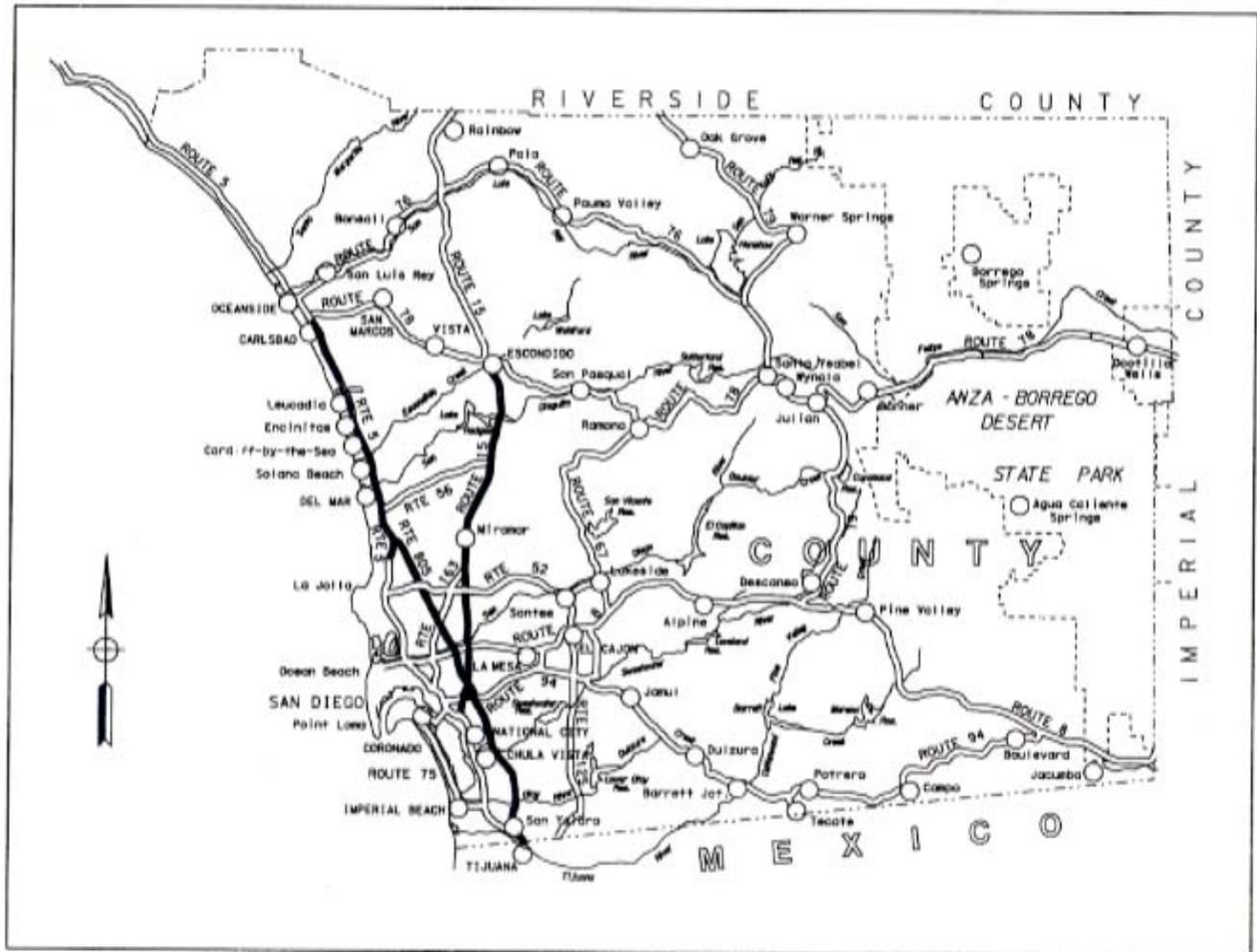


11-SD-5,15 & 805
PM VAR
20.10.201.315 SHOPP
EA 290000
NOVEMBER 2007
PPNO-0726

PROJECT REPORT



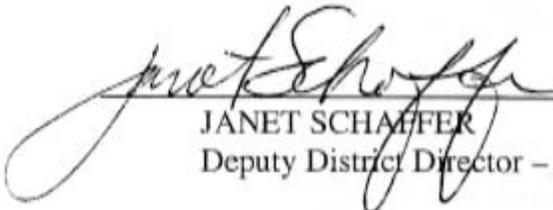
IN SAN DIEGO COUNTY ON ROUTES 5, 15, AND 805

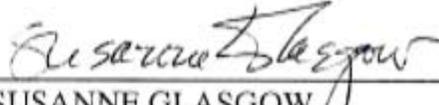
11-SD-5, 15, 805
PM VAR
20.10.201.315 SHOPP
EA 290000
November 2007
PPNO-0726

Approval Recommended by:  11/9/07
SHAHIN SEPASSI Date
Project Manager
Advanced Transportation System Engineering Branch

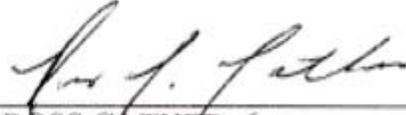
Right of Way Certification:

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

 11-9-07
JANET SCHAFFER Date
Deputy District Director - Right of Way

Environmental Certification:  9 NOV 2007
SUSANNE GLASGOW Date
Deputy District Director - Environmental

Approved by:  11-9-07
JOE HULL Date
Deputy District Director - Traffic Operations

Approved by:  11/9/07
ROSS CATHER Date
Deputy District Director - Program/Project Management

11-SD-5, 15, 805
PM VAR
20.10.201.315 SHOPP
EA 290000
November 2007
PPNO-0726

Approved by: Allan Kosup 11/09/07
ALLAN KOSUP Date
Corridor Project Director - I-5

Approved by: Joel Haven 11/09/07
JOEL HAVEN Date
Corridor Project Director - I-805

Approved by: Gustavo Dallarda 11-09-07
GUSTAVO DALLARDA Date
Corridor Project Director - I-15

11-SD-5, 15, 805
PM VAR
20.10.201.315 SHOPP
EA 290000
November 2007
PPNO-0726

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



REGISTERED CIVIL ENGINEER

11/9/07

DATE



PROJECT REPORT

1. INTRODUCTION

The California Department of Transportation (Caltrans) proposes to install vehicle detection stations on Routes 5, 15, and 805 located within San Diego County (Exhibits 1, 2, 3). This project is intended to address the Transportation Management System (TMS) deployment in support of the Corridor System Management Projects for the corridors that have projects chosen for funding from the Corridor Mobility Improvement Account (CMIA). These corridors include Routes 5, 15 and 805. This project will fill the detection gaps in the CMIA corridors. This will provide a better platform for performance assessment before and after the CMIA projects are built. This project is to be funded under the State Highway Operation and Protection Program (SHOPP) from the Highway Safety, Rehabilitation and Preservation Account (HSRPA) with program code 201.315. The HSRPA was created by Proposition 1B, 2006. This project was amended into the 2006 SHOPP, Amendment #06H-328, for programming in fiscal year 07/08. The capital cost estimate is \$3,075,000. This project falls under the category for Proposition 1B.

2. BACKGROUND

The CMIA was created when Proposition 1B was passed in November 2006. The basic CMIA policy objective is to improve performance on highly congested travel corridors. CMIA projects are intended to improve mobility in a high-congestion corridor by improving travel times or reducing the number of daily vehicle hours of delay; improve the connectivity of the state highway system between rural, suburban, and urban areas; or improve the operation or safety of a highway or road segment.

The foundation of the corridor mobility management approach is to manage the larger corridor (beyond the project section), based on performance measurement, to achieve and preserve the highest mobility benefits corridor wide. Mobility benefits are reliable travel times and speeds, improved throughput and corridor productivity, safety and preservation. Corridor System Management Plans (CSMP) are being developed to assess the current corridor performance, identify improvement strategies, actions and projects that could remove delay, micro-simulate multiple improvement scenarios to identify the best mix of strategies and

develop a management plan to be used to sustain and measure corridor performance across jurisdictions and modes.

In accordance with the November 2006 adopted CMIA program guidelines, the California Transportation Commission (CTC) intends to give priority to projects where there is a Corridor System Management Plan in place to preserve corridor mobility or where there is a documented regional and local commitment to the development and effective implementation of a corridor system management plan, which may include the installation of traffic detection equipment, the use of ramp metering, operational improvements, and other traffic management elements as appropriate.

Eight milestones have been identified by the CTC and Caltrans for monitoring the timely development of the required Corridor System Management Plans, namely:

1. Define Corridor
2. Assemble Corridor Team
3. Develop Preliminary Corridor Performance Assessment
4. Ensure Adequate Corridor Detection
5. Comprehensive Corridor Performance Assessment
6. Identify Causality of Corridor Performance Degradation
7. Develop Corridor Micro Simulation Model and Test Improvement Scenarios
8. Develop Corridor System Management Plan

3. PURPOSE AND NEED STATEMENT

Traffic volumes have increased greatly over the last 10 years. The increased demand on the existing freeway system, especially during the peak commute period, has led to a significant increase in congestion. This growth has resulted in a demand for better traffic management, which is in turn dependent on robust detection and strategic ramp metering. The corridors with CMIA investments are required to produce CSMPs to address such measures. One of the milestones for monitoring the development of the CSMPs is the provision of adequate corridor detection.

The purpose of this project is to fill the detection gaps in the CMIA corridors. This project will enhance the corridor management planning efforts with robust performance information and to provide traffic control to better manage the corridor and preserve the mobility improvements associated with the CMIA investments in the corridors. These deployments will lay the foundation for sound corridor management resulting in increased productivity (throughput), reduced travel times and less delay.

Regional and System Planning

The proposed project affects the efficiency of the entire system through the improvement of traffic operations. Continued improvement of the region's traffic management system is part of the Regional Transportation Plan (RTP).

4. DEFICIENCIES

Caltrans has a vision for completing Traffic Monitoring Stations (TMS) coverage of the major urban freeways in California. To date, funding allocations have been insufficient to support the ultimate deployment in a timely and efficient manner. This project will build out the most critical detection locations in urban CMIA corridors throughout San Diego County.

5. CORRIDOR AND SYSTEM COORDINATION

The proposed project is identified as a TMS project, and as such, is consistent with the plans, programs and goals of the SHOPP Mobility Program. The corridors chosen for this project are some of the most heavily congested corridors in the state. A corridor system management plan is being prepared for each CMIA corridor. This project is consistent with Caltrans' goal of building out detection on all priority routes across the state in order to better assess and report system performance.

6. ALTERNATIVES

No-Build

The "No-Build" Alternative will not improve the detection gaps within the county, which would result in insufficient data for performance assessment and micro-simulation.

Alternative A – Preferred Alternative

The scope of this project is to install Vehicle Detection Stations (Radar Detectors) in up to 77 different locations along routes 5, 15, 805 in San Diego County (Exhibit 2). Currently there are projects in these corridors under construction with loop detectors being installed and activated before the end of this project at some

locations. These wireless radar detection stations will be installed at approximately one mile spacing or less or as needed, which will provide real time traffic data to the Transportation Management Center (TMC). The information will provide much-needed comprehensive detection for performance assessment of the transportation system. In addition, these Radar Detectors will assist Caltrans and the California Highway Patrol (CHP) in managing and controlling the freeway system by providing timely congestion and accident information. The detection system to be deployed, will be a wireless alternative detection solution to loops which will allow for faster implementation and lower cost without the need to close mainlines; therefore, it will have less impact to the freeway traffic at the time of construction. The locations and numbers of the detection systems shown on Exhibit 2 are subject to change and will be finalized during the PS&E phase due to reasons mentioned above.

As part of the proposal for this Project Report, during the Design phase, the District will investigate the possibility of using wireless magnetometers at some locations. This system is known as the Sensys wireless system. This alternative system manufactured by Sensys Networks, Inc. consists of Vehicle Sensor Node(s) installed in the traffic lanes, and Wireless Repeaters and Access Points mounted on poles along the freeway and beyond the outside shoulders.

The cost estimate provided in this report includes contingency costs in which the Sensys system could be used in place of Radar at some locations. The escalated capital cost estimate for this alternative is \$3,243,000.

7. TRANSPORTATION MANAGEMENT PLAN

Infringement of construction work onto the traveled way if any, will be restricted to off-peak hours. This is to minimize traffic impacts caused by construction activities. It is anticipated that there will be no lane closures. There may however, be shoulder closures to provide safety for construction workers and will be enforced through the Construction Zone Enhanced Enforcement Program (Exhibit 10).

8. ENVIRONMENTAL DETERMINATION/DOCUMENT

This project is Categorically Exempt under Class 6 of Section 15306 of the California Environmental Quality Act (CEQA) Guidelines. This project meets the criteria of a SAFETEA-LU Section 6004 Categorical Exclusion under the National Environmental Policy Act (NEPA). The activity is listed in 23 CFR 771.117(d)(2) as a "Highway safety or traffic operations improvement project"(Exhibit 7). Any change in the location or number of VDSs being installed will require reevaluation by the Environmental Division.

Visual Character

The visual impact of this project is minimal due to its single, slender pole design. In all locations, motorists are the primary viewer group. Radar poles are generally expected highway features, and therefore, viewer sensitivity would likely be low. No replacement planting or irrigation work is required because no trenching is required and little or no disturbance to vegetated areas is anticipated. However, care should be exercised to avoid damage to existing landscape and irrigation systems. No adverse visual impacts are anticipated.

Hazardous Waste

Aerially Deposited Lead (ADL) is an issue of concern for all highway routes. ADL concentrations in shallow subsurface soils may pose a health concern to workers onsite. The proposed activities will follow the standards outlined in the minor disturbance SSP 07-330. To address health and safety, a site specific Lead Compliance Plan shall be prepared for the proposed construction activities in areas that have ADL in soil which include measures that limit exposure of lead affect soil to persons working onsite, and use of proper Personal Protective Equipment. Persons working with the soil containing ADL should have training in accordance with Title 8 of the California Code of Regulations (CCR) 1532.1(e)(2)(B). Special handling of the excavated soil containing ADL concentrations is not necessary. Soil excavated may be re-compacted in the vicinity from which it came and may not leave the site nor Caltrans right-of-way. Encountering other hazardous waste issues/materials is not anticipated for this project (Exhibit 6).

Coastal Zone

Various locations along Routes 5 and 805[D11] fall within the Coastal Zone. Installation of TMS devices at these locations would require a Coastal Development Permit from the California Coastal Commission or from the local jurisdiction participating in the Local Coastal Program.

Air Quality Conformity and Analysis

This project does not need to undergo CO or PM hot-spot analysis for conformity purposes because it is exempt from all emission analyses per EPA Code of Federal Regulation, Title 40, Section 93.126, Table 2, under the category "traffic control devices and operating assistance other than signalization projects." The

project will not cause or contribute to new localized CO, PM_{2.5}, PM₁₀, or MSAT violations nor increase the frequency or severity of any existing exceedances.

Storm Water Pollution Prevention/Erosion Control

On July 15 1999 State Water Resources Control Board (SWRCB), adopted Order 99-06 DWQ, National Pollutant Discharge Elimination System (NPDES) Permit for Storm Water Discharges from the Caltrans properties, facilities and activities. This project will be designed in conformance with the NPDES Permit requirements.

The project is exempt from treatment Best Management Practices (BMPs) – see Exhibit 7. The project will avoid short-term impacts to water quality during construction through the use of construction BMPs.

Biological Resources

With adherence to the avoidance and minimization measures described in the Environmental Commitments Record (ECR) and Categorical Exclusion/Exemption form, no substantial impacts to biological resources are anticipated.

Section 106 (Cultural Resources)

On October 3, 2007 it was determined that in accordance with the Programmatic Agreement, this undertaking is a screened undertaking with no potential to affect historic properties. The undertaking is *“exempt from further review or consultation under Section 106.”*

9. RISK ANALYSIS

The risk analysis for this project has been identified and categorized as shown on the Risk Management Plan (Exhibit 11).

10. RIGHT OF WAY

All work will be done within existing State right of way, and no additional right of way is required. There is railroad involvement within the project but it is anticipated that this project has no effect to the operation of the railroad. No utility relocation is required for this project (Exhibit 8).

11. FUNDING AND SCHEDULING

This project is to be funded under the State Highway Operation and Protection Program (SHOPP) from the Highway Safety, Rehabilitation and Preservation Account (HSRPA) with program code 201.315. The HSRPA was created by Proposition 1B, in 2006. This project was amended into the 2006 SHOPP, Amendment #06H-328, for programming in fiscal year 07/08.

PA&ED	November	2007
Project PS&E	April	2008
Right of Way Certification	April	2008
Ready to List	May	2008
Advertising	June	2008
Approve Construction Contract	July	2008
Contract Acceptance	February	2009
End Project	March	2010

12. COORDINATION

There is no federal-aid funding anticipated or Federal Highway Administration action required for this project.

13. DISTRICT AND HQ CONTACTS

District Project Manager	Shahin Sepassi	858-467-3022
Project Engineer	Paul Barkhodaee	619-688-3289
HQ SHOPP Program Manager	Fred Dial	916-654-6101
Environmental Analyst	Luke Serna	619-688-3139
Right of Way	Lorna Timog	619-688-6945
NPDES Route Manager	Paul Swearingen	619-767-2154
Traffic Electrical Design	Dale Wilson	619-688-3248

14. ATTACHMENTS

Exhibit 1	Vicinity Map
Exhibit 2	List of Detection Locations
Exhibit 3	Layout Maps
Exhibit 4	Cost Estimate
Exhibit 5	Storm Water Data Report
Exhibit 6	Initial Site Assessment

Exhibit 7	Categorical Exemption
Exhibit 8	R/W Data Sheet
Exhibit 9	Vehicle Detection Systems Pole Details
Exhibit 10	Traffic Management Plan Data Sheet
Exhibit 11	Risk Management Plan

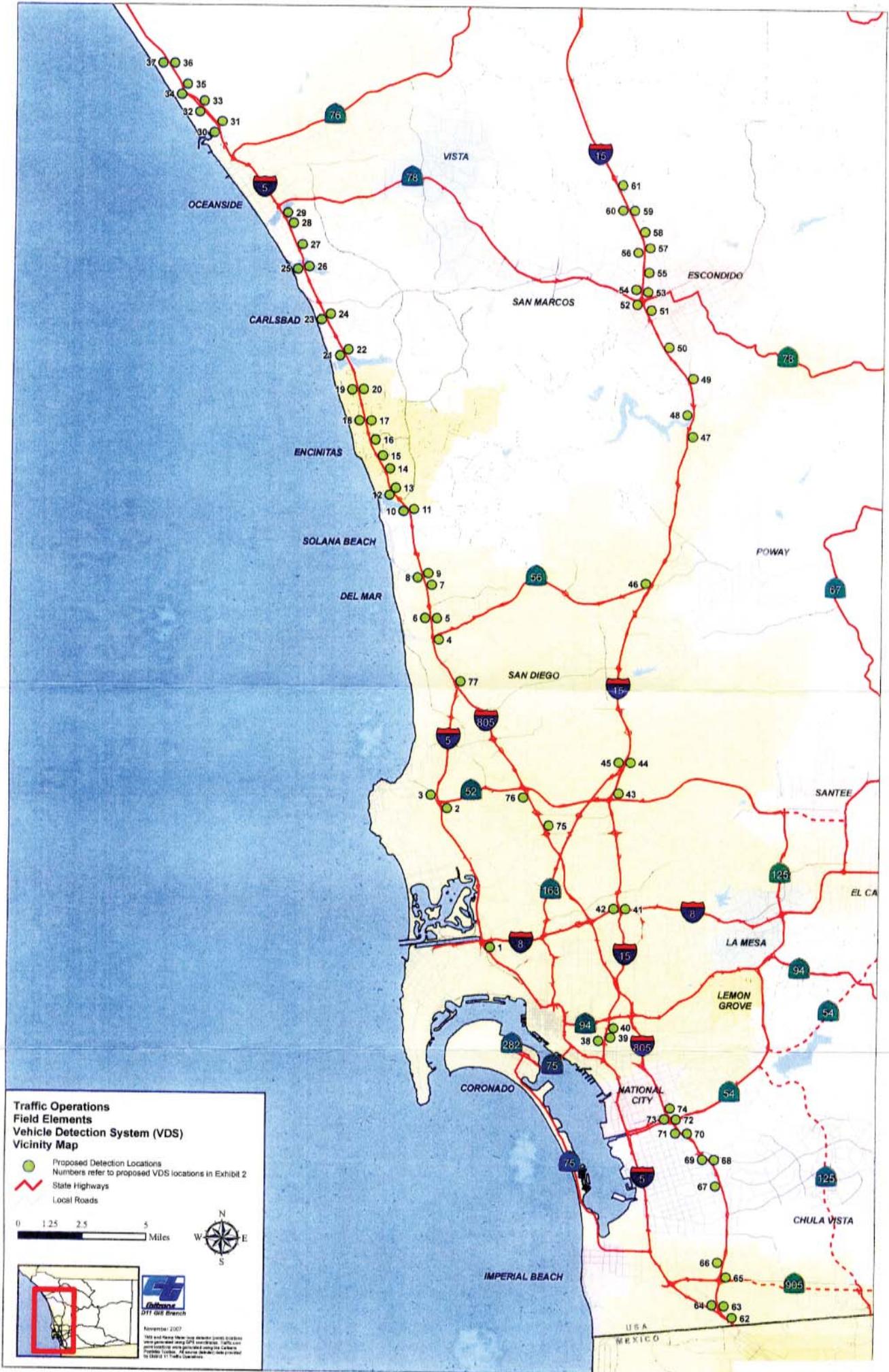


EXHIBIT 1

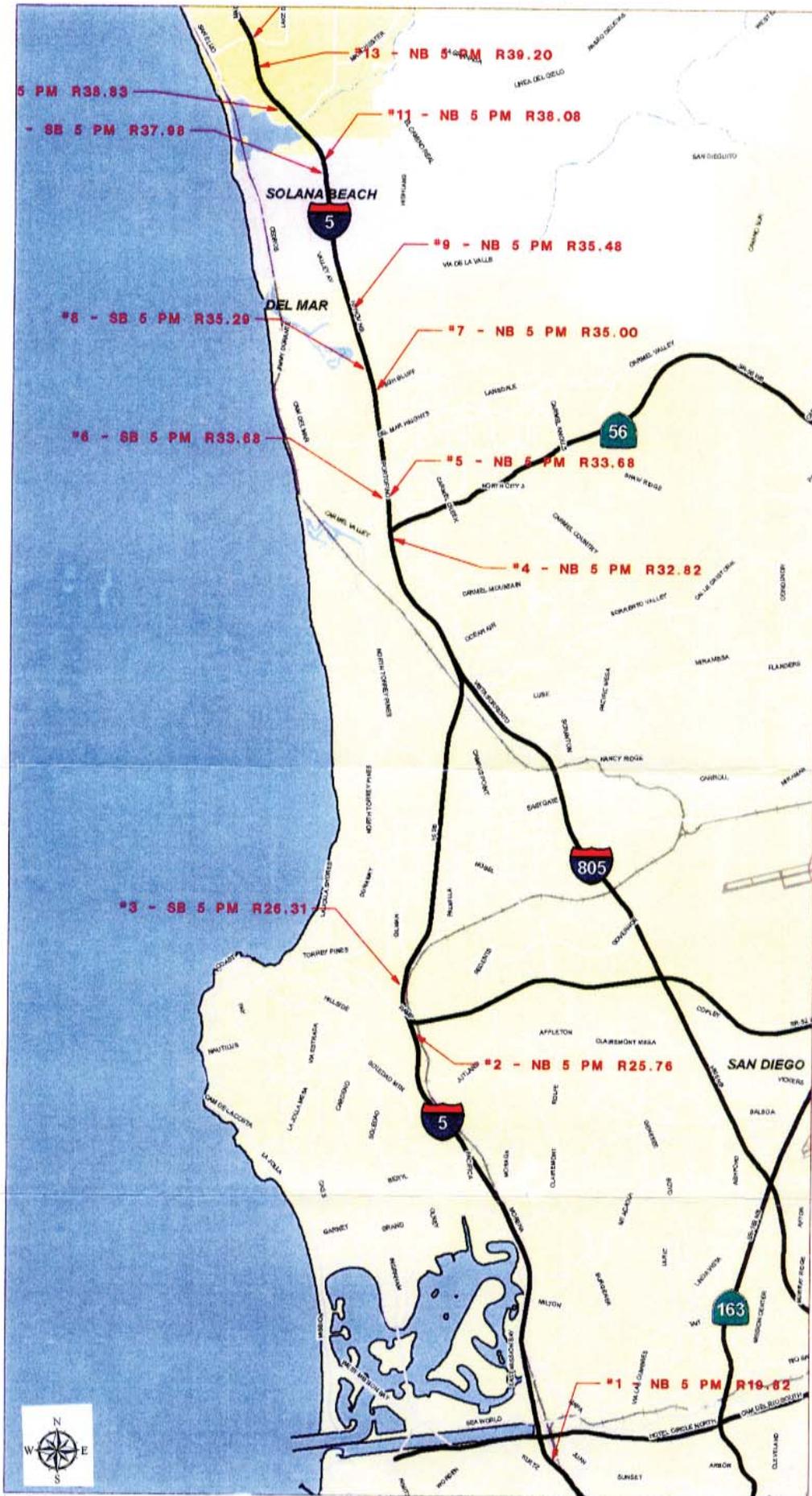
**VDS LOCATIONS
 EXHIBIT 2**

EA 290000, I-5,15 and 805 VDS Locations				
# of Locations	CO	RTE	PM	Direction
1	SD	5	R19.820	NB
2	SD	5	R25.760	NB
3	SD	5	R26.310	SB
4	SD	5	R32.820	NB
5	SD	5	R33.680	NB
6	SD	5	R33.680	SB
7	SD	5	R35.000	NB
8	SD	5	R35.293	SB
9	SD	5	R35.484	NB
10	SD	5	R37.980	SB
11	SD	5	R38.080	NB
12	SD	5	R38.832	SB
13	SD	5	R39.200	NB
14	SD	5	R39.982	NB
15	SD	5	R40.560	NB
16	SD	5	R41.262	NB
17	SD	5	R42.030	NB
18	SD	5	R42.030	SB
19	SD	5	R43.280	SB
20	SD	5	R43.300	NB
21	SD	5	R44.700	SB
22	SD	5	R44.980	NB
23	SD	5	R46.300	SB
24	SD	5	R46.545	NB
25	SD	5	R48.500	SB
26	SD	5	R48.600	NB
27	SD	5	R49.524	NB
28	SD	5	R50.450	NB
29	SD	5	R50.900	NB
30	SD	5	R55.000	SB
31	SD	5	R55.450	NB
32	SD	5	R56.000	SB
33	SD	5	R56.520	NB
34	SD	5	R57.000	SB
35	SD	5	R57.500	NB
36	SD	5	R58.500	NB

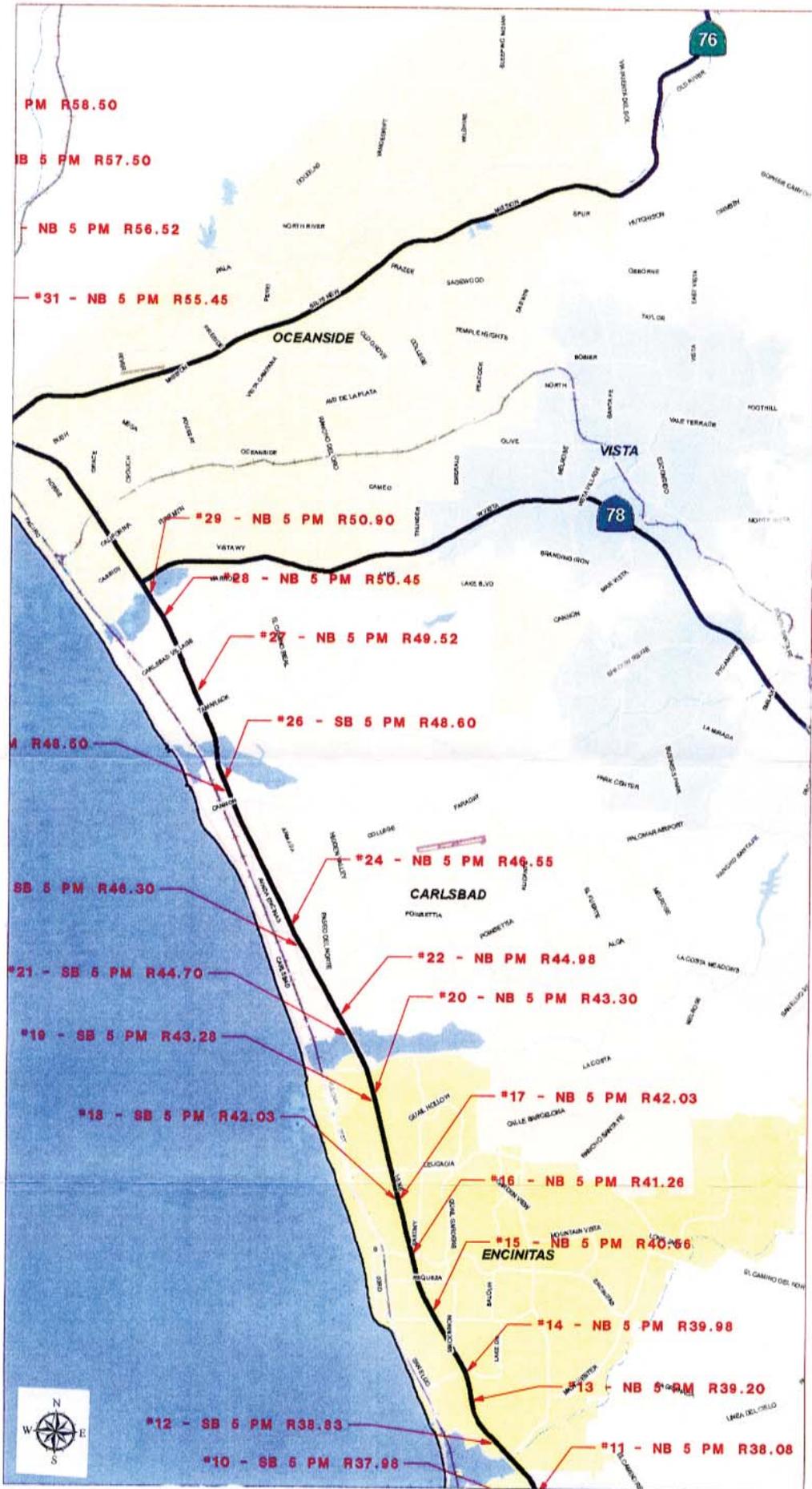
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 November 2007
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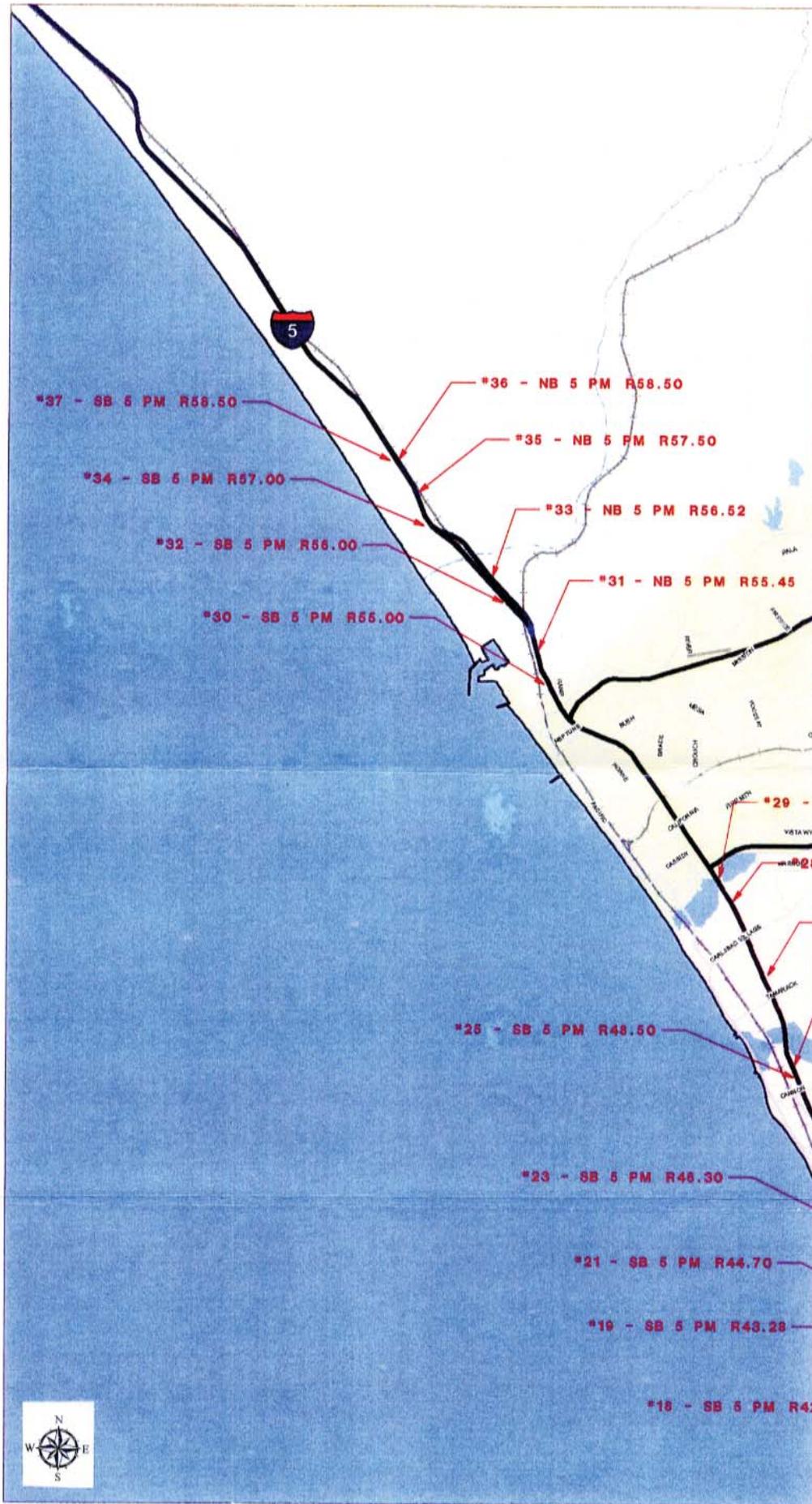
37	SD	5	R58.500	SB
38	SD	15	R0.780	SB
39	SD	15	R0.910	NB
40	SD	15	1.452	NB
41	SD	15	R6.160	NB
42	SD	15	R6.170	SB
43	SD	15	R10.840	NB
44	SD	15	M12.070	NB
45	SD	15	M12.070	SB
46	SD	15	M19.524	SB
47	SD	15	M25.408	NB
48	SD	15	M26.500	SB
49	SD	15	M27.950	NB
50	SD	15	R29.416	NB
51	SD	15	R31.110	NB
52	SD	15	R31.350	SB
53	SD	15	R31.850	NB
54	SD	15	R31.940	SB
55	SD	15	R32.620	NB
56	SD	15	R33.390	SB
57	SD	15	R33.580	NB
58	SD	15	R34.272	NB
59	SD	15	R35.193	NB
60	SD	15	R35.193	SB
61	SD	15	R36.300	NB
62	SD	805	0.040	NB
63	SD	805	0.750	NB
64	SD	805	0.780	SB
65	SD	805	1.900	NB
66	SD	805	2.500	SB
67	SD	805	5.550	SB
68	SD	805	6.740	NB
69	SD	805	6.740	SB
70	SD	805	8.250	NB
71	SD	805	8.250	SB
72	SD	805	8.950	NB
73	SD	805	8.950	SB
74	SD	805	9.450	NB
75	SD	805	22.000	NB
76	SD	805	23.262	SB
77	SD	805	28.810	NB

See sheet 2



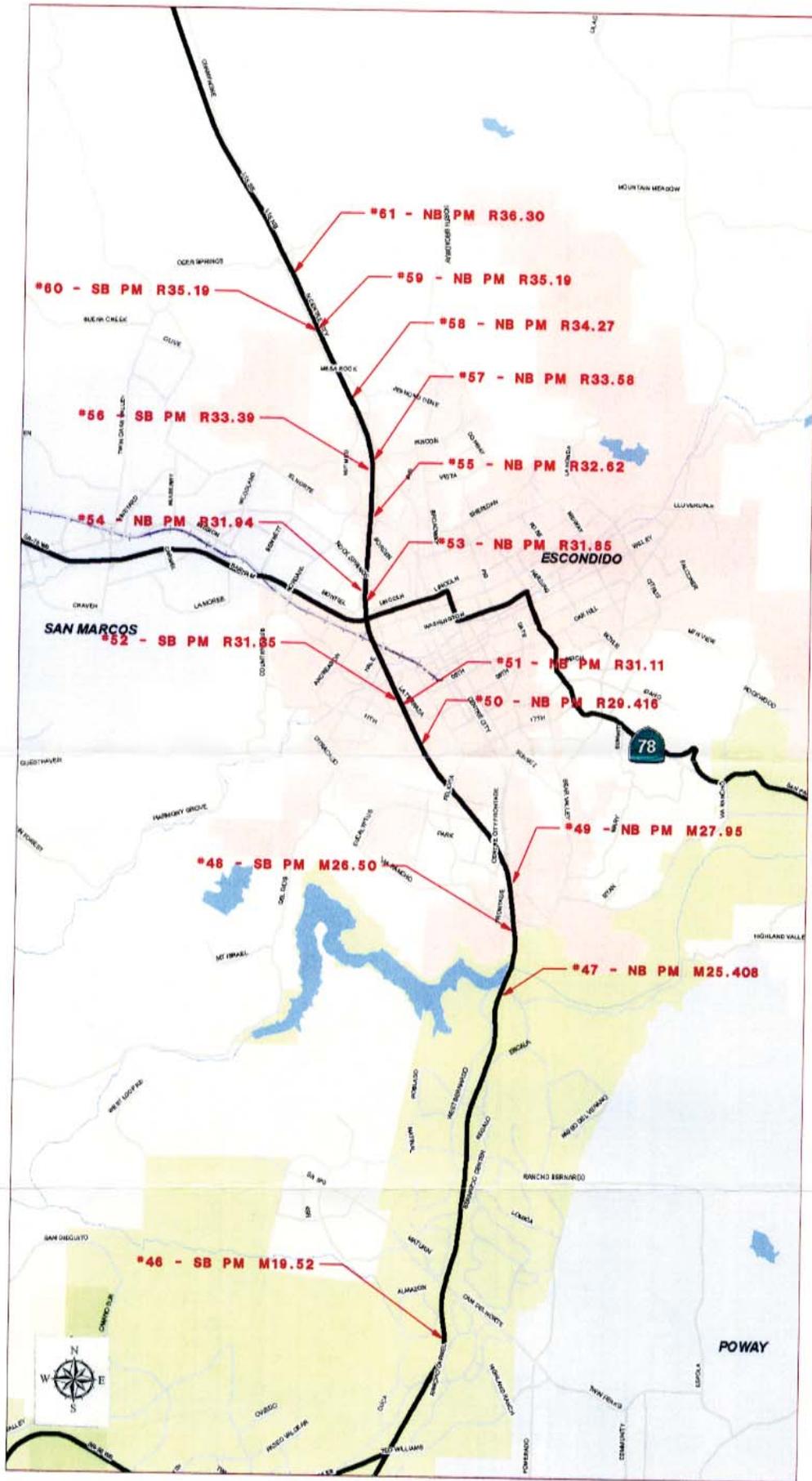
See sheet 3

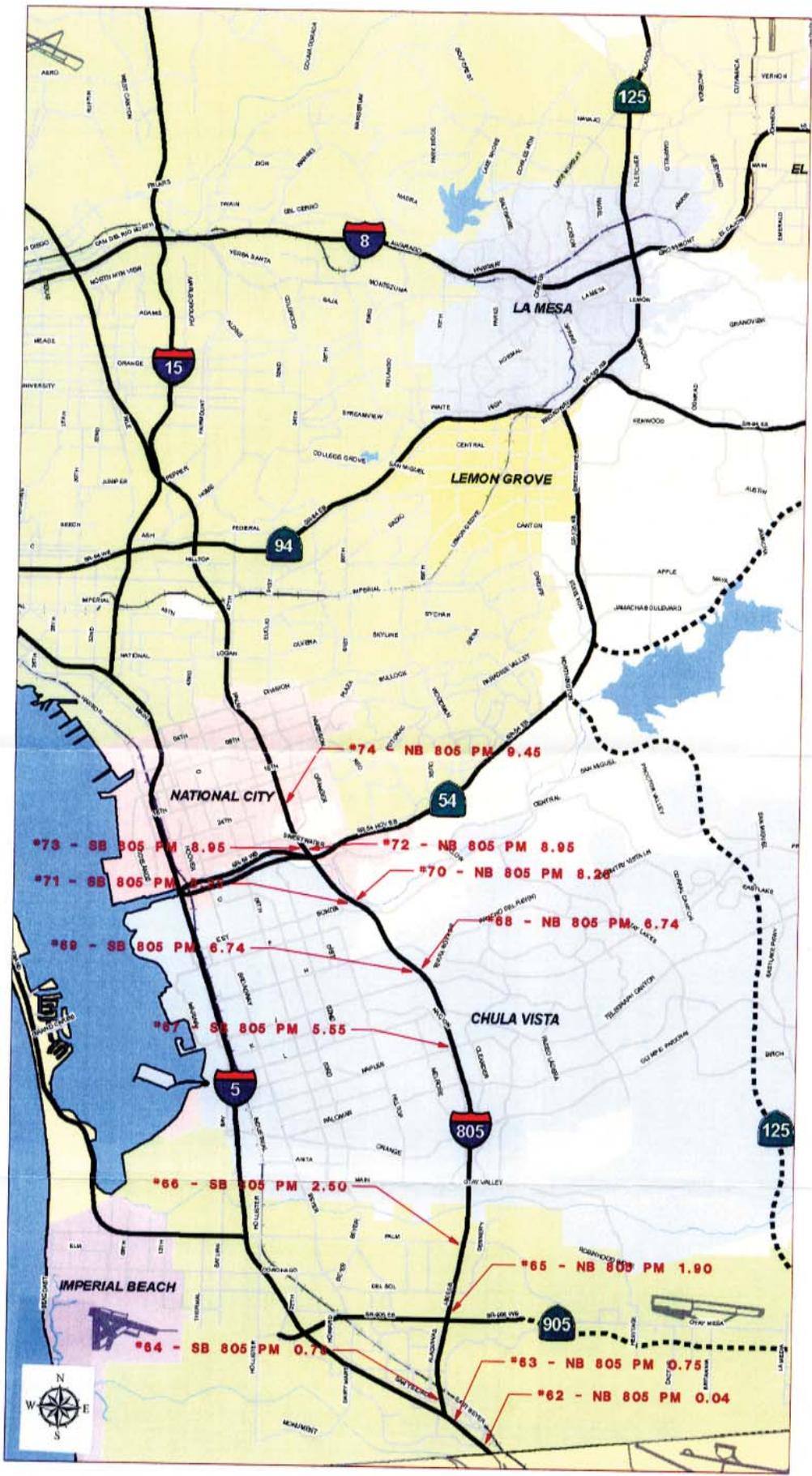




See sheet 2







SECTION 3 DRAINAGE

Item code	Unit	Quantity	Price	Amount
150805	Remove Culvert	LF	x	= \$ -
150820	Modify Inlet	EA	x	= \$ -
193114	Sand Backfill	CY	x	= \$ -
150206	Abandon Culvert	LF	x	= \$ -
152430	Adjust Inlet	LF	x	= \$ -
155003	Cap Inlet	EA	x	= \$ -
510502	Minor Concrete (Minor Structure)	CY	x	= \$ -
510512	Minor Concrete (Box Culvert)	CY	x	= \$ -
62XXXX	XXX mm APC Pipe	LF	x	= \$ -
64XXXX	XXX mm Plastic Pipe	LF	x	= \$ -
65XXXX	XXX mm RCP Pipe	LF	x	= \$ -
66XXXX	XXX mm CSP Pipe	LF	x	= \$ -
68XXXX	Edge Drain	LF	x	= \$ -
69XXXX	XXX mm Pipe Downdrain	LF	x	= \$ -
70XXXX	XXX mm Pipe Inlet	LF	x	= \$ -
70XXXX	XXX mm Pipe Riser	LF	x	= \$ -
70XXXX	XXX mm Flared End Section	EA	x	= \$ -
703233	Grated Line Drain	LF	x	= \$ -
72XXXX	Rock Slope Protection (Type and Method)	CY	x	= \$ -
729010	Rock Slope Protection Fabric	SQYD	x	= \$ -
721420	Concrete (Ditch Lining)	CY	x	= \$ -
721430	Concrete (Channel Lining)	CY	x	= \$ -
750001	Miscellaneous Iron and Steel	LB	x	= \$ -
XXXXXX	Additional Drainage	LS	x	= \$ -

TOTAL DRAINAGE ITEMS \$ -

SECTION 4 SPECIALTY ITEMS

Item code	Unit	Quantity	Unit Price (\$)	Cost
070012	Progress Schedule (Critical Path Method)	LS	x	= \$ -
518002	Sound Wall (Masonry Block)	SQFT	x	= \$ -
510524	Minor Concrete (Sound Wall)	CY	x	= \$ -
153250	Remove Sound Wall	SQFT	x	= \$ -
190110	Lead Compliance Plan	LS	1 x 5,000.00	= \$ 5,000
1532XX	Remove Barrier (Insert Type)	LF	x	= \$ -
150662	Remove Metal Beam Guard Railing	LF	x	= \$ -
150666	Remove Terminal Systems	EA	x	= \$ -
80XXXX	Fence (Insert Type)	LF	x	= \$ -
80XXXX	Gate (Insert Type)	EA	x	= \$ -
832001	Metal Beam Guard Railing	LF	x	= \$ -
839301	Single Thrie Beam Barrier	LF	x	= \$ -
839310	Double Thrie Beam Barrier	LF	x	= \$ -
839521	Cable Railing	LF	x	= \$ -
8395XX	Terminal System (Type CAT)	EA	x	= \$ -
8395XX	Alternative Flared Terminal System	EA	x	= \$ -
8395XX	Alternative In-line Terminal System	EA	x	= \$ -
49XXXX	CIDH Concrete Piling (Insert Diameter)	LF	x	= \$ -
839XXX	Crash Cushion (Insert Type)	EA	x	= \$ -
83XXXX	Concrete Barrier (Insert Type)	LF	x	= \$ -
83XXXX	Concrete Barrier (Insert Type)	LF	x	= \$ -
520103	Bar Reinf. Steel (Ret. Wall)	LB	x	= \$ -
510408	Class 1 Concrete (Retaining Wall)	CY	x	= \$ -
510133	Class 2 Concrete (Retaining Wall)	CY	x	= \$ -
510060	Structural Concrete (Retaining Wall)	CY	x	= \$ -
513553	Retaining Wall (Masonry Wall)	CY	x	= \$ -
5110XX	Architectural Treatment (Insert Type)	SQFT	x	= \$ -
511048	Apply Anti-Graffiti Coating	SQFT	x	= \$ -
5136XX	Reinforced Concrete Crib Wall (Insert Type)	SQFT	x	= \$ -
83954X	Transition Railing (Insert Type)	EA	x	= \$ -
597601	Prepare and Stain Concrete	SQFT	x	= \$ -
839561	Rail Tensioning Assembly	EA	x	= \$ -
8395XX	End Anchor Assembly (Insert Type)	EA	x	= \$ -

TOTAL SPECIALTY ITEMS \$ 5,000

DISTRICT 11
PRELIMINARY
PROJECT COST ESTIMATE

Section 5 ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity	Price	Amount
	Biological Mitigation	LS	x	= \$	-
071325	Temporary Fence (Type ESA)	LF	x	= \$	-
Subtotal Environmental					\$ -

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity	Price	Amount
200001	Highway Planting	LS	x	= \$	-
208000	Irrigation System	LS	x	= \$	-
204099	Plant Establishment Work	LS	x	= \$	-
204101	Extend Plant Establishment (X Years)	LS	x	= \$	-
201700	Imported Topsoil	CY	x	= \$	-
20XXXX	___ mm (Insert Type) Conduit (Use for Irrigation x-overs)	LF	x	= \$	-
20XXXX	Extend ___ mm (Insert Type) Conduit (Use for Extension of Irrigation x-overs)	LF	x	= \$	-
2030XX	Erosion Control (Type ___)	SQYD	x	= \$	-
203026	Move In/ Move Out (Erosion Control)	EA	x	= \$	-
209801	Maintenance Vehicle Pullout	EA	x	= \$	-
208304	Water Meter	EA	x	= \$	-
Subtotal Landscape and Irrigation					\$ -

5C - NPDES

Item code		Unit	Quantity	Price	Amount
074019	Prepare SWPPP	LS	x	= \$	-
074017	Prepare WPCP	LS	1	\$ 4,000	\$ 4,000
074016	Construction Site Management	LS	1	\$ 15,000	\$ 15,000
074023	Temporary Erosion Control	SQYD	x	= \$	-
074027	Temporary Erosion Control Blanket	SQYD	x	= \$	-
074037	Move In/ Move Out (Temporary Erosion Control)	EA	x	= \$	-
074028	Temporary Fiber Roll	LF	x	= \$	-
074042	Temporary Concrete Washout (Portable)	LS	x	= \$	-
074032	Temporary Concrete Washout Facility	EA	x	= \$	-
074033	Temporary Construction Entrance	EA	x	= \$	-
074035	Temporary Check Dam	LF	x	= \$	-
074038	Temp. Drainage Inlet Protection	EA	x	= \$	-
074041	Street Sweeping	LS	x	= \$	-
Supplemental Work for NPDES					
066595	Water Pollution Control Maint. Sharing*	LS	x	= \$	-
066596	Additional Water Pollution Control	LS	1	\$ 10,000	\$ 10,000
066597	Storm Water Sampling and Analysis*	LS	x	= \$	-
Subtotal NPDES (Without Supplemental Work)					\$ 19,000

* Applies only to project with SWPPP's

TOTAL ENVIRONMENTAL	\$ 19,000
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II. STRUCTURES ITEMS

	<u>Structure 1</u>	<u>Structure 2</u>	<u>Structure 3</u>
DATE OF ESTIMATE	00/00/00	00/00/00	00/00/00
Bridge Name	XXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX	57-XXX	57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0.00 LF	0.00 LF	0.00 LF
Total Bridge Length (Feet)	0.00 LF	0.00 LF	0.00 LF
Total Area (Square Feet)	0.00 SQFT	0.00 SQFT	0.00 SQFT
Structure Depth (Feet)	0.00 LF	0.00 LF	0.00 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$0.00	\$0.00	\$0.00

COST OF EACH STRUCTURE	\$0.00	\$0.00	\$0.00
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	<u>Structure 4</u>	<u>Structure 5</u>	<u>Structure 6</u>
DATE OF ESTIMATE	00/00/00	00/00/00	00/00/00
Bridge Name	XXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX	57-XXX	57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0.00 LF	0.00 LF	0.00 LF
Total Bridge Length (Feet)	0.00 LF	0.00 LF	0.00 LF
Total Area (Square Feet)	0.00 SQFT	0.00 SQFT	0.00 SQFT
Structure Depth (Feet)	0.00 LF	0.00 LF	0.00 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$0.00	\$0.00	\$0.00

COST OF EACH STRUCTURE	\$0.00	\$0.00	\$0.00
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TOTAL COST OF STRUCTURES ¹	\$0.00
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Estimate Prepared By: _____ Date: _____
XXXXXXXXXXXXXXXXXXXXX ----- Division of Structures

¹Structure's Estimate includes Overhead and Mobilization.

DISTRICT 11
PRELIMINARY
PROJECT COST ESTIMATE

III. RIGHT OF WAY

A)	Acquisition, including Excess Land Purchases, Damages to Remainder(s) & Goodwill Loss		\$	0
B)	Railroad		\$	0
C)	Acquisition of Offsite Mitigation		\$	0
D)	Utility Relocation (State Share) Potholing (Design Phase)		\$	0
E)	Clearance Cost		\$	0
F)	RAP and/or Last Resort Housing Costs		\$	0
G)	Title and Escrow Fees		\$	0

R/W ESTIMATE	\$0.00
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H)	Condemnation Settlements	0%	\$	0
I)	Design Appreciation Factor (Items H & I applied to Items A + B)	0%	\$	0

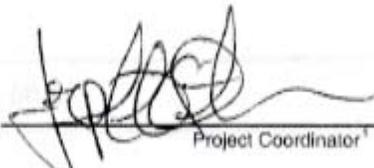
TOTAL R/W ESTIMATE	\$0.00
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(Excluding Item #8 - Hazardous Waste)

TOTAL R/W ESTIMATE: Escalated	\$0.00
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K)	Utility Relocation (Construction Cost)		\$	0
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RIGHT OF WAY SUPPORT \$ 5,600

Support Cost Estimate Prepared By		Project Coordinator ¹	619 688 2572 Phone
Utility Estimate Prepared By	N/A	Utility Coordinator ²	Phone
R/W Acquisition Estimate Prepared By	N/A	Right of Way Estimator ³	Phone

¹ When estimate has Support Costs only

² When estimate has Utility Relocation

³ When R/W Acquisition is required

DISTRICT 11
PRELIMINARY
PROJECT COST ESTIMATE

IV. SUPPORT COST ESTIMATE SUMMARY

SB-45 CATEGORY SUPPORT COST	FY 00/01	FY 01/02	FY 02/03	FY 03/04	FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10	P3 Subtotal
PR/ED (PD,PE,PM)							60,948	155,329	7,436	4,346	228,059
PS&E (PS)								294,122	6,644		300,766
R/W (RW)								5,525			5,525
CONSTRUCTION (CM)								327,966	31,403		359,369
Total Support Cost:	0	0	0	0	0	0	60,948	782,972	45,483	4,346	

SB-45 CATEGORY SUPPORT COST	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	P3 Total	Support Ratio
PR/ED (PD,PE,PM)										228,100	7%
PS&E (PS)										300,800	10%
R/W (RW)										5,600	0%
CONSTRUCTION (CM)										359,400	12%
Total Support Cost:	0	0	0	0	0	0	0	0	0	893,900	

Total Capital Cost:	\$3,075,000
Overall Percent Support Cost:	29.07%

Approved by:

Erika Reedy
Project Control Engineer

11/15/09/07
Date

Memorandum

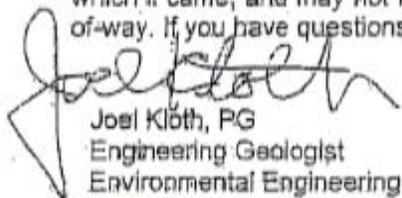
To: Kelly Finn
Senior-Environmental Planner
Environmental Analysis

Date: July 18, 2007
File: 11-SD-5, 15, 52, 76, 78,
and 805
PM: Various
EA: 29000K

From: Joel Kloth
Engineering Geologist
Environmental Engineering

Subject: *Hazardous Waste Review for Installation of Remote Traffic Monitoring Stations at Various Locations on Routes 5, 15, 52, 76, 78, and 805*

Installation of Remote Traffic Monitoring Stations is proposed along Routes 5, 15, 52, 76, 78, and 805 at various locations. There is aerially deposited lead (ADL) in shallow subsurface soils onsite that may pose a health concern to workers onsite. The proposed activities will follow the standards outlined in the minor disturbance SSP 07-330. To address health and safety, a site specific Lead Compliance Plan shall be prepared for the proposed construction activities in areas that have ADL in soil which include measures that limit exposure of lead affected soil to persons working onsite, and use of proper Personal Protective Equipment. Persons working with the soil containing ADL should have training in accordance with Title 8 of the California Code of Regulations (CCR) 1532.1(e)(2)(B). Special handling of the excavated soil containing ADL concentrations is not necessary. Soil excavated may be re-compacted in the vicinity from which it came, and may not leave the site nor Department of Transportation (Department) right-of-way. If you have questions, call (519) 688-3146.



Joel Kloth, PG
Engineering Geologist
Environmental Engineering
Hazardous Waste Division

cc: Jayne Dowda

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

11-SD-5/15/805

VAR

290000

SHOPP/ 201.315

Revised September 6, 2007

Dist.-Co.-Rte. (or Local Agency)

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)

Caltrans is proposing to install vehicle detection systems (VDS) at various locations on Interstates 5, 15 and 805. See the attached table for their specific locations. The VDSs would facilitate the acquisition of traffic information to help make appropriate improvements to the respective transportation corridors. The project will take place within State right-of-Way. The Environmental Division must be notified if any changes to the locations occur. The conditions in the Environmental Commitments Record (ECR) must be followed.

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

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

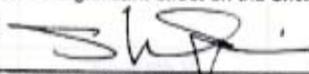
Based on an examination of this proposal, supporting information, and the above statements, the project is:

Categorical Exempt Class 6. (PRC 21084; 14 CCR 15300 et seq.)

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


Signature: Environmental Branch Chief

10/12/07
Date


Signature: Project Manager

10/12/07
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/lep/23cfr771.htm> - sec.771.117).

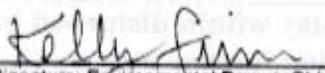
In non-attainment or maintenance areas for Federal air quality standards, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to 42 USC 7506(c) and 40 CFR 93.

CALTRANS NEPA DETERMINATION

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 325 and a Memorandum of Understanding (MOU) dated June 7, 2007, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771 activity (c) ()
- 23 CFR 771 activity (d) (2)
- 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.


Signature: Environmental Branch Chief

10/12/07
Date


Signature: Project Manager/DLA Engineer

10/12/07
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 September 6, 2007

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Biological Resources: The following are conditions that must be followed for the installation of the proposed VDSs.

#	Route	Postmile	Direction	New or Replace Existing VDS	Biological Restriction
1	5	R19.82	NB	New VDS	None; no impacts to biological resources will occur.
2	5	R25.76	NB	New VDS	None, if all work stays within ornamental vegetation (iceplant).
3	5	R26.31	SB	New VDS	None, if all work stays within ornamental vegetation (iceplant).
4	5	R32.82	NB	New VDS	None, if all work at this location is conducted outside of the bird breeding season (February 15 to August 31) and ESA fencing is placed around the work area.
5	5	R33.68	NB	New VDS	None; all work within ornamental vegetation.
6	5	R33.68	SB	New VDS	Area is within a revegetation of coastal sage scrub on a geogrid slope for I-5/I-805. Minimize footprint. Make sure excavating in geogrid will not damage its slope holding capacity. If this location is selected all temporary areas impacted will need to be reseeded with a coastal sage scrub seed mix. All work at this location will be conducted outside of the bird breeding season (February 15 to August 31).
7	5	R35.00	NB	Replace existing VDS	None, if all work at this location is conducted outside of the bird breeding season (February 15 to August 31).
8	5	R35.293	SB	New VDS	Can be installed pending informal consultation with the Fish & Wildlife Service and following of conditions that they propose.
9	5	R35.484	NB	New VDS	None; no impacts to biological resources will occur.
10	5	R37.98	SB	New VDS	All work within nonnative grassland. All work at this location will be conducted outside of the bird breeding season (February 15 to August 31) due to sensitive habitat adjacent.
11	5	R38.08	NB	New VDS	All work must stay within disturbed and ornamental habitat. Do not move pole location further north into fill slope. All work at this location will be conducted outside of the bird breeding season (February 15 to August 31) due to sensitive habitat adjacent.
12	5	R38.832	SB	Replace existing VDS	All work must stay within disturbed habitat. Do not move pole location further west up slope. All work at this location will be conducted outside of the bird breeding season (February 15 to August 31) due to sensitive habitat adjacent.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

13	5	R39.20	NB	New VDS	All work must stay at or below elevation shown in photo in nonnative grassland. Upslope of the pole location is coastal sage scrub with California gnatcatcher. All work at this location will be conducted outside of the bird breeding season (February 15 to August 31). Proposed location by Deb Dominici at R39.109 is ok with the same restrictions as stated above.
14	5	R39.982	NB	Replace existing VDS	None; no impacts to biological resources will occur.
15	5	R40.56	NB	New VDS	None, if all work stays within ornamental vegetation (iceplant).
16	5	R41.262	NB	Replace existing VDS	None; no impacts to biological resources will occur.
17	5	R42.03	NB	New VDS	None, if all work stays within nonnative grassland.
18	5	R42.03	SB	New VDS	None, if all work stays near the top of the slope and avoids large trees/shrubs. Wetland habitat is located downslope of this location.
19	5	R43.28	SB	New VDS	None, if all work stays near the top of the slope and avoids large trees/shrubs.
20	5	R43.30	NB	New VDS	None, if all work stays within nonnative grassland.
21	5	R44.70	SB	New VDS	Can be installed pending informal consultation with the Fish & Wildlife Service and following of conditions that they propose.
22	5	R44.98	NB	New VDS	All work within nonnative grassland/disturbed CSS. All work at this location will be conducted outside of the bird breeding season (February 15 to August 31) due to sensitive habitat adjacent.
23	5	R46.30	SB	New VDS	None, if work remains in the nonnative grassland.
24	5	R46.545	NB	New VDS	None, if pole remains at staked location or is moved west. No work will be authorized east of existing stake due to existing concrete-lined ditch.
25	5	R48.50	SB	New VDS	None, if all work stays within ornamental vegetation/bare ground.
26	5	R48.60	NB	New VDS	All work must be done south of the Tamarack Ave sign shown in photo and outside of the existing chainlink fence. All work at this location will be conducted outside of the bird breeding season (February 15 to August 31) due to sensitive habitat adjacent.
27	5	R49.524	NB	Replace existing VDS	None; no impacts to biological resources will occur.
28	5	R50.45	NB	Replace existing VDS	None, if all work stays within ornamental vegetation.
29	5	R50.90	NB	New VDS	All work must stay within bare ground area where stake is placed. Do not move pole location further north due to proximity of Buena Vista Lagoon.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

30	5	R55.00	SB	New VDS	None, if all work remains in disturbed habitat. Avoid drainage ditch nearby.
31	5	R55.45	NB	New VDS	None, if all work remains in bare/disturbed area and no large trees or shrubs are removed.
32	5	R56.00	SB	New VDS	All work within nonnative grassland/disturbed CSS. No work during the breeding season, due to habitat adjacent.
33	5	R56.60	NB	New VDS	None, if all work is performed adjacent to nearby tomato fields.
34	5	R57.00	SB	New VDS	None, if all work remains in bare/disturbed area and no large trees or shrubs are removed.
35	5	R57.50	NB	New VDS	None, if all work remains in bare/disturbed area and no large trees or shrubs are removed.
36	5	R58.50	NB	New VDS	None, if all work remains in bare/disturbed area.
37	5	R58.50	SB	New VDS	None, if all work remains in nonnative grassland/disturbed area.
38	15	R0.78	SB	New VDS	None; all work within ornamental vegetation.
39	15	R0.910	NB	New VDS	None; all work within ornamental vegetation (<i>Acacia redolens</i>).
40	15	1.452	NB	Replace existing VDS	None; all work within ornamental vegetation.
41	15	R6.16	NB	New VDS	None; all work within bare ground or ornamental vegetation.
42	15	R6.17	SB	New VDS	None; all work within bare ground. No work is authorized beyond R/W; chaparral outside of R/W.
43	15	R10.84	NB	Replace existing VDS	None; all work within disturbed habitat.
44	15	M12.07	SB	Replace existing VDS	None; all work within bare ground or ornamental vegetation.
45	15	M12.07	NB	Replace existing VDS	None; all work within mowed/bare ground.
46	15	R19.524	SB	New VDS	None; all work within bare cut slope.
47	15	R25.6	NB	New VDS	None, all work within disturbed habitat.
48	15	R26.5	SB	New VDS	None; all work within bare cut slope.
49	15	R27.95	NB	New VDS	None, if pole remains at staked location or is moved west. No work will be authorized east of existing stake due to disturbed coastal sage scrub habitat located on the adjacent slope. All work at this location will be conducted outside of the bird breeding season (February 15 to August 31).
50	15	R29.5	NB	New VDS	None; all work within bare ground.
51	15	R31.11	NB	New VDS	None; all work within mowed non-native grassland/bare ground.
52	15	R31.35	SB	New VDS	None; all work within disturbed habitat/bare ground.
53	15	R31.85	NB	New VDS	None; all work within disturbed habitat/mowed ground.
54	15	R31.94	SB	New VDS	None; all work within disturbed habitat.
55	15	R32.62	NB	New VDS	None; all work within ornamental vegetation (<i>Acacia redolens</i>).

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

56	15	R33.39	SB	New VDS	None, if pole remains at staked location or is moved east. No work will be authorized west of the existing stake to avoid coastal sage scrub. All work at this location will be conducted outside of the bird breeding season (February 15 to August 31).
57	15	R33.58	NB	New VDS	None, if pole remains at staked location or is moved west. No work will be authorized east of existing stake due to existing chaparral/coastal sage scrub habitat. All work at this location will be conducted outside of the bird breeding season (February 15 to August 31).
58	15	R34.272	NB	Replace existing VDS	None, if pole remains where existing pole is located. No work will be authorized 5 feet east of the existing pole to avoid coastal sage scrub habitat. All work at this location will be conducted outside of the bird breeding season (February 15 to August 31).
59	15	R35.193	NB	New VDS	None, if pole remains at staked location or is moved west. No work will be authorized east of existing stake due to coastal sage scrub habitat located on the adjacent slope. All work at this location will be conducted outside of the bird breeding season (February 15 to August 31).
60	15	R35.193	SB	New VDS	None, if pole remains at staked location or is moved north. No work will be authorized 10 feet west or south of existing stake due to coastal sage scrub habitat located adjacent. All work at this location will be conducted outside of the bird breeding season (February 15 to August 31).
61	15	R36.3	NB	New VDS	None; all work within bare ground/mowed area.
62	805	0.04	NB	New VDS	None; all work within bare ground or ornamental vegetation. Removal of trees not authorized, but trimming is allowed if necessary to place pole.
63	805	0.75	NB	New VDS	None; all work within ornamental vegetation.
64	805	0.78	SB	New VDS	None; all work within ornamental vegetation.
65	805	1.90	NB	New VDS	None, all work within disturbed habitat, and bare ground.
66	805	2.50	NB	Replace existing VDS	None; all work within ornamental vegetation.
67	805	5.55	NB	Replace existing VDS	None; all work within ornamental vegetation.
68	805	6.74	NB	New VDS	None; all work within ornamental vegetation.
69	805	6.74	SB	Replace existing VDS	All work within nonnative grassland/disturbed CSS. All work at this location will be conducted outside of the bird breeding season (February 15 to August 31) due to sensitive habitat adjacent.
70	805	8.25	NB	Replace existing VDS	None; all work within ornamental vegetation.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

71	805	8.25	SB	New VDS	All work must stay within disturbed habitat/bare ground area where stake is placed. Do not move pole location further east due to proximity of Sweetwater River.
72	805	8.95	NB	New VDS	None; all work within ornamental vegetation.
73	805	8.95	SB	New VDS	None; all work within ornamental vegetation (iceplant).
74	805	9.45	NB	Replace existing VDS	None; all work within ornamental vegetation.
75	805	22.00	NB	New VDS	None; all work within bare ground.
76	805	23.216	SB	New VDS	None, by moving the location north 100 feet of where it is currently staked.
77	805	28.81	NB	Replace existing VDS	None; all work within bare ground.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Air Quality Conformity

This project does not need to undergo CO or PM hot-spot analysis for conformity purposes because it is exempt from all emission analyses per EPA Code of Federal Regulation, Title 40, Section 93.126, Table 2, under the category "transportation enhancement activities." The project will not cause or contribute to new localized CO, PM_{2.5}, PM₁₀ or MSAT violations nor increase the frequency or severity of any existing exceedances.

Section 106 (Cultural Resources)

On October 3, 2007 it was determined that in accordance with the Programmatic Agreement, this undertaking is a screened undertaking with no potential to affect historic properties. The undertaking is "*exempt from further review or consultation under Section 106.*"

Visual Character

There would be a slight reduction in visual quality and minor change to visual character at each location. In all locations, motorists are the primary viewer group. Since the introduction of the small facilities are generally expected highway features, viewer sensitivity would likely be low. Few if any adverse visual impacts are anticipated.

Because no trenching is required, and little or no disturbance to vegetated areas is anticipated; no planting and irrigation is required. However, care should be exercised to avoid damage to landscaped areas, particularly in those few areas with irrigation systems.

Coastal Zone

Various locations along Route 5 & 805 fall within the Coastal Zone. Installation of TMS devices at these locations would require a Coastal Development Permit from the California Coastal Commission or from the local jurisdiction participating in the Local Coastal Program.

Hazardous Waste

Aerially Deposited Lead (ADL) is an issue of concern. ADL concentrations in shallow subsurface soils may pose a health concern to workers onsite. The proposed activities will follow the standards outlined in the minor disturbance SSP 07-330. To address health and safety, a site specific Lead Compliance Plan shall be prepared for the proposed construction activities in areas that have ADL in soil which include measures that limit exposure of lead affected soil to persons working onsite, and use of proper Personal Protective Equipment. Persons working with soil containing ADL should have training in accordance with Title 8 of the California Code of Regulations (CCR) 1532.1(e)(2)(B). Special handling of the excavated soil containing ADL concentrations is not necessary. Soil excavated may be re-compacted in the vicinity from which it came and may not leave the site nor Caltrans right-of-way. Encountering other hazardous waste issues/materials is not anticipated for this project.

State of California

Business and Transportation Agency

MEMORANDUM

To: Shahin Sepassi, Project Manager

Date: August 14, 2007

File: 11-SD-Various

P.M.: Various

E.A.: 29000K

Attn: Paul Barkhodee, Project Engineer

From: DEPARTMENT OF TRANSPORTATION - District 11

Subject: UTILITY ONLY Right of Way Data - Revised
Install 78 Vehicle Detection Stations

Programmed Amount: \$ 0

1. R/W Cost Estimate:

	Current Value Future Use	Escalation Rate	Escalated Value
A) Acquisition, including Excess Land Damages & Goodwill.	\$ 0	%	\$ 0
B) Railroad Acquisition.	\$ 0		0
C) Acquisition of Offsite Mitigation	\$ 0		0
D) Utility Relocation (State Share)	\$ 0	%	0
Potholing (Design Phase)	\$ 0		0
E) Clearance Cost	\$ 0		0
F) RAP and/or Last Resort Housing Costs	\$ 0	%	0
G) Title and Escrow Costs	\$ 0	%	0
R/W Estimate			
H) Condemnation Settlements		%	\$
I) Design Appreciation Factor		%	\$
(Items H & I applied to Items A + B)			
Total R/W Estimate		Escalated	\$ 0
(Excluding Item #8 - Hazardous Waste)			

Current Date of Right of Way Certification Fiscal Year 07/08

2. Parcel Data:

	Type	Du.App	G/W App	Utilities	RR Involvements
X				U4-1-	None
A				-2-	C&M Agree
B				-3-	Service Cont
C				-4-	Lic/Re/Clauses
D				U5-7- 4	Misc R/W Work:
				-8-	Rep Displ
				-9-	Clear/Demo
					Const Permits
Total		No. Excess Parcels			Escalation Rate

Areas: R/W acres Excess acres

Ent PMCS 1. EVENT RW SCREEN (All Data)
2. AGRE SCREEN (Railroad Data Only)

8,15,07
1/1

REMARKS:

File: 11-SD-Various
P.M. Various
E.A.: 29000K

3. Are there major items of construction contract work?
Yes ___ No x Not determined at this time ___ (If yes, explain.)
4. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, goodwill, etc.). **None required**
5. Is there an effect on assessed valuation? (If yes, explain.)
Yes ___ No X
6. Are utility facilities or rights of way affected?
Yes ___ No X Not determined at this time ___ (If yes, explain.)
7. Are railroad facilities or rights of way affected?
Yes X No ___ (If yes, explain.)

Name(s) of railroad(s) MTDB

When branch lines or spurs are affected, would acquisition and/or payment of damages to businesses and/or industries served by the railroad facilities be more cost effective than construction of a facility to perpetuate the rail service? (See Procedural Handbook Vol. 4a, Chap. 440 for detail.)

Yes ___ No X (If yes, explain.)

8. Were any previously unidentified sites with hazardous wastes and/or material found?
Yes ___ * None Evident x
(* If yes, attach memorandum per RWPH Vol. 1, Sec. 101.026).

9. Are RAP displacements required?
Yes ___ No x (If yes, provide the following information.)

Number of single family ___ No. of business/nonprofit ___

Number of multi-family ___ No. of farm ___

Based on _____ Relocation Impact Statement/Study dated, _____ It is anticipated that sufficient housing (will/will not) be available without Last Resort Housing.

10. Are there material borrow and/or disposal sites required?
Yes ___ No x Not determined at this time ___ (If yes, explain.)
11. Are there potential relinquishments and/or abandonment's?
Yes ___ No x (If yes, explain.)
12. Are there existing and/or potential Airspace sites?
Yes ___ No x (If yes, explain.)

File: 11-SD-Various
P.M: Various
E.A.: 29000K

- 13. Indicate the anticipated Right of Way schedule and lead time requirements. (Discuss if District proposes less than formula lead time and/or if significant pressures for project advancement are anticipated.) PYPSCAN lead time 10 mps Minimum Right of Way lead time requested from receipt of final maps to certification 4 mps See attached.
- 14. Is it anticipated that all Right of Way work will be performed by Caltrans staff?
Yes x No (If no, explain.)

ASSUMPTIONS & LIMITING CONDITIONS

- The mapping did not provide sufficient detail to determine the limits of the right of way required.
- The transportation facilities have not been sufficiently designed so our estimator could determine the damages to any of the remainder parcels affected by the project.
- Additional right of way requirements are anticipated, but are not defined due to preliminary nature of early design requirements.
- See attached

Evaluations prepared by:

1. Railroad Signature	<u>Rosa M. Macias</u> Rosa M. Macias	Date	<u>8/14/2007</u>
2. Utilities Signature	<u>Sandra L. Durbin</u> Sandra L. Durbin	Date	<u>8/14/2007</u>
3. Proj.Coord. Signature	<u>Lorna Timeg</u> Lorna Timeg	Date	<u>8/14/07</u>

I have personally reviewed the R/W Data Sheet and supporting information. I certify that the probable highest and best use, estimated values, escalation rates, and assumptions are reasonable and proper subject to the limiting conditions set forth, and I find this Data Sheet complete and current.

JANET SCHAFFER
Deputy District Director,
Right of Way
By:

Pat Kipling
PAT KIPLING, CHIEF
Program/Project Coordinator
Right of Way

TRANSPORTATION MANAGEMENT PLAN DATA SHEET (Preliminary TMP Elements and Costs)

Co/Rte/KP SD/5,15,805/VAR EA 290000 Alternative No. _____
 Project Limit Various Locations throughout the CMIA (I-5,15,805) corridors
 Project Description Install up to 77 VDS (Radar) location throughout the CMIA (I-5,15,805) corridors
 Expected Construction Schedule July 2008 to February 2009

1) Public Information

- a. Brochures and Mailers \$ _____
- b. Press Release _____
- c. Paid Advertising \$ _____
- d. Public Information Center/Kiosk \$ _____
- e. Public Meeting/Speakers Bureau _____
- f. Telephone Hotline _____
- g. Internet _____
- h. Others Construction Bulletins \$ _____

2) Motorists Information Strategies

- a. Changeable Message Signs (Fixed) \$ _____
- b. Changeable Message Signs (Portable) \$ _____
- c. Ground Mounted Signs \$ _____
- d. Highway Advisory Radio \$ _____
- e. Caltrans Highway Information Network (CHIN) _____
- f. Others _____ \$ _____

3) Incident Management

- a. Construction Zone Enhanced Enforcement Program (COZEEP) \$60,000
- b. Freeway Service Patrol \$ _____
- c. Traffic Management Team _____
- d. Helicopter Surveillance \$ _____
- e. Traffic Surveillance Stations (Loop Detector and CCTV) \$ _____
- f. Others _____ \$ _____

4) Construction Strategies

- a. Lane Closure Chart
- b. Reversible Lanes
- c. Total Facility Closure
- d. Contra Flow
- e. Truck Traffic Restrictions \$ _____
- f. Reduced Speed Zone \$ _____
- g. Connector and Ramp Closures
- h. Incentive and Disincentive Clause \$ _____
- i. Moveable Barrier \$ _____
- j. Others _____ \$ _____

5) Demand Management

- a. HOV Lanes/Ramps (New or Convert) \$ _____
- b. Park and Ride Lots \$ _____
- c. Rideshare Incentives \$ _____
- d. Variable Work Hours
- e. Telecommute
- f. Ramp Metering (Temporary Installation) \$ _____
- g. Ramp Metering (Modify Existing) \$ _____
- h. Others _____ \$ _____

6) Alternative Route Strategies

- a. Add Capacity to Freeway Connector \$ _____
- b. Street Improvement (widening, traffic signal... etc) \$ _____
- c. Traffic Control Officers \$ _____
- d. Parking Restrictions
- e. Others _____ \$ _____

7) Other Strategies

- a. Application of New Technology \$ _____
- e. Others _____ \$ _____

TOTAL ESTIMATED COST OF TMP ELEMENTS = \$60,000

Project Notes:

Assumptions/ Comments:

1. Entire project will take approximately 80 working days to construct.
2. Current dollar values used. Inflation was not factored into the estimate.
3. Traffic Control/Maintain Traffic costs were not provided. Please consult with the OE or Construction office for this estimate.
4. The COZEEP specified for this project by this estimate is designated for congestion relief as outlined by DD-60. The COZEEP required for other purposes should be included under other specifications.
5. If any of the following locations conflict with this project, please contact District Bicycle Coordinator, Bob James at 619-688-4206.

I-5: Between Genesee Ave and Sorrento Valley Road, both outside shoulders are opened to bikes

Between Vanedgrift Blvd. and Las Pulgas Road, both outside shoulders are opened to bikes (Camp Pendleton area)

I-15: Between Pomerado Road/W. Bernardo Road over the Lake Hodges to via Rancho Parkway, both outside shoulders of I-15 are opened to bikes

Between via Rancho Parkway and City Centre Parkway (into Escondido), both outside shoulders are opened to bikes

I-805: The ONLY segment of I-805 outside shoulders opened to bikes are between Main Street and Palm Avenue, over the Otay Mesa River.

Note 1: All projects who's contract value is \$5 million or more, and/or meet certain other criteria should be evaluated for applicability of A+B Bidding. Consult the Lane Closure Charts Coordinator for the analysis, and the OE for more details about A+B Bidding.

Note 2: As outlined in Deputy Directive 60, this TMP is a living document, subject to change as required by changing circumstances. If there is material change to the project scope which will affect the function or adequacy of the TMP, then changes to the TMP must be addressed. If traffic conditions at the project site demonstrate that TMP elements need to be adjusted to adequately address congestion, then the TMP shall be altered accordingly.

Note 3: Hospitals with emergency services and fire stations that may require access through work zones at all hours should be accommodated. Schools, major venues, shopping malls, and other heavily utilized areas should also be notified of construction activities that may impact their services.

PREPARED BY	Maryam Hashami (858) 467-3244	DATE	9/27/07
APPROVED BY	Foroud Khadem	DATE	9/27/07

PROJECT RISK MANAGEMENT PLAN

DIC-EA 11-200000
 Co-Ris-PN SD-5, 15 & 305 Various Locations
 Date 11/17/07
 Project Mgr S. Sepsal Telephone Number (858) 518-3812

PROJECT RISK MANAGEMENT PLAN																
Activity	Identification				Qualitative Analysis				Quantitative Analysis				Mitigation and Control			
	ID	Date Identified	Prevalence/Assignment	Threat/Opportunity	SMART Criteria	Risk Trigger	Type	Probability	Impact	Risk Matrix	Probability	Impact	Frequency	Residual Risk	Responsible Party	Review Interval or Milestone
1	11/17/07	Environmental Impact	Disturbance of sensitive areas due to construction activities.	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Schedule	Low	Medium	High	20%	30	9	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)
2	11/17/07	Construction	Disturbance of sensitive areas due to construction activities.	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Schedule	Low	Medium	High	15%	15	1	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)
3	11/17/07	Construction	Disturbance of sensitive areas due to construction activities.	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Schedule	Low	Medium	High	15%	15	1	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)
4	11/17/07	Construction	Disturbance of sensitive areas due to construction activities.	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Schedule	Low	Medium	High	15%	15	1	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)
5	11/17/07	Construction	Disturbance of sensitive areas due to construction activities.	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Schedule	Low	Medium	High	15%	15	1	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)	Disturbance of sensitive areas due to construction activities. (See Appendix C for details)