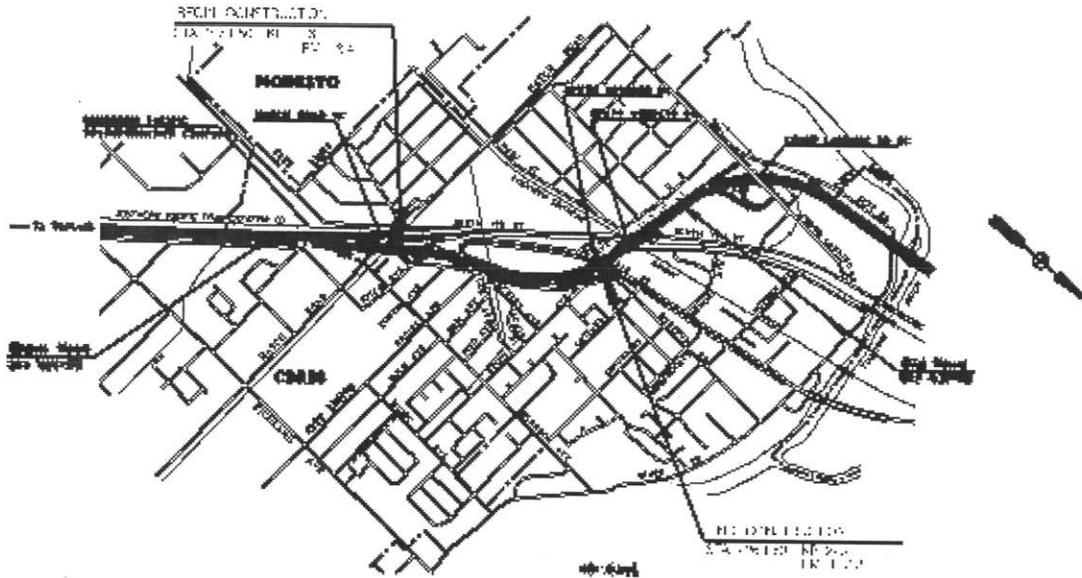


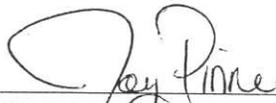


PROJECT STUDY REPORT (AUXILIARY LANE)

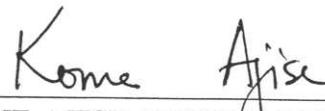


On Route Northbound 99 near the City of Modesto in Stanislaus County
Between Hatch Road Overcrossing
And South 9th Street Off-Ramp

APPROVAL RECOMMENDED:


For **KAREN BONNETTI** - Project Manager

APPROVED:


KOME AJISE-DISTRICT DIRECTOR-District 10

11/15/05
DATE

PROJECT SCOPE & TECHNICAL DATA ARE VALID THROUGH: 11/2008
(Two years from Director approval date for PSSRs, and three years for PSRs)
COST AND WORK PLAN MUST BE UPDATED PRIOR TO USE FOR PROGRAMMING

Project Study Report (Auxiliary Lane)
10-STA-99 KP 21.56/22.1(PM 13.4/13.8)
06-221-01870K
Program 20.10.201.310
November 2005

This Project Study Report has been prepared under the direction of the following Registered Engineer. The registered Civil Engineer attests to the technical information contained therein and has judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions, and decisions are based.


MANNY T. MARCOS
REGISTERED CIVIL ENGINEER

11-10-2005
Date



PROJECT STUDY REPORT

1. INTRODUCTION

This Project Study Report (PSR) proposes to construct a northbound auxiliary lane on State Route 99 (hereafter referred to as SR-99) from Hatch Road to South 9th Street off-ramp. The project is needed due to the number of vehicles, including many large trucks, which disrupt traffic especially during peak hours. There are four alternatives that have been studied. Alternative 1 has an estimate of \$1,600,000 with a priority index number (PIN, Attachment M) of 144. Alternative 2 has an estimate of \$ 1,400,000 with a PIN of 164. Alternative 3 is estimated at \$2,400,000 resulting in a PIN of 193. Alternative 4 is the no-build alternative. Funding for this Operational Improvement Program (20.10.201.310) project would be from the 2006 SHOPP program.

2. BACKGROUND

This portion of SR-99 is a 6-lane divided freeway with a 2.4-meter wide outside shoulder and 1.5-meter wide inside shoulder. A 14.0-meter wide median with Oleander bushes and three beam barriers separates the northbound (NB) and southbound (SB) lanes. A NB sound wall traverses along the freeway adjacent to the right of way limits. The weaving length between the Hatch Road NB on-ramp and the South 9th Street NB off-ramp is approximately 530 meters. A significant number of vehicles, including many large trucks, use the Hatch Road NB on-ramp to access SR-99. This vehicle traffic disrupts and considerably slows down the NB through traffic, especially during the peak hours. Furthermore, the short distance between the two ramps coupled with the high volume of weaving traffic entering and exiting SR-99 is contributing to operational problems. The design speed along this segment is 65 miles-per-hour (110 km/hr).

3. NEED AND PURPOSE

The purpose of this project is to increase the weave area between two highly used ramps, thereby enhancing the operations and safety of the freeway at this segment. By increasing this weave area, vehicles traveling from Hatch Road would have more weaving room (and time) to accelerate and merge into the mainline at the flow speed. Vehicles using the NB

off-ramp at South 9th Street would also have a larger weave area to make a safe and efficient lane change onto the off-ramp. Additionally, traffic already traveling on northbound SR-99 within the project limits would have fewer disruptions in flow.

The following table shows current Design Designation for the proposed project:

	Design Period (Construction Year)
	2007
2007 ADT (Construction Year)	102,000
% of Peak Directional Volume	55%
% of truck Design Hourly Volume	11%
Traffic Index (TI)	14
Equivalent Single Axle Load (ESAL)	132,718,500
Posted Speed for Route 99 within the project limit (V)	65 MPH

Truck traffic is 14.1% of the ADT

Accident Rates

An accident history at this location (Northbound Direction) for the most recent three-year study period (from July 1, 2001 to June 30, 2004) was prepared by the District. The accident rates in accident per million-vehicle are shown in the table below:

Route 99 (STA 99)	Actual			Average		
	Fatal	F+I	Total	Fatal	F+I	Total
KP 13.40/13.80 (PM 21.56/22.10)	0.000	0.84	2.41	0.011	0.25	0.72

There were 46 accidents that occurred within the project limit during the three-year study period. The data indicates that the Actual Total and Fatal plus Injury accident rates were higher than the statewide average total accident rates for similar facilities. However, the actual fatal injury accident rates were lower than the statewide average fatal injury accident rates.

The following table illustrates the types of collision and their corresponding primary collision factors.

Primary Collision Factor	Number	Percent
Influence Alcohol	3	6.5
Improper Turn	20	43.4
Speeding	8	17.3
Other Violations	14	30.4
Other than driver	1	2.1
Total	46	99.7

Type of Collision	Number	Percent
Sideswipe	10	21.7
Rear End	10	21.7
Broad Sided	1	2.1
Hit Object	20	43.4
Over Turn	3	6.5
Other	2	4.2
Total	46	99.6

Within the project limits, a total of 45.5% of the collisions were classified as sideswipe, rear end, and broad sided. These collisions could have been caused by the short weave area between the two ramps.

4. ALTERNATIVES

Alternative 1: Construct New Travel Lane at Inside Median

Alternative 1 involves the placement of a standard 3.6-meter lane and 3.0-meter shoulder to the existing inside median. The existing 14.0-meter inside median would be converted into a minimum of 10.4-meters to accommodate for the new lane and shoulder. The existing thrie beam barrier and oleanders within the project limit would have to be removed. A Type 60 concrete barrier would be constructed in the median per Chapter 7 of the Traffic Manual. The new 3.6-meter lane would become the new number one lane in

the northbound direction. The resulting roadway would have 3-through lanes with the one outside lane (total of four lanes in the limit) used as an auxiliary lane (Attachment C).

Alternative 1 proposes modifications only within the median (except for striping changes). Since no modifications are proposed on the outside, existing nonstandard features would not be corrected or documented with this alternative. Ken Cozad, HQ Design Coordinator, also concurs that the standards found in the Highway Design Manual (HDM) Index 504.7 Weaving Sections would not apply to this project. The only known nonstandard feature proposed by this alternative is the 10.4-meter median width. The advisory minimum in HDM Index 305.1 (1) is 10.8-meters. This advisory has been reviewed and concurred by the Design Coordinators and the Office Chief that it will be approved.

Primary Disadvantage: Conflict with future widening project EA 10-0E560K.

Alternative 2: Construct New Auxiliary Lane to Outside Shoulder

The second alternative proposes to construct a new auxiliary lane in the existing outside shoulder. The lane would be 3.6-meters and a minimum shoulder width of 1.2-meters. The construction of the new lane and shoulder would be completed within the right of way (Attachment E). A Design Exception for a non-standard shoulder width, non-standard horizontal clearance between the edge-of-travel (ETW) and the sound wall, and a non-standard outer separation between the freeway and the frontage road would be required.

Primary Disadvantage: Design Exceptions (One Advisory, Two Mandatory).

Alternative 3: Auxiliary Lane with Standard Features

The third alternative, which is the standard alternative, would construct the auxiliary lane adjacent to the existing number three lane in a similar fashion as Alternative 2. However, the shoulder would be constructed at 3.0- meters, which necessitates the removal of the existing sound wall and be constructed a maximum 3.9-meters from the new edge-of-travel-way (ETW). The removal and construction of the new sound wall would require the existing frontage road (Bystrum Road) to be shifted eastward (Attachment G). This alternative would require right-of-way acquisition and relocation of existing utilities.

Alternative 4: No Build

The no build alternative would not correct the disruptions occurring between Hatch Road on-ramp and the South 9th Street off-ramp caused by heavy volume traffic entering NB SR-99 and the significant weave and merge-diverge problem.

Analysis of Proposal

All build alternatives were discussed with the Headquarters Design Reviewer, Michael Janzen. Alternative 1, which is to construct the lane into the existing inside median, would result in one Advisory Design Exception (10.4-meter inside median instead of the standard 10.8-meter median). The estimated construction cost for this alternative is approximately \$1,600,000 (Attachment D). Alternative 2, however, would require three Design Exceptions as mentioned under the Alternatives section of this document. It is estimated that this alternative would cost \$1,400,000 (Attachment F). Alternative 3 is the standard alternative, which requires 929 m² of acquired right-of-way. Its estimated costs, environmental impacts, right of way acquisition, and length of time to complete would be used as justification in obtaining the Design Exceptions for the other two alternatives. The estimated cost is approximately \$2,400,000 (Attachment H).

District 10 Traffic Operations performed a study of the project and provided a traffic operational analysis. They used the Leisch Method for the Existing conditions (three NB mainline lanes with NB Hatch Road acceleration lane on-ramp and South 9th Street deceleration lane off-ramp) and for the Existing Plus Project Condition (a continuous auxiliary lane between the above two ramps) for the AM and PM peak hour conditions.

A summary of the Traffic Operational Analysis is included in the table below:

Freeway Segment (99 NB)	Existing Conditions (No Aux Lane)					Existing Plus Project Conditions				
	Lanes	AM		PM		Lanes	AM		PM	
		SF, pcphpl	LOS	SF, pcphpl	LOS		SF, pcphpl	LOS	SF, pcphpl	LOS
Between Hatch Road on-ramp and South 9 th St off-ramp	3	2008	F	1700	E	4	1506	D	1275	C

Note: SF is Maximum Service Flow measured in passenger car per hour (pcphl); LOS-Level of Service

Since the project would “close the gap” between the two ramps to make approximately 0.28 miles auxiliary lane (and thus creating 4 lanes between these two locations) the service flow rate is the primary measure of effectiveness. The service flow rate is significantly reduced and the LOS is improved from LOS “F” to LOS “D” during AM peak hour, and from LOS “E” to LOS “C” during PM peak conditions.

The proposed project would help maintain an acceptable Level of Service (LOS D or better) within the project area. Based on the results of the investigation, the District Traffic Operational Division highly recommends the proposed project.

5. SYSTEM PLANNING

Route Description

State Route 99 (SR-99) is the principal south/north highway traversing the major cities within California's Central Valley. SR-99 begins at the intersection of Interstate 5 (I-5), south of Bakersfield in Kern County, and continues north through the Central Valley to the intersection of SR-36 near Red Bluff in Tehama County. In addition to serving interregional, commuter and local traffic, SR-99 provides primary access for the movement of people, goods, and services through the Central Valley and is considered a major lifeline transportation route for industrial, commercial, and agricultural products of the communities in the Central Valley of California. SR-99 is also a major connector to all east/west routes throughout the Central Valley, providing linkages between the San Francisco Bay Area, the valley foothill communities, and the Sierra Nevada Mountains.

In District 10, SR-99 serves many cities and communities. However, it traverses through or is adjacent to the cities of Merced, Livingston, Delhi, Turlock, Keyes, Ceres, Modesto, Salida, Ripon, Manteca, Stockton, and Lodi, which are in the Counties of Merced, Stanislaus, and San Joaquin.

System Designation

SR-99 is functionally classified as a Principal Arterial for its entire length. For the project location, SR-99 is on the Freeway/Expressway System (F & E), National Highway System (NHS), Strategic Highway Network (STRAHNET). SR-99 is a major lifeline route for industrial, National Network for STAA Trucks, and is a Terminal Access Route for the National Truck Network. SR-99 is also included in the Interregional Road System (IRRS) and is identified as a High Emphasis and Focus Route.

Planning Horizon

For the area of this project location, the SR-99 Transportation Concept Report (TCR) identifies our Concept Level of Service (LOS) for our 20-year planning horizon and the

Ultimate Transportation Corridor (UTC), beyond our 20-year planning horizon, as follows:

- **Concept LOS “D”**
- **Concept Facility – 8-lane Freeway, possible HOV lanes**
- **UTC Facility – 8-lane Freeway, possible HOV lanes**

6. ENVIRONMENTAL DETERMINATION

A Preliminary Environmental Analysis Report was prepared and completed on August 30, 2005. Findings of the document concluded that the proposed project is anticipated to require an Initial Study/Negative Declaration for California Environmental Quality Act (CEQA) compliance and a Finding of No Significant Impact for National Environmental Policy Act (NEPA) compliance. Cultural resources would be the critical path or completion of this CEQA/NEPA environmental document. Assuming a start date of January 1, 2007, for environmental studies; environmental approval is anticipated by January 1, 2009 (24 months, Attachment J). Alternative 3 would required an ISA for new Right of Way.

District Hazardous Waste Division has reviewed the project and did not find the presence of hazardous waste materials within the project limits. A Storm Water Data Report was prepared (Attachment L) for this project. It was determined that no treatment BMPs would be required for the project alternatives. The appropriate specifications would be included in the final contract plus a lump sum of \$50,000 for Water Pollution Control.

7. RIGHT OF WAY

There are no required right of way acquisitions for Alternatives 1 and 2. However, Alternative 3 would require additional right-of-way and utility relocation. The District Right-of-Way Division provided a Data Sheet (Attachment I). The proposed alternative affects an older church, three single family residences and one multi-residential complex owned by the County. It would be necessary to remove one detached garage, one shed with fencing, landscaping and yard improvements. There would be incurable damages to the church from loss of parking and to two of the residences. There would be six utilities affected. The total current cost for this alternative is estimated at \$470,528. The escalated estimate is \$600,182 (2010).

8. FUNDING SCHEDULING

This project is a candidate for the 2006 SHOPP Program to be funded from the Operational Improvement Program (20.10.201.310). The recommended budgetary description is as follows:

Project Cost Component	Fiscal Years						Total
	06/07	07/08	08/09	09/10	10/11	1/12 to 12/13	
R/W Capital			\$601				\$601
Constr. Capital				\$2,218			\$2,218
PA&ED*	\$554						\$554
PS&E			\$565				\$565
R/W Support			\$146				\$146
Constr. Support					\$587		\$587
Total	\$554		\$1,312	\$2,218	\$587		\$4,671

- Note: (1) All costs X\$1,000. Construction Capital escalated at 3.0%. Support Costs escalated at 2.0%. Right of Way Capital costs escalated.
 (2) Support Categories are the same as those identified by SB 45.
 (3) Support Cost Ratio: 83%. [All Support Costs (*) divided by the escalated Construction Capital (**)]

The tentative project schedule is as follows:

PID Approval	011/14/05
PA&ED	02/01/09
R/W Certification	05/01/10
Ready to List	06/01/10
Approve Contract	01/02/11
CCA	12/01/11

9. **RECOMMENDATION**

It is recommended that this Project Study Report be approved and that Alternative 3 be used for programming purposes in the 2006 SHOPP.

10. **PROJECT CONTACT**

Project Manager – Karen Bonnetti- Krasnoperov	CALNET 423-1959
Senior Engineer – Shahin A Mansour	CALNET 425-3114
Project Engineer – Manny T Marcos	CALNET 425-8024
Environmental Manager – David Hyatt	CALNET 425-8200
Right of Way Acquisitions –John Almazan	CALNET 423-3969
Central Region Hydraulics– Sam Wong	CALNET 425-3498
Program Advisor – Vu H Nguyen	(209) 603-5126

11. ATTACHMENTS

Attachment A	Vicinity Map
Attachment B	Typical Cross Sections
Attachment C	Alternative I - Layout Sheets
Attachment D	Alternative I - Project Preliminary Cost Estimate
Attachment E	Alternative II - Layout Sheets
Attachment F	Alternative II - Project Preliminary Cost Estimate
Attachment G	Alternative III - Layout Sheets
Attachment H	Alternative III - Project Preliminary Cost Estimate
Attachment I	Right-of-Way Data Sheets
Attachment J	Environmental PEAR Document
Attachment K	Transportation Management Plan Data Sheet/Lane Closure Charts
Attachment L	Storm Water Data Report
Attachment M	PIN Number Calculations
Attachment N	Risk Management Plan

cc:

FHWA - Mahfoud Licha*
HQ Division of Design - Division of Design (2)
HQ Transportation Programming - Ross Chittenden
HQ Transportation Programming - John Van Berkel
HQ Environmental - Kelley Dunlap
HQ Traffic Operations – Nagi Pagadala
Project Manager – Karen Bonnetti-Krasnoperov
Design Manager - Shahin Mansour (2)
Resident Engineer - Held by Design Engineer
District Maintenance - Alvin Mangindin
District Traffic Management - Laurie Jurgens
Region Traffic Design - Hassan Marei
District Traffic Operations - Vu H Nguyen
District Traffic Safety – Duper Tong
Region Materials - Dave Dhillon
Region Environmental - Christine Cox
Region Right of Way - Michael Rodrigues
District Planning - Ken Baxter
PPM – Rita Encinas
District Single Focal Point – Dennis T. Agar
District Records - Renee Maragos
Region Records - Tami Cox
*FHWA – 650 Capitol Mall, Ste 4-100, Sac. CA. 95814

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
10	Sta	99	13.4/13.8	1	

INDEX OF SHEETS

Sheet No.	Description
1	Title and Location Map
2	Typical Cross Section
3-10	Layouts

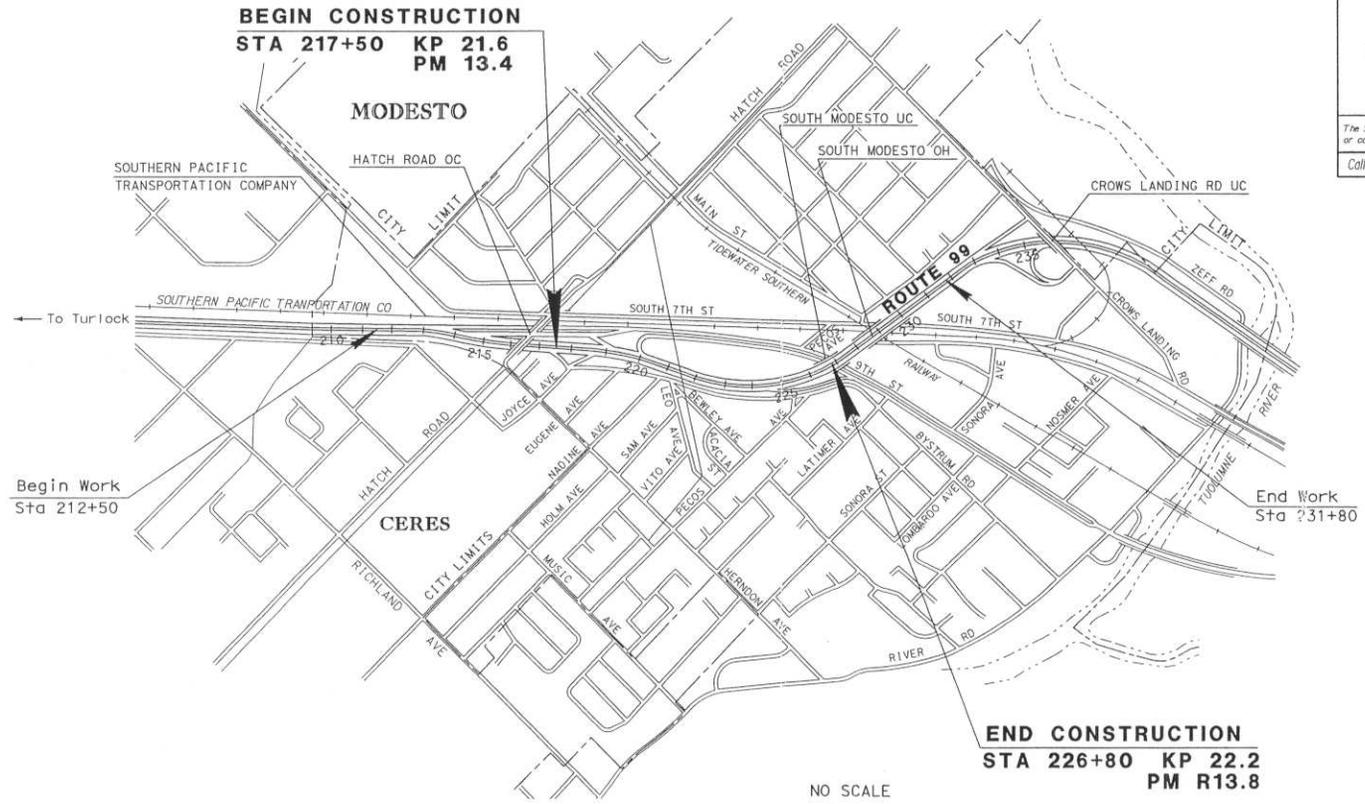
THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO CONTRACTORS AND SPECIAL PROVISIONS BOOK.

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
 IN STANISLAUS COUNTY
 NEAR MODESTO
 FROM HATCH ROAD OVERCROSSING
 TO SOUTH MODESTO UNDERCROSSING

To be supplemented by Standard Plans dated July, 2004



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Project Engineer Date
 Registered Civil Engineer

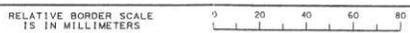
Plans Approval Date

ATTACHMENT A

Contract No. **10-0L870K**

PROJECT ENGINEER	DATE	PROJECT MANAGER	DATE
M. MARCOS	01/05	K. BONNETT	01/05

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



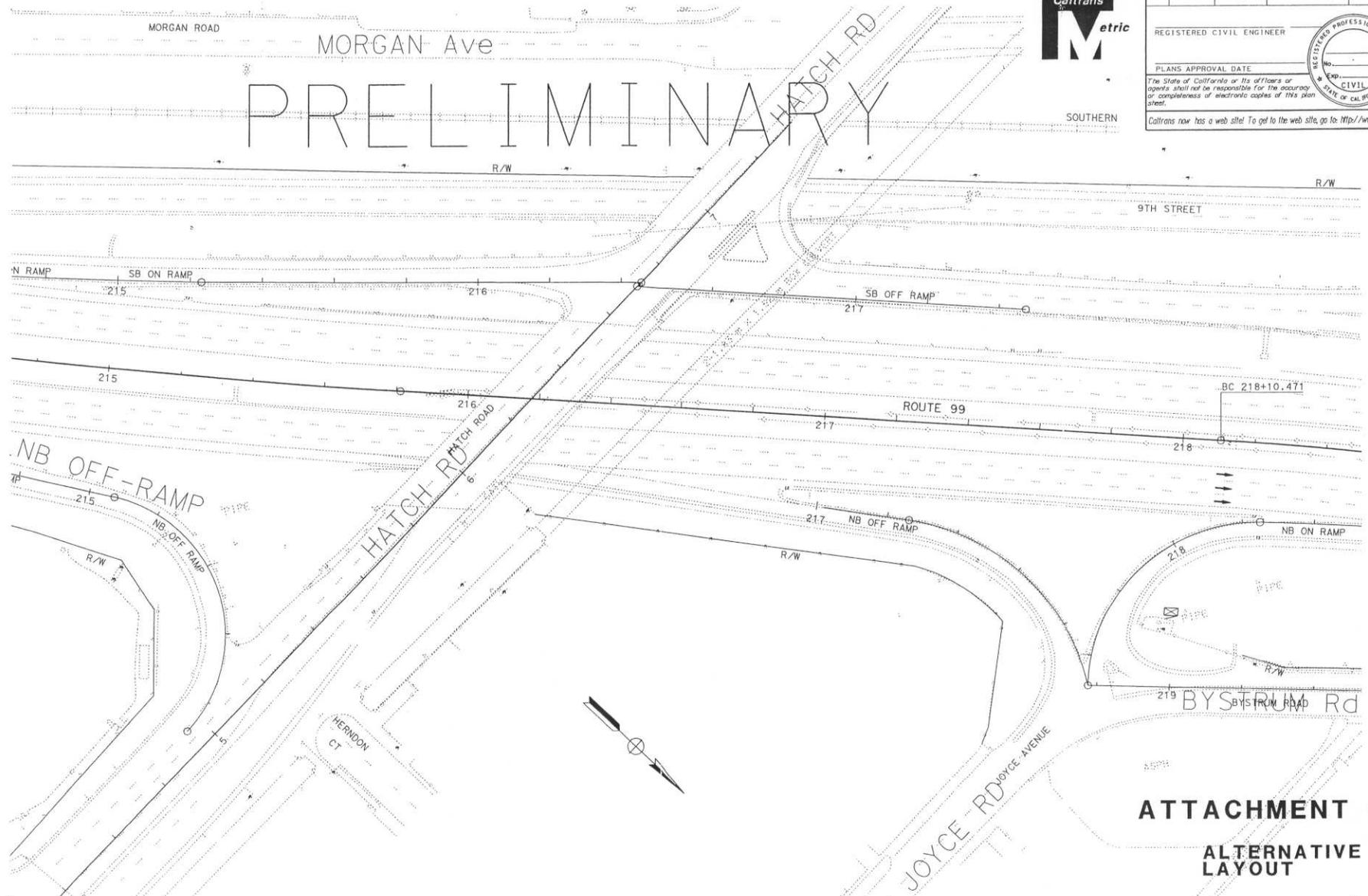
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CU 06221

EA 0L870K

PROJECT ENGINEER
MANNY T. MARCOS
 CHECKED BY
 CALCULATED/DESIGNED BY
 DATE REVISOR BY
 DATE REVISOR BY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 Caltrans PROJECT DEVELOPMENT



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
10	Sta	99	21.6/22.1		

REGISTERED CIVIL ENGINEER
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PRELIMINARY

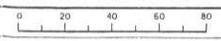
ATTACHMENT C
ALTERNATIVE 1 LAYOUT

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

SCALE 1:500

L-1

RELATIVE BORDER SCALE IS IN MILLIMETERS



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CU 06221

EA 0L870K

L-1 (NOT REVISION)

TRANSMITTED TO: *Caltrans* PROJECT ENGINEER
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 PROJECT DEVELOPMENT
 MANNY T. MARCOS
 DATE REVISIONS BY
 DATE REVISIONS BY



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
10	Sta	99	21.6/22.1		

REGISTERED CIVIL ENGINEER

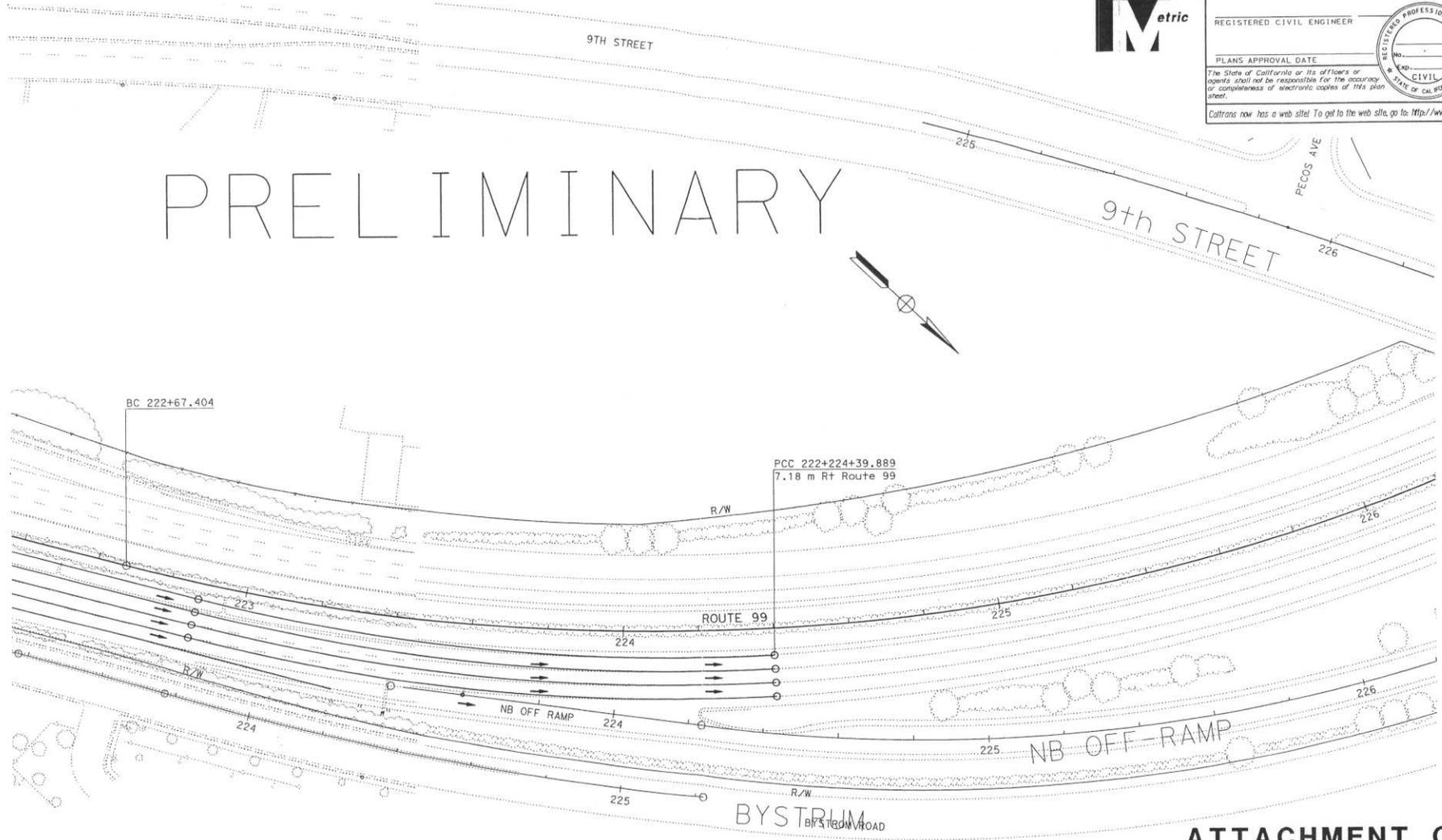
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PRELIMINARY



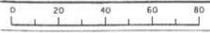
ATTACHMENT C
ALTERNATIVE 1
LAYOUT

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SCALE 1:500

L-3

RELATIVE BORDER SCALE
 IS IN MILLIMETERS



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EA 0L870K

DATE PLOTTED = 2-23-AUG-2005
 TIME PLOTTED = 5:59:39

PROJECT STUDY REPORT COST ESTIMATE



Dist-Co-Rte	10-STA-99 Aux Lane
KP (PM)	21.5/22.1 (13.4/13.8)
EA	10-0L870k
Program Code	201.310

PROJECT DESCRIPTION:

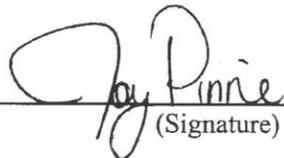
Limits: The proposed project is located between Hatch Road and 9th Street off-ramp on Highway 99 near the City of Modesto.

Proposed Improvement (Scope): Construct Auxilliary lane between project limit.

Alternative: 1 - Alternative - Widen lanes to Median.

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$	<u>1,577,884</u>
TOTAL STRUCTURE ITEMS	\$	<u>0</u>
SUBTOTAL CONSTRUCTION COSTS (2005)	\$	<u>1,580,000</u>
TOTAL RIGHT OF WAY ITEMS (2005)	\$	<u>0</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS (2005)	\$	<u>1,600,000</u>

Approved by
Project Manager:  for Karen Bonnetti
(Signature) 10/27/05
(Date)

Page 1 of 6

PROJECT STUDY REPORT COST ESTIMATE

Dist-Co-Rte	10-STA-99 Aux Lane
KP (PM)	21.5/22.1 (13.4/13.8)
EA	10-0L870k

Section 4 - Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Retaining Walls					
Noise Barriers					
Remove Thrie Beam Barrier	500	m	\$20	\$10,000	
Concrete Barrier (Type 60)	500	m	\$150	\$75,000	
Equipment/Animal Passes					
Highway Planting					
Replacement Planting	1	LS	\$59,000	\$59,000	
Irrigation Modification					
Relocate Private Irrigation					
Erosion Control	0.40	ha	\$15,000	\$6,000	
Slope Protection					
Water Pollution Control	1	LS	\$50,000	\$50,000	
Hazardous Waste Mitigation					
Lead Compliance Plan	1	LS	\$5,000	\$5,000	
Resident Engineer Office	1	LS	\$20,000	\$20,000	
Potholing	1	LS	\$4,000	\$4,000	
			Subtotal Specialty Items:		\$229,000
Section 5 - Traffic Items					
Electrical (LTG,OH,TMS)	1	LS	\$20,000	\$20,000	
Traffic Delineation					
COZEEP	1	LS	\$105,000	\$105,000	
Trailer CMS	2	EA	\$18,000	\$36,000	
Roadside Signs					
Traffic Management Plan (TMP Public Information)	1	LS	\$10,000	\$10,000	
			Subtotal Traffic Items:		\$171,000
					\$1,024,600
TOTAL SECTIONS 1 thru 5					\$1,024,600

PROJECT STUDY REPORT COST ESTIMATE

Dist-Co-Rte	<u>10-STA-99 Aux Lane</u>
KP (PM)	<u>21.5/22.1 (13.4/13.8)</u>
EA	<u>10-0L870k</u>

STRUCTURE ITEMS

II.

	STRUCTURE		
	No. 1	No. 2	No. 3
Bridge Name	_____	_____	_____
Structure Type	_____	_____	_____
Width (out to out)	<u>0</u>	<u>0</u>	<u>0</u>
Span Length	<u>0</u>	<u>0</u>	<u>0</u>
Total Area	<u>0</u>	<u>0</u>	<u>0</u>
Footing Type (pile/spread)	_____	_____	_____
Cost Per Sq. (Ft./M) (incl. 10% mobilization and 25% contingency)	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Total Cost for Structure	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Other	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

* Add additional structures as necessary		SUBTOTAL STRUCTURES ITEMS	<u>\$0</u>
Railroad Related Costs	_____	_____	<u>\$0</u>
		TOTAL STRUCTURES ITEMS	<u>\$0</u>

Estimate Prepared by _____ Phone _____ Date _____
 (Print Name)

(If appropriate, attach additional pages and backup)

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PROJECT DEVELOPMENT

PROJECT ENGINEER
MANNY T. MARCOS

CALCULATED/
DESIGNED BY

DATE REVISIED BY
DATE REVISED BY



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	Sta	99	21.6/22.1		

REGISTERED CIVIL ENGINEER

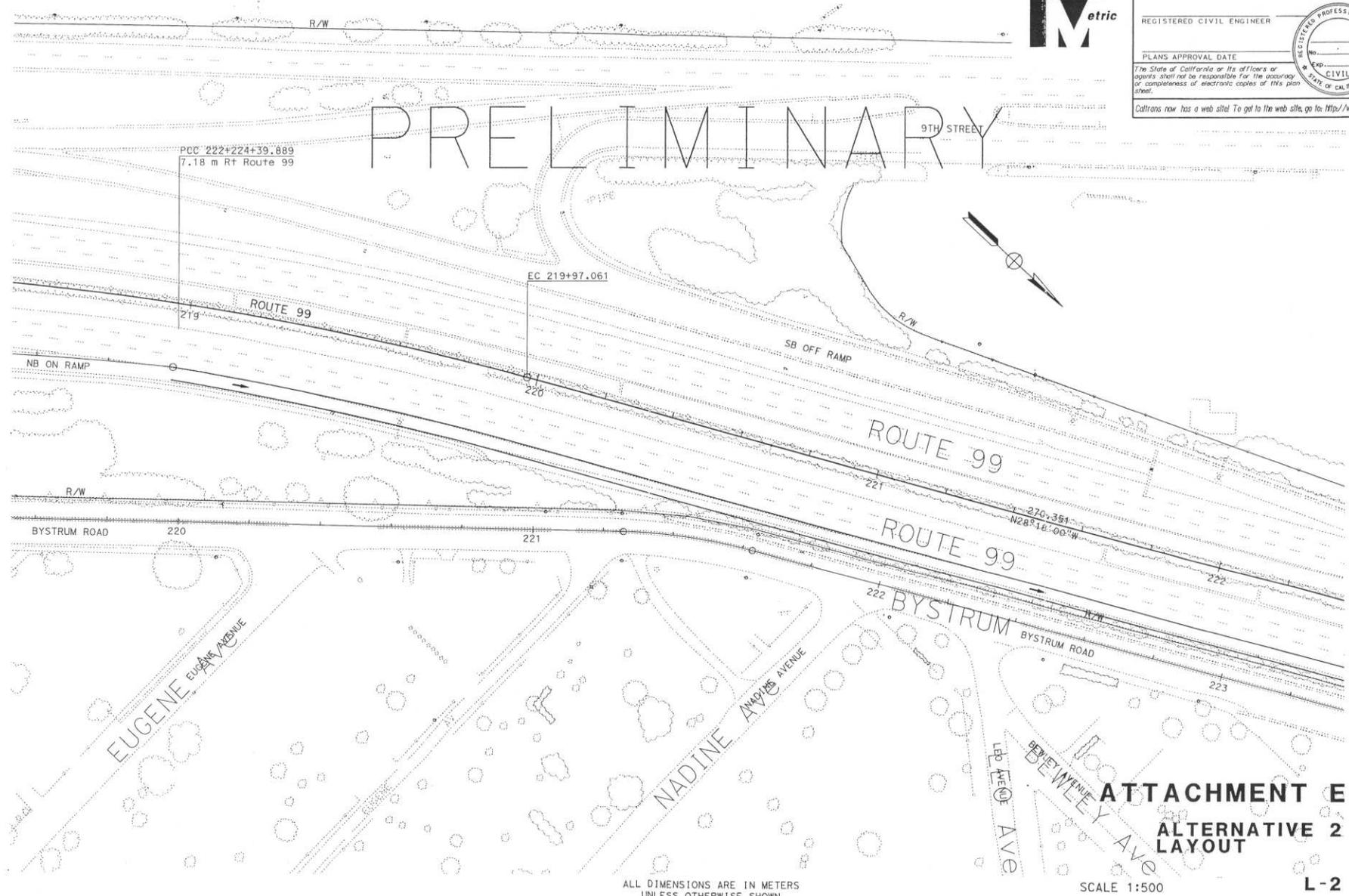
PLANS APPROVAL DATE

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PRELIMINARY

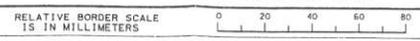


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ATTACHMENT E

ALTERNATIVE 2 LAYOUT

L-2



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EA 0L870K

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PROJECT DEVELOPMENT
 PROJECT ENGINEER
MANNY T. MARCOS

DATE REVISION BY
 DATE REVISION BY

CALCULATED/
 DESIGNED BY
 CHECKED BY



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
10	Sta	99	21.6/22.1		

REGISTERED CIVIL ENGINEER

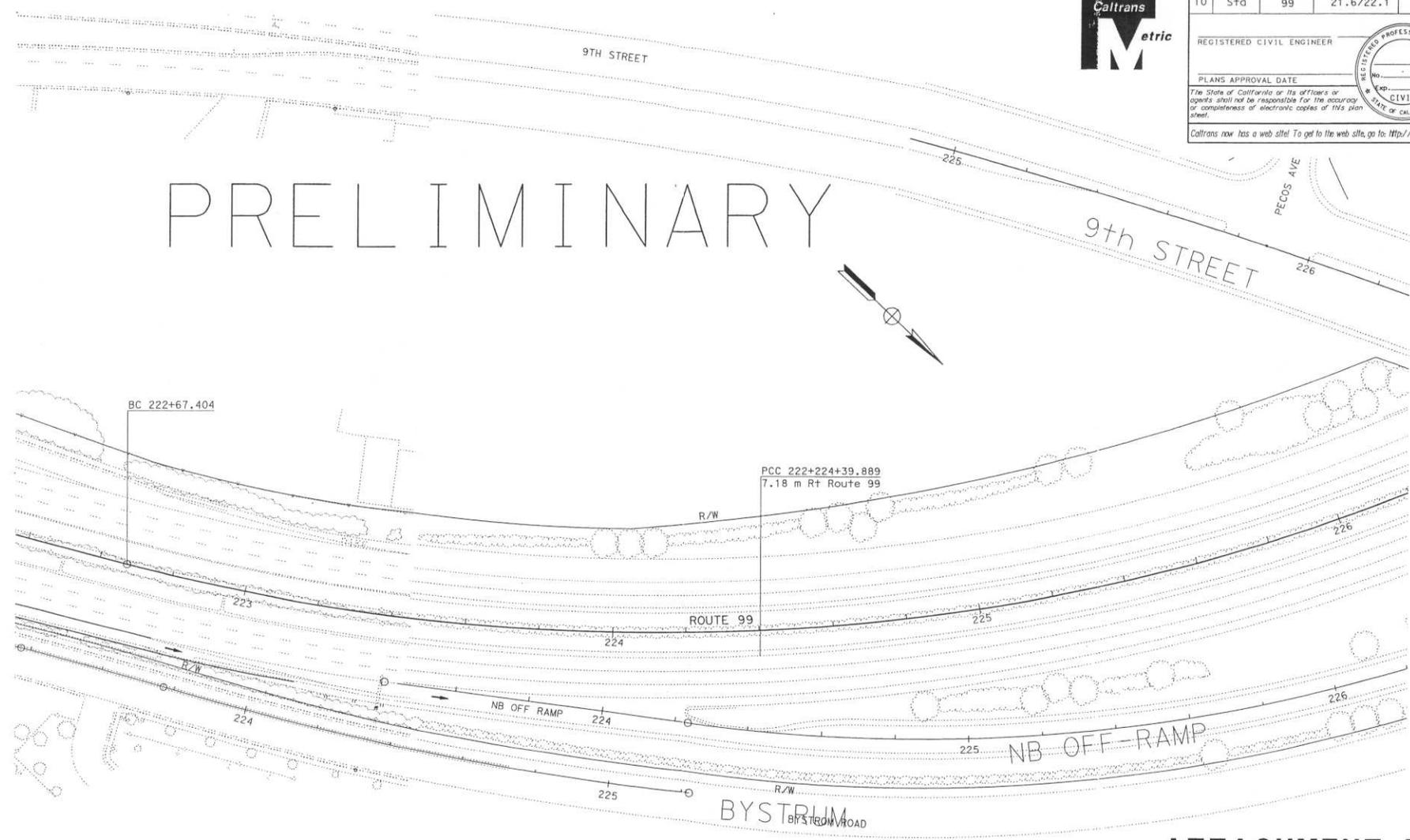
PLANS APPROVAL DATE

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

Caltrans now has a web site! To get to the web site, go to <http://www.dot.ca.gov>



PRELIMINARY

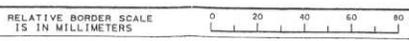


ATTACHMENT E
ALTERNATIVE 2
LAYOUT

ALL DIMENSIONS ARE IN METERS
 UNLESS OTHERWISE SHOWN

SCALE 1:500

L-3



USERNAME => 16mmarco
 DGN FILE => 100L870e003_ALT2.dgn

CU 06221

EA 0L870K

DATE PLOTTED => 25-AUG-2005
 TIME PLOTTED => 09:39
 02-24-05

PROJECT STUDY REPORT COST ESTIMATE



Dist-Co-Rte	<u>10-STA-99 Aux Lane</u>
KP (PM)	<u>21.5/22.1 (13.4/13.8)</u>
EA	<u>10-0L870k</u>
Program Code	<u>201.310</u>

PROJECT DESCRIPTION:

Limits: The proposed project is located between Hatch Road and 9th Street
off-ramp on Highway 99 near the City of Ceres.

Proposed Improvement (Scope): Construct Auxilliary lane between project limit.

Alternative: 2 - Alternative - Construct Aux lane by widening to outside (right)

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$	<u>1,407,483</u>
TOTAL STRUCTURE ITEMS	\$	<u>0</u>
SUBTOTAL CONSTRUCTION COSTS (2005)	\$	<u>1,410,000</u>
TOTAL RIGHT OF WAY ITEMS (2005)	\$	<u>0</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS (2005)	\$	<u>1,400,000</u>

Approved by
Project Manager:

Jay Pinn For Karen Bonnett
(Signature)

10/27/05
(Date)

PROJECT STUDY REPORT COST ESTIMATE

Dist-Co-Rte	10-STA-99 Aux Lane
KP (PM)	21.5/22.1 (13.4/13.8)
EA	10-0L870k

I. ROADWAY ITEMS

<u>Section 1 - Earthwork</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Roadway Excavation	3,000	m ³	\$110	\$330,000	
Imported Borrow					
Clearing & Grubbing	1	LS	\$15,000	\$15,000	
Develop Water Supply					

				Subtotal Earthwork:	<u>\$345,000</u>
<u>Section 2 - Structural Section*</u>					
PCC Pvmt (213 mmDepth)					
PCC Pvmt (____Depth)					
Asphalt Concrete	1,200	Tonnes	\$95	\$114,000	
Lean Concrete Base					
Cement-Treated Base					
Aggregate Base	660	m ³	\$100	\$66,000	
Treated Permeable Base					
Aggregate Subbase (Cl. 4)					
Pvmt Reinforcing Fabric					
Edge Drains					
BioBarrier					

				Subtotal Structural Section:	<u>\$180,000</u>
<u>Section 3 - Drainage</u>					
Large Drainage Facilities					
Storm Drains					
Pumping Plants					
Project Drainage	1	LS	\$50,000	\$50,000	
(X-Drains, overside, etc.)					
Remove AC Apron					
Asphalt Concrete (Apron)					
Misc AC (Apron)					
				Subtotal Drainage:	<u>\$50,000</u>

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

PROJECT STUDY REPORT COST ESTIMATE

Dist-Co-Rte
 KP (PM)
 EA

10-STA-99 Aux Lane
21.5/22.1 (13.4/13.8)
10-0L870k

<u>Section 4 - Specialty Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Retaining Walls					
Noise Barriers					
Remove Thrie Beam Barrier					
Thrie Beam Barrier					
Equipment/Animal Passes					
Highway Planting					
Replacement Planting	1	LS	\$59,000	\$59,000	
Irrigation Modification					
Relocate Private Irrigation					
Erosion Control	0.33	ha	\$15,000	\$4,950	
Slope Protection					
Water Pollution Control	1	LS	\$50,000	\$50,000	
Hazardous Waste Mitigation					
Lead Compliance Plan	1	LS	\$5,000	\$5,000	
Resident Engineer Office	1	LS	\$20,000	\$20,000	
Potholing	1	LS	\$4,000	\$4,000	
			Subtotal Specialty Items:		\$142,950
<u>Section 5 - Traffic Items</u>					
Electrical (LTG,OH,TMS)	1	LS	\$45,000	\$45,000	
Traffic Delineation					
COZEEP	1	LS	\$105,000	\$105,000	
Trailer CMS	2	EA	\$18,000	\$36,000	
Roadside Signs					
Traffic Management Plan (TMP Public Information)	1	LS	\$10,000	\$10,000	
			Subtotal Traffic Items:		\$196,000
			TOTAL SECTIONS 1 thru 5		\$913,950

PROJECT STUDY REPORT COST ESTIMATE

Dist-Co-Rte	10-STA-99 Aux Lane
KP (PM)	21.5/22.1 (13.4/13.8)
EA	10-0L870k

STRUCTURE ITEMS

II.

	STRUCTURE		
	No. 1	No. 2	No. 3
Bridge Name	_____	_____	_____
Structure Type	_____	_____	_____
Width (out to out)	0	0	0
Span Length	0	0	0
Total Area	0	0	0
Footing Type (pile/spread)	_____	_____	_____
Cost Per Sq. (Ft./M) (incl. 10% mobilization and 25% contingency)	\$0	\$0	\$0
Total Cost for Structure	\$0	\$0	\$0
Other	\$0	\$0	\$0

* Add additional structures as necessary

SUBTOTAL STRUCTURES ITEMS

\$0

Railroad Related Costs

\$0

TOTAL STRUCTURES ITEMS

\$0

Estimate Prepared by _____ Phone _____ Date _____
(Print Name)

(If appropriate, attach additional pages and backup)

PROJECT STUDY REPORT COST ESTIMATE

Dist-Co-Rte	10-STA-99 Aux Lane
KP (PM)	21.5/22.1 (13.4/13.8)
EA	<u>10-OL870k</u>

RIGHT OF WAY ITEMS

III.

	Current Values <u>2004</u>	Escalation <u>Rates</u>		Escalated <u>2005</u>
Acquisition, including excess lands and damages to remainder(s)	\$0	0.0%	-	\$0.00
Utility Relocation (State share)	\$0	0.0%	-	\$0.00
Clearance/Demolition	\$0	0.0%	-	\$0.00
RAP	\$0	0.0%	-	\$0.00
Title and Escrow Fees	\$0	0.0%	-	\$0.00
CONSTRUCTION CONTRACT WORK	\$0	0.0%	-	\$0.00
 RIGHT OF WAY (CURRENT VALUE)**	 \$0	 ESC. R/W*		 \$0

* Escalated to assumed year of advertising.
 ** Current total value for use on Sheet 1 of 6

Estimate Prepared by _____ Phone _____ Date _____
 (Print Name)

(If appropriate, attach additional pages and backup including Right of Way Data Sheet).

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PROJECT DEVELOPMENT
 PROJECT ENGINEER
MANNY T. MARCOS
 CALCULATED/DESIGNED BY
 CHECKED BY
 DATE REVISED BY
 DATE

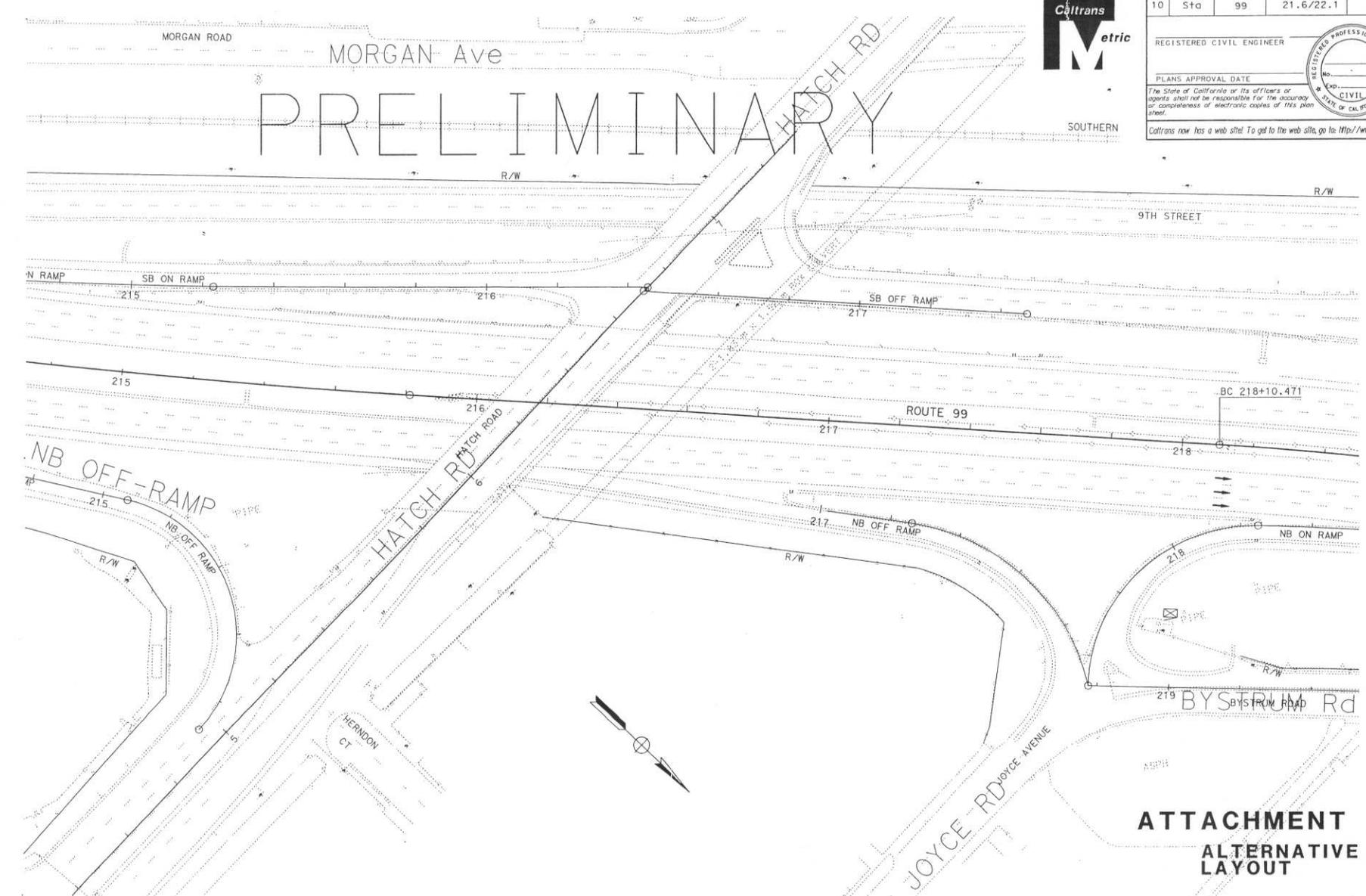
DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
10	Sta	99	21.6/22.1		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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Calltrans now has a web site! To get to the web site, go to: <http://www.dtd.ca.gov>



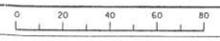
ATTACHMENT G
ALTERNATIVE 3
LAYOUT

ALL DIMENSIONS ARE IN METERS
 UNLESS OTHERWISE SHOWN

SCALE 1:500

L-1

RELATIVE BORDER SCALE
 IS IN MILLIMETERS



USERNAME => f6marco
 DGN FILE => 100L870e001_ALT3.dgn

CU 06221

EA 0L870K

LAST MODIFIED DATE PLOTTED => 23-AUG-2005

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PROJECT DEVELOPMENT
 PROJECT ENGINEER
MANNY T. MARCOS

REVISOR
 DATE

CALCULATED/
 DESIGNED BY
 CHECKED BY



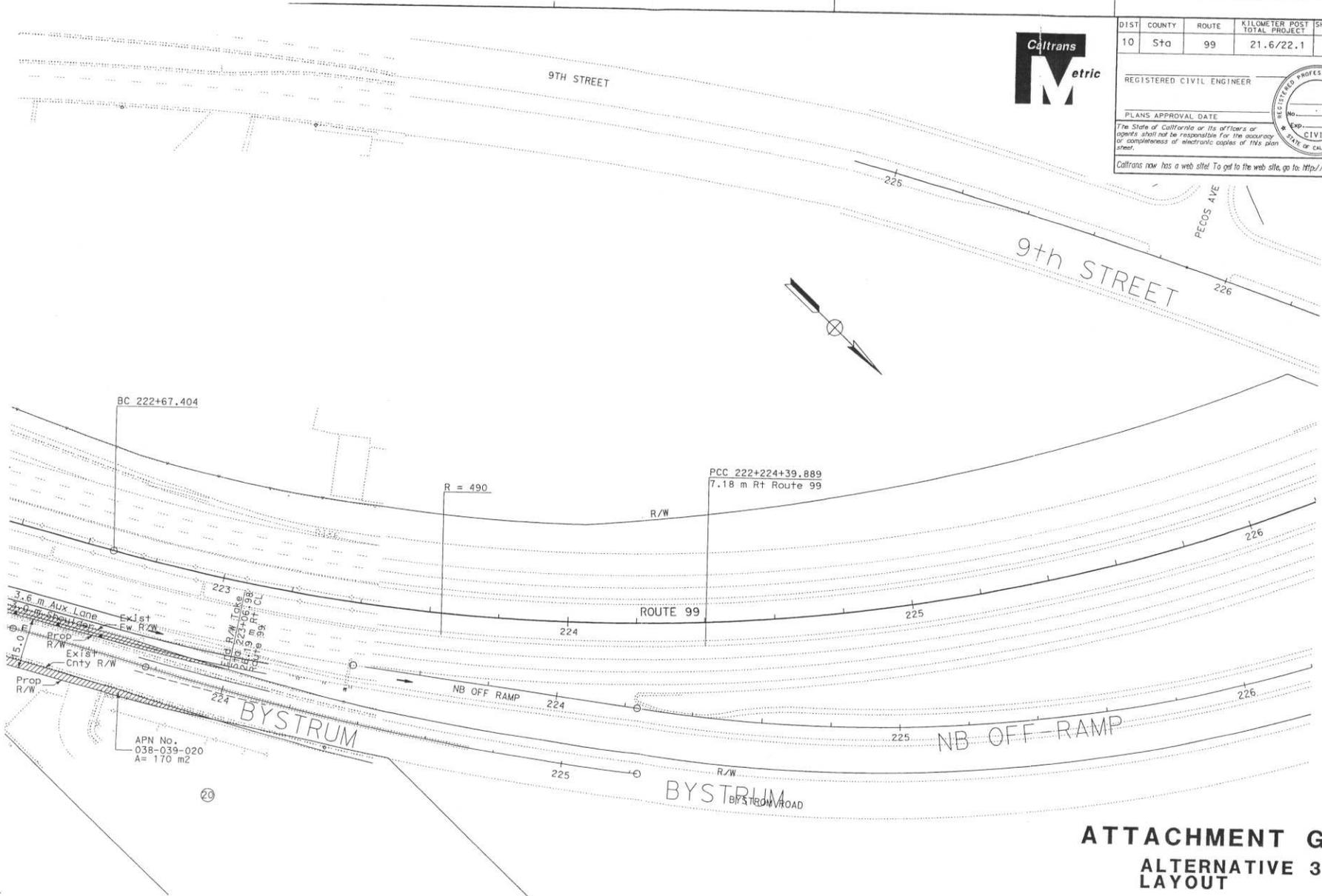
DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
10	Sta	99	21.6/22.1		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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Caltrans now has a web site! To get to the web site, go to: <http://www.dot.ca.gov>

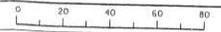


ALL DIMENSIONS ARE IN METERS
 UNLESS OTHERWISE SHOWN

SCALE 1:500

L-3

RELATIVE BORDER SCALE
 IS IN MILLIMETERS



USERNAME => 16mmarco
 DGN FILE => 100L870e003.ALTS.dgn

CU 06221

EA 0L870K

LAST MODIFICATION DATE PLOTTED >> 23-AUG-2005
 02-24-05 TIME PLOTTED >> 12:13

PROJECT STUDY REPORT COST ESTIMATE



Dist-Co-Rte	<u>10-STA-99 Aux Lane</u>
KP (PM)	<u>21.5/22.1 (13.4/13.8)</u>
EA	<u>10-0L870k</u>
Program Code	<u>201.310</u>

PROJECT DESCRIPTION:

Limits: The proposed project is located between Hatch Road and 9th Street
off-ramp on Highway 99 near the City of Modesto.

Proposed Improvement (Scope): Construct Auxilliary lane between project limit.

Alternative: 3 - Alternative - Standard Alternative Construct Aux lane by
by widening to outside, standard shoulders, sound wall relocation,
shifting Bystrum Rd, and new R/W (pending Data Sheet).

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ <u>1,974,457</u>
TOTAL STRUCTURE ITEMS	\$ <u>0</u>
SUBTOTAL CONSTRUCTION COSTS (2005)	\$ <u>1,970,000</u>
TOTAL RIGHT OF WAY ITEMS (2005)	\$ <u>470,258</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS (2005)	\$ <u>2,400,000</u>

Approved by
Project Manager:

Jay Pinne for Karen Bonnetti
(Signature)

11/8/05
(Date)

PROJECT STUDY REPORT COST ESTIMATE

Dist-Co-Rte
 KP (PM)
 EA

10-STA-99 Aux Lane
21.5/22.1 (13.4/13.8)
10-0L870k

RIGHT OF WAY ITEMS

III.

	Current Values <u>2,005</u>	Escalation <u>Rates</u>		Escalated <u>2,010</u>
Acquisition, including excess lands and damages to remainder(s)	\$355,258	5.0%	-	\$453,409.24
Utility Relocation (State share)	\$97,500	0.0%	-	\$124,437.45
Clearance/Demolition	\$7,500	0.0%	-	\$9,572.11
RAP	\$0	0.0%	-	\$0.00
Title and Escrow Fees	\$10,000	0.0%	-	\$12,762.82
CONSTRUCTION CONTRACT WORK	\$0	0.0%	-	\$0.00
RIGHT OF WAY (CURRENT VALUE)**	\$470,258	ESC. R/W*		\$600,182

* Escalated to assumed year of advertising.

** Current total value for use on Sheet 1 of 6

Estimate Prepared by Sahroom Ali Phone 209-948-3675 Date 7/14/05
 (Print Name)

(If appropriate, attach additional pages and backup including Right of Way Data Sheet).

RECEIVED
7/15/05 11:45AM

K. BONNETTI

State of California

Business, Transportation and Housing Agency

Memorandum

To: Shahin Mansour
Fresno PJD - Branch "B"

Attn: Shahin Mansour
Fresno PJD B-"B"

From: Department of Transportation
Division of Right of Way Central Region

Date: 7/14/05

File: EA 0L870K ALT 1
CO STA RTE 99

DESCRIPTION:

Construct auxilliary lane from Hatch Road to South 9th Street. Build lane and shoulder in existing median.

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 5/27/05

The following assumptions and limiting conditions were identified:

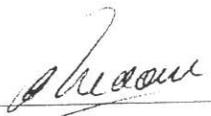
Appraisal

No R/W is required for Alternate 1

Utility

It is assumed that project limits are within existing R/W.

Right of Way Lead Time will require a minimum of 19 months after we receive certified Appraisal Maps, the necessary environmental clearance has been obtained, and freeway agreements have been approved.


SAHROOM ALI
Senior Right of Way Agent
(209) 948-3675

Page 1 of 3

ATTACHMENT I

EA 0L870K ALT 1

REQUEST DATE 5/27/05

REVISED DATE

CO/RTE/KP-KP STA/99/21.6-22.1 & 10/-0.0

RIGHT OF WAY COST ESTIMATE

	CURRENT YR 2005	CONTINGENCY RATE	RIGHT OF WAY ESCALATION RATE	ESCALATED YEAR 2010
ACQUISITION	\$0	25.00%	5.00%	\$0
MITIGATION	\$0.00	25.00%	5.00%	\$0
STATE SHARE OF UTILITIES	\$0	25.00%	5.00%	\$0
RAP	\$0	25.00%	5.00%	\$0
CLEARANCE/DEMO	\$0	25.00%	5.00%	\$0
TITLE AND ESCROW	\$0	25.00%	5.00%	\$0
PROPERTY MANAGEMENT				
SUPPORT HOURS				
TOTAL CURRENT VALUE *	\$0			\$0

ESTIMATED CONSTRUCTION CONTRACT WORK

R/W LEAD TIME/MONTH

PARCEL DATA			
# OF PCL TYPE X	0	# OF DUAL APPR X	0
# OF PCL TYPE A	0	# OF DUAL APPR A	0
# OF PCL TYPE B	0	# OF DUAL APPR B	0
# OF PCL TYPE C	0	# OF DUAL APPR C	0
# OF PCL TYPE D	0	# OF DUAL APPR D	0
TOTALS	0	TOTALS	0
# OF EXCESS PARCEL		<input type="text" value="0"/>	

UTILITIES	
U4-1	0
U4-2	0
U4-3	0
U4-4	0
U5-7	0
U5-8	0
U5-9	0

RR INVOLVEMENT	
ARE RAILROAD FACILITIES OR RIGHTS OF WAY	YES
CONST/MAINT AGREEMENT	NO
SERVICE CONTRACT	NO
RIGHT OF ENTRY	NO
CLAUSES	YES

MISC R/W WORK	
# OF RAP DISPLACEMENT	0
# OF CLEARANCE/DEMO	0
# OF CONST PERMITS	0
# OF CONDEMNATION	0

* IF R/W COST ESTIMATE FIELDS ARE BLANK, TOTAL CURRENT VALUE = \$0

EA 0L870K ALT 1

ARE RAILROAD FACILITIES OR RIGHTS OF WAY AFFECTED YES

RAILROAD LEADTIME REQUIRED 1 month

PARCEL AREA UNIT:

TOTAL R/W TAKE	0
TOTAL EXCESS AREA	0

TOTAL R/W FEE	\$0
TOTAL EXCESS COST	\$0

GENERAL DESCRIPTION OF R/W AND EXCESS LANDS REQUIRED (ZONING, USE, MAJOR IMPROVEMENTS, CRITICAL OR SENSITIVE PARCELS, ETC.):

No R/W required for Alternate 1

GENERAL DESCRIPTION OF UTILITY INVOLVEMENT

More accurate utility information will be provided when verifications are received from affected utility owners. Accurate determination of possible State costs cannot be determined at this time.

Pos Loc for possible underground utilities \$4,000.

IS THERE A SIGNIFICANT EFFECT ON ASSESSED VALUATION? No

WERE ANY PREVIOUSLY UNIDENTIFIED SITES WITH HAZARDOUS WASTE OR MATERIAL FOUND No

ARE RAP DISPLACEMENTS REQUIRED No

OF SINGLE FAMILY # OF MULTI FAMILY # OF BUSINESS/NONPROFIT # OF FARMS

SUFFICIENT REPLACEMENT HOUSING WILL BE AVAILABLE WITHOUT LAST RESORT HOUSING N/A

ARE MATERIAL BORROW OR DISPOSAL SITES REQUIRED Yes

ARE THERE POTENTIAL RELINQUISHMENTS OR ABANDONMENTS? No

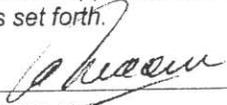
ARE THERE ANY EXISTING OR POTENTIAL AIRSPACE SITES No

ARE ENVIRONMENTAL MITIGATION PARCELS REQUIRED No

DATA FOR EVALUATION PROVIDED BY

ESTIMATOR	LINDA FLINT	Linda Flint	7/7/05
RAILROAD LIAISON AGENT		Maria Toles	6/7/05
UTILITY RELOCATION COORDINATOR		Virginia Simms	6/27/05

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.


SAHROOM ALT
Senior Right of Way Agent

Date ENTERED PMC 7/12/05
BY Gina Pippenger
cc: Karen Bonnetti

RECEIVED
7/15/05 11:45AM

K. BONNETTI

State of California Business, Transportation and Housing Agency

Memorandum

To: Shahin Mansour
Fresno PJD - Branch "B"

Attn: Shahin Mansour
Fresno PJD B-"B"

From: Department of Transportation
Division of Right of Way Central Region

Subject: RIGHT OF WAY DATA SHEET

Date: 7/14/05
File: EA 0L870K ALT 2
CO STA RTE 99

DESCRIPTION:
Construct auxilliary lane from Hatch Road to South 9th Street. Build lane and shoulder in existing median.

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 5/27/05

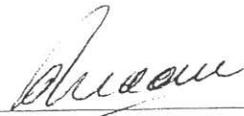
The following assumptions and limiting conditions were identified:

Appraisal

Utility

It is assumed that project limits are within existing R/W

Right of Way Lead Time will require a minimum of 19 months after we receive certified Appraisal Maps, the necessary environmental clearance has been obtained, and freeway agreements have been approved.



SAHROOM ALI
Senior Right of Way Agent
(209) 948-3675

EA 0L870K ALT 2

REQUEST DATE 5/27/05

REVISED DATE

CO/RTE/KP-KP STA/99/21.6-22.1 & /0/0.0-0.0

RIGHT OF WAY COST ESTIMATE	CURRENT YR 2005	CONTINGENCY RATE	RIGHT OF WAY ESCALATION RATE	ESCALATED YEAR 2010
ACQUISITION	\$0	25.00%	5.00%	\$0
MITIGATION	\$0.00	25.00%	5.00%	\$0
STATE SHARE OF UTILITIES	\$0	25.00%	5.00%	\$0
RAP	\$0	25.00%	5.00%	\$0
CLEARANCE/DEMO	\$0	25.00%	5.00%	\$0
TITLE AND ESCROW	\$0	25.00%	5.00%	\$0
PROPERTY MANAGEMENT				
SUPPORT HOURS				
TOTAL CURRENT VALUE *	\$0			\$0

ESTIMATED CONSTRUCTION CONTRACT WORK

R/W LEAD TIME/MONTH

PARCEL DATA			
# OF PCL TYPE X	0	# OF DUAL APPR X	0
# OF PCL TYPE A	0	# OF DUAL APPR A	0
# OF PCL TYPE B	0	# OF DUAL APPR B	0
# OF PCL TYPE C	0	# OF DUAL APPR C	0
# OF PCL TYPE D	0	# OF DUAL APPR D	0
TOTALS	0	TOTALS	0
# OF EXCESS PARCEL		<input type="text" value="0"/>	

UTILITIES	
U4-1	0
U4-2	0
U4-3	0
U4-4	0
U5-7	0
U5-8	0
U5-9	0

RR INVOLVEMENT	
ARE RAILROAD FACILITIES OR RIGHTS OF WAY	YES
CONST/MAINT AGREEMENT	NO
SERVICE CONTRACT	NO
RIGHT OF ENTRY	NO
CLAUSES	YES

MISC R/W WORK	
# OF RAP DISPLACEMENT	0
# OF CLEARANCE/DEMO	0
# OF CONST PERMITS	0
# OF CONDEMNATION	0

* IF R/W COST ESTIMATE FIELDS ARE BLANK, TOTAL CURRENT VALUE = \$0

EA 0L870K ALT 2

ARE RAILROAD FACILITIES OR RIGHTS OF WAY AFFECTE YES

RAILROAD LEADTIME REQUIRED

PARCEL AREA		UNIT:	
TOTAL R/W TAKE	0	TOTAL R/W FEE	\$0
TOTAL EXCESS AREA	0	TOTAL EXCESS COST	\$0

GENERAL DESCRIPTION OF R/W AND EXCESS LANDS REQUIRED (ZONING, USE, MAJOR IMPROVEMENTS, CRITICAL OR SENSITIVE PARCELS, ETC.):
No R/W required for Alternate 2

GENERAL DESCRIPTION OF UTILITY INVOLVEMENT

More accurate utility information will be provided when verifications are received from affected utility owners. Accurate determination of possible State costs cannot be determined at this time.

Pos Loc for possible underground utilities \$4,000.

IS THERE A SIGNIFICANT EFFECT ON ASSESSED VALUATION?

WERE ANY PREVIOUSLY UNIDENTIFIED SITES WITH HAZARDOUS WASTE OR MATERIAL FOUN

ARE RAP DISPLACEMENTS REQUIRE

OF SINGLE FAMILY # OF MULTI FAMILY # OF BUSINESS/NONPROFIT # OF FARMS

SUFFICIENT REPLACEMENT HOUSING WILL BE AVAILABLE WITHOUT LAST RESORT HOUSING

ARE MATERIAL BORROW OR DISPOSAL SITES REQUIRED

ARE THERE POTENTIAL RELINQUISHMENTS OR ABANDONMENTS?

ARE THERE ANY EXISTING OR POTENTIAL AIRSPACE SITES

ARE ENVIRONMENTAL MITIGATION PARCELS REQUIRED

DATA FOR EVALUATION PROVIDED BY

ESTIMATOR	LINDA FLINT	Linda Flint	7/7/05
RAILROAD LIAISON AGENT		Maria Toles	6/7/05
UTILITY RELOCATION COORDINATOR		Virginia Simms	6/27/05

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.


 SAHROOM ALI
 Senior Right of Way Agent

Date ENTERED PMC 7/12/05
 BY Gina Pippenger
 cc: Karen Bonnetti

RECEIVED 7/15/05 11:45am K. BONNETTI

State of California

Business, Transportation and Housing Agency

Memorandum

To: Shahin Mansour
Fresno PJD - Branch "B"

Attn: Shahin Mansour
Fresno PJD B-"B"

From: Department of Transportation
Division of Right of Way Central Region

Date: 7/14/05
File: EA 0L870K ALT 3
CO STA RTE 99

DESCRIPTION:
Construct auxilliary lane from Hatch Road to South 9th Street. Bulld lane and shoulder in existing median.

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 5/27/05

The following assumptions and limiting conditions were identified:

Appraisal

Proposed R/W affects the yard areas of one small, older church, 3 single-family residences and one multi-residential complex owned by the County. It will be necessary to remove one detached garage, one shed and miscellaneous fencing, landscaping and yard improvements. There are possible incurable damages to the church from loss of parking and to two of the residences. It is assumed that Bystrum Road is owned by the City of Ceres and that land will be exchanged at no cost.

Utility

Right of Way Lead Time will require a minimum of 19 months after we receive certified Appraisal Maps, the necessary environmental clearance has been obtained, and freeway agreements have been approved.


SAHROOM ALI
Senior Right of Way Agent
(209) 948-3675

REQUEST DATE 5/27/05

EA 0L870K ALT 3

REVISED DATE

CO/RTE/KP-KP STA/99/21.6-22.1 & /0/-0.0

RIGHT OF WAY COST ESTIMATE

	CURRENT YR 2005	CONTINGENCY RATE	RIGHT OF WAY ESCALATION RATE	ESCALATED YEAR 2010
ACQUISITION	\$355,528	25.00%	5.00%	\$453,753
MITIGATION	\$0.00	25.00%	5.00%	\$0
STATE SHARE OF UTILITIES	\$97,500	25.00%	5.00%	\$124,437
RAP	\$0	25.00%	5.00%	\$0
CLEARANCE/DEMO	\$7,500	25.00%	5.00%	\$9,572
TITLE AND ESCROW	\$10,000	25.00%	5.00%	\$12,763
PROPERTY MANAGEMENT				
SUPPORT HOURS				
TOTAL CURRENT VALUE *	\$470,528			\$600,526

ESTIMATED CONSTRUCTION CONTRACT WORK

\$2,500

R/W LEAD TIME/MONTH

19

PARCEL DATA			
# OF PCL TYPE X	0	# OF DUAL APPR X	0
# OF PCL TYPE A	1	# OF DUAL APPR A	0
# OF PCL TYPE B	4	# OF DUAL APPR B	0
# OF PCL TYPE C	1	# OF DUAL APPR C	0
# OF PCL TYPE D	0	# OF DUAL APPR D	0
TOTALS	6	TOTALS	0
# OF EXCESS PARCEL		0	

UTILITIES	
U4-1	0
U4-2	0
U4-3	0
U4-4	3
U5-7	0
U5-8	0
U5-9	3

RR INVOLVEMENT	
ARE RAILROAD FACILITIES OR RIGHTS OF WAY	YES
CONST/MAINT AGREEMENT	NO
SERVICE CONTRACT	NO
RIGHT OF ENTRY	NO
CLAUSES	YES

MISC R/W WORK	
# OF RAP DISPLACEMENT	0
# OF CLEARANCE/DEMO	2
# OF CONST PERMITS	
# OF CONDEMNATION	0

* IF R/W COST ESTIMATE FIELDS ARE BLANK, TOTAL CURRENT VALUE = \$0

EA 0L870K ALT 3

ARE RAILROAD FACILITIES OR RIGHTS OF WAY AFFECTED YES

RAILROAD LEADTIME REQUIRED

PARCEL AREA		UNIT: SQ FT	
TOTAL R/W TAKE	10000	TOTAL R/W FEE	\$67,858
TOTAL EXCESS AREA	0	TOTAL EXCESS COST	\$0

GENERAL DESCRIPTION OF R/W AND EXCESS LANDS REQUIRED (ZONING, USE, MAJOR IMPROVEMENTS, CRITICAL OR SENSITIVE PARCELS, ETC.):

Proposed R/W affects the yard areas of one small, older church, 3 single-family residences and one multi-residential complex owned by the County. It will be necessary to remove one detached garage, one shed and miscellaneous fencing, landscaping and yard improvements. There are possible incurable damages to the church from loss of parking and to two of the residences. It is assumed that Bystrum Road is owned by the City of Ceres and that land will be exchanged at no cost.

GENERAL DESCRIPTION OF UTILITY INVOLVEMENT

More accurate utility information will be provided when verifications are received from affected utility owners. Accurate determination of possible State costs cannot be determined at this time.

Pos Loc for possible underground utilities \$4,000.

IS THERE A SIGNIFICANT EFFECT ON ASSESSED VALUATION?

WERE ANY PREVIOUSLY UNIDENTIFIED SITES WITH HAZARDOUS WASTE OR MATERIAL FOUND

ARE RAP DISPLACEMENTS REQUIRED

OF SINGLE FAMILY # OF MULTI FAMILY # OF BUSINESS/NONPROFIT # OF FARMS

SUFFICIENT REPLACEMENT HOUSING WILL BE AVAILABLE WITHOUT LAST RESORT HOUSING

ARE MATERIAL BORROW OR DISPOSAL SITES REQUIRED

ARE THERE POTENTIAL RELINQUISHMENTS OR ABANDONMENTS?

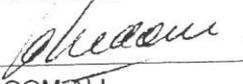
ARE THERE ANY EXISTING OR POTENTIAL AIRSPACE SITES

ARE ENVIRONMENTAL MITIGATION PARCELS REQUIRED

DATA FOR EVALUATION PROVIDED BY

ESTIMATOR	LINDA FLINT	Linda Flint	7/7/05
RAILROAD LIAISON AGENT		Maria Toles	6/7/05
UTILITY RELOCATION COORDINATOR		Virginia Simms	6/27/05

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.


SAHROOM ALI
Senior Right of Way Agent

Date ENTERED PMC 7/12/05
BY Gina Pippenger
cc: Karen Bonnetti

**Central Region Environmental Division
Mitigation Cost Compliance Estimate Form**

PEAR **Draft ED** **Final ED** **PS&E**

Dist.-Co.-Rte.-PM: 10-STA-99-13.4/13.8

EA: 10-OL870

Project Name: Route 99 NB - Hatch Road / 9th St. Auxiliary Lane

Project Description: The proposed project would construct a northbound auxiliary lane between the Hatch Road on ramp and the Ninth Street off ramp.

Environmental Manager: David Hyatt

Phone Number: (559) 243-8312

Project Manager: Karen Bonnetti

Phone Number: (209) 948-3737

Design Manager: Shahin Mansour

Phone Number: (559) 230-3114

Date: 9/13/05

Numbers are in thousands

	Right of Way Capital (Prior to Construction) (050)	Construction Capital (During and Post Construction) (042)
Archaeological		
Biological		
Historical		
Paleontology		
Hazardous Waste Remediation		
Landscape		74,000
Noise		
Total Permit Cost*		
DFG Document Review Fee		
Other		
Total		74,000

* Includes 1601, 401 and 404 permit fees

- This form is completed as part of the PEAR for all candidate projects, at completion of the Draft Environmental Document, and at the completion of the Final Environmental Document
- This form is to be completed for all SHOPP & STIP projects (even those w/o Mitigation)
- This form is to be completed for all Minor A & B projects with mitigation requirements
- Costs are to include all costs to complete the commitment including: capital outlay (non-staffing support costs); cost of right-of-way or easements; long-term monitoring and reporting, and; any follow-up maintenance
- **Attach detailed descriptions of line items included in estimates**

Attach completed ROW data sheets when forwarded to ROW.

PA & ED Date	RTL Date	Months Between	Months Required

Right of Way Data Sheet Input Information

3.	Environmental mitigation parcels:	REQUIRED <input type="checkbox"/>	NOT REQUIRED <input checked="" type="checkbox"/>
	_____ Acres	\$ _____ Additional funding	\$ _____ Permit Fees
	(Mitigation required)		
** This information is to be obtained from the Environmental Branch prior to submittal to the Right of Way Field Office Chief			



Preliminary Environmental Analysis Report

Project Information

District 10 County STA Route 99 Kilometer Post (Post Mile) 21.56/22.1 (13.4/13.8) EA10-0L870

Project Title: Route 99 NB - Hatch Road / 9th St.Auxiliary Lane

Project Manager Karen Bonnetti Phone # (209) 948-3737

Project Engineer Shahin Mansour Phone # (559) 230-3114

Environmental (Manager) Office Chief David Hyatt Phone # (559) 243-8312

Environmental Planner Generalist Christine Kelley Phone # (559) 243-8167

Project Description

Purpose and Need: A significant number of vehicles are disrupting and slowing down the northbound through traffic, especially during peak hours. The proposed project would increase the weave area between the Hatch Road on ramp and the Ninth Street off ramp to alleviate this problem.

Description of work: The proposed project would construct a northbound auxiliary lane between the Hatch Road on ramp and the Ninth Street off ramp.

Alternatives:

1. Construct a standard 3.6-meter lane and a 3.0-meter shoulder in the existing inside median and striping the existing No. 3 lane as the auxiliary lane. No new right-of-way would be needed.

2. Construct a 3.6-meter auxiliary lane on the existing outside shoulder. No new right-of-way would be needed. (Note: This alternative would create a shoulder with a substandard width and a substandard separation width from the freeway ETW to the frontage road ETW.)

3. Construct a 3.6-meter auxiliary lane on the existing outside shoulder and a standard 3.0-meter shoulder, and reconstruct the frontage road (Bystrum Road). The existing sound wall will be removed a new sound wall will be constructed. The distance from the freeway ETW to the frontage road ETW will be a standard 8.0 meters. This alternative will require approximately 1,010 m² of new right-of-way.

Anticipated Environmental Approval

- | | |
|--|--|
| <p><u>CEQA</u></p> <p><input type="checkbox"/> Categorical/Statutory Exemption</p> <p><input checked="" type="checkbox"/> Negative Declaration / focused ND</p> <p><input type="checkbox"/> Environmental Impact Report</p> | <p><u>NEPA</u></p> <p><input type="checkbox"/> Categorical Exclusion</p> <p><input checked="" type="checkbox"/> Finding of No Significant Impact</p> <p><input type="checkbox"/> Environmental Impact Statement</p> |
|--|--|

PSR Summary Statement

The proposed project is anticipated to require an Initial Study/Negative Declaration for California Environmental Quality Act (CEQA) compliance and a Finding of No Significant Impact for National Environmental Policy Act (NEPA) compliance. Cultural resources would be the critical path for completion of this CEQA/NEPA environmental document. Assuming a start date of 1/1/07 for

REVISED 8/30/05

environmental studies, environmental approval is anticipated by 1/1/09 (24 months -- see attached Gantt chart).

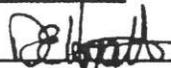
Capital Cost Estimate Requirements

<u>Construction Capital</u>	
Vegetation replacement	\$ 43,000
Water development	\$16,000
Erosion control	\$15,000

Disclaimer

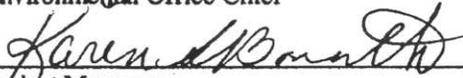
This report is not an environmental document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in this report. The estimates and conclusions provided are approximate and are based on cursory analysis of probable effects. This report is to provide a preliminary level of environmental analysis to supplement the Project Study Report. Changes in project scope, alternatives, or environmental laws will require a re-evaluation of this report.

Reviewed by:



Environmental Office Chief

Date: 9/1/05



Project Manager

Date: 9/1/05

Environmental Technical Reports or Studies Required

	Study	Document	N/A
Community Impact Study	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Farmland	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 4(f) Evaluation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Visual Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Floodplain Evaluation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air Quality Study	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Paleontology	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wild and Scenic River Consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cumulative Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cultural			
ASR	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HRER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HPSR	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section 106 / SHPO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Native American Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Finding of Effect	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Data Recovery Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Waste			
ISA (Additional)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PSI	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Biological			
Endangered Species (Federal)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Endangered Species (State)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Species of Concern (CNPS, USFS, BLM, S, F)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Biological Assessment (USFWS, NMFS, State)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Invasive Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Natural Environment Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NEPA 404 Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Permits			
401 Permit Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
404 Permit Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1601 Permit Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
City/County Coastal Permit Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State Coastal Permit Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NPDES Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US Coast Guard (Section 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Technical Review

Socio-economic and Community Effects. Alternatives 1 and 2 would not require any new right of way. Alternative 3 would require new right of way from properties located along Bystrum Road. No structures would be relocated.

Farmlands. N/A

4(f) Impacts. N/A

Visual Effects. It is anticipated this project would remove approximately .25 miles of landscape planting adjacent to the northbound sound wall of Highway 99. Replacement of the removed landscape planting is warranted. Alternatives 1 and 2 do not have enough additional area to allow replacement planting to occur in the same area where the plant material would be removed. Replacement planting would occur away from the area of removal but within the project limits. Alternative 3 may provide enough space for replacement planting in the area of removal. Water development for landscape irrigation would also be needed. Erosion control treatment would be needed in areas disturbed by construction.

While some visual impacts associated with the removal of landscape planting are anticipated, the removal is warranted based upon the improved safety for the traveling public. Replacement planting will serve to lessen the adverse visual impacts caused by this project. No further assessment is required.

Vegetation replacement is currently estimated at \$43,000 (Construction Capital)

Water development is currently estimated at \$16,000 (Construction Capital)

Erosion control is currently estimated at \$15,000 (Construction Capital)

Water Quality. There are no water bodies within the project limits. Short-term but less than significant surface water quality impacts are expected from the implementation of the project. No groundwater impacts are expected from the project.

By incorporating the appropriate permanent and temporary Best Management Practices (BMP's) into the project, potential impacts (erosion, accidental spills of hazardous material and disruption of natural drainage patterns) would be addressed, eliminated, or minimized to the maximum extent practicable.

Before project initiation, the Caltrans' stormwater unit should be consulted to identify the appropriate management practices for all stormwater concerns.

If the project disturbs more than an acre of soil, the following is required:

1. A Notification of Construction (NOC) is to be submitted to the appropriate Regional Water Quality Control Board at least 30 days prior to the start of construction.
2. A Stormwater Pollution Prevention Plan (SWPPP) is to be prepared and implemented during construction to the satisfaction of the Resident Engineer.
3. A Notice of Construction Completion (NOCC) would be submitted to the Regional Board upon completion of construction and site stabilization. A project will be considered complete when the criteria for final stabilization in the Construction General Permit are met.

If the project disturbs less than one acre of soil, a Water Pollution Control Program needs to be prepared by the contractor in accordance with Caltrans Standard Specification Section 7-1.01G – Water Pollution.

By incorporating proper and accepted engineering practices and BMP's, the proposed project would not produce significant impacts to water quality during construction or operation. No further investigation concerning water quality is needed to proceed with the project.

Floodplain. According to the ESRI/FEMA floodplain map, the project area does not lie within a designated 100- or 500-year floodplain.

Air Quality. According to 40 CFR Section 93.126 this project is exempt from the requirement that a conformity determination be made. No further investigation is needed to proceed with this project. A Dust Control Plan will be needed if at least 2,500 cubic-yards of material are moved in any day for three days.

Noise. The Traffic Noise Analysis Protocol identifies differences in the definition of a Type I project depending on the funding source. When only state funds are involved, auxiliary lanes intended to increase weave area do not qualify as a Type I project and no further analysis would be needed. If federal funds are involved, the project does qualify as a Type I project and analysis is required. SHOPP funding is currently anticipated for this project, which includes federal funds. Therefore, additional analysis would be needed.

Wild and Scenic River. N/A.

Cultural Resources. A records search completed in 2001 included the project area. A review of the records identified no known sites within the project area. A Phase I/Archaeological Survey Report and a Historic Resource Evaluation Report would be needed. Fourteen months would be required to complete cultural resources compliance. This is the critical path for completion of the environmental document (see attached Gantt chart).

Native American Coordination. A letter requesting a search of the Sacred Lands Files was sent to the Native American Heritage Commission on June 2, 2005. No response was received at the time of this document. Consultation with any tribes or groups identified would be required throughout project development but particularly during archaeological site investigations and during construction.

Hazardous Waste/Materials. A database review identified two open Leaking Underground Fuel Tanks near the project area. Information available from previously conducted aerially deposited lead studies on SR-99 indicates the presence of low concentrations of lead on this route. Based on the scope of work and the magnitude of excavation, the excavated soil can be reused onsite or/and transported offsite without any restrictions.

Alternatives 1 and 2 will occur within the current right of way, and no further study would be required. Alternative 3 would require new right of way and would need an Initial Site Assessment (ISA) to address the potential for hazardous waste. If the results of the ISA indicate a medium to high risk of excess hazardous waste, leaking underground storage tanks, or lead contamination, then a Preliminary Site Investigation (PSI) would be warranted.

Biological Resources. No critical habitat was identified in the project area. Swainson's hawk surveys would be required.

Wetlands. N/A

Paleontology. The proposed project involves only minor excavation. No additional studies are recommended.

Permits. No permits are anticipated.

Coastal Zone. N/A

List of Preparers

Hazardous Waste Scoping by Vladimir Timofei	Date 6/03/05
Biological Scoping by Primavera Parker	Date 5/03/05
Archaeology Scoping by Brian Gassner	Date 6/03/05
Paleontology Scoping by Peter Hansen	Date 6/02/05
Water Quality Scoping by Rajeev Dwivedi	Date 6/06/05
Air Quality Scoping by Abdul Chafi	Date 6/06/05
Noise Analysis by Christopher Bassar	Date 6/06/05
Visual Scoping by Bill Duttera	Date 6/20/05
Preliminary Environmental Analysis Report by Christine Kelley	Date 6/20/05

Activity Name	Start Date	Finish Date	Duration	2006				2007				2008				2009			
				First	Second	Third	Fourth												
Design mapping to Env.	7/1/06	10/1/06	3.03																
Obtain Permits to Enter	10/1/06	1/1/07	3.03																
Begin Environmental	1/1/07																		
Historic Resource Evaluation Report	1/1/07	9/1/07	8.00																
Phase 1/ Archaeological Survey Report	1/1/07	9/1/07	7.99																
Historic Property Survey Report (HPSR)	9/1/07	3/1/08	6.00																
HPSR to SHPO	3/1/08	5/1/08	2.00																
SHPO Concur. Ltr.	5/1/08																		
Natural Environment Study / Bio. Surveys	1/1/07	1/1/08	12.00																
H/W ISA	1/1/07	5/1/07	3.97																
Noise Analysis	1/1/07	5/1/07	3.97																
DED QA/QC	4/1/08	6/1/08	2.00																
FHWA Review DED	6/1/08	8/1/08	2.00																
Appr. to Circ. DED M120	8/1/08																		
DED Circulation/ Public Hearing	8/1/08	9/1/08	1.00																
Prepare FED	9/1/08	11/1/08	2.00																
QA/QC FED	11/1/08	1/1/09	2.03																
ND/FONSI Signed M160	1/1/09																		
				First	Second	Third	Fourth												

AH-2
FED
8/1/07

STATE OF CALIFORNIA
MINI-MEMO

To: Manny Marcos	Subject: TMP Checklist	Date: 06/07/05
---------------------	---------------------------	-------------------

M
E
S
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Attached is the Approved TMP Checklist for the following Project.

EA 10-0L870

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

cc:	FILE, District 10 PIO, District 10 Traffic Design
------------	---

RETURN TO:	From: Caroline Reyes	Address: District 10 Traffic Management	Phone: 8-423-3902 (209) 948-3902

R
E
P
L
Y

Signed:	Address:	Date:
---------	----------	-------

D-10 TRANSPORTATION MANAGEMENT PLAN CHECKLIST

District / EA: 10-0L870
 Date Prepared: June 6, 2005
 Prepared By: Caroline Reyes
 Requested By: Manny Marcos

Co.Rte.-PM.(KP) STA-99-PM 13.4/13.8 (KP 21.56/22.1)
 Location: In STA County on NB Hwy. 99 between Hatch Rd. NB on-ramp and the South 9th St. NB off-ramp

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

Description: Construct Auxiliary Lane

Date Signed	Date Signed	Date Signed	Date Signed
-------------	-------------	-------------	-------------

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

1.0 Public Information Strategies

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

		X				
X						
		X				
		X				
		X	066063			
		X				
		X				
		X				
		X				
		X				
		X				
		X				
		X				
		X				
X			066063		\$10K	
		X				
		X				

2.0 Traveler Information Strategies

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

		X				
X			128650	2 signs required - one each in outside & inside lanes	\$18K	X
		X	120690			
		X	861985			
		X	860520			
		X	066064			
		X				
		X				
		X				
		X				
		X				

3.0 Incident Management

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

X			066062	See Comment below	\$105K	
		X	066065			
		X	066876			
X				As Needed		
		X				
X				As Needed		
		X				
		X				

4.0 Construction Strategies

- 4.1 Delay damage clause
- 4.2 Night work
- 4.3 Weekend Work
- 4.4 Extended Weekend Closures
- 4.5 Planned Lane Closures
- 4.6 Planned Ramp/Connector Closures
- 4.7 Total Facility Closure
- 4.8 Project Phasing
- 4.9 Truck Traffic Restrictions
- 4.10 Reduced Lane Widths

						X
X				Per Lane Closure Charts		X
		X				
		X				
X				Per Lane Closure Charts		X
X				Per Lane Closure Charts		X
		X				
		X				
		X				
		X				

4.0 Construction Strategies (Continued)

- 4.11 Temporary K-Rail
- 4.12 Temporary Traffic Screens
- 4.13 Reduced Speed Zones
- 4.14 Traffic Control Improvements
- 4.15 Contingency Plans
 - 4.15.1 Material Plant on standby
 - 4.15.2 Extra Critical Equipment on site
 - 4.15.3 Material Testing Plan
 - 4.15.4 Alternate Material on site
(In case of failure or major delays)
 - 4.15.5 Emergency Detour Plan
 - 4.15.6 Emergency Notification Plan
 - 4.15.7 Weather Conditions Plan
 - 4.15.8 Delay Timing and Documentation Plan
 - 4.15.9 Late Closure Reopening Notification
- 4.16 Signal timing modification
- 4.17 Coordination with adjacent construction
- 4.18 Double Fine Zone (signs)
- 4.19 Right of Way Delay
- 4.20 Other Items

REQUIRED	RECOMMENDED	NOT APPLICABLE	BEEES Item No.	COMMENTS	ITEM COST	REQUIRED IN SPEC.
		X	129000			
		X	129150			
		X				
		X				
X						X
		X				
		X				
		X				
		X				
X						
X						
		X				
		X				
X				As required		
		X				
X						X
X						
		X	066022			
		X				

5.0 Demand Management

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

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

6.0 Alternate Route Strategies

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

		X				
		X				
		X				
		X				
		X				

7.0 Other Strategies

- 7.1 Application of new technology
- 7.2 Other Items

		X				
		X				

Comments: 3.1 COZEEP required for night work or when critical traffic control is anticipated. The above estimate includes 100 nights of service.

Approved by:

Caroline Reyes 6/7/05
 DISTRICT TRAFFIC MANAGER DATE

**Chart No. 1
Multilane Lane Requirements**

Location: 10-Sta-99 KP 21.6/22.2 (PM 13.4/R13.8) - Northbound

FROM HOUR TO HOUR	a.m.											p.m.																	
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12				
Mondays through Thursdays		2	2	2	2	2																			2	2	2	2	
Fridays		2	2	2	2	2																							
Saturdays																													
Sundays																										2	2	2	2
Day before designated legal holiday																													
Designated legal holidays																													

Legend:

- 1 One lane open in direction of travel
- 2 Two adjacent lanes open in direction of travel
- 3 Three adjacent lanes open in direction of travel, may perform shoulder closure
- No work that interferes with public traffic allowed

REMARKS: EA 0L870 For Construction Year "2008/2009"
06/06/05

NOTE :

- Above traffic window must be re-evaluated/updated a year before the actual construction year or during the final PS&E



**Chart No. 2
Ramp Lane Requirements**

Location: 10-Sta-99-NB on from Hatch Road, NB off to South 9th St.

FROM HOUR TO HOUR	a.m.											p.m.													
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	X	X	X	X	X																	X	X	X	X
Fridays	X	X	X	X	X																				
Saturdays																									
Sundays																						X	X	X	X
Day before designated legal holiday																									
Designated legal holidays																									

Legend:

- A minimum of one paved ramp lane, not less than 3.6 m wide, shall be open for use by public traffic
- Ramp may be closed
- No work that interferes with public traffic will be allowed

REMARKS: EA 0L870 For Construction Year "2008/2009"
06/063/05

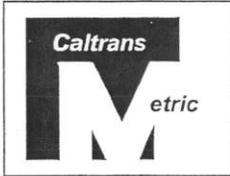
Note:

- 7-Day advance notice required.
- This chart must be re-evaluated/updated 1 year before actual construction or during the Final PS&E



APPENDIX E

Long Form - Storm Water Data Report



Dist-County-Route 10-STA-99
Kilometer Post (PM) Limits: 21.56/22.1 (13.4/13.8)
Project Type: Northbound Auxiliary Lane
EA: 10-0L870
RU: 06-221
Program Identification: 2006 SHOPP-201.310
Phase: 3 PID PA/ED PS&E

Regional Water Quality Control Board(s): Central Valley RWQCB

Is the project required to consider incorporating Treatment BMPs? Yes No

If yes, can Treatment BMPs be incorporated into the project? Yes No

If No, a Technical Data Report must be submitted to the RWQCB
at least 30 days prior to Advertisement. List submittal date: _____

Total Disturbed Soil Area: Alternative 1 = 0.40 ha, Alternative 2 = 0.33 ha, Alternative 3 = 0.59 ha

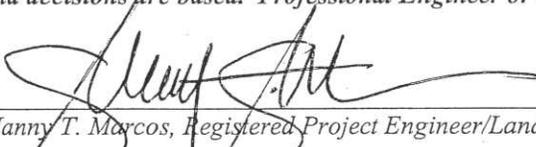
Estimated: Construction Start Date: 1/1/2011 Construction Completion Date: 12/1/11

Notification of Construction (NOC) Date to be submitted: 10/1/2010

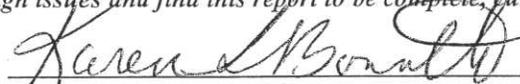
Notification of ADL reuse (if Yes, provide date) Yes Date _____ No

Separate Dewatering Permit (if Yes, permit number) Yes Permit # N/A No

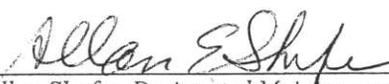
This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.



Manny T. Marcos, Registered Project Engineer/Landscape Architect 9/8/05 Date

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


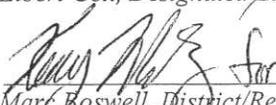
Karen Bonnetti, Project Manager 9/1/05 Date



Allan Shafer, Designated Maintenance Representative 9/1/05 Date



Elbert Cox, Designated Landscape Architect Representative 9/13/05 Date



Marc Boswell, District/Regional SW Coordinator or Designee 9/2/05 Date

STAMP
[Required for PS&E only]

PRIORITY INDEX NUMBER CALCULATION WORK SHEET

SHEET 1 OF 2

LOCATION /PROJECT DESCRIPTION: Sta-99-PM 13.39/13.76
On NB SR 99 between Hatch Road and South 9th Street
 Alt-1: Construct Auxiliary Lane by widening lanes in the median

INSTRUCTIONS: FILL IN AREAS THAT ARE MARKED IN BLUE OR WITH AN ASTERISK.

INPUT

INPUT		
"L1" BEFORE MILES	*	0.33
"L2" AFTER MILES	*	0.33
"S1" BEFORE MPH	*	55
"S2" AFTER MPH	*	65
PRESENT AADT	*	82000
FUTURE AADT	*	116,440
AVERAGE AADT		99220
% TRAFFIC BENEFITED	*	50
AVE. AADT BENEFITED		49610
% TRUCKS	*	17.3

COUNTY-RTE :	*	Sta-99
P.M. LIMITS :	*	13.39/13.76
EA :	*	10-0L870K
R/W+CONST \$:	*	\$ 1,690,000
CALC. BY :	*	Arvinder Bajwa
DATE:	*	7/29/2005
PHONE NO. :	*	(209)942-6026

NOTES:

1. ADT and Truck Percentage are obtained from Traffic Forecasting

CALCULATIONS

WEIGHTED AVERAGE COST PER VEHICLE MINUTE (TRUCKS & AUTOS)

TRUCK		CONVERT TO		AUTO		CONVERT TO		COST PER				
TIME VALUE		DECIMAL		TIME VALUE		DECIMAL		VEH. MIN.				
(\$ PER VEH. MIN.)				(\$ PER VEH. MIN.)				(\$ PER VEH. MIN.)				
% TRUCKS	X	0.4	/	100	+	AUTOS	X	0.15	/	100	=	A
17.3		0.4		100		82.7		0.15		100	=	0.193

DAILY DELAY SAVINGS (VEHICLE MINUTES PER DAY)

BEFORE CONDITIONS				AFTER CONDITIONS				CONVERSION FACTOR		DAILY DELAY SAVINGS	
LENGTH	SPEED		LENGTH	SPEED		(VEH. PER DAY)		AVERAGE		SAVINGS	
(MILES)	(MPH)		(MILES)	(MPH)		(MIN. PER HOUR)	AADT BENEFITED		(VEH. MINS. PER DAY)		
(L ₁)	/	S ₁	-	L ₂	/	S ₂	X	60	X	=	B
0.33		55		0.33		65		60		=	2748

DELAY INDEX

DAILY DELAY SAVINGS	COST PER VEH MIN		DAYS PER YEAR APPLIED		PRESENT WORTH FACTOR	CONVERSION FACTOR	TOTAL PROJECT COST ⁽¹⁾	DELAY INDEX				
(VEH-MIN. PER DAY)	(\$ PER VEH. MIN.)		(DAYS PER YEAR)				(\$)	INDEX				
B	X	A	X	D	X	P _L	X	100	/	C	=	D.I.
2748		0.193		365		12.6		100		1690000	=	144

NOTES:

1. For "Total Project Cost", use current Construction Cost + R/W Cost

DISCOUNTED SAFETY INDEX

SAFETY INDEX ⁽¹⁾	PRESENT WORTH FACTOR	PROJECT LIFE (YEARS)	DISCOUNTED SAFETY INDEX			
S.I.	X	P _L	/	L	=	S.I. (DIS)
0		12.6		20	=	0

NOTES:

1. For Safety Index Calculation, see District Traffic Safety Personnel

PRIORITY INDEX NUMBER CALCULATION WORK SHEET

PRIORITY INDEX NUMBER (PIN)

DELAY INDEX		DISCOUNTED SAFETY INDEX			
D.I.	+	S.I. (DIS)	=	PIN	
144		0	=	144	

PERFORMANCE MEASURE

DAILY DELAY SAVINGS (VEH. MINS. PER DAY)		DAYS PER YEAR APPLIED (DAYS PER YEAR)		CONVERSION FACTOR (MIN. PER HOUR)		PERFORMANCE MEASURE (VEH. HOURS PER YEAR)
B	X	D	/	60		
2748		365		60	=	16715

PRIORITY INDEX NUMBER CALCULATION WORK SHEET

SHEET 1 OF 2

LOCATION /PROJECT DESCRIPTION: **Sta-99-PM 13.39/13.76**
 On NB SR 99 between Hatch Road and South 9th Street
 Alt-2: Construct Auxiliary Lane by widening to outside (right)

INSTRUCTIONS: FILL IN AREAS THAT ARE MARKED IN BLUE OR WITH AN ASTERISK.

INPUT

INPUT		
"L1" BEFORE MILES	*	0.33
"L2" AFTER MILES	*	0.33
"S1" BEFORE MPH	*	55
"S2" AFTER MPH	*	65
PRESENT AADT	*	82000
FUTURE AADT	*	116,440
AVERAGE AADT		99220
% TRAFFIC BENEFITED	*	50
AVE. AADT BENEFITED		49610
% TRUCKS	*	17.3

COUNTY-RTE :	*	Sta-99
P.M. LIMITS :	*	13.39/13.76
EA :	*	10-0L870K
R/W+CONST \$:	*	\$ 1,490,000
CALC. BY :	*	Arvinder Bajwa
DATE:	*	7/29/2005
PHONE NO. :	*	(209)942-6026

NOTES:

1. ADT and Truck Percentage are obtained from Traffic Forecasting

CALCULATIONS

WEIGHTED AVERAGE COST PER VEHICLE MINUTE (TRUCKS & AUTOS)

		TRUCK		CONVERT		AUTO		CONVERT		COST PER		
		TIME VALUE		TO		TIME VALUE		TO		VEH. MIN.		
		(\$ PER		DECIMAL		(\$ PER		DECIMAL		(\$ PER		
		VEH. MIN.)				VEH. MIN.)				VEH. MIN.)		
%												
TRUCKS	X	0.4	/	100	+	AUTOS	X	0.15	/	100	=	A
17.3		0.4		100		82.7		0.15		100	=	0.193

DAILY DELAY SAVINGS (VEHICLE MINUTES PER DAY)

BEFORE CONDITIONS				AFTER CONDITIONS				CONVERSION		DAILY		
LENGTH		SPEED		LENGTH		SPEED		FACTOR		DELAY		
(MILES)		(MPH)		(MILES)		(MPH)		(VEH. PER DAY)		SAVINGS		
(L ₁)		(S ₁)		(L ₂)		(S ₂)		AVERAGE		(VEH. MINS. PER DAY)		
/		-		/		X		X		=		
								AADT BENEFITED		B		
0.33		55		0.33		65		60		49610	=	2748

DELAY INDEX

DAILY		COST		DAYS		PRESENT		CONVERSION		TOTAL		
DELAY		PER VEH MIN		PER YEAR		WORTH		FACTOR		PROJECT		
SAVINGS		(\$ PER		APPLIED		FACTOR				COST ⁽¹⁾		
(VEH-MIN. PER DAY)		VEH. MIN.)		(DAYS PER YEAR)						(\$)		
B		A		D		P _L		X		C		
X		X		X		/		/		=		
D.I.										INDEX		
2748		0.193		365		12.6		100		1490000	=	164

NOTES:

1. For "Total Project Cost", use current Construction Cost + R/W Cost

DISCOUNTED SAFETY INDEX

SAFETY		PRESENT		PROJECT		DISCOUNTED	
INDEX ⁽¹⁾		WORTH		LIFE		SAFETY	
		FACTOR		(YEARS)		INDEX	
S.I.		P _L		L		S.I. (DIS)	
X		/		=		=	
0		12.6		20		0	

NOTES:

1. For Safety Index Calculation, see District Traffic Safety Personnel

PRIORITY INDEX NUMBER CALCULATION WORK SHEET

SHEET 2 OF 2

PRIORITY INDEX NUMBER (PIN)

DELAY INDEX		DISCOUNTED SAFETY INDEX			
D.I.	+	S.I. (DIS)	=		PIN
164		0	=		164

PERFORMANCE MEASURE

DAILY DELAY SAVINGS (VEH. MINS. PER DAY)		DAYS PER YEAR APPLIED (DAYS PER YEAR)		CONVERSION FACTOR (MIN. PER HOUR)		PERFORMANCE MEASURE (VEH. HOURS PER YEAR)
B	X	D	/	60		
2748		365		60	=	16715

PRIORITY INDEX NUMBER CALCULATION WORK SHEET

SHEET 1 OF 2

LOCATION /PROJECT DESCRIPTION: Sta-99-PM 13.39/13.76
 On NB between Hatch Road and South 9th Street
 Alt-3: Construct Auxiliary Lane by widening to outside,standard shoulders,sound wall relocation,realign Bystrum Road

INSTRUCTIONS: FILL IN AREAS THAT ARE MARKED IN BLUE OR WITH AN ASTERISK.

INPUT

INPUT		
"L1" BEFORE MILES	*	0.33
"L2" AFTER MILES	*	0.33
"S1" BEFORE MPH	*	55
"S2" AFTER MPH	*	65
PRESENT AADT	*	82000
FUTURE AADT	*	116,440
AVERAGE AADT		99220
% TRAFFIC BENEFITED	*	50
AVE. AADT BENEFITED		49610
% TRUCKS	*	17.3

COUNTY-RTE :	*	Sta-99
P.M. LIMITS :	*	13.39/13.76
EA :	*	10-0L870K
R/W+CONST \$:	*	\$ 2,400,000
CALC. BY :	*	Vu H Nguyen
DATE:	*	11/8/2005
PHONE NO. :	*	(209)942-6026

NOTES:

1. ADT and Truck Percentage are obtained from Traffic Forecasting

CALCULATIONS

WEIGHTED AVERAGE COST PER VEHICLE MINUTE (TRUCKS & AUTOS)

		TRUCK	CONVERT				AUTO	CONVERT		COST PER		
		TIME VALUE	TO				TIME VALUE	TO		VEH. MIN.		
		(\$ PER	DECIMAL				(\$ PER	DECIMAL		(\$ PER		
%		VEH. MIN.)			%		VEH. MIN.)				VEH. MIN.)	
TRUCKS	X	0.4	/	100	+	AUTOS	X	0.15	/	100	=	A
17.3		0.4		100		82.7		0.15		100	=	0.193

DAILY DELAY SAVINGS (VEHICLE MINUTES PER DAY)

BEFORE CONDITIONS				AFTER CONDITIONS				CONVERSION		DAILY		
								FACTOR		DELAY		
LENGTH	SPEED			LENGTH	SPEED			(VEH. PER DAY)		SAVINGS		
(MILES)	(MPH)			(MILES)	(MPH)			(MIN. PER HOUR)	AVERAGE		(VEH. MINS. PER DAY)	
(L ₁)	/	S ₁	-	L ₂	/	S ₂	X	60	X	AAVT BENEFITED	=	B
0.33		55		0.33		65		60		49610	=	2748

DELAY INDEX

DAILY		COST		DAYS		PRESENT		CONVERSION		TOTAL		DELAY	
DELAY		PER VEH MIN		PER YEAR		WORTH		FACTOR		PROJECT		SAVINGS	
(VEH-MIN. PER DAY)		(\$ PER VEH. MIN.)		(DAYS PER YEAR)		FACTOR				COST ⁽¹⁾		INDEX	
B	X	A	X	D	X	P _L	X	100	/	C	=	D.I.	
2748		0.193		365		12.6		100		2400000	=	102	

NOTES:

1. For "Total Project Cost", use current Construction Cost + R/W Cost

DISCOUNTED SAFETY INDEX

SAFETY	PRESENT		PROJECT		DISCOUNTED	
INDEX ⁽¹⁾	WORTH		LIFE		SAFETY	
	FACTOR		(YEARS)		INDEX	
S.I.	X	P _L	/	L	=	S.I. (DIS)
145		12.6		20	=	91

NOTES:

1. For Safety Index Calculation, see District Traffic Safety Personnel

PRIORITY INDEX NUMBER CALCULATION WORK SHEET

SHEET 2 OF 2

PRIORITY INDEX NUMBER (PIN)

DELAY INDEX		DISCOUNTED SAFETY INDEX	=	PIN
D.I.	+	S.I. (DIS)	=	
102		91	=	193

PERFORMANCE MEASURE

DAILY DELAY SAVINGS (VEH. MINS. PER DAY)		DAYS PER YEAR APPLIED (DAYS PER YEAR)		CONVERSION FACTOR (MIN. PER HOUR)	=	PERFORMANCE MEASURE (VEH. HOURS PER YEAR)
B	X	D	/	60		
2748		365		60	=	16715

PROJECT RISK MANAGEMENT PLAN

Dist - E.A 10-0L870 Project Name Hatch Road/So 9th Street Auxiliary Lane
 Co-Rte-PM 10-Sta-99
 Date 7/27/2005
 Project Mngr Karen Bonnetti Telephone Number (209) 948-3737

PROJECT RISK MANAGEMENT PLAN																																																							
Priority	Identification						Qualitative Analysis				OPTIONAL Analysis			Quantitative		Risk Response Plan		Monitoring and Control																																					
	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	Responsibility (Risk Manager)	Status Interval or Milestone Check	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)	(20)	(18)																																					
	Active	1	7/26/2005 PID	Environmental	Alt. #3 will require new RW - possible cultural resources. HW ISA.	PA&ED	Scope Schedule	Low	Moderate	<table border="1"> <tr><td>VH</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>L</td><td></td><td></td><td></td><td>X</td><td></td></tr> <tr><td>VL</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table> Impact	VH						H						M						L				X		VL							VL	L	M	H	VH	30%				Avoidance	By avoiding Alt #3, which has been deemed the least programmable alternative due to PIN of 84 (<100).	PDT Members		
VH																																																							
H																																																							
M																																																							
L				X																																																			
VL																																																							
	VL	L	M	H	VH																																																		
	Active	2	7/26/2005 PID	Environmental	Alt. #3 will probably have a longer ED timeline. Approx. 1 year for Alt. #1 or 2 vs. 2.5 years for Alt. #3.	PA&ED	Schedule	Low	Moderate	<table border="1"> <tr><td>VH</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>L</td><td></td><td></td><td></td><td>X</td><td></td></tr> <tr><td>VL</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table> Impact	VH						H						M						L				X		VL							VL	L	M	H	VH	30%				Avoidance	By avoiding Alt #3, which has been deemed the least programmable alternative due to PIN of 84 (<100).	PDT Members		
VH																																																							
H																																																							
M																																																							
L				X																																																			
VL																																																							
	VL	L	M	H	VH																																																		
	Active	3	7/26/2005 PID	Environmental	Alt. #3 will probably have a higher level ED than Alt. #1 or #2 (ND/FONSI vs. Possible CE). Based on Alt. #3 anticipate ED is ND/FONSI.	PA&ED	Schedule	Low	Moderate	<table border="1"> <tr><td>VH</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>L</td><td></td><td></td><td></td><td>X</td><td></td></tr> <tr><td>VL</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table> Impact	VH						H						M						L				X		VL							VL	L	M	H	VH	30%				Avoidance	By avoiding Alt #3, which has been deemed the least programmable alternative due to PIN of 84 (<100).	PDT Members		
VH																																																							
H																																																							
M																																																							
L				X																																																			
VL																																																							
	VL	L	M	H	VH																																																		
	Active	4	7/26/2005 PID	Environmental	Alt. #1 Removal of oleanders and community concerns. Replant in area if possible - community outreach might be needed.	PA&ED	Schedule Cost	Moderate	Moderate	<table border="1"> <tr><td>VH</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td></td><td>X</td><td></td></tr> <tr><td>L</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>VL</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table> Impact	VH						H						M				X		L						VL							VL	L	M	H	VH	50%				Avoidance	By assessing through a Value Analysis the suitability of the other two alternative, which do not involve removal of the oleanders. If Alt. #1 is found to be the most suitable one, then risk will be accepted.	PDT Members		
VH																																																							
H																																																							
M				X																																																			
L																																																							
VL																																																							
	VL	L	M	H	VH																																																		
	Active	5	7/26/2005 PID	Hydraulics	For all three alternatives: Utility complications.	PA&ED	Schedule	High	Moderate	<table border="1"> <tr><td>VH</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td></td><td>X</td><td></td></tr> <tr><td>L</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>VL</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table> Impact	VH						H						M				X		L						VL							VL	L	M	H	VH	70%				Mitigation	Increased data availability during PA&ED phase will help determine if this risk exists. This risk is possible for any of the three proposed built alternatives.	Hydraulics and Design		
VH																																																							
H																																																							
M				X																																																			
L																																																							
VL																																																							
	VL	L	M	H	VH																																																		
	Active	6	7/26/2005 PID	Hydraulics	For all three alternatives: Possible RW for basins.	PA&ED	Schedule Scope	High	High	<table border="1"> <tr><td>VH</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>H</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>M</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>L</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>VL</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table> Impact	VH						H						M						L						VL							VL	L	M	H	VH	70%				Mitigation	Increased data availability during PA&ED phase will help determine if this risk exists. This risk is possible for any of the three proposed built alternatives.	Hydraulics and Design		
VH																																																							
H																																																							
M																																																							
L																																																							
VL																																																							
	VL	L	M	H	VH																																																		

ATTACHMENT N

PROJECT RISK MANAGEMENT PLAN

Dist - E.A 10-0L870 Project Name Hatch Road/So 9th Street Auxiliary Lane
 Co-Rte-PM 10-Sta-99
 Date 7/27/2005
 Project Mngr Karen Bonnetti Telephone Number (209) 948-3737

PROJECT RISK MANAGEMENT PLAN																																																							
Priority	Identification						Qualitative Analysis				OPTIONAL Analysis			Quantitative		Risk Response Plan		Monitoring and Control																																					
	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	Responsibility (Risk Manager)	Status Interval or Milestone Check	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)	(20)	(18)																																				
	Active	7	7/26/2005 PID	Traffic Ops.	Alt. #1 - Risk of big project coming through. This project will conflict with future widening project EA# 10-0E560K (currently shelved).	PA&ED	Quality	High	High	<table border="1"> <tr><td></td><td>VH</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>H</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>M</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>L</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>VL</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table> Impact		VH						H						M						L						VL							VL	L	M	H	VH	70%			Avoidance	Avoid Alt #1.	PDT Members		
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		VL	L	M	H	VH																																																	
	Active	8	7/26/2005 PID	Design	Alt. #2 - Risk of having multiple non-standard features. Solving one problem creates 3 more	PA&ED	Quality	High	High	<table border="1"> <tr><td></td><td>VH</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>H</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>M</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>L</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>VL</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table> Impact		VH						H						M						L						VL							VL	L	M	H	VH	70%			Mitigation	Find way to mitigate for this if thorough Value Engineering analysis this alternative seems the most suitable one.	PDT Members		
	VH																																																						
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		VL	L	M	H	VH																																																	
	Active	9	7/26/2005 PID	Design and Traffic Ops.	Alt. #3 - Risk of the project costs being too high, thus this project becoming unprogrammable.	PID and PA&ED	Cost	High	High	<table border="1"> <tr><td></td><td>VH</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>H</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>M</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>L</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>VL</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table> Impact		VH						H						M						L						VL							VL	L	M	H	VH	70%			Avoidance	Avoid Alt #3.	PDT Members		
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	Active	10	7/26/2005 PID	Landscape	For all three alternatives: Replacement Planting. Erosion control.	PID and PA&ED	Cost	High	High	<table border="1"> <tr><td></td><td>VH</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>H</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>M</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>L</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>VL</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table> Impact		VH						H						M						L						VL							VL	L	M	H	VH	70%			Acceptance	Can't be avoided since applies to all three alternatives.	Design and Landscape		
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		VL	L	M	H	VH																																																	
	Active	11	7/26/2005 PID	Traffic Ops.	PIN might be at risk for Alt. #3. Need to check PIN for Alt. #1, #2 and #3. If PIN drops, hard for project to compete with other projects.	PID and PA&ED	Cost	Very High	Very High	<table border="1"> <tr><td></td><td>VH</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>H</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>M</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>L</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>VL</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table> Impact		VH						H						M						L						VL							VL	L	M	H	VH	90%			Mitigation	Selecting as preferred alternative an alternative that will not jeopardize programmability of project.	PDT Members		
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	Active	12	7/26/2005 PID	PPM	Time - PID meeting 8/31/05. Team needs to take care of action items ASAP	PID	Schedule	Very High	Very High	<table border="1"> <tr><td></td><td>VH</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>H</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>M</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>L</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td>VL</td><td></td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table> Impact		VH						H						M						L						VL							VL	L	M	H	VH	90%			Mitigation	Informing upper management of issues encountered and need for additional time. New target date 9/15/05	PDT Members		
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PROJECT RISK MANAGEMENT PLAN

Dist - E.A 10-0L870 **Project Name** Hatch Road/So 9th Street Auxiliary Lane
 Co-Rte-PM 10-Sta-99
 Date 7/27/2005
 Project Mngr Karen Bonnetti **Telephone Number** (209) 948-3737

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	Active	13	7/26/2005 PID	RAW	All #3 - Identification of new location for utility poles may be difficult due to residential and commercial properties. RAW take should include consideration for relocation options for utilities affected. Utility relocation costs may increase based on result of utility verifications provided by utility owners	PA&ED	Cost Scope	Very High	Very High		90%			Avoidance	Avoid All #3. Mitigate by refining data to determine actual extent of this risk.			
	Active	14	9/9/2005 PID	RAW	RAW receive Appraisal Maps from Survey by 2/1/09 (M200)	PA&ED and PS&E	Schedule	Moderate	High		50%			Mitigation	Design, Survey, and RAW will work closely in coordinating their activities such that applicable deliverables are provided on schedule.	RAW and Survey		
	Active	15	9/21/2005 PID	Survey	Survey can comply with Risk#14 if Design provides them with "final" RAW Takes by 11/1/08 (i.e., 3 mos prior to M200).	PA&ED and PS&E	Schedule	Moderate	High		50%			Mitigation	Design, Survey, and RAW will work closely in coordinating their activities such that applicable deliverables are provided on schedule. Being this a Long Lead project, duration of PA&ED phase is about 43 months. Design and Survey have plenty of time to deliver Appraisal Maps to RAW by 2/1/09 (M200).	RAW and Survey		