10 - Alp - Rte – 0.0/7.5
20.10.201.121 CAPM (121)
0W6100
09/2011

# CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

## To

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

On Route 88 in Alpine County

Between the Amador County Line PM 0.0

And Red Lake PM 7.5

*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.*

for SPIROS KARIMBAKAS
*DISTRICT DIVISION CHIEF – RIGHT OF WAY*

APPROVAL RECOMMENDED:

GRACE MAGSAYO
*PROJECT MANAGER*

APPROVED:

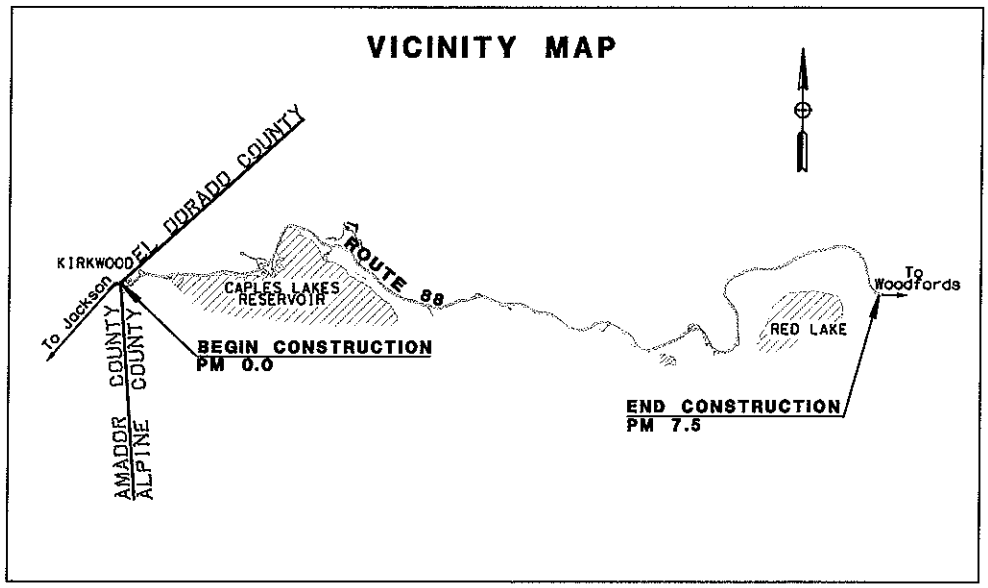
CARRIE L. BOWEN
*DISTRICT DIRECTOR DISTRICT 10*

9-12-11
*DATE*

*PROJECT SCOPE & TECHNICAL DATA ARE VALID THROUGH:* _____

*COST & WORK PLAN MUST BE UPDATED PRIOR TO USE FOR PROGRAMMING*

10 - Alp - Rte. – 0.0/7.5
20.10.201.121 CAPM (121)
0W6100
09/2011




On Route 88 in Alpine County

Between the Amador County Line PM 0.0

And Red Lake PM 7.5

10 - Alp - Rte. – 0.0/7.5
20.10.201.121 CAPM (121)
0W6100
09/2011

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.

*ERIC OLSON*
*REGISTERED CIVIL ENGINEER*

9/8/2011
*DATE*

# Table of Contents

## 1. INTRODUCTION AND BACKGROUND

Brief Project Description:
This interim CAPM project proposes to extend the service life of the existing pavement and provide a smoother riding pavement surface

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

| | |
|---|---|
| **Project Limits** [Dist., Co., Rte., PM] | 10, Alp, 88, PM 0.0/7.5 |
| **Construction Capital Costs:** | $5,585,000 |
| **R/W Capital Costs:** | $4,500 |
| **Type of Facility (conventional, expressway, freeway):** | Conventional undivided highway |
| **Environmental Determination/Document and date approved:** | CE/CE 08/24/2011 |

## 2. RECOMMENDATION

It is recommended that this Project Report be approved and that the project proceed to the Plans, Specifications, and Estimate (PS&E) phase.

## 3. PURPOSE AND NEED STATEMENT

**Need:**
The pavement will deteriorate more rapidly if nothing is done and result in a more costly rehabilitation strategy in the future.

**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 |
|---|---|---|---|---|---|---|---|---|---|
| Location (Post Miles) | Curve Radius | No. of Lanes | Lane Width | Type (Flex, Rigid, or Composite) | Left | Right | Width | Work Required? | # Slabs |
| 0.0/4.0 | 300 | 2 | 12 | Flex | 2 | 2 | N/A | N/A | No |
| 4.0/4.7 | 500 | 3 | 12 | Flex | 8 | 4 | N/A | N/A | N/A |
| 4.7/5.1 | 450 | 3 | 12 | Flex | 8 | 8 | N/A | N/A | N/A |
| 5.1/5.4 | 570 | 2 | 12 | Flex | 2 | 2 | N/A | N/A | N/A |
| 5.4/5.7 | 570 | 2 | 12 | Flex | 2 | 10 | N/A | N/A | N/A |
| 5.7/6.1 | 500 | 3 | 12 | Flex | 2 | 2 | N/A | N/A | N/A |
| 6.1/6.5 | 1100 | 2 | 12 | Flex | 2 | 2 | N/A | N/A | N/A |
| 6.5/6.8 | 2000 | 3 | 12 | Flex | 2 | 8 | N/A | N/A | N/A |
| 6.8/7.5 | 600 | 2 | 12 | Flex | 2 | 2 | N/A | N/A | N/A |

Remarks:

Additionally, within the project limits are three locations where left turn pockets are provided and several paved pullout locations.

## 4B. CONDITION OF EXISTING FACILITY:

Two distinct homogeneous segments are present within the project limits. The following data is based on the Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory (Attachment A).

(1) Traveled Way Data PM 0.0/2.0

PMS Category (1-29) 10 Priority Classification (1-4) 0.3

International Ride Index 192

*Rigid Pavement: *Flexible Pavement:
* From latest PMS-Pavement Condition Inventory Survey Data.

3rd Stage Cracking % N/A Alligator B Cracking % 13%

Faulting% N/A Patching % 19%

Joint Spalls N/A Rutting None

Pumping N/A Bleeding None

Corner Breaks % N/A Raveling None

Locations(s) of subsurface or ponded surface-water: to be determined in the PS&E phase.

(2) Traveled Way Data PM 2.0/7.5

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

International Ride Index 255

*Rigid Pavement: *Flexible Pavement:
* From latest PMS-Pavement Condition Inventory Survey Data

3rd Stage Cracking % N/A Alligator B Cracking % 64%

Faulting% N/A Patching % 92%

Joint Spalls N/A Rutting None

Pumping N/A Bleeding None

Corner Breaks % N/A Raveling None

Locations(s) of subsurface or ponded surface-water: to be determined in the PS&E phase.

Pedestrian Facility Data:

| Facility Type and Location(s): N/A | Meets ADA Standards? N/A | If Facility does not meet ADA Standards, what feature(s) are not ADA compliant? N/A | Status of Each Noncompliant Location: N/A |
|---|---|---|---|
| **Sidewalks: N/A** | | | |

Remarks:
There are no existing pedestrian facilities within these project limits.

## 4C. STRUCTURE INFORMATION

| Structures | Vertical Clearance | | |
|---|---|---|---|
| Name/No. | Exist | 3R Std | Proposed |
| Caples Lake Spillway/ 31-15 | N/A | N/A | N/A |

Remarks:
Caple Lake Spillway Bridge, the only structure within the project limits, meets the current design standards and is not on the STRAIN report.

## 4D. VEHICLE TRAFFIC DATA

Traffic Volumes 2750 (2010)

Construction Year ADT Unavailable

DHV 300 (2010) % Trucks 7.9% (2009)

Remarks:
Due to time constraints in the preparation of this Project Report Traffic Data was obtained from the Caltrans Traffic Data branch website.

Safety Review Date: Waived until PS&E phase.

Remarks:
Due to time constraints in the preparation of this Project Report an Accident Analysis was not requested and a Safety Review was not conducted. An accident analysis should be requested during the PS&E phase to determine if there are accident conditions that can be corrected within the scope of this CAPM project. A Safety Review should also be conducted prior to delivery of the PS&E.

A Safety Analysis was prepared for a Rehabilitation project (10-0J6000) with these similar limits in December 2002. Recommendations from that analysis are included in the enhancements section of this report.

## 5. CORRIDOR AND SYSTEM COORDINATION

This project is an interim CAPM to candidate Roadway Rehabilitation project EA 10-0J600K.

## 6. ALTERNATIVES

### 6A. CAPM STRATEGY:

This project proposes a 0.2 foot overlay of the entire roadway within the project limits with Rubberized Hot Mix Asphalt (Gap Graded) pavement and Cold-In Place Recycling for repairing areas of localized distress. Because this project is located at a high altitude where snow and snow removal equipment are common an additional 0.1 foot Rubberized Hot Mix Asphalt (Gap Graded) pavement is proposed as a wearing course. Additionally cross slope corrections will be made where necessary to correct safety issues and improve the riding surface. AC dikes will be replaced and Metal Beam Guard Railing will be reconstructed where necessary.

This project proposes no non-standard design features.

Life Cycle Cost Analysis
Due to time constraints in the preparation of this PR a Life Cycle Cost Analysis (LCA) has not been prepared. Bill Farnbach, the Chief of Office of Concrete Pavement and Pavement Foundations has stated that the LCA can be deferred to the PS&E phase if the scope of this project includes a minimum 0.2 foot RHMA surface layer. The LCA should be conducted as early as possible in the PS&E phase.

Enhancements
Due to time constraints in the preparation of this PR District Traffic Operations has not been asked to perform a review of the traffic operations of the facility and has not provided any recommendations for enhancements. A review of the traffic operations should be requested during the PS&E phase of the project.

The following issues were noted and recommended for consideration by the December 10, 2002 safety analysis for rehabilitation project 10-0J6000 and could be included in this CAPM project:

- Replace damaged or bent traffic signs.
- Replace all markings and stripings.
- Upgrade guardrail and approaches to current standards.
- Upgrade the extended snow type delineators to current standards.

**6B. ENVIRONMENTAL COMPLIANCE:**

A Categorically Exempt/Categorically Excluded (CE/CE) environmental document (ED) has been approved (Attachment B) based on the conditions that the project would not include specific items of work listed in that document. If during the PS&E phase of the project any of the items listed as not included in the ED are added to the scope of the project a re-evaluation would be required.

A Project Initiation Document (PID) level Storm Water Data Report has been prepared and is attached (Attachment C). Construction Site Best Management Practices will need to be determined in the PS&E phase of this project.

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

The ED states that a database search identified no evidence of hazardous waste sites which could impact the project. Also that there is minimal potential to encounter contaminated soil in or along this project. However, a lead compliance plan will be required. Also any excess treated wood from removal of the Metal Beam Guard Railing and markings and stripings will need to be properly disposed of. The contractor can choose proper nearest landfill to properly dispose of the excess materials.

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

No requirements for permits have been identified.

**6E. MATERIALS AND OR DISPOSAL SITE NEEDS AND AVAILABILITY?**

N/A

**6F. ROADSIDE DESIGN AND MANAGEMENT:**

N/A

**6G. RIGHT OF WAY ISSUES (INCLUDE UTILITY ISSUES):**

A R/W Data Sheet has been provided and is attached (Attachment D).

This proposed project is entirely within two National Forests with Right of Way by Special Use Permit. The El Dorado National Forest has jurisdiction west of the Carson Pass summit and the Toiyabe National Forest has jurisdiction east of the summit. No additional Right of way would be required by this project, however it has not been determined if there are any requirements of the Special Use Permit in regards to doing this project. Conditions of the Special Use Permit need to be determined early in the PS&E phase.

This project would not impact any utility facilities and there would be no utility company involvement.

**6H. RAILROAD INVOLVEMENT:**

N/A

**6I. RECYCLED MATERIALS:**

Signs, delineators, and guardrail that are not damaged and meet current standards should not need to be replaced. The serviceability of this hardware would need to be determined during the PS&E phase of the project. While hardware may be serviceable roadway improvements may create non standard conditions such as the height of guard railing and create the need to move the items. Specific quantities for replacement and/or movement will also need to be determined during the PS&E phase. Guardrail has been conservatively figured to be completely replaced in this document's estimate.

**6J. LOCAL AND REGIONAL INPUT:**

During the PS&E phase of this project coordination with Alpine County, the U.S. Forest Service, and other groups identified by the Caltrans environmental division, such as Native American groups, will take place.

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

The pavement will deteriorate more rapidly and result in a more costly rehabilitation strategy in the future.

### 6L. RISK MANAGEMENT PLAN

A Risk Management Pan has been prepared and is included (Attachment E).

### 6M. OTHER CONSIDERATIONS

The Project Development Team (PDT) has put forth an enormous effort within the time constraints of completing this Project Report. The workplan is developed with the cooperation of the PDT utilizing readily available information. The Risk Management Plan highlights all foreseeable risks to the project that may impact scope, schedule and resources. However, the PDT has agreed on appropriate strategies to minimize changes to the project while complying with current policies and guidelines.

## 7. TRANSPORTATION MANAGEMENT

### 7A. TRANSPORTATION MANAGEMENT PLAN

A TMP Checklist has been provided (Attachment F) and the following items are requested to be included in the project:

- Contractor shall work with RE/Inspector to request the necessary lane closures.
- The contractor shall call the Traffic Management Center whenever a lane closure is to begin, end, or is canceled.
- Proper Traffic Control devices should be used throughout the duration of the project as per Caltrans Standard Specifications.

Additionally funding for Public Information Office, COZEEP, and Maintain Traffic are included in this PR estimate for Transportation Management Plan.

### 7B. VEHICLE DETECTION SYSTEMS

N/A

## 8. FUNDING/SCHEDULING

### 8A. COST ESTIMATE

| | Lane-miles/Number | Cost[3] |
|---|---|---|
| **Pavement Work** | | |
| Total Lane-Miles of CAPM Work | 16.8 | |
| Cold In-Place Recycling[1] | | $580,000 |
| RHMA Overlay of AC Pavement (recycle not included)[2] | 16.8 | $2,925,000 |
| Hot Recycled AC[2] | N/A | |
| AC Overlay of PCC Pavement[2] | N/A | |
| PCC Pavement Work (List appropriate work type: grind, slab replacement, spall repair, rout and seal random cracks, joint seal, etc.)[4] | N/A | |
| Ramps[4] | N/A | |
| OC/UC and Bridge Approaches (List appropriate work type: ground, replaced, etc.)[4] | N/A | |
| Other (List work required.)[4] | N/A | |
| **COSTS SUBTOTAL** | | $3,505,000 |

Notes:
1. Cost to remove and replace localized failed areas
2. Include cost of shoulder backing material for increased thickness at shoulder edge, as needed
3. If duplicated in other items, show cost in parenthesis
4. Add additional lines as necessary. Do not include support costs.

| | | Does the Project Include? (Yes/No) | Cost[3] |
|---|---|---|---|
| **Non-pavement Work** | | | |
| Railroad Agreements | | No | |
| (List work required.)[4] | | | |
| Traffic Control | | Yes | $10,000. |
| Rumble Strips | | No | |
| Correct Superelevation/ Cross slope | | Yes | $100,000. |
| Traffic Stripes and Pavement Markings | | | |
| Paint | | No | |
| Thermoplastic | | Yes | $175,000. |
| Barrier Rail | | Yes | $310,000. |
| Terminal End Sections and Transitions | | Yes | $47,000. |
| Pavement Markers | | No | |
| Stormwater | | Yes | $67,500. |
| HMA Dikes | | Yes | $55,000. |
| Transportation Management Plan | | Yes | $24,000. |
| **COSTS** | **SUBTOTAL** | | $788,500. |
| | **SUM OF SUBTOTALS** | | $4,295,000 |
| | **20% Contingency** | | $860,000. |
| | **10%Mobilization** | | $430,000. |
| **TOTAL** | **PROJECT COST** | | $5,585,000 |

Notes: * If duplicated in other items, show cost in parenthesis.
** Add additional lines as necessary. Do not include support costs.

## 8B. PROJECT SUPPORT:

| Escalated Data | Current FY = 11/12; Escalation begins at start of 12/13 ; Escalation rate = 3.10% | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Support Category | | 13/14 | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Total |
| Permit/Env (PA&ED) | Hours | | | | | | | | |
| | Dollars | | | | | | | | |
| PS&E | Hours | 1,584 | 3,565 | 676 | 250 | | | | 6,075 |
| | Dollars | $145,851 | $329,237 | $59,711 | $21,835 | | | | $556,634 |
| Right of Way | Hours | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 13 |
| | Dollars | $191 | $215 | $222 | $228 | $236 | $243 | $127 | $1,462 |
| RW Prop Mgmt and XS Lands | Hours | | | | | | | | |
| | Dollars | | | | | | | | |
| Construction | Hours | | | | 1,513 | 2,605 | 1,483 | 304 | 5905 |
| | Dollars | | | | $151,271 | $268,629 | $155,420 | $31,478 | $606,798 |
| Summations | Hours | 1,586 | 3,567 | 678 | 1,765 | 2,608 | 1,486 | 305 | 11,995 |
| | Dollars | $146,042 | $329,452 | $59,933 | $173,335 | $268,865 | $155,663 | $31,605 | $1,164,895 |
| * indicates dollar value that is unescalated due to past or current FY | | | | | | | | | |

## 8C. PROJECT SCHEDULE:

| Milestones | Delivery Date (Month, Day, Year) |
|---|---|
| CAPM PR | 09/15/2011 |
| Regular Right of Way | 07/01/2014 |
| PS&E to DOE | 12/02/2014 |
| Project PS&E | 04/01/2015 |
| Right of Way Certification | 07/01/2015 |
| Ready to List | 08/03/2015 |
| Approve Contract | 12/01/2016 |
| CCA | 12/01/2018 |
| End Contract | 01/20/2020 |

## 9. SCOPING TEAM FIELD REVIEW ATTENDANCE ROSTER:

Due to time constraints in the preparation of this PR a Scoping Team Field Review has not been conducted. A field review to scope the project was conducted by Long Huynh and Ron Jones. Date 07/29/11

## 10. PROJECT REVIEWED BY:

District Maintenance Long Huynh Date 7/29/11

District Safety _____ Date _____

District Materials _____ Date _____

HQ Design Coordinator/Reviewer _____ Date _____

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

FHWA (as appropriate) _____ Date _____

Others _____ Date _____

## 11. ATTACHMENTS

A. Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory

B. Environmental Document

C. Storm Water Data Report

D. R/W Data Sheet

E. Risk Management Plan

F. Traffic Management Plan Checklist

# Attachment A

Printed 07/21/2011

# Caltrans Maintenance Program
# 2008 Pavement Summary
# Caltrans Drive Order
**District 10, ALP, Rte 088, PM 0 - 7.5**

| | |
|---|---|
| **District** | **10** |
| **County** | **ALP** |
| **Route** | **088** |
| **Begin PM** | **0.000** |

District 10 County ALP Route 088

| Priority | County | Route | Begin PM | | End PM | Length | Pave Type | Dir. | Trig. Dir. | Trig. Ln Mi | AADT (,000) | MSL | Maximum Observed Values: Allig. A | Allig. B | Patching | Bleeding | Rutting | 1st St. Crk. | 3rd St. Crk. | Corner Crk. | Faulting | Int'l Rough. Index | Defect |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **10** | **ALP** | **088** | **0.000** | - | **0.456** | **0.456** | **F** | **B** | **L** | **0.456** | 4 | 2 | | 7 | 19 | | | | | | | 192 | PAT, LOW ABC |
| **10** | **ALP** | **088** | **0.477** | - | **1.000** | **0.523** | **F** | **B** | **L** | **0.523** | 4 | 2 | | 7 | 19 | | | | | | | 142 | PAT, LOW ABC |
| **10** | **ALP** | **088** | **1.000** | - | **2.045** | **1.045** | **F** | **B** | **R** | **1.045** | 4 | 2 | 8 | 13 | | | | | | | | 177 | MOD ABC |
| 32 | ALP | 088 | 2.045 | - | 3.000 | 0.955 | F | B | B | 1.910 | 4 | 2 | | 4 | | | | | | | | 203 | NO ALL. A, LOW ALL. B |
| **4** | **ALP** | **088** | **3.000** | - | **4.000** | **1.000** | **F** | **B** | **B** | **2.000** | 4 | 2 | | 13 | | | | | | | | 255 | MOD ABC, LOW PAT, RIDE |
| **8** | **ALP** | **088** | **4.000** | - | **4.988** | **0.988** | **F** | **B** | **L** | **0.988** | 4 | 2 | 8 | 13 | 92 | | | | | | | 126 | MOD ABC & PAT |
| **8** | **ALP** | **088** | **R4.992** | - | **R 5.000** | **0.008** | **F** | **B** | **L** | **0.008** | 4 | 2 | 8 | 13 | 92 | | | | | | | N/A | MOD ABC & PAT |
| **8** | **ALP** | **088** | **R5.000** | - | **R 6.132** | **1.132** | **F** | **B** | **B** | **2.264** | 4 | 2 | 10 | 38 | | | | | | | | 181 | HIGH ABC |
| 31 | ALP | 088 | R 6.132 | - | R 7.000 | 0.868 | F | B | B | 1.736 | 4 | 2 | 7 | 7 | | | | | | | | 110 | ALL. A & B, OPEN CRKS |
| **8** | **ALP** | **088** | **R7.000** | - | **R 7.523** | **0.523** | **F** | **B** | **B** | **1.046** | 4 | 2 | | 64 | | | | | | | | 141 | HIGH ABC |
| **8** | **ALP** | **088** | **6.942** | - | **7.979** | **1.037** | **F** | **B** | **B** | **2.074** | 4 | 2 | | 64 | | | | | | | | 153 | HIGH ABC |

**Total Triggered Lane Miles** **14.050**

**Note: HA Project locations highlighted in bold typeface.**

Collection Date: 09/04/2008
Printed: 07/21/2011

# Caltrans Maintenance Program
# 2008 Pavement Condition Survey Inventory
# Caltrans Drive Order

**District 10, ALP, Rte 088, PM 0 - 7.5**

| | |
|---|---|
| District | 10 |
| County | ALP |
| Route | 088 |
| Begin PM | 0.000 |

## District 10 County ALP Route 088

| Begin PM - End PM | Length | LaneMi. (Est.) | Type | AADT (,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 |
| **0.000 - 0.456** | | **0.456** | | **0.912** | **2LNU** | **3** | **2** | | | | | | | |
| L1 F-DG | 0 | 7 | | | | | | | 19 | | 32 192 | 10 | | PAT, LOW ABC |
| R1 F-DG | 0 | 0 | | | | | | | | | 29 180 | 33 | | MISC. UNSEALED CRACKS |
| **0.477 - 1.000** | | **0.523** | | **1.046** | **2LNU** | **3** | **2** | | | | | | | |
| L1 F-DG | 0 | 7 | | | | | | | 19 | | 17 134 | 10 | | PAT, LOW ABC |
| R1 F-DG | 0 | 0 | | | | | | | | | 19 142 | 33 | | MISC. UNSEALED CRACKS |
| **1.000 - 2.045** | | **1.045** | | **2.090** | **2LNU** | **3** | **2** | | | | | | | |
| L1 F-DG | 8 | 7 | | | | | | | | | 25 167 | 31 | | ALL. A & B, OPEN CRKS |
| R1 F-DG | 0 | 13 | | | | | | | | | 28 177 | 10 | | MOD ABC |
| **2.045 - 3.000** | | **0.955** | | **2.865** | **MLU** | **3** | **2** | | | | | | | |
| L1 F-DG | 0 | 4 | | | | | | | | | 35 203 | 32 | | NO ALL. A, LOW ALL. B |
| R1 F-DG | 0 | 3 | | | | | | | | | 32 193 | 32 | | NO ALL. A, LOW ALL. B |
| **3.000 - 4.000** | | **1.000** | | **2.000** | **2LNU** | **3** | **2** | | | | | | | |
| L1 F-DG | 0 | 13 | | | | | | | | | 45 246 | 4 | | MOD ABC, LOW PAT, RIDE |
| R1 F-DG | 0 | 1 | | | | | | | | | 48 255 | 6 | | RIDE |
| **4.000 - 4.988** | | **0.988** | | **1.976** | **2LNU** | **3** | **2** | | | | | | | |
| L1 F-DG | 8 | 13 | | | | | | | 50 | | 15 126 | 8 | | MOD ABC & PAT |
| R1 F-DG | 0 | 0 | | | | | | | 92 | | 12 114 | 33 | | MISC. UNSEALED CRACKS |
| **R 4.992 - R 5.000** | | **0.008** | | **0.016** | **2LNU** | **3** | **2** | | | | | | | |
| L1 F-DG | 8 | 13 | | | | | | | 50 | | N/A | 8 | | MOD ABC & PAT |
| R1 F-DG | 0 | 0 | | | | | | | 92 | | N/A | 33 | | MISC. UNSEALED CRACKS |
| **R 5.000 - R 6.132** | | **1.132** | | **3.396** | **MLU** | **3** | **2** | | | | | | | |
| L1 F-DG | 8 | 38 | | | | | | | | | 29 181 | 8 | | HIGH ABC |
| R1 F-DG | 10 | 13 | | | | | | | | | 23 159 | 10 | | MOD ABC |
| **R 6.132 - R 7.000** | | **0.868** | | **2.604** | **MLU** | **3** | **2** | | | | | | | |
| L1 F-DG | 0 | 7 | | | | | | | | | 11 110 | 31 | | ALL. B, OPEN CRKS |
| R1 F-DG | 7 | 4 | | | | | | | | | 8 100 | 32 | | LOW A & B, OPEN CRKS |

*Surface type of 'EB' is Enhanced Binder.

Collection Date: 09/04/2008
Printed: 07/21/2011

# Caltrans Maintenance Program
# 2008 Pavement Condition Survey Inventory
# Caltrans Drive Order

**District 10, ALP, Rte 088, PM 0 - 7.5**

| | | |
|---|---|---|
| District | | 10 |
| County | | ALP |
| Route | | 088 |
| Begin PM | R | 7.000 |

## District 10 County ALP Route 088

| Begin PM - End PM | | Length | LaneMi. (Est.) | Type | AADT (,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 |
| **R 7.000** | **- R 7.523** | | **0.523** | | **1.046** | **2LNU** | **3** | **2** | | | | | | | |
| L1 | F-DG | 0 | 14 | | | | | | | | | 19 141 | 10 | | MOD ABC |
| R1 | F-DG | 0 | 64 | | | | | | | | | 12 114 | 8 | | HIGH ABC |
| **6.942** | **- 7.979** | | **1.037** | | **3.111** | **MLU** | **3** | **2** | | | | | | | |
| L1 | F-DG | 0 | 14 | | | | | | | | | 22 153 | 10 | | MOD ABC |
| R1 | F-DG | 0 | 64 | | | | | | | | | 14 121 | 8 | | HIGH ABC |

*Surface type of 'EB' is Enhanced Binder.

# Attachment B

## CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

| 10 – ALP – 88 | 0.0 / R7.5 | 0W610 | N/A |
|---|---|---|---|
| Dist -Co -Rte (or Local Agency) | P M/P M | E A (State project) | Federal-Aid Project No (Local project)/ Proj No |

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

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

The California Department of Transportation (Caltrans) is proposing a Capital Preventive Maintenance Project under the Pavement Rehabilitation Program (program code 201 121). Project is located on State Route 88 in Alpine County near Kirkwood from the Amador County line to 0 1 miles east of Red Lake Road Project description detailed on continuation page 1 *This project is Categorically Exempt under CEQA and Categorically Excluded under NEPA unless 1) the scope of project changes to include additional activities or areas; or 2) there is unforeseen discovery of sensitive or cultural resources*

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

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

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances
- This project does not damage a scenic resource within an officially designated state scenic highway
- This project is not located on a site included on any list compiled pursuant to Govt Code § 65962 5 ("Cortese List")
- This project does not cause a substantial adverse change in the significance of a historical resource

**CALTRANS CEQA DETERMINATION** (Check one)

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

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

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

☐ **Categorically Exempt General Rule exemption.** [This project does not 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 | GRACE MAGSAYO |
|---|---|
| Print Name: Environmental Branch Chief | Print Name: Project Manager/DLA Engineer |
| Mary Oliva 8-23-2011 | Grace Magsayo 8/24/11 |
| Signature Date | Signature Date |

**NEPA COMPLIANCE**

In accordance with 23 CFR 771 117 and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771 117(b) (http://www.fhwa.dot.gov/hep/23cfr771.htm - sec.771.117)

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

**CALTRANS NEPA DETERMINATION** (Check one)

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

- ☐ **23 CFR 771 117(c): activity (c)(___)**
- ☒ **23 CFR 771 117(d): activity (d)(1)**
- ☐ **Activity ___ listed in the MOU between FHWA and the State**

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

| MARY OLIVA | GRACE MAGSAYO |
|---|---|
| Print Name: Environmental Branch Chief | Print Name: Project Manager/DLA Engineer |
| Mary Oliva 8-23-2011 | Grace Magsayo 8/24/11 |
| Signature Date | Signature Date |

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

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

| 10 – ALP – 88 | 0.0 / R7.5 | 0W610 | N/A |
|---|---|---|---|
| Dist -Co -Rte (or Local Agency) | P M/P M | E A (State project) | Federal-Aid Project No (Local project)/ Proj No |

The California Department of Transportation (Caltrans) is proposing a Capital Preventive Maintenance Project under the Pavement Rehabilitation Program (program code 201.121) Project is located on State Route 88 in Alpine County near Kirkwood from the Amador County line to 0 1 miles east of Red Lake Road The scope of work includes dig-outs, repairs of localized failures, placing asphalt concrete overlay to provide a smoother riding pavement surface Dikes will be replaced and guardrail reconstructed where necessary

Per the request from Design the project will not involve any of the following:

- Realignment or new alignment
- Working outside the existing shoulder backing
- Trenching, grading, or other ground disturbance
- Drainage work or alterations (all types)
- Construction of access roads
- Use of detour
- Temporary construction easements
- Work in channel
- Work on bridge piers
- New right-of-way acquisition or easements
- Removal of trees/vegetation
- Work in seasonally wet areas drainages, or areas of standing water or flooding
- Work on United States Forest Service, State Park, National Park or other publically owned lands
- Work on structures on/or adjacent to the proposed right-of-way
- Utility relocation
- Material or disposal sites

Should the scope of the project change a re-evaluation would be required

***Environmental Issues***

**Air Quality – Vladimir C Timofei**
According to 40 CFR 93.126 Table 2, the proposed project is exempt from the requirement that a conformity determination be made Such project may proceed toward implementation even in the absence of a conforming transportation plan and Transportation Improvement Program (TIP) During construction the proposed project would generate air pollutants that would vary each day as construction progresses

Caltrans standard specification pertaining to dust control and palliative requirement should effectively reduce and control emissions 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 applicable Air Pollution Control District's rules ordinances, and regulation

**Biology**
Due to the scope of the project, special-status species or their habitat would not be affected No further biological studies or permits are required

Large mature trees are present throughout the project area Therefore, the Bird Protection Standard Special Provision is required and a preconstruction survey for migratory birds would be necessary if work in conducted during he migratory bird nesting season (February 15 - September 1)

**Cultural – Archaeology, Raymond Benson Architectural Historian, Chris Kuzak**

Having been Screened and reviewed by certified Caltrans Professionally Qualified Staff pursuant to Attachment 2 of the PA under activity classes 1, 11,13 it has been determined that this project has no potential to effect historic properties and is exempt from further review or consultation

**Hazardous Waste - Saiyed Ali**
A database search identified no evidence of hazardous waste site which could impact the project. The potential to encounter contaminated soil in or along this project is considered minimal and no further studies will be required However, a Lead Compliance Plan would be required and any excess treated wood from the removal of the Metal Beam Guard Rail shall be properly disposed off

**Noise - Vladimir C Timofei**
The proposed project is not a Type 1 project as defined by 23 CFR 772 and is therefore not subject to Caltrans Traffic Noise Analysis Protocol

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

| 10 – ALP – 88 | 0.0 / R7.5 | 0W610 | N/A |
|---|---|---|---|
| Dist -Co -Rte (or Local Agency) | P M/P M | E A (State project) | Federal-Aid Project No (Local project)/ Proj No |

***Environmental Issues Cont.***

**Paleontology – Juergen Vesperman**
Based on the scope of the proposed project no paleontological impacts are anticipated No additional studies are required

**Water Quality - Vladimir C Timofei**
The proposed project would involve minor ground disturbance activities, and has the potential to of impacting short water quality in the area No long-term water quality impacts are anticipated

All short-term water quality impacts need to be addressed in the Design and Construction phase of the projects. 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. The contractor, as required in Caltrans Standard Specification Section 7-1 01G, must address all potential water quality impacts that may occur during constructions

By incorporating proper and accepted engineering practices and Best Management Practices, the proposed project will not produce significant impacts to water quality during construction or its operation

*Revised: 8/23/2011*

# Central Region Environmental Division
# Mitigation Cost Compliance Estimate (MCCE)

This MCCE is for:

Dist - Co - Rte - PM: 10-ALP-88-0.0 / R7.5 EA: 10-0W610

Project Name: SR88 ALP Kirkwood to Red Lake Rd CAPM Alternative #: (If applicable)

Project Description: PAVEMENT REPAIR

Environmental Senior: Mary Oliva Phone Number: 209-941-1919

Design Manager: David Franke Phone Number: (559) 243-3809

Design Engineer: Hossam Badawia Phone Number: 559-249-3876

Project Manager: Grace Magsayo Phone Number: (209) 948-7976

Date: 8/23/2011

MCCE Prepared By: Jonathan Schlee Phone Number: 209-942-6011

| | Right of Way Capital (Prior to Construction 050-$'s) | | Construction Capital (During & Post Construction 042-$'s) |
|---|---|---|---|
| Archaeological | | | $0 |
| Architectural History | | | $0 |
| Paleontology | | | $0 |
| Hazardous Waste | | | $0 |
| Air Emissions | | | $0 |
| Biological | | | |
| Mitigation parcels (acre/dollars) | / | $0 | |
| Mitigation/Bank Credits (acre/dollars) | / | $0 | |
| Monitoring | | | $0 |
| Permit Fees | | | |
| DFG Fee | | $0 | |
| Other | | | |
| Other | | | |
| Other | | | |
| Other | | | |
| Other | | | |
| **TOTAL** | | **$0** | **$0** |

**Approved By:**

Mary Oliva Date: 8-23-11

Environmental Branch Chief

Date:

Office of Environmental Mitigation

This form is completed as part of the PEAR for all candidate projects at completion of the Draft Environmental Document at completion of the Final Environmental Document, and during preparation of the PS&E
This form is to be completed for all SHOPP STIP, and Minor A & B projects (even those without mitigation).
Include all costs necessary to complete the commitment including: capital outlay (non-staffing support costs); cost of right-of-way or easements; long-term monitoring and reporting by consultants during the construction phase; and any follow-up maintenance post construction.
Timing of Enhancement/Endowment funds will depend on which agency is requiring the mitigation. Funds may need to be available as 050 or as 042

# Attachment C

Dist-County-Route: 10-Alp-88
Post Mile Limits: 0.0/7.5
Project Type: CAPM
Project ID (or EA): 1012000019 (10-0W610K)
Program Identification: Pavement Rehab
Phase: ☒ PID ☐ PA/ED ☐ PS&E

**Regional Water Quality Control Board(s):** Central Valley Region (5S) and Lahontan Region (6 SLT)

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

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

Estimate Construction Start Date: June 1, 2017 Construction Completion Date: August 15, 2017

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.***

Eric Olson 9/6/2011

**Eric Olson,** *Registered Project Engineer* *Date*

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

Marissa Nishikawa 9/12/2011

*[Stamp Required for PS&E only]*

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

1. Project Description

- This project proposes to rehabilitate the existing pavement of State Route 88 from the Amador County line to approximately 2.5 miles east of the Carson Pass Summit (PM 0.0 – 7.5). The project includes repair of localized distressed areas, a 0.2 foot Rubberized Hot Mix Asphalt gap graded asphalt concrete overlay, and safety improvements such as upgrading metal beam guard rail (MBGR). The project would take approximately 50 working days to complete.
- The project would create 0.78 acres of disturbed soil area (DSA). The DSA was calculated by summing the areas required to remove and replace all MBGR. Shoulder backing was not included in DSA calculations.
- This project does not lie within an urban MS4 area.
- This project lies within the American River/South Fork American HSA (514.36) and West Fork Carson River/Upper West Fork Carson River HSA (633.20). The following receiving water bodies have been identified within the project limits: Kirkwood Creek, Caples Creek, Caples Lake, Red Lake, and various unnamed creeks. None of these potential receiving waters have been found on the 303(d) list, nor have any TMDLs been identified with them. This project will not create any new impervious surface areas, and no hydrologic changes are proposed, thus this project is not required to consider permanent treatment BMPs.

2. Construction Site BMPs

- A Water Pollution Control Program (WPCP) is required for this project. A WPCP will be developed by the contractor and submitted to the Caltrans Resident Engineer for approval prior to the start of construction. The WPCP will incorporate applicable temporary construction site best management practices (BMPs) within the project limits.
- Since DSA is less than 1.0 acre, a project risk level determination is not required.
- The water pollution Control strategy and selected BMPs will include:

  Prepare Water Pollution Control Program

  Construction Site Management

  Additional Water Pollution Control
- The percent of total project cost method was used to estimate the cost for the storm water BMP's for the PID document, as shown in the attached Storm Water BMP Cost Summary.
- Concurrence with BMP strategies and quantities will be sought from the District Construction Stormwater Coordinator during the PS&E phase.

3. Required Attachments[1]

- Vicinity Map
- Evaluation Documentation Form
- Construction Site BMP Consideration Form (required at PS&E only)

[1] Additional attachments may be required as applicable or directed by the District/Regional Design Storm Water Coordinator (e.g. BMP line item estimate, DPP, CS checklists, etc).

# Construction Site BMP Cost Summary

District-County-Route: 10-Alp-88

Type of Work: CAPM

EA: 10-0W610

RU: 06226

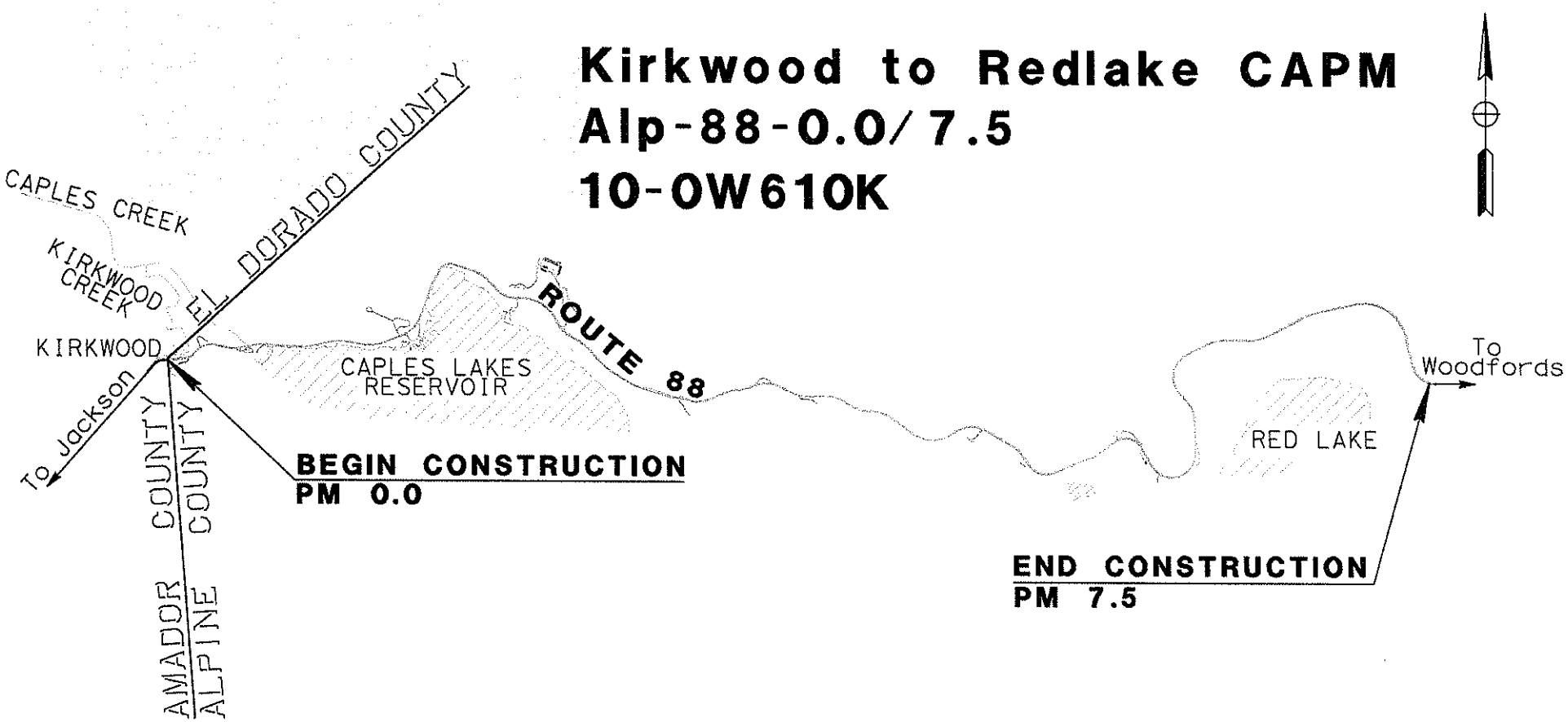
**Total Project Cost:** **$4,350,000**

| BEES No. | Description | Unit | Quantity | Cost |
|---|---|---|---|---|
| 066596 | Additional Water Pollution Control | LS | 1 | $1,500 |
| 074019 | Prepare WPCP | LS | 1 | $1,500 |
| 074016 | Construction Site Management* | LS | 1 | $64,500 |
| | **Total Cost for Storm Water Pollution** | | | **$67,500** |

* According to Appendix F of the PPDG, the total cost for Construction Site Management is 1.5% of the total construction cost of the project. The cost breakdown for individual construction site BMP items will be determined during the PS&E stage of the project.

# VICINITY MAP

## Kirkwood to Redlake CAPM
## Alp-88-0.0/7.5
## 10-0W610K



DATE: September 1, 2011

Project ID ( or EA): 10-0W610K

| NO. | CRITERIA | YES ✓ | NO ✓ | SUPPLEMENTAL INFORMATION FOR EVALUATION |
|---|---|---|---|---|
| 1. | Begin Project Evaluation regarding requirement for consideration of Treatment BMPs | ✓ | | See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Go to 2 |
| 2. | Is this an emergency project? | | ✓ | If **Yes**, go to 10.<br>If **No**, continue to 3. |
| 3. | Have TMDLs or other Pollution Control Requirements been established for surface waters within the project limits? Information provided in the water quality assessment or equivalent document. | | ✓ | If **Yes**, contact the District/Regional NPDES Coordinator to discuss the Department's obligations under the TMDL (if Applicable) or Pollution Control Requirements, go to 9 or 4.<br>_____ *(Dist./Reg. SW Coordinator Initials)*<br>If No, continue to 4. |
| 4. | Is the project located within an area of a local MS4 Permittee? | | ✓ | If **Yes**. *N/A*, go to 5.<br>If **No**, document in SWDR go to 5. |
| 5. | Is the project directly or indirectly discharging to surface waters? | ✓ | | If **Yes**, continue to 6.<br>If **No**, go to 10. |
| 6. | Is it a new facility or major reconstruction? | | ✓ | If **Yes**, continue to 8.<br>If **No**, go to 7. |
| 7. | Will there be a change in line/grade or hydraulic capacity? | | ✓ | If **Yes**, continue to 8.<br>If **No**, go to 10. |
| 8. | Does the project result in a net increase of one acre or more of new impervious surface? | | | If **Yes**, continue to 9.<br>If **No**, go to 10.<br>_____ *(Net Increase New Impervious Surface)* |
| 9. | Project is required to consider approved Treatment BMPs. | | See Sections 2.4 and either Section 5.5or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E. | |
| 10. | Project is not required to consider Treatment BMPs.<br>*(Dist./Reg. Design SW Coord. Initials)*<br>*(Project Engineer Initials)*<br>9/6/11 *(Date)* | ✓ | Document for Project Files by completing this form, and attaching it to the SWDR. | |

***See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs***

# *Construction Site BMP Consideration Form*

DATE: September 1, 2011

Project ID ( or EA): 10-0W610K

Project Evaluation Process for the Consideration of Construction Site BMPs

| NO. | CRITERIA | YES ✓ | NO ✓ | SUPPLEMENTAL INFORMATION |
|---|---|---|---|---|
| 1. | Will construction of the project result in areas of disturbed soil as defined by the Project Planning and Design Guide (PPDG)? | ✓ | | If Yes, Construction Site BMPs for Soil Stabilization (SS) will be required. Complete CS-1, Part 1 Continue to 2.<br>If No, Continue to 3. |
| 2. | Is there a potential for disturbed soil areas within the project to discharge to storm drain inlets, drainage ditches, areas outside the right-of-way, etc? | ✓ | | If Yes, Construction Site BMPs for Sediment Control (SC) will be required. Complete CS-1, Part 2.<br>Continue to 3. |
| 3. | Is there a potential for sediment or construction related materials and wastes to be tracked offsite and deposited on private or public paved roads by construction vehicles and equipment? | ✓ | | If Yes, Construction Site BMPs for Tracking Control (TC) will be required. Complete CS-1, Part 3.<br>Continue to 4. |
| 4. | Is there a potential for wind to transport soil and dust offsite during the period of construction? | | ✓ | If Yes, Construction Site BMPs for Wind Erosion Control (WE) will be required. Complete CS-1, Part 4.<br>Continue to 5. |
| 5. | Is dewatering anticipated or will construction activities occur within or adjacent to a live channel or stream? | ✓ | | If Yes, Construction Site BMPs for Non-Storm Water Management (NS) will be required. Complete CS-1, Part 5.<br>Continue to 6. |
| 6. | Will construction include saw-cutting, grinding, drilling, concrete or mortar mixing, hydro-demolition, blasting, sandblasting, painting, paving, or other activities that produce residues? | ✓ | | If Yes, Construction Site BMPs for Non-Storm Water Management (NS) will be required. Complete CS-1, Parts 5 & 6.<br>Continue to 7. |
| 7. | Are stockpiles of soil, construction related materials, and/or wastes anticipated? | | ✓ | If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Complete CS-1, Part 6.<br>Continue to 8. |
| 8. | Is there a potential for construction related materials and wastes to have direct contact with precipitation; stormwater run-on, or stormwater runoff; be dispersed by wind; be dumped and/or spilled into storm drain systems? | ✓ | | If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Complete CS-1, Part 6.<br>Continue to 9. |
| 9. | End of checklist. | ✓ | Document for Project Files by completing this form, and attaching it to the SWDR. | |

*PE to initialize after concurrence with Construction (PS&E only)* *Date*

# Attachment D

State of California Business, Transportation and Housing Agency

# Memorandum

To: GRACE MAGSAYO

Attn DAVID FRANKE

Date: 9/9/2011

File: CD 10 EA 0W610K Alt N/A
Co ALP RTE 88

DESCRIPTION:
PAVEMENT 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 8/24/2011

**The following assumptions and limiting conditions were identified:**

**Appraisal**
US Forest Land. No new Right of Way, ICE's, Detours or access roads will be required for this project.

**Utility**
There are underground utilities within the project limits. Positive Location needs to be performed to determine depth of underground utilities. UI Conflicts are unknown at this time.

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.

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

EA: 10-0W610K CO/RTE/PM-PM (Rte 1 and Rte 2) : ALP/88/0-7 5 & //-

ALT: N/A

Request Date: 8/24/2011

Revised Date:

## Right Of Way Cost Estimate

| | Current Year 2011 | Contingency Rate | Right of Way Escalation Rate | Escalated Year 2014 |
|---|---|---|---|---|
| Acquisition: | $0 | 25% | 5% | $0 |
| Mitigation: | $0 | 25% | 5% | $0 |
| State Share of Utilities: | $3 825 | 25% | 5% | $4 428 |
| Expert Witness: | $0 | 25% | 5% | $0 |
| Relocation Assistance: | $0 | 25% | 5% | $0 |
| Demolition and Clearance: | $0 | 25% | 5% | $0 |
| Title and Escrow: | $0 | 25% | 5% | $0 |
| Ad Signs: | $0 | 25% | 5% | $0 |
| **Total Current Value:** If RW Cost Est fields are blank Costs = $0 | $3,825 | | | $4,428 |

Estimated Construction Contract Work (CCW): 0 R/W LEAD TIME/Mo 6

### Cost Break Down

| | |
|---|---|
| Pot Hole | 3,060 |
| **Mitigation** | |
| Land | 0 |
| Bank | 0 |
| Permit Fee | 0 |

### RR Involvement

| | |
|---|---|
| Railroad Facilities or Right of Way Affected? | |
| Const/Maint Agreement: | |
| Service Contract: | |
| Right of Entry: | |
| Clauses: | |
| Estimated Lead-time | |

### Parcel Data

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

# of Excess Parcels: 0

### Utilities

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

### Misc R/W Work

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

EA: 10-0W610K 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 ):**

US Forest Land No new Right of Way, TCE's. Detours or access roads will be required for this project

**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 muliti-family: | # of business/nonprofit: | # of farms: |
|---|---|---|---|
| | | | |

| | |
|---|---|
| Sufficient replacement housing will be available without last resort housing: | |
| Are material borrow or disposal sites required: | No |
| Are there potential relinquishments or abandonments: | No |
| Are there any existing or potential airspace sites: | No |
| Are environmental mitigation parcels required: | No |

**Data for evaluation provided by:**

| | | |
|---|---|---|
| Estimator: | Gordon Watkins | 9/9/2011 |
| Railroad Liaison Agent: | | |
| Utiltiy Relocation Coordinator: | Andrea Alvarez | 9/7/2011 |

*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 9/9/2011
BY: C. WEAVER

for JAMES GONZALEZ
Assistant Region Division Chief, Right of Way

# Attachment E

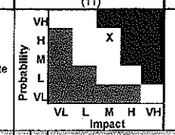
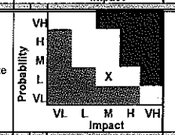
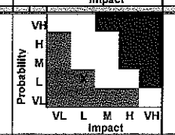
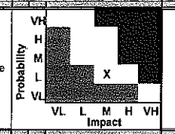
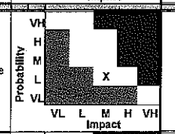
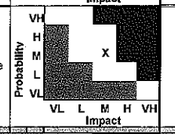
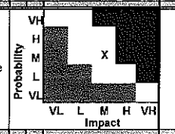
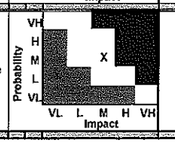
**Dist - E A** 10-0W610 **Project Name** ALP 88 Interim CAPM Project

**Co-Rte-PM** ALP-88-0 0/R7 5

**Date** 8/22/2011

**Project Mngr** GM **Telephone Number** 209-948-7976

## PROJECT RISK MANAGEMENT PLAN

| | Identification | | | | | | Qualitative Analysis | | | | OPTIONAL Quantitative Analysis | | | Risk Response Plan | | Monitoring and Control | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Priority | Status | ID # | Date Identified Project Phase | Functional Assignment | Threat/Opportunity Event | Risk Trigger | Type | Probability | Impact | Risk Matrix | Probability (%) | Impact ($ or days) | Effect ($ or days) | Strategy | Response Actions including advantages and disadvantages | Responsibilty (Risk Manager) | Last date changes made to risk and Comments |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) =(12)x(13) | (15) | (16) | (17) | (18) |
| | Active | | 8/22/2011 | Environmental | Work may extend beyond the current approved project description. Many locations of culturally sensitive areas that may be impacted if work is expanded. IE additional guard rail locations, superelevation work at one location | Design notifies Environmental Funtion of additional work during PSE | Scope<br>Cost | High | Moderate |  | | | | Acceptance | Environmental to work with Design to identify specific additional work. Environmental to immediately review proposed work and re-validate the environmental document. | David Franke | |
| | Active | | 8/22/2011 | Traffic Safety | Safety Analysis was not performed during PID Phase | At PSE, Safety Analysis identifies major improvements to be required for project | Scope<br>Cost | Low | Moderate |  | | | | Acceptance | Determine improvements that can be easily included in the project scope with minimal schedule and cost implications. More involved improvements may require seeking Design Exceptions. | Mark Orr | |
| | Active | | 8/22/2011 | Maintenance | Not in full compliance of pavement maintenance procedures | Pavement design is not consistent with appropriate strategies for determined from life cycle cost analysis when it completed | Cost | Low | Low |  | | | | Avoidance | Initiate Life Cycle Cost Analysis at the beginning of PSE in order to determine any additional project requirements. | Long Huynh | |
| | Active | | 8/22/2011 | Traffic Ops | Traffic Ops review/consultation for potential inclusion of enhancements | After Traffic Ops review the PID they request major enhancements to be included in the project | Scope<br>Cost | Low | Moderate |  | | | | Avoidance | Minimize project impacts by excluding major work while ensuring the project is following CAPM Guidelines | Vu H. Nguyen | |
| | Active | | 8/22/2011 | Traffic Management | An updated TMP was not completed | Traffic data indicates significant increase in traffic on the route that will require different closures | Cost<br>Schedule | Low | Moderate |  | | | | Avoidance | Review project construction methods and request updated lane closure charts to included in the final contract plans. | Wil Kuhl | |
| | Active | | 8/22/2011 | Project Management | Risk Trigger #1 (Additional scope) is triggered Project may require extended environmental review for revalidation work. | Additional scope outside of initial CAPM scope is identified | Schedule | Moderate | Moderate |  | | | | Avoidance | Work closely with Design and Environmental to ensure that any additional work will not require external agency coordination (SHPO, Native Americans,). Additional scope can only be added to project if the CE/CE is maintained after revalidation. | G. Magsayo | |
| | Active | | 8/22/2011 | Project Management | Cost greater than programmed amount. | Expenditures overruns | Cost | Moderate | Moderate |  | | | | Mitigation | Review cost estimates annually. Task Management should be implemented in order to manage support costs. Project should be split with PCR timely if cost is greater than programmed. | G. Magsayo | |
| | Active | | 8/31/2011 | Design/Hydraulics | Work may extend beyond the current approved project description. If drainage improvements are made the project will have to be re-evaluated by environmental. | Additional scope outside of initial CAPM scope is identified | Schedule | Moderate | Moderate |  | | | | Avoidance | Work closely with Design and Hydraulics Additional scope can only be added to project if the CE/CE is maintained after revalidation. | G. Magsayo | |

# Attachment F

State of California | Business, Transportation and Housing Agency

# D-10 TRANSPORTATION MANAGEMENT PLAN CHECKLIST

**District - Project No:** 10 1200 0019
**Date Prepared:** August 25, 2011
**Prepared By:** Nabeel Burhan
**Requested By:** David Franke

**Co.-Rte.-P.M.** ALP-88-0.0/7.5
**Location:** From Amador County Line to Red Lake Road

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

**Description:** CAPM project, overlay pavement and upgrade guardrail

Date Signed | Date Signed | Date Signed | Date Signed

| | REQUIRED | RECOMMENDED | NOT APPLICABLE | BEES Item No. | COMMENTS | ITEM COST | REQUIRED IN SPEC. |
|---|---|---|---|---|---|---|---|
| **1.0 Public Information Strategies** | | | | | | | |
| 1.1 Brochures and Mailers | X | | | | RE to hand-deliver to business/residences. | | |
| 1.2 Media Releases (& minority media sources) | X | | | | | | |
| 1.3 Paid Advertising | | | X | | | | |
| 1.4 Public Information Center | | X | | | See comments below. | | |
| 1.5 Public Meetings/Speakers Bureau | | X | | 066063 | Designer to add to budget if public meeting is added. | | |
| 1.6 Project Telephone Hotline | | | X | | | | |
| 1.7 Internet, E-Mail | | | X | | | | |
| 1.8 Local cable TV and News | | | X | | | | |
| 1.9 Notification to Impacted groups (i.e bicycle users, pedestrians with disabilities, others) | X | | | | Designer to verify impacted groups. | | |
| 1.10 Project Web Page | | X | | | Web page could be linked to local City pg. | | |
| 1.11 Caltrans Public Information Office | X | | | 066063 | Items 1.1 to 1.11 to be handled by CT PIO. | $6K | |
| 1.12 Consultant Public Information Office | | | X | | | | |
| 1.13 Other items | | | X | | | | |
| **2.0 Traveler Information Strategies** | | | | | | | |
| 2.1 Changeable Message Signs (permanent) | | | X | | | | |
| 2.2 Changeable Message Signs (portable) | X | | | 128650 | See comments below | | X |
| 2.3 Special Construction Signs | | | X | 120690 | | | |
| 2.4 Traveler Information Systems (CHIN/Internet) | | X | | 861985 | As required. | | |
| 2.5 Highway Advisory Radio "HAR" (fixed or mobile) | | | X | 860520 | | | |
| 2.6 Radar Speed Sign | | | X | 066064 | | | |
| 2.7 Traffic Management Team | | | X | | | | |
| 2.8 Revised Transit Schedules/ Maps | | | X | | | | |
| 2.9 Bicycle community information | X | | | | Same as Item 1.9. | | |
| 2.10 Other items | | | X | | | | |
| **3.0 Incident Management** | | | | | | | |
| 3.1 COZEEP | | | X | 066062 | See comments below | $18K | |
| 3.2 Freeway Service Patrol (tow truck service patrol) | | | X | 066065 | | | |
| 3.3 Traffic Surveillance Stations (loops or CCTV) | X | | | 066876 | Existing to remain &/or provide new stations. | | |
| 3.4 Transportation Management Center | X | | | | RE to notify for incident & status closure. | | |
| 3.5 Traffic Control Inspector (Caltrans) | | X | | | | | |
| 3.6 Traffic Management Team | X | | | | TMC will contact TMT as needed. | | |
| 3.7 On-site Traffic Advisor (contractor) | | X | | | | | |
| 3.8 Other Items | | | X | | | | |
| **4.0 Construction Strategies** | | | | | | | |
| 4.1 Delay damage clause | | | X | | | | |
| 4.2 Night work | | | X | | | | |
| 4.3 Weekend Work | | | X | | | | |
| 4.4 Extended Weekend Closures | | | X | | | | |
| 4.5 Planned Lane Closures | X | | | | Per Lane Closure Charts | | X |
| 4.6 Planned Ramp Closures/Connector Closure | | | | | | | |
| 4.7 Total Facility Closure | | | | | | | |
| 4.8 Project Phasing | | X | | | As per stage construction if any. | | |
| 4.9 Truck Traffic Restrictions | | | X | | | | |
| 4.10 Reduced Lane Widths | | X | | | Per drawings/data sheet if any. | | |
| 4.11 Temporary K-Rail | | | X | 129000 | | | |
| 4.12 Temporary Traffic Screens | | | X | 129150 | | | |
| 4.13 Reduced Speed Zones | | | X | | | | |
| 4.14 Traffic Control Improvements | X | | | | As necessary. | | |

| 4.0 Construction Strategies (Continued) | REQUIRED | RECOMMENDED | NOT APPLICABLE | BEES Item No. | COMMENTS | ITEM COST | REQUIRED IN SPEC. |
|---|---|---|---|---|---|---|---|
| 4.15 Contingency Plans | X | | | | Construction to determine items 4.15.1 thru. 4.15.9 | | X |
| 4.15.1 Material Plant on standby | | | | | | | |
| 4.15.2 Extra Critical Equipment on site | | | | | | | |
| 4.15.3 Material Testing Plan | | | | | | | |
| 4.15.4 Alternate Material on site (In case of failure or major delays) | | | | | | | |
| 4.15.5 Emergency Detour Plan | | | | | | | |
| 4.15.6 Emergency Notification Plan | | | | | | | |
| 4.15.7 Weather Conditions Plan | | | | | | | |
| 4.15.8 Delay Timing and Documentation Plan | | | | | | | |
| 4.15.9 Late Closure Reopening Notification | | | | | | | |
| 4.16 Signal timing modification | | | X | | | | |
| 4.17 Coordination with adjacent construction | X | | | 07850 | RE to confirm prior to scheduling of closures. | | X |
| 4.18 Double Fine Zone (signs) | | | X | | | | |
| 4.19 Right of Way Delay | X | | | 066022 | Designer to determine costs for maintaining traffic | TBD | X |
| 4.20 ADA access to Pedestrian Facilities | X | | | | See comments below. | | X |
| 4.21 Other Items | X | | | | See comments below. | | X |
| **5.0 Demand Management** | | | | | | | |
| 5.1 HOV Lanes/Ramps | | | X | | | | |
| 5.2 Ramp metering | | | X | | | | |
| 5.3 Park-and-Ride Lots | | | X | | | | |
| 5.4 Parking Management/Pricing | | | X | | | | |
| 5.5 Rideshare Incentives | | | X | | | | |
| 5.6 Rideshare Marketing | | | X | 066089 | | | |
| 5.7 Transit, Train, or Light-Rail Incentives | | | X | 066086 | | | |
| 5.8 Transit Service Modification | | | X | | | | |
| 5.9 Variable Work Hours | | | X | | | | |
| 5.10 Telecommute | | | X | | | | |
| 5.11 Other Items | | | X | | | | |
| **6.0 Alternate Route Strategies** | | | | | | | |
| 6.1 Ramp Closures | | | X | | | | |
| 6.2 Street Improvements | | | X | | | | |
| 6.3 Reversible Lanes | | | X | | | | |
| 6.4 Temporary Lanes or Shoulders Use | | | X | | | | |
| 6.5 Freeway to freeway connector closures | | | X | | | | |
| 6.6 Other Items | | | X | | | | |
| **7.0 Other Strategies** | | | | | | | |
| 7.1 Application of new technology | | | X | | | | |
| 7.2 District Lane Closure Review Committee | | | X | | | | |
| 7.3 Other Items | | | X | | | | |

**Comments:**

1.4 Plan, progress/completion information should be available at Local Public Works, Chamber of Commerce Offices, and CT Maintenance Offices.
1.9 Impacted groups need to be notified and informed about upcoming construction. During construction, access across job site will be needed.
1.11 PIO estimated at $2k/mo. Or per stage construction or per major milestone.
2.2 PCMS Estimate: 1 pair cms (3 mo.) (6k/mo.) = $18k
3.1 COZEEP Estimate: N/A
4.20 Ensure that temporary routes, which are provided around and through construction along pedestrian facilities under Caltrans jurisdiction, are accessible to persons with disabilities when provided.
4.21 RE/Inspector shall maintain access to all business & residences at all times.

**Approved by:**

**NABEEL BURHAN** — DISTRICT TRAFFIC MANAGER

**8/25/2011** — DATE

**Lane Closure Restriction for Designated Legal Holidays and Special Days**

| Thu | Fri | Sat | Sun | Mon | Tues | Wed | Thu | Fri | Sat | Sun |
|---|---|---|---|---|---|---|---|---|---|---|
| x | **H**<br>xx | xx | xx | | | | | | | |
| | **SD**<br>xx | | | | | | | | | |
| x | xx | **H**<br>xx | xx | | | | | | | |
| | | **SD**<br>xx | | | | | | | | |
| | x | xx | **H**<br>xx | xx | | | | | | |
| | | | **SD**<br>xx | xxx | | | | | | |
| | x | xx | xx | **H**<br>xx | xx | | | | | |
| | x | xx | xx | **SD**<br>xx | xxx | | | | | |
| | | | | x | **H**<br>xx | xxx | | | | |
| | | | | x | **SD**<br>xx | | | | | |
| | | | | | x | **H**<br>xx | xxx | | | |
| | | | | | | **SD**<br>xx | | | | |
| | | | | | | x | **H**<br>xx | xx | xx | xx |
| | | | | | | | **SD**<br>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 1**
**Conventional Highway Lane Requirements**

| County: ALP | Route/Direction: 88/EB-WB | PM: 0.0/7.5 |
|---|---|---|

Closure Limits: From Amador County Line to Red Lake Road

| 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 | R | R | R | | | | | | | |
| Fridays | | | | | | | R | R | R | R | R | R | R | R | R | | | | | | | | | | |
| Saturdays | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sundays | | | | | | | | | | | | | | | | | | | | | | | | | |

Legend:

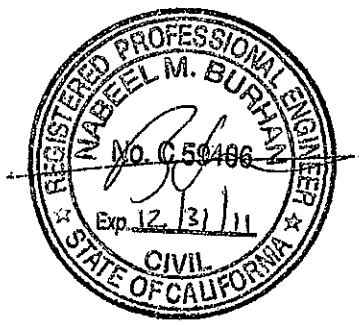
| | |
|---|---|
| R | Provide at least one through traffic lane, not less than 10 feet in width, for use by both directions of travel (Reversing Control) |
| | Work permitted within project right of way where shoulder or lane closure is not required. |

REMARKS:

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

**Note to Design:**

Above window must be re-evaluated or updated if actual construction takes place later than 2016




8/25/11