR Approval Date:				
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DESCRIPTION OF DEFICIENCY:

This interim CAPM project proposes to extend the service life of the existing pavement and provide a smoother riding pavement surface.

BACKGROUND:

This project is located on Route 12 in San Joaquin County near the City of Lodi from Potato Slough Bridge to 0.2 mile east of Flag City Blvd.

PURPOSE AND NEED STATEMENT:

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

PROPOSED SOLUTION(S) OR RANGE OF ALTERNATIVES:

The scope of work includes dig outs, repair of localized failures, placing asphalt concrete overlay to provide a smoother riding pavement surface. Dikes will be replaced and guardrail reconstructed where necessary.

ENVIRONMENTAL CONCERNS, ANTICIPATED ENVIRONMENTAL DOCUMENT:

Type of environmental document required will be determined in the PID phase.

OTHER PROPOSED PROJECTS, SYSTEM PLANNING:

This project is an interim CAPM to candidate Roadway Rehabilitation project EA 10-28150K.

ANTICIPATED RIGHT OF WAY INVOLVEMENT:

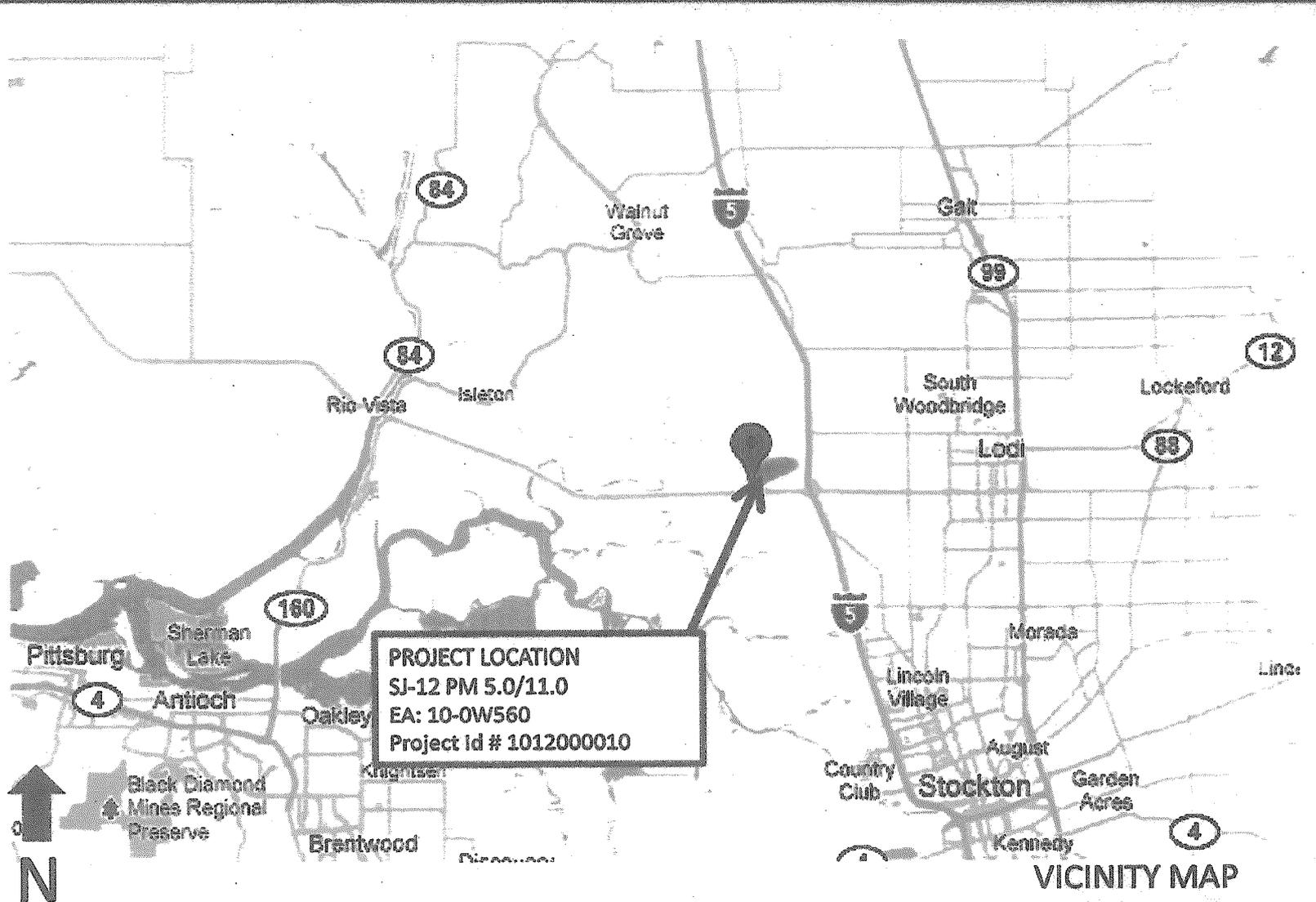
Right of Way needs to be contacted to clear the proposed area.

OTHER COMMENTS:

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

ATTACHMENTS:

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Vicinity Map | <input type="checkbox"/> Traffic Safety Index | <input type="checkbox"/> Signal Warrants |
| <input type="checkbox"/> Layout | <input type="checkbox"/> Table B | <input type="checkbox"/> Photographs |
| <input type="checkbox"/> Typical X-Section(s) | <input type="checkbox"/> Collision Diagram(s) | <input type="checkbox"/> Operational Analysis |
| <input type="checkbox"/> Cost Estimate | <input type="checkbox"/> Other: | <input checked="" type="checkbox"/> Other: 2008 Pavement Condition Survey |



Collection Date: 10/08/2008
 Printed: 07/20/2011

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 10
 County SJ
 Route 012
 Begin PM M 5.002

District 10, SJ, Rte 012, PM 5 - 11

District 10 County SJ Route 012

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AAADT (,000)	MSL								
Lane	Surface Type	Alligator Cracking A % B % C (Y/N)?		Rutting, Bleeding	Slab Cracking 1st % 3rd % Corner %		Faulting	Patching Area % Poor Cond.?		Ride, IRI	Priority	Skid	Defect
M 5.002	- M 5.010	0.008	0.016	2LNU	17	2							
L1	F-DG	10	10	Rutting				50		N/A	10		PAT, LOW ABC
R1	F-DG	22	19	Rutting				14		N/A	8		MOD ABC & PAT
M 5.010	- M 5.087	0.077	0.154	2LNU	17	2							
L1	F-DG	0	10							70 341	6		RIDE
R1	F-DG	6	51	Rutting						31 188	8		HIGH ABC
5.099	- 6.000	0.901	1.802	2LNU	18	2							
L1	F-DG	0	10							20 147	31		ALL B
R1	F-DG	6	51	Rutting						28 176	8		HIGH ABC
6.000	- 7.000	1.000	2.000	2LNU	18	2							
L1	F-DG	0	0	Rut./ Bldng						28 179	10		BLEEDING & RUTTING
R1	F-DG	0	17	Rutting						38 217	10		MOD ABC
7.000	- 8.000	1.000	2.000	2LNU	18	2							
L1	F-DG	7	4							15 125	32		LOW ALL A, LOW ALL B
R1	F-DG	11	71	Rutting						45 244	2		HIGH ABC, RIDE
8.000	- 9.000	1.000	2.000	2LNU	18	2							
L1	F-DG	65	21							18 138	10		MOD ABC
R1	F-DG	10	29							22 154	10		MOD ABC
9.000	- 9.977	0.977	3.908	MLD	18	2							
L1	F-DG	19	44							12 114	8		HIGH ABC
R1	F-DG	0	14	Rutting						7 95	10		MOD ABC
R2	F-DG									12 115	98		GOOD CONDITION
9.977	- 11.000	1.023	4.092	MLD	18	2							
L1	F-DG	0	0					100		21 148	98		GOOD CONDITION
L2	F-DG	0	0					100		7 96	98		GOOD CONDITION
R1	F-DG	0	50					39		22 155	8		HIGH ABC
R2	F-DG	13	14					39		36 207	8		MOD ABC & PAT

*Surface type of 'EB' is Enhanced Binder.

Collection Date: 10/08/2008
 Printed: 07/20/2011

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 10
 County SJ
 Route 012
 Begin PM 11.000

District 10, SJ, Rte 012, PM 5 - 11

District 10 County SJ Route 012

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL	Fauling		Patching		Ride, IRI	Priority	Skid	Defect
Lane	Surface Type	Alligator Cracking			Rutting, Bleeding	Slab Cracking			Area % Poor Cond.?					
		A %	B %	C (Y/N)?		1st %	3rd %	Corner %						
11.000	-	12.000	1.000	2.000	2LNU	15	2							
L1	F-DG	4	3								11 111	32		LOW ALL. A, LOW ALL. B
R1	F-DG	0	75	Rutting							16 130	8		HIGH ABC

*Surface type of 'EB' is Enhanced Binder.

Caltrans Maintenance Program 2008 Pavement Summary Caltrans Drive Order District 10, SJ, Rte 012, PM 5 - 11

District 10
County SJ
Route 012
Begin PM M 5.002

District 10 County SJ Route 012

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

Prior-ity	County	Route	Begin PM	- End PM	Length	Pave Type	Trig. Dir.	Trig. Dir.	Trig. Ln Mi	AADT (,000)	MSL	Maximum Observed Values				Rut-ting	1st St. Crk.	3rd St. Crk.	Corn-er Crk.	Fault-ing	Int'l Rough. Index	Defect
												Allig. A	Allig. B	Patch-ing	Bleed-ing							
8	SJ	012	M5.002	- M5.010	0.008	F B	B	B	0.016	18	2	22	19	50	Rut.					N/A	MOD ABC & PAT	
2	SJ	012	M5.010	- M5.087	0.077	F B	B	B	0.154	18	2	6	51	Rut.					341	HIGH ABC, RIDE		
8	SJ	012	5.099	- 6.000	0.901	F B	R	0.901	19	2	6	51	Rut.					176	HIGH ABC			
6	SJ	012	6.000	- 7.000	1.000	F B	B	2.000	19	2		17	Bleed.	Rut.				217	RIDE			
2	SJ	012	7.000	- 8.000	1.000	F B	R	1.000	19	2	11	71	Rut.					244	HIGH ABC, RIDE			
10	SJ	012	8.000	- 9.000	1.000	F B	B	2.000	19	2	65	29						154	MOD ABC			
10	SJ	012	9.000	- 9.977	0.977	F R	R	0.977	18	2		14	Rut.					115	MOD ABC			
8	SJ	012	9.000	- 9.977	0.977	F L	L	0.977	18	2	19	44						114	HIGH ABC			
8	SJ	012	9.977	- 11.000	1.023	F R	R	2.046	18	2	13	50	39					207	HIGH ABC			
98	SJ	012	9.977	- 11.000	1.023	F L		0.000	18	2			100					148	GOOD CONDITION			
8	SJ	012	11.000	- 12.000	1.000	F B	R	1.000	15	2	4	75	Rut.					130	HIGH ABC			
Total Triggered Lane Miles									11.071													

Note: HA Project locations highlighted in bold typeface.

Memorandum

To: EEIC CHIN
Design Engineer

Date: June 22, 2011

Attn:

File: 10-SJ-12-5.1/9.0
Pavement Rehabilitation
10-29450K CH560K

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

Subject: Structural Section

The following structural sections, based on a 10 year TI of 12.0, are recommended for placement over basement soils with a minimum R-value of 5. These structural sections can be used for the Tower Park Way acceleration lane and the improvements to Glasscock Road.

MAINLINE ROUTE 12								TI = 12.0	
RAC	0.20'		0.20'		0.20		0.20'		
AC	0.60' or	0.40' or	0.60' or	0.40' or	1.05' or	0.85' or	1.60' or	1.40'	
AB	0.95'	0.95'	2.40'	2.40'	-----	-----	-----	-----	
AS	1.60'	1.60'	-----	-----	1.50'	1.50'	-----	-----	

SHOULDER ROUTE 12								TI = 7.5	
RAC	0.20'		0.20'		0.20		0.20'		
AC	0.35' or	0.15' or	0.60' or	0.15' or	0.65' or	0.45' or	0.95' or	0.75'	
AB	0.65'	0.65'	1.45'	1.45'	-----	-----	-----	-----	
AS	0.85'	0.85'	-----	-----	0.90'	0.90'	-----	-----	

If you have any questions or comments, please contact me at (209) 948-7951.

Dave Whaling
Dave Whaling, P.E.
District Materials engineer

D-10 TRAFFIC MANAGEMENT: DELIVERY- MEMO

To: Sheikh Alam	From: Nabeel Burhan D-10 Traffic Management	Date: 08/10/2011
Cc: FILE, D-10 PIO	Phone: (209) 948-7076	

Re: 10 1200 0010 / (EA 10-0W560)

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

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

We request the following:

- a. Contractor shall work with RE/Inspector to request the necessary lane closures needed. Requests shall be made the week prior to the actual work. Inspector shall submit closure through the Lane Closure System (LCS) for our approval by Wednesday afternoon of the week prior.**
- b. All lane closures shall be called in by either the Contractor to the Traffic Management Center (TMC) when the closure begins (10-97), ends (10-98), or is canceled (10-22). The TMC can be reached 24-7 at (209) 948-7556 or 7551.**
- c. Use proper Traffic Control devices throughout the duration of the project as per Caltrans Standard Specifications.**

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

D-10 TRANSPORTATION MANAGEMENT PLAN CHECKLIST

District - Project No: 10 1200 0010
 Date Prepared: August 10, 2011
 Prepared By: Nabeef Burhan
 Requested By: Shelkh Alam

Co.-Rte.-P.#: SJ-12-5.0/11.0
 Location: Near the City of Lodi from east end of Little Potato Slough Bridge to 0.2 mile east of Flag City Blvd.

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

Description: Dig outs, repair of localized failures, place AC overlay, replace dike and reconstruct MBGR

Date Signed
 Date Signed
 Date Signed
 Date Signed

REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No.	COMMENTS	ITEM COST	REQUIRED IN SPEC.
----------	-------------	----------------	---------------	----------	-----------	-------------------

1.0 Public Information Strategies

- 1.1 Brochures and Mailers
- 1.2 Media Releases (& minority media sources)
- 1.3 Paid Advertising
- 1.4 Public Information Center
- 1.5 Public Meetings/Speakers Bureau
- 1.6 Project Telephone Hotline
- 1.7 Internet, E-Mail
- 1.8 Local cable TV and News
- 1.9 Notification to Impacted groups
(i.e. bicycle users, pedestrians with disabilities, others)
- 1.10 Project Web Page
- 1.11 Caltrans Public Information Office
- 1.12 Consultant Public Information Office
- 1.13 Other items

X				RE to hand-deliver to business/residences.		
X						
		X				
X				See comments below.		
X			068063	Designer to add to budget if public meeting is added.		
		X				
		X				
		X				
X				Designer to verify impacted groups.		
	X			Web page could be linked to local City pg.		
X			068063	Items 1.1 to 1.11 to be handled by CT PIO.	\$12K	
		X				
		X				

2.0 Traveler Information Strategies

- 2.1 Changeable Message Signs (permanent)
- 2.2 Changeable Message Signs (portable)
- 2.3 Special Construction Signs
- 2.4 Traveler Information Systems (CHIN/Internet)
- 2.5 Highway Advisory Radio "HAR" (fixed or mobile)
- 2.6 Radar Speed Sign
- 2.7 Traffic Management Team
- 2.8 Revised Transit Schedules/ Maps
- 2.9 Bicycle community information
- 2.10 Other items

		X				
X			128850	See comments below	\$36K	X
		X	120690			
X			861985	As required.		
		X	860520			
		X	068064			
		X				
		X				
X				Same as item 1.9.		
		X				

3.0 Incident Management

- 3.1 COZEEP
- 3.2 Freeway Service Patrol (tow truck service patrol)
- 3.3 Traffic Surveillance Stations (loops or CCTV)
- 3.4 Transportation Management Center
- 3.5 Traffic Control Inspector (Caltrans)
- 3.6 Traffic Management Team
- 3.7 On-site Traffic Advisor (contractor)
- 3.8 Other Items

X			068062	See comments below	\$198K	
		X	068065			
X			068076	Existing to remain &/or provide new stations.		
X				RE to notify for incident & status closure.		
		X				
X				TMC will contact TMT as needed.		
		X				
		X				

4.0 Construction Strategies

- 4.1 Delay damage clause
- 4.2 Night work
- 4.3 Weekend Work
- 4.4 Extended Weekend Closures
- 4.5 Planned Lane Closures
- 4.6 Planned Ramp Closures/Connector Closure
- 4.7 Total Facility Closure
- 4.8 Project Phasing
- 4.9 Truck Traffic Restrictions
- 4.10 Reduced Lane Widths
- 4.11 Temporary K-Rail
- 4.12 Temporary Traffic Screens
- 4.13 Reduced Speed Zones
- 4.14 Traffic Control Improvements

		X				
X				Per Lane Closure Charts		X
		X				
		X				
X				Per Lane Closure Charts		X
X				Per Lane Closure Charts		X
		X				
		X		As per stage construction if any.		
		X				
X				Per drawings/data sheet if any.		
		X	128000			
		X	129150			
		X				
X				As necessary.		

4.0 Construction Strategies (Continued)

- 4.15 Contingency Plans
 - 4.15.1 Material Plant on standby
 - 4.15.2 Extra Critical Equipment on site
 - 4.15.3 Material Testing Plan
 - 4.15.4 Alternate Material on site
(in case of failure or major delays)
 - 4.15.5 Emergency Detour Plan
 - 4.15.6 Emergency Notification Plan
 - 4.15.7 Weather Conditions Plan
 - 4.15.8 Delay Timing and Documentation Plan
 - 4.15.9 Late Closure Reopening Notification
- 4.16 Signal timing modification
- 4.17 Coordination with adjacent construction
- 4.18 Double Fine Zone (signs)
- 4.19 Right of Way Delay
- 4.20 ADA access to Pedestrian Facilities
- 4.21 Other Items

REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES (Item No.)	COMMENTS	ITEM COST	REQUIRED IN SPEC.
X				Construction to determine items 4.15.1 thru. 4.15.9		X
		X				
X			07850	RE to confirm prior to scheduling of closures.		X
		X				
X			066022	Designer to determine costs for maintaining traffic	TBD	X
X				See comments below.		X
X				See comments below.		X

5.0 Demand Management

- 5.1 HOV Lanes/Ramps
- 5.2 Ramp metering
- 5.3 Park-and-Ride Lots
- 5.4 Parking Management/Pricing
- 5.5 Rideshare Incentives
- 5.6 Rideshare Marketing
- 5.7 Transit, Train, or Light-Rail Incentives
- 5.8 Transit Service Modification
- 5.9 Variable Work Hours
- 5.10 Telecommute
- 5.11 Other Items

		X				
		X				
		X				
		X				
		X				
	X		066069			
	X		066066			
		X				
		X				
		X				

6.0 Alternate Route Strategies

- 6.1 Ramp Closures
- 6.2 Street Improvements
- 6.3 Reversible Lanes
- 6.4 Temporary Lanes or Shoulders Use
- 6.5 Freeway to freeway connector closures
- 6.6 Other Items

		X				
		X				
		X				
		X				
		X				
		X				

7.0 Other Strategies

- 7.1 Application of new technology
- 7.2 District Lane Closure Review Committee
- 7.3 Other Items

		X				
		X				
		X				

Comments:

- 1.4 Plan, progress/completion information should be available at Local Public Works, Chamber of Commerce Offices, and CT Maintenance Offices.
- 1.9 Impacted groups need to be notified and informed about upcoming construction. During construction, access across job site will be needed.
- 1.11 PIO estimated at \$2k/mo. Or per stage construction or per major milestones.
- 2.2 PCMS Estimate: 1 pair cms (6 mo.) (6k/mo.) = \$36k
- 3.1 COZEEP Estimate: 2 CHP (\$90/hr) (10 hrs/day) (110 days) = \$198k
- 4.20 Ensure that temporary routes, which are provided around and through construction along pedestrian facilities under Caltrans jurisdiction, are accessible to persons with disabilities when provided.
- 4.21 RE/inspector shall maintain access to all business & residences at all times.

Approved by:



NABEEL BURHAN

8/10/2011

DISTRICT TRAFFIC MANAGER

DATE

Lane Closure Restriction for Designated Legal Holidays and Special Days

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

Legends:

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

Chart No. 1 of 2 Conventional Highway Lane Requirements																											
County: San Joaquin							Route/Direction: 12/EB-WB							PM: M5.0/11.0													
Closure Limits: From east of Little Potato Slough to 0.2 mile east of Flag City Blvd																											
FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
Mondays through Thursdays	R	R	R	R	R																		R	R	R	R	
Fridays	R	R	R	R	R																						
Saturdays																											
Sundays																								R	R	R	R

Legend:

R Provide at least one through traffic lane, not less than 10 feet in width, for use by both directions of travel (Reversing Control)

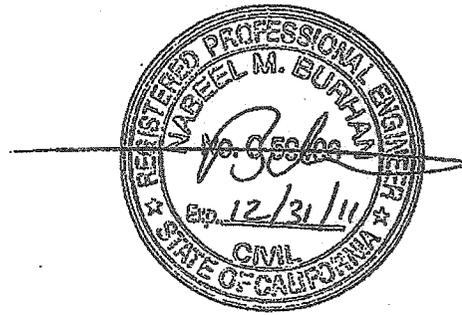
Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

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

Note to Design:

Above window must be re-evaluated or updated if actual construction takes place later than 2014



8/10/11

Chart No. 2 of 2
Complete Connector Closure Hours/Connector Lane Requirements

County: San Joaquin	Route/Direction: 12/EB-WB	PM: 10.1																							
Closure Limits: I-5/SR12 Connector																									
FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays	C	C	C	C	C																	C	C	C	C
Fridays	C	C	C	C	C																				
Saturdays																									
Sundays																						C	C	C	C

Legend:

C Connector may be closed completely

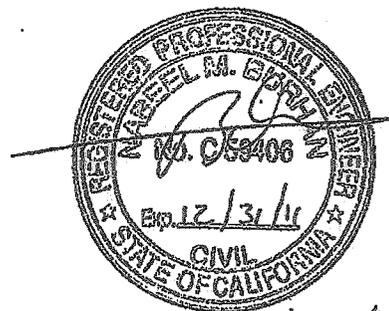
Work permitted within project right of way where shoulder or lane closure is not required.

REMARKS:

1. See Lane Closure Restriction for Designated Legal Holidays and Special Days table in Maintain Traffic of these special provisions for additional closure restrictions.
2. 7-day advance notice required.
3. No two consecutive or opposing ramps may be closed at the same time.
4. Detour required.
5. Closures of local roads will require City/County concurrence.

Note to Design:

Above window must be re-evaluated or updated if actual construction takes place later than 2014.



8/10/11

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

10-San Joaquin-SR-12 5.0/11.0 10-0W560 EFIS: 1012000010
 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 project would overlay the existing pavement within the project area. In areas of severe pavement failure, the project would cold plane and replace existing asphalt concrete. The project would also include rebuilding dikes and replacing guardrail, rumble strips and end treatments where necessary, as well as placing shoulder backing.

CEQA COMPLIANCE *(for State Projects only)*

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

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

CALTRANS CEQA DETERMINATION (Check one)

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

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

- Categorically Exempt. Class 1.** (PRC 21084; 14 CCR 15300 et seq.)
- Categorically Exempt. General Rule exemption.** [This project does not 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])]

Gail Miller, Central Sierra Branch

Print Name: Environmental Branch Chief

Kelly Holder for Gail Miller 9/7/2011
 Signature Date

Iorzua Akuva

Print Name: Project Manager/DLA Engineer

Jakuva 9/7/11
 Signature Date

NEPA COMPLIANCE

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

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

Gail Miller, Central Sierra Branch

Print Name: Environmental Branch Chief

Kelly Holder for Gail Miller 9/7/2011
 Signature Date

Iorzua Akuva

Print Name: Project Manager/DLA Engineer

Jakuva 9/7/11
 Signature Date

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

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

<u>10-San Joaquin-SR-12</u>	<u>5.0/11.0</u>	<u>10-0W560</u>	<u>EFIS: 1012000010</u>
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.

Continued from page 1:

Contractor shall comply with Caltrans Standard Specifications for control of air pollution and dust during construction. Any impacts will be temporary. (Air, Noise and Water memo, August 18, 2011).

Per Hazardous Waste memo, this project will require a standard special provision requiring the contractor to implement a lead compliance plan because the project includes grinding existing pavement, including any bituminous or polymer seals and yellow paint or thermoplastic paint with high concentrations of lead. The resulting grinding residue will not qualify as a hazardous waste material. (Hazardous Waste memo, August 18, 2011)

Per Biology memo, there are trees within the project area that provide nesting habitat for raptors, including Swainson's hawk. Construction activities should be limited to the non-nesting season, August-February. Also, there are wetlands within the project limits on both the north and the south sides of State Route 12. These areas (shown on map attached to memo) are to be completely avoided. Should these areas be impacted as part of construction activities, compensation would be required. No work is currently expected in waterways or aquatic habitat. If that should change, formal consultation with US Fish and Wildlife Service would be required. (Biology memo, August 22, 2011)

Categorical Exclusion Checklist

Dist/Co/Rte/PM: 10/San Joaquin/SR-12/5.0-11.0	Fed. Aid No: EA 10-0W5600	Project ID: EFIS 1012000010
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SECTION 1: TYPE OF CE: Use the information in this section to determine the applicable CE and corresponding activity for this project.

1. Project is a CE under SAFETEA-LU Section 6004 (23 U.S.C. 326). Yes No
 If "yes", check applicable activity in one of the three tables below (activity must be listed in 23 CFR 771.117 (c) or (d) list or included in activities listed in Appendix A of the MOU to be eligible for Section 6004).

Activity Listed in 23 CFR 771.117(c)			
1 <input type="checkbox"/>	Activities which do not involve or lead directly to construction	12 <input type="checkbox"/>	Improvements to existing rest areas and truck weigh stations.
2 <input type="checkbox"/>	Utility installations along or across a transportation facility	13 <input type="checkbox"/>	Ridesharing activities
3 <input type="checkbox"/>	Bicycle and pedestrian lanes, paths, and facilities	14 <input type="checkbox"/>	Bus and rail car rehabilitation
4 <input type="checkbox"/>	Activities included in the State's <i>highway safety plan</i> under <u>23 U.S.C. 402</u>	15 <input type="checkbox"/>	Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons
5 <input type="checkbox"/>	Transfer of Federal lands pursuant to 23 U.S.C. 107(d) and/or 23 U.S.C. 317 when the land transfer is in support of an action that is not otherwise subject to FHWA review under NEPA	16 <input type="checkbox"/>	Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand
6 <input type="checkbox"/>	Installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction	17 <input type="checkbox"/>	Purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE
7 <input type="checkbox"/>	Landscaping	18 <input type="checkbox"/>	Track and rail bed maintenance and improvements when carried out within the existing right-of-way
8 <input type="checkbox"/>	Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur	19 <input type="checkbox"/>	Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site
9 <input type="checkbox"/>	Emergency repairs under <u>23 U.S.C. 125</u>	20 <input type="checkbox"/>	Promulgation of rules, regulations, and directives
10 <input type="checkbox"/>	Acquisition of scenic easements	21 <input type="checkbox"/>	Deployment of electronics, photonics, communications, or information processing used singly or in combination, or as components of a fully integrated system, to improve the efficiency or safety of a surface transportation system or to enhance security or passenger convenience. Examples include, but are not limited to, traffic control and detector devices, lane management systems, electronic payment equipment, automatic vehicle locaters, automated passenger counters, computer-aided dispatching systems, radio communications systems, dynamic message signs, and security equipment including surveillance and detection cameras on roadways and in transit facilities and on buses
11 <input type="checkbox"/>	Determination of payback under <u>23 CFR part 480</u> for property previously acquired with Federal-aid participation		

Categorical Exclusion Checklist (continued)

Activity Listed in Examples in 23 CFR 771.117(d)			
1 <input checked="" type="checkbox"/>	Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing)	8 <input type="checkbox"/>	Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes, not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic
2 <input type="checkbox"/>	Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting	9 <input type="checkbox"/>	Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users
3 <input type="checkbox"/>	Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at-grade railroad crossings	10 <input type="checkbox"/>	Construction of bus transfer facilities when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic
4 <input type="checkbox"/>	Transportation corridor fringe parking facilities	11 <input type="checkbox"/>	Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community
5 <input type="checkbox"/>	Construction of new truck weigh stations or rest areas	12 <input type="checkbox"/>	<p>Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed</p> <p>(i) Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others</p> <p>(ii) Protective acquisition is done to prevent imminent development of a parcel which may be needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project</p>
6 <input type="checkbox"/>	Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts	13 <input type="checkbox"/>	Acquisition of pre-existing railroad right-of-way pursuant to 49 U.S.C. 5324(c). No project development on the acquired railroad right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives, has been completed
7 <input type="checkbox"/>	Approvals for changes in access control		

Activity Listed in Appendix A of the MOU for State Assumption of Responsibilities for Categorical Exclusions			
1 <input type="checkbox"/>	Construction, modification, or repair of storm water treatment devices, protection measures such as slope stabilization, and other erosion control measures	5 <input type="checkbox"/>	Routine seismic retrofit of facilities to meet current seismic standards and public health and safety standards without expansion of capacity
2 <input type="checkbox"/>	Replacement, modification, or repair of culverts or other drainage facilities	6 <input type="checkbox"/>	Air space leases that are subject to Subpart D, Part 710, Title 23, Code of Federal Regulations
3 <input type="checkbox"/>	Projects undertaken to assure the creation, maintenance, restoration, enhancement, or protection of habitat for fish, plants, or wildlife	7 <input type="checkbox"/>	Drilling of test bores/soil sampling to provide information for preliminary design and for environmental analyses and permitting purposes
4 <input type="checkbox"/>	Routine repair of facilities due to storm damage, including permanent repair to return the facility to operational condition that meets current standards of design and public health and safety without expanding capacity (e.g., slide repairs, construction or repair of retaining walls)		

Categorical Exclusion Checklist (continued)

2. Project is a CE for a highway project under SAFETEA-LU Section 6005 (23 U.S.C. 327). Yes No
(Use only if project does not qualify under Section 6004 [activities not included in three previous lists above].)
3. Exceptions to Categorical Exclusions/Unusual Circumstances (23 CFR 771.117(b)).

FHWA regulation 23 CFR 771.117(b) provides that any action which normally would be classified as a CE but could involve *unusual circumstances* requires the Department to conduct appropriate environmental studies to determine if the CE classification is proper. Unusual circumstances include actions that involve:

- Significant environmental impacts;
- Substantial controversy on environmental grounds;
- Significant impact on properties protected by section 4(f) of the DOT Act or section 106 of the National Historic Preservation Act; or
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action

All of the above unusual circumstances have been considered in conjunction with this project.

- Checking this box certifies that none of the above conditions apply and that the Categorical Exclusion remains valid.
- Checking this box certifies that unusual circumstances are involved, however, the appropriate studies/analysis have been completed and it has been determined that the CE classification is still appropriate.

SECTION 2: Compliance with FHWA NEPA policy to complete all other applicable environmental requirements¹ prior to making the NEPA determination:

1. During the environmental review process for which this CE was prepared, all applicable environmental requirements were evaluated. Outcomes for the following requirements are identified below and fully documented in the project file.

Air Quality

- AQ checklist has been completed and project meets all applicable AQ requirements.

Cultural Resources

- Section 106 compliance is complete

Finding: Screened Undertaking No Effect No Adverse Effect Adverse Effect/MOA

Noise

23 CFR 772

- Check box if project is a Type 1 project; if not, skip this section.
- Future noise levels with project either approach or exceed NAC or result in a substantial increase
If yes, Abatement is reasonable and feasible Abatement is not reasonable or feasible

Waters, Wetlands, Floodplains

- Water Quality; Section 404 of the Clean Water Act
Impacts to Waters of the US: Yes No
If yes, approval anticipated:
 Nationwide Permit Individual Permit Regional General Permit Letter of Permission
- Section 401 of the Clean Water Act
 Exemption Certification
- Wetland Protection (Executive Order #11990)
 No wetland impact Only Practicable Alternative Finding is included in the CE attachment
 Only Practicable Alternative Finding is included in a separate document in the project file
- Floodplains (Executive Order #11988)
 No Floodplain Encroachment No Significant Encroachment Significant Encroachment

¹ Please consult the SER for a complete list of applicable laws, statutes, regulations, and executive orders that must be considered before completing the CE.

Categorical Exclusion Checklist (continued)

Biology

- Section 7 (Federal Endangered Species Act) Consultation Findings (Effect determination)
 - No Effect Not Likely to Adversely Affect Likely to Adversely Affect
- Essential Fish Habitat (Magnuson-Stevens Act) Findings (Effect determination):
 - No Effect Adverse Effect No Adverse Effect

Section 4(f) Transportation Act (23 CFR 774)

- Section 4(f) regulation was considered as a part of the review for this project and a determination was made:
 - Section 4(f) does not apply
(Project file includes documentation that property is not a Section 4(f) property, that project does not use a Section 4(f) property, or that the project meets the criteria for temporary occupancy.)
 - Section 4(f) applies
 - De Minimis
 - Programmatic: Type _____ (List one of the five appropriate categories as defined in 23 CFR 774.3)
 - Individual: Legal Sufficiency Review complete HQ Coordinator Review Complete
- Section 6(f)—Was the above property purchased with grant funds from the Land and Water Conservation Fund?
- No, Section 6(f) does not apply. No additional documentation required.
 - Yes Documentation of approval from National Park Service Director (through California State Parks) has been received for the conversion/and replacement of 6(f) property.

Coastal Zone

Coastal Zone Management Act of 1972

- Not in Coastal Zone Qualifies for Exemptions Qualifies for Waiver Coastal Permit Required
- Consistent with Federal State and Local Coastal Plans Federal Consistency Determination

Relocation

- No Relocations
- Project involves _____ (#) relocations and will follow the provisions of the Uniform Relocation Act.

Hazardous Waste and Materials

- None
- Contamination is present. Nature and extent of contamination is fully known. is not fully known.
If not fully known, briefly discuss plan for securing information:

SECTION 3: Certification

Based on the information obtained during environmental review process and included in this checklist, the project is determined to be a Categorical Exclusion pursuant to the National Environmental Policy Act and is in compliance with all other applicable environmental laws, regulations and Executive Orders.

Prepared by: Janet Bailey

Title: Associate Environmental Planner

Signature: _____

Date: August 24, 2011

Transportation Air Quality Conformity Findings Checklist

Project Name:	SR-12 Pavement Rehabilitation near Lodi		
Dist-Co-Rte-PM:	10-San Joaquin-12-PM 5.0/11.0	EA:	10-0W580K
Federal-Aid No.:			
Document Type:	<input checked="" type="checkbox"/> 6004 CE	<input type="checkbox"/> 6005 CE	<input type="checkbox"/> EA <input type="checkbox"/> EIS
<p>Step 1. Is the project located in a nonattainment or maintenance area for ozone, nitrogen dioxide, carbon monoxide (CO), PM2.5, or PM10 per EPA's <u>Green Book</u> listing of non-attainment areas?</p> <p><input type="checkbox"/> If no, go to Step 16. Transportation conformity does not apply to the project.</p> <p><input checked="" type="checkbox"/> If yes, go to Step 2.</p>			
<p>Step 2. Is the project exempt from conformity per <u>40 CFR 93.126</u> or <u>40 CFR 93.128</u>?</p> <p><input checked="" type="checkbox"/> If yes, go to Step 16. The project is exempt from all project-level conformity requirements (40 CFR 93.126 or 128). (check one box below and identify the project type, if applicable).</p> <p style="padding-left: 20px;"><input checked="" type="checkbox"/> 40 CFR 93.126 Project type: Pavement Rehabilitation</p> <p style="padding-left: 20px;"><input type="checkbox"/> 40 CFR 93.128</p> <p><input type="checkbox"/> If no, go to Step 3.</p>			
<p>Step 3. Is the project exempt from regional conformity per <u>40 CFR 93.127</u>?</p> <p><input type="checkbox"/> If yes, go to Step 8. The project is exempt from regional conformity requirements (40 CFR 93.127) (identify the project type). Project type: <u>PAVE</u></p> <p><input type="checkbox"/> If no, go to Step 4.</p>			
<p>Step 4. Is the project located in a region with a currently conforming RTP and TIP?</p> <p><input type="checkbox"/> If yes, the project is included in a currently conforming RTP and TIP per 40 CFR 93.115. The project's design and scope have not changed significantly from what was assumed in RTP conformity analysis (40 CFR 93.115[b]) Go to Step 8.</p> <p><input type="checkbox"/> If no and the project is located in an isolated rural area, go to Step 5.</p> <p><input type="checkbox"/> If no and the project is not located in an isolated rural area, STOP and do not proceed until a conforming RTP and TIP are adopted.</p>			
<p>Step 5. For isolated rural areas, is the project regionally significant per 40 CFR 93.101, based on review by Interagency Consultation?</p> <p><input type="checkbox"/> If yes, go to Step 6.</p> <p><input type="checkbox"/> If no, go to Step 8. The project, located in an isolated rural area, is not regionally significant and does not require a regional emissions analysis (40 CFR 93.101 and 93.109[1]).</p>			
<p>Step 6. Is the project included in another regional conformity analysis that meets the isolated rural area analysis requirements per 40 CFR 93.109, including Interagency Consultation and public involvement?</p> <p><input type="checkbox"/> If yes, go to Step 8. The project, located in an isolated rural area, has met its regional analysis requirements through inclusion in a previously-approved regional conformity analysis that meets current requirements (40 CFR 93.109[1]).</p> <p><input type="checkbox"/> If no, go to Step 7.</p>			
<p>Step 7. The project, located in an isolated rural area, requires a separate regional emissions analysis.</p> <p><input type="checkbox"/> Regional emissions analysis for regionally significant project, located in an isolated rural area, is complete. Regional conformity analysis was conducted that includes the project and reasonably foreseeable regionally significant projects for at least 20 years. Interagency Consultation and public participation were conducted. Based on the analysis, the interim or emission budget conformity tests applicable to the area are met (40 CFR 93.109[1] and 95.105).¹ Go to Step 8.</p>			
<p>Step 8. Is the project located in a CO nonattainment or maintenance area?</p> <p><input type="checkbox"/> If no, go to Step 9. CO conformity analysis is not required.</p> <p><input type="checkbox"/> If yes, hot-spot analysis requirements for CO per the <u>CO Protocol</u> (or per EPA's modeling guidance, CAL3QHCR can be used with EMFAC emission factors²) have been met. Project will not cause or contribute to a new localized CO violation (40 CFR 93.116 and 93.123)³. Go to Step 9.</p>			

¹ The analysis must support this conclusion before going to the next step.

² Use of the CO Protocol is strongly recommended due to its use of screening methods to minimize the need for modeling. When modeling is needed, the Protocol simplifies the modeling approach.

<p>Step 9. Is the project located in a PM10 and/or a PM2.5 nonattainment or maintenance area?</p> <p><input type="checkbox"/> If no, go to Step 13. PM2.5/PM10 conformity analysis is not required.</p> <p><input type="checkbox"/> If yes, go to Step 10.</p>
<p>Step 10. Is the project considered to be a Project of Air Quality Concern (POAQC), as described in EPA's <u>Transportation Conformity Guidance</u> for PM 10 and PM 2.5?</p> <p><input type="checkbox"/> If no, the project is not a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Analysis Guidance. Interagency Consultation concurred with this determination on _____. Go to Step 12.</p> <p><input type="checkbox"/> If yes, go to Step 11.</p>
<p>Step 11. The project is a POAQC.</p> <p><input type="checkbox"/> The project is a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123, and EPA's Hot-Spot Guidance. Interagency Consultation concurred with this determination on _____. Detailed PM hot-spot analysis, consistent with 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Guidance, shows that the project would not cause or contribute to, or worsen, any new localized violation of PM10 and/or PM2.5 standards. Go to Step 12.</p>
<p>Step 12. Does the approved PM SIP include any PM10 and/or PM2.5 control measures that apply to the project, and has a written commitment been made as part of the air quality analysis to implement the identified SIP control measures?</p> <p><input type="checkbox"/> If yes, a written commitment is made to implement the identified SIP control measures for PM10 and/or PM2.5 through construction or operation of this project (40 CFR 93.117).</p> <p><input type="checkbox"/> If no, go to Step 13.</p>
<p>Step 13a. Have project-level mitigation or control measures for CO, PM10, and/or PM2.5, included as part of the project's design concept and scope, been identified as a condition of the RTP or TIP conformity determination? AND/OR</p> <p>Step 13b. Are project-level mitigation or control measures for CO, PM10, and/or PM2.5 included in the project's NEPA document? AND</p> <p>Step 13c (applies only if Step 13a and/or 13b are answered "yes"). Has a written commitment been made as part of the air quality analysis to implement the identified measures?</p> <p><input type="checkbox"/> If yes to 13a and/or 13b and 13c, a written commitment is made to implement the identified mitigation or control measures for CO, PM10, and/or PM2.5 through construction or operation of this project. These mitigation or control measures are identified in the project's NEPA document and/or as conditions of the RTP or TIP conformity determination.³ (40 CFR 93.125(a))</p> <p><input type="checkbox"/> If no, go to Step 14</p>
<p>Step 14. Does the project qualify for Categorical Exclusion under SAFETEA-LU Section 6004?</p> <p><input type="checkbox"/> If yes, then no FHWA involvement is required and Caltrans makes the conformity determination through its signature on the CE form. An AQCA is not needed. Go to Step 16.</p> <p><input type="checkbox"/> If no, go to Step 15.</p>
<p>Step 15. Does the project require preparation of a Categorical Exclusion, EA, or EIS under SAFETEA-LU Section 6005?</p> <p><input type="checkbox"/> If yes, then Caltrans submits a conformity determination to FHWA for FHWA's conformity determination. An AQCA is needed. See the Transportation Air Quality Conformity Analysis Content Checklist Tool.</p> <p>Date of FHWA air quality conformity determination: _____</p> <p>Go to Step 16.</p>
<p>Step 16. STOP as all air quality conformity requirements have been met.</p>
<p>Signature: <u>Alia Alhabaly</u></p> <p>Printed Name: <u>Allam Alhabaly</u> Date: <u>8/18/2011</u></p> <p>Title: <u>Transportation Engineer</u></p>

³ As of October 1, 2007, there are no CO nonattainment areas in California. Therefore, the requirements to not worsen existing violations and to reduce/eliminate existing violations do not apply.

Memorandum

To: IORZUA AKUVA/SHEIKH ALAM

Date: 9/8/2011

File: CD 10 EA 0W560K Alt N/A

Attn

Co SJ RTE 12

DESCRIPTION:

REPAIR STRUCTURAL SECTION - TO OVERLAY THE ROADWAY WITHIN PROJECT LIMIT; COLD PLANE AND REPLACE EXISTING ASPHALT CONCRETE TO REPAIR

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

The following assumptions and limiting conditions were identified:

Appraisal

Utility

Per Design there are No Conflicts with utilities.

Right of Way Lead Time will require a minimum of 6 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.



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

Right Of Way Cost Estimate

	Current Year 2011	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2013
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:	\$0			\$0

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

Estimated Construction Contract Work (CCW):

R/W LEAD TIME/Mo.

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

EA: 10-0W5600 ALT: N/A

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:

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:

Railroad Liaison Agent:

Utility Relocation Coordinator:

Andrea Alvarez

9/8/2011

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

JAMES GONZALEZ
Assistant Region Division Chief, Right of Way

Date

ENTERED PMCS

BY:

Short Form - Stormwater Data Report



Dist-County-Route: 10-SI-12
 Post Mile Limits: 5.0/11.0
 Project Type: Preventive HMA Overlay
 Project ID (or EA): 1012000010(10-OW5600)
 Program Identification: 201.121 (HA22)
 Phase: PID
 PA/ED
 PS&E

Regional Water Quality Control Board: 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 - Stormwater Data Report.

Estimate Construction Start Date: <u>05/01/2016</u>	Construction Completion Date: <u>09/1/2016</u>
Separate Dewatering Permit (if yes, permit number)	Yes <input type="checkbox"/> Permit # _____ No <input checked="" type="checkbox"/>
Erosivity Waiver	Yes <input type="checkbox"/> Date: _____ No <input checked="" type="checkbox"/>

This Short Form - Stormwater 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.



 Sheikh Alam, Registered Project Engineer 08/23/11
Date

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



 Marissa Nishikawa, Central Region NPDES Stormwater Coordinator 8/23/11
Date



Sheikh
Alam/D10/Caltrans/CAGov
08/23/2011 03:21 PM

To Ron Jones/HQ/Caltrans/CAGov@DOT, Long
Huynh/D10/Caltrans/CAGov@DOT, Nomer
Gutierrez/D10/Caltrans/CAGov@DOT
cc lorzua Akuva/D10/Caltrans/CAGov@DOT

bcc

Subject 10-0W5600: 10-SJ-12-PM5.0/11.0: CAPM Route 12 Lodi:
Scoping Team Field Review

Hi All,

Field reviews were performed by Ron Jones & Long Huynh on 07/13/11 and by Nomer Gutierrez & Sheikh Alam on 08/11/11. Following recommendations were made for preferred alternative out of these reviews:

- Use 0.20' RHMA (Type G) for overlay
- Use HMA (Type A) for digouts and repairing damage. Consider 20% of total project cost to fund this item.
- Consider alligator crack 55% of total length of the project.
- Placement of shoulder backing.
- Maintain signing, pavement delineation and traffic loop.
- Replacement of rumble strip and dike.
- Height adjustment and end treatment for existing MBGR.

Please confirm your concurrence to the recommendations replying this email. This need to be attached with CAPM Project Report per Section 10 of the report. A draft is attached.
Thank you.

Sincerely,
Sheikh Alam
(209) 942-6172



10-0W560_CAPM PR.docx

ATTACHMENT J

PROJECT RISK MANAGEMENT PLAN

Dist - EA 10-0W560_

Co-Rte-PM SJ-12-5.0/11.0

Date 8/23/2011

Project Mngr Iorzua Akuva

Telephone Number (209)941-1958

PROJECT RISK MANAGEMENT PLAN																				
Priority	Identification						Qualitative Analysis				OPTIONAL Quantitative Analysis				Response Strategy			Monitoring and Control		
	Status	ID #	Date Identified Project Phase	Functional Assignment	Threat/Opportunity Event	SMART Column	Risk Trigger	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact (\$ or days)	Effect (\$ or days)	Strategy	Response Actions including advantages and disadvantages	Affected WBS Tasks	Responsibility (Task Manager)	Status Interval or Milestone Check	Date, Status and Review Comments
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15) = (13)x(14)	(16)	(17)	(18)	(19)	(20)	(21)
1	Active	3c	8/23/2011 PID	Design	Crack Sealing	Crack Sealing needs to be done properly; if not done properly, could cause water to get into the subbase and cause pavement failure.	Pavement failure after a short time of AC overlay.	Schedule Cost	Low	High		30%			Avoidance	Minimize crack sealing.	WBS 230 Prepare Draft PS&E	Nomer Gutierrez	Two Months	8/23/2011
	Dormant		8/23/2011	Design	Longitudinal Ditch	The water in the ditch is encroaching to the shoulders and could cause pavement failure.	Flow of water in the ditch.	Cost	Low	High		30%			Avoidance	If ditch work is included in the project, environmental document may delay the project delivery. Avoid work in the ditch and let another project take care of the problem.	WBS 165 Perform Environmental Studies and Prepare Draft Environmental Document (DE0)	Nomer Gutierrez	two months	8/23/2011
	Active		8/23/2011	PPM	Possible conflict with other project in the same location.	Another project/s at the same location may take preference over the CAPM project.	Presence of another project programmed and scoped to do the work including what the CAPM project will do.	Schedule	Low	Low		10%			Acceptance	Allow the preferred project to take preference.		Iorzua Akuva	Yearly	8/23/2011
	Active		8/23/2011	Design	Lack of Funding	Project could be in delayed if not programmed.	Too many projects competing for few dollars.	Schedule	Moderate	High		70%			Acceptance	Put the project on the shelf until there is money available.	WBS 230 Prepare Draft PS&E	Iorzua Akuva	Yearly	8/23/2011
	Active			Env	Hazardous Waste	Hazardous waste due to removal of the existing yellow Thermoplastic.	Removal of yellow traffic Thermoplastic	Cost	Low	Low		30%			Mitigation	Find a way to dispose the waste	WBS 165 Perform Environmental Studies and Prepare Draft Environmental Document (DE1)	Jane Bailey		
				PPM	Probable inaccuracies in Workplan	There may be some inaccuracies in the workplan due to the rush to produce the PID in a very short time.	When the Project is programmed and moves to environmental/design phase, there may not be enough resources for some units. The schedule may also needs to be revised.	Cost	Low	Moderate		50%			Mitigation	May require a PCR.	WBS 230 Prepare Draft PS&E	Iorzua Akuva		8/30/2011

**CENTRAL REGION – DISTRICT 10
PSR/PSSR/PR REVIEW, SIGNATURE AND ROUTING SLIP**

EA: 10- 0W560K EFIS ID #1012000010

DATE: 9/7/11

ROUTE TO - NAME:	INITIAL	REVIEW DATE		COMMENTS
		Received	Released	
Terry Ogle Project Development Office Chief		9/6/11	9/8/11	ok to circulate for signature R/w Data Sheet Pending
Iorzua Akuva Project Manager <i>Signature Required</i>	IA	9/7	9/7	

SEND TO CENTRAL REGION FOR REVIEW / SIGNATURES

Central Region-PMSU Attention: Andrea Nason or Linda Araujo 2015 E. Shields Ave., Suite 100 Fresno, CA 93726 559-243-3434/559-243-3431				<input type="checkbox"/> PMCS / Pypscan Screen (as applicable) <input type="checkbox"/> SB45 (as applicable) <input type="checkbox"/> CTIPs (as applicable) <input type="checkbox"/> OPI (as applicable)
Teresa Rix, Chief, CR Program Management (& R. Polyack/STIP, S. Tracey/SHOPP Robert J. Johnson/ALL)				
Kim E. Anderson Chief, Central Region Project Development				
Christine Cox-Kovacevich Chief, Central Region Environmental (& C Yim)				
Spiros Karimbakas Chief, Central Region Right of Way Division James Gonzales) <i>Signature Required</i>		9/7	9/7	
Brian Everson Chief, Central Region Program/Project Management				
Sharri Bender Ehlert Interim District Director District 6 - Central Region <i>Transmittal memo Required</i>				
Return to CR-PMSU Andrea Nason or Linda Araujo 559-243-3434/559-243-3431				

SEND TO DISTRICT 10 FOR REVIEW / SIGNATURES

PM c/o: Project Analyst – D10

Deputy District Director, Planning / Maintenance				
Dennis Agar – SHOPP	D.T.	9/8	9/7	
DINAH BORTNER Deputy District Director Program/Project Management (Attn: Virginia Medina)- Dist. 10		9/9	9/9	OE & RLW Data Sheet included
CARRIE L. BOWEN District 10 Director <i>Signature Required</i>			9/12	

D10 LAST – Virginia Medina (209) 948-7838

Return to CR-PMSU Andrea Nason or Linda Araujo 559-243-3434/559-243-3431				ELECTRONIC COPY ONLY
Return to Project Manager or Design Manager				ORIGINAL REPORT