ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
SJ SR-4 Pavement Resurfacing and Restoration (EA 10-1C500)

Resolution SHOPP-P-1819-09B
(will be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☒ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the *SJ SR-4 Pavement Resurfacing and Restoration (EA 10-1C500)*, effective on, DECEMBER 6, 2018 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans*, and the Implementing Agency, *Caltrans*, sometimes collectively referred to as the "Parties".

3. RECITAL

3.2 Whereas at its March 22, 2018 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *SJ SR-4 Pavement Resurfacing and Restoration (EA 10-1C500)*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.

3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Active Transportation Program", dated
- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☒ Resolution G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated March 22, 2018
- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Caltrans agrees to secure funds for any additional costs of the project.

4.6 Caltrans agrees to report on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.

4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

SJ SR 4 Pavement Resurfacing and Restoration (EA 10-1C500)

Resolution SHOPP-P-1819-09B

Dennis T. Agar
District Director
California Department of Transportation

10/15/18
Date

Laurie Berman
Director
California Department of Transportation

11-6-18
Date

Susan Bransen
Executive Director
California Transportation Commission

12/13/18
Date

Project Baseline Project

Baseline agreement information was extracted from Caltrans' project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	11/06/18 11:12:44 AM

District	EA	Project ID	PPNO	Project Manager
10	1C500	1016000026	3165	PADDA, JESKRN S

County	Route	Begin Postmile	End Postmile	Implementing Agency	
SJ	4	T 15.5	R 16.7	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

SJ SR 4 Pavement Resurfacing and Restoration

Location/Description

In Stockton, from 0.2 mile east of Fresno Avenue to Center Street; also on Route 5 from Taylor Street Overhead to Stockton Channel Viaduct (PM 25.8/26.5). Roadway rehabilitation.

Legislative Districts

Assembly:	26	Senate:	05	Congressional:	11

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement	0.71	0.84	3.1		4.65	Lane-miles
Programmed Condition	Pavement	4.65				4.65	Lane-miles

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	05/09/18	
Right of Way Certification Milestone		10/10/19
Ready to List for Advertisement Milestone		11/10/19
Begin Construction Milestone (Approve Contract)		07/11/20

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	17/18	538					538
PS&E	18/19	2,478					2,478
RW Support	18/19	19					19
Const Support	19/20	4,979					4,979
RW Capital	19/20	48					48
Const Capital	19/20	35,157					35,157
Total		43,219					43,219

Project Report

For Project Approval

On Route 4

Between From 0.1 Mile East of Fresno Avenue

And Central Viaduct

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current and accurate:

JAMIE LUPO,
CENTRAL REGION Division Chief, Right of Way

APPROVAL RECOMMENDED:

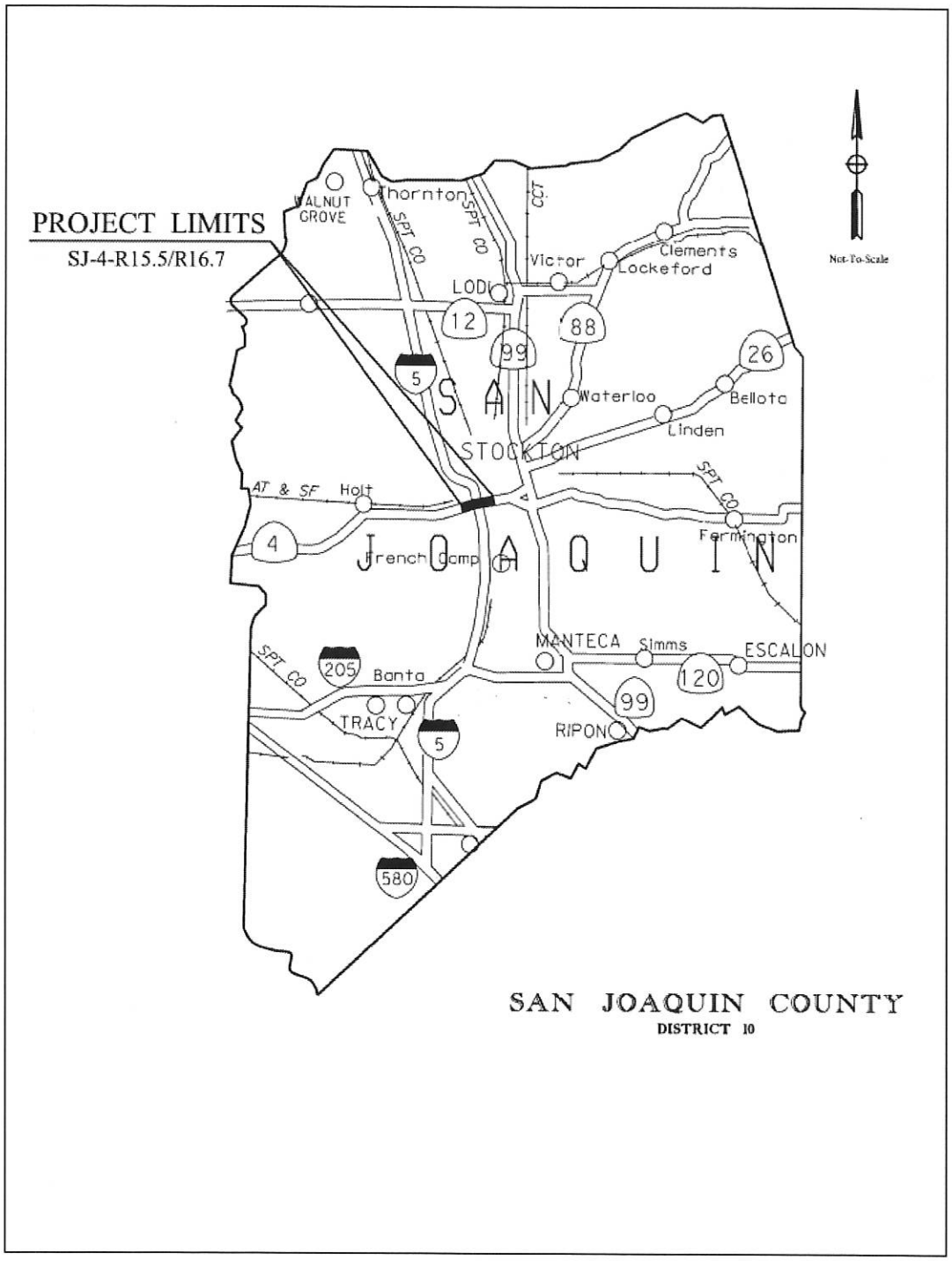
JES PADDA, Project Manager

PROJECT APPROVED:

DENNIS T. AGAR, District Director

05/09/18
Date

Vicinity Map



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

4/10/18

REGISTERED CIVIL ENGINEER *DATE*

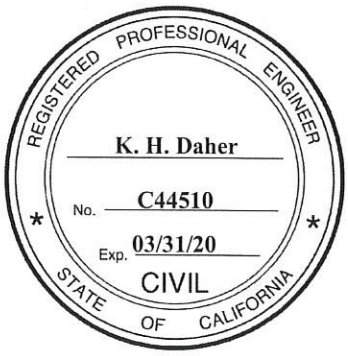


Table of Contents

		PAGE
1	INTRODUCTION	1
2	RECOMMENDATION	1
3	BACKGROUND	1
4	PURPOSE AND NEED	2
5	ALTERNATIVES	6
6	CONSIDERATIONS REQUIRING DISCUSSION	7
7	OTHER CONSIDERATIONS AS APPROPRIATE	8
8	FUNDING. PROGRAMMING AND ESTIMATE	10
9	DELIVERY SCHEDULE	11
10	RISKS	11
11	EXTERNAL AGENCY COORDINATION	11
12	PROJECT REVIEWS	12
13	PROJECT PERSONNEL	12
14	ATTACHMENTS	12

1. INTRODUCTION

This is a resurfacing and restoration (2R) roadway rehabilitation project located on State Route (SR) 4 at the SR 4/I-5 interchange in the City of Stockton. The project will address pavement deterioration on SR 4 and on the connectors with Interstate 5 (I-5) and local street ramps.

The project is programmed in the 2018 State Highway Operation and Protection (SHOPP) for funding in the 2019/2020 fiscal year.

Project Limits	10-SJ-4 R15.5/R16.7	
Number of Alternatives	2	
	Current Cost Estimate:	**Escalated Cost Estimate:**
Capital Outlay Support	$7,739,000	$8,111,000
Capital Outlay Construction	$31,162,000	$33,835,000
Capital Outlay Right-of-Way	$0	$0
Funding Source	201.122	
Funding Year	2019/2020	
Type of Facility	4- and 6-lane freeway	
Number of Structures	0	
SHOPP Project Output	10 Lane-Miles	
Environmental Determination or Document	CE/CE	
Legal Description	In San Joaquin County In Stockton from 0.1 Mile east of Fresno Ave to Central viaduct	
Project Development Category	5	

2. RECOMMENDATION

It is recommended that this project report be approved and authorization be granted to proceed to the design phase with the build alternative.

3. BACKGROUND

A Project Scope Summary Report (PSSR) was approved on August 9, 2016 and the project was targeted for programming in the 2018 SHOPP for delivery in the 2021/22 fiscal year. However, delivery has been accelerated to the 2019/20 fiscal year due to availability of SB 1 funds.

This project is scoped as a 2R (resurfacing and restoration) project per the guidelines in Design Information Bulletin 79-03. The 2R Project Certification was approved on

December 21, 2015 (**Attachment J**). A Safety Analysis report was prepared as part of the 2R Certification, and concluded there were no apparent safety issues that need to be addressed through geometric improvements to the existing roadway. As per 2R guidelines, approvals of design exceptions are not required.

The SR 4/I-5 interchange was constructed in 1970 as a four-level interchange with eight freeway to freeway connectors. The interchange also includes four local street ramps (two on-ramps and two off-ramps). SR 4 within the project limits consists of 3 lanes in each direction but only two lanes are currently used for traffic in each direction. The recently completed segment to the west (SR 4 Crosstown Ramp Extension) constructed two lanes in each direction and extended the freeway approximately one mile to the west where the freeway terminates at Navy Drive. The segment to the east is known as the Crosstown Freeway and consists of three to four traffic lanes in each direction as the eastbound and westbound connectors with I-5 merge and diverge, respectively, with SR 4. The posted speed limit is 65 miles per hour.

4. PURPOSE AND NEED

Purpose:

The purpose of this project is to restore the pavement to a state of good repair, improve ride quality, extend the pavement service life and minimize maintenance costs and effort.

Need:

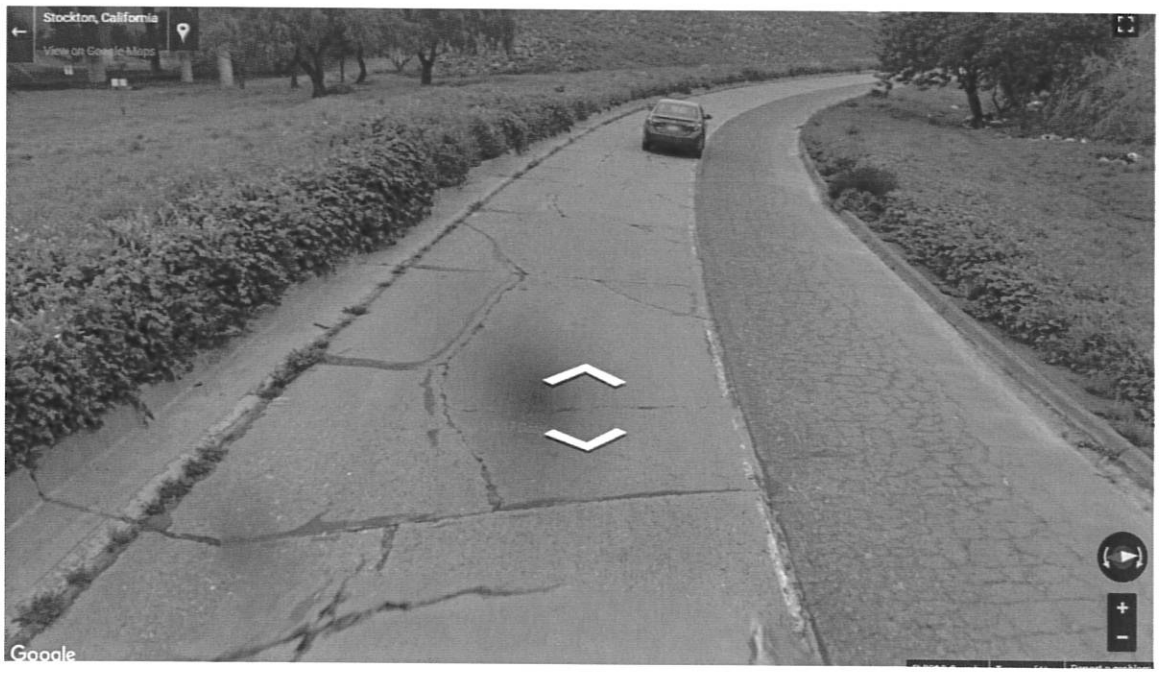
The existing portland cement concrete (PCC) pavement of SR 4 and all the freeway-to-freeway connectors have developed 3rd stage cracking, resulting in rough riding quality and increasing maintenance needs. Additionally the flexible pavement of the local street ramps and the shoulder pavement on the connectors have developed alligator cracking and a rough surface.

A. Problem, Deficiencies, Justification

The pavement will continue to deteriorate rapidly requiring extensive repairs and exposure of maintenance personnel to unsafe traffic conditions. The Pavement Condition Report (**Attachment I**) indicates the pavement has developed major structural distress.

Eastbound SR 4

Southbound I-5 to Eastbound SR 4 connector



Eastbound SR 4 to Southbound I-5 connector

B. Regional and System Planning

SR 4 is classified as a Non-Interstate Strategic Highway Network (STRAHNET) route between I-5 and SR 99. West of I-5, SR 4 is part of the Interregional Road System (IRRS), classified as an intermodal connector. With the recent completion of the SR 4 Crosstown Ramp Extension project which removed the two ramps at Fresno Street and extended the freeway to Navy Drive, this segment of SR 4 provides a vital link to and from the Port of Stockton.

The 2014 Transportation Concept Report designates the segment of SR 4 west of I-5 to be an ultimate 4-lane freeway, while the segment east of I-5 is proposed to be an 8-lane freeway concept facility and a 10-lane freeway Ultimate Transportation Corridor. The current Level-of-Service (LOS) is "A" and the Concept LOS is "D".

This project is included in the Caltrans 10-Year SHOPP Plan. Coordinated with other planned projects in the area will be required. The following are other planned projects in the vicinity of this project:

10-0X690_ SJ-4- PM R15.7/19.2	Roadside Safety Improvements. Begin construction in July 2019.
10-1C860_ SJ-4- PM R17.3/R17.4	Reconstruct Hinge #32 (Crosstown Freeway Viaduct). Begin construction in March 2020.

10-1F180_ SJ-4- PM R16.0/R19.4	Install Ramp Metering System on the westbound Center Street on-ramp. Begin construction in June 2022.

C. **Traffic**

Current and Forecasted Traffic:

Current (2016) ADT	18,000		
Construction Year (2021) ADT	22,900	10-Year ADT	
DHV (2041)	3,710	ADT (2041)	37,100
DHV (2061)	6,100	ADT (2061)	61,000
D	57%	% Trucks	11.2%
T.I. (10-Year)		ESAL (10-Year)	
T.I. (20-Year)	12.5	ESAL (20-Year)	15,407,657
T.I. (40 – Year)	14.0	ESAL (40-Year)	39,326,847

Note: ADT – Average Daily traffic; DHV – Design Hourly Volume; T.I. – Traffic Index; EASL – Equivalent Single Axle Loads; D – Direction

Collision Analysis:

The latest 3-Year (July 1, 2012 To June 30, 2015) Collision Data is shown below:

Accident Rates (ACC/MVM)
10-SJ-4- PM R15.5/R16.6

	Fatal	Fatal+Injury	Total
Actual	0	0.33	0.58
Statewide Average	0.006	0.44	1.01

Note: ACC/MVM - accidents per million vehicle miles.

The actual accident rates were lower than the average rate for similar facilities. There were 28 collisions reported within the study period, including 16 "injury", and no "fatal" accidents. Out of the 28 collisions, 20 were "rear end", with "speeding" as the primary collision factor.

There were no "fatal" accidents on any of the connectors and ramps within the project limits. Only one location, the westbound SR 4 to southbound I-5 Connector, had a significantly high number and higher than average accident rates. There were a total of 34 accidents reported along the curved alignment of this connector, including 15 "run-off-road" and 9 "sideswipe" type accidents.

Accident Rates (ACC/MV)
Westbound SR 4 to southbound I-5 Connector

	Fatal	Fatal+Injury	Total
Actual	0	0.67	1.75
Statewide Average	0.003	0.15	0.45

Note: ACC/MV - accidents per million vehicle.

To address the frequent run-off-road accidents on this connector, a project was initiated by the District Office of Traffic Safety and the project was constructed in 2016. It reconstructed the pavement and applied a high friction surface treatment. It also installed new advisory speed signs with flashing beacons, and lowered the advisory speed from 50 to 45 mph. The accident data shown above precedes the safety improvements constructed in 2016.

5. ALTERNATIVES

5A. Viable Alternative – Build Alternative

This alternative proposes to remove and replace the existing PCC pavement, asphalt concrete pavement and existing bridge approach slabs on Route 4 and all the ramps and connectors within the project limits.

Two optional pavement structural sections were considered; Continuous Reinforced Concrete Pavement (CRCP) and Crack Seat and Overlay (CSOL).

A Life Cycle Cost Analysis (LCCA) prepared in 2016 studied the main line of SR-4 to compare the two options. The LCCA concluded that over the 55-year analysis period, the CSOL option is $600,000 less than the CRCP option.

The same LCCA studied the ramps and connectors, comparing the same two options of pavement type. The LCCA concluded that over the 55-year analysis period, CRCP is less costly than CSOL by approximately $0.5-million.

Although the LCCA of the main lanes indicated that the CSOL option would cost approximately $0.6-million less than the CRCP option, the CSOL option results in higher vertical profile grade and would require long transitions to conform to the existing bridge deck profiles. Raising the roadway profile would also reduce vertical bridge and overhead sign clearances. It would also require additional earthwork and temporary and permanent erosion control measures. In addition, it would also require extensive modifications of the existing drainage system. The resulting additional expense of the added earthwork and drainage modifications offset the potential savings in paving costs between the two options.

Based on the above analysis, the CRCP option, with 40 year pavement design life, is the preffered strategy. See Attachment B for the proposed pavement structural sections. The selected structural sections are based on HDM Table 623.1F, Rigid Pavement Catalog (Inland valley, Type 1 Subgrade Soil).

Existing drainage facilities include drainage inlets, culverts, downdrains, roadside ditches, detention ponds and pump stations. Most of the roadway run-off directly outfalls to Mormon Slough through an underground conveyance system. There are several spot locations with unacceptable spread on the travelled way that require installation of additional inlets and downdrains. Post construction permanent treatment of storm water runoff may be necessary and may require modifications to the drainage system to allow capture of sediment before entering Mormon Slough. The need and feasibility of such modifications will be determined during the early stages of design.

Existing metal beam guard rail, bridge approach rail and dike within the project limits will be brought up to current standards. All green roadside guide signs will be replaced with new panels made of high reflective sheeting material, and delineators, object makers and bridge information signs will be brought to current standards. Lighting will be upgraded and existing detector loops will be replaced.

5B. Rejected Alternatives

The no build alternative is rejected since it does not meet the purpose and need to restore the pavement to a state of good repair and minimize maintenance efforts and expenses.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

Treated wood removed from existing metal beam guardrail installation will need to be disposed of at a certified disposal facility. No other hazardous waste is anticipated. A preliminary site investigation (PSI) is not required to test the soil for hazardous materials since no soil is to be exported from the project site.

6B. Value Analysis

This project does not meet the criteria for a Value Analysis study.

6C. Resource Conservation

Removed concrete pavement will become the property of the construction contractor for possible recycling.

6D. Right-of-Way Issues

All work will be within existing right of way and no utility conflicts are anticipated. Underground utilities within the project limits are located under city streets and would not be impacted by replacing the pavement on SR 4 or the ramps and connectors. The right of way data sheet is attached (**Attachment F**).

6E. Railroad Involvement:

A branch of the Northern Burlington Santa Fe Railroad is within the project limits. The railroad crosses SR 4 at PM R15.8 (Garfield Street Overhead) and crosses I-5 at PM 25.8 (Taylor Street Overhead). Work on the bridge approach slabs at these two overheads should not interfere with the railroad operations. A minimum of 50 feet lateral clearance is available from the approach slabs to the nearest track.

6F. Environmental Compliance

The project has been Categorically Exempt under Class 1 of the California Environmental Quality Act guidelines and Categorically Excluded under the National Environmental Policy Act. The CE/CE is attached (**Attachment E**). The following avoidance and minimization measures would be implemented prior to and during construction:

- Conduct Environmental Awareness Training
- Return temporarily disturbed areas to pre-project conditions
- Implement Best Management Practices
- Implement measures to reduce the spread of invasive species
- Conduct a preconstruction Nesting Migratory Bird and Raptor Survey
- Conduct a preconstruction survey for bats
- Conduct a preconstruction Small Mammal Survey
- Avoid disturbance or harm to wildlife

A National Pollutant Discharge Elimination System permit from the State Water Resources Control Board under Clean Water Act, Section 402 is required.

6G. Air Quality Conformity

Air quality conformity is not required.

6H. Title VI Considerations

The project complies with Title VI of the Civil Rights Act of 1964 and related statutes. This project will not result in disproportionate adverse transportation impact to minority and low-income populations.

6I. Noise Abatement Decision Report

A Noise Abatement Decision Report is not required for this project. Noise levels from concrete pavement removal operations during construction may exceed allowable levels during night-time hours. There are residences located within 100 feet of the eastbound SR 4 to southbound I-5 connector that could possibly be impacted. However, staging at this connector allows removal of the concrete pavement during day-time hours to minimize impacts to residences

from high construction-related noise levels.

7. OTHER CONSIDERATIONS AS APPROPRIATE

7A. Transportation Management Plan and Stage Construction

It is proposed to utilize stage construction and a cross-median detour to reconstruct the mainline pavement. Stage 1 would close the eastbound lanes and utilize the westbound lanes for one traffic lane in each direction, separated by temporary railing (Type K). Similarly, Stage 2 would shift westbound traffic onto the eastbound lanes while the westbound pavement is reconstructed.

For single lane and low volume ramps and connectors, complete closures are proposed for up to 14 days while the pavement is being reconstructed. For connectors from and to westbound SR 4, it is proposed to utilize Navy Drive and the Charter Way/I-5 interchange for a detour. Other local streets would serve as a detour for the local street ramps. The closures would be scheduled to minimize operational impacts.

At a focused constructability meeting on March 7, 2018, stage construction was proposed for high volume, multi-lane connectors by keeping at least one lane open to traffic at all times. After further analysis by the Office of Traffic Management, representatives from Project Management, Traffic Management, Traffic Operations, Maintenance, Construction, and Design met on March 20, 2018 and discussed the proposed staging plans. Due to the anticipated traffic operational issues with extended lane closures, this risk has been added to the Risk Register. To mitigate this risk, the PDT considered other options including replacing the pavement with rapid strength concrete (RSC) which requires shorter cure time and shorter closure period. This option requires up to three full weekend (55 hours) closures at each connector. This strategy and other traffic handling options and pavement rehabilitation strategies will be further evaluated during the design (PS&E) phase.

7B. Storm Water

A Storm Water Data Report (SWDR) has been approved (**Attachment H**) and identified appropriate construction site Best Management Practices (BMPs) to be incorporated during construction. The obliteration and replacement of the existing pavement is considered Redeveloped Area that may require post construction permanent treatment of highway stormwater runoff before reaching Mormon Slough. Possible treatment measures include bioswales and sand traps to be retrofitted into the existing drainage system. Other options will be evaluated during the design phase of the project.

This project will be covered under the Construction General Permit (CGP). The construction contractor will be required to formulate a Storm Water Pollution Prevention Plan (SWPPP) and will be expected to implement construction site

BMPs. The cost for the anticipated temporary construction BMPs are included in the cost estimate.

7C. Complete Streets

SR 4 within the project limits is not designated as a pedestrian or bicycle facility. Where on- and off-ramps meet local roads, the existing curb ramps meet current Americans with Disability Act standards. There are no feasible improvements within the scope of this project for pedestrian and bicycle accommodation.

7D. Climate Change

The project is not located within a coastal zone, but due to its relatively close proximity to the San Joaquin River Delta, it could potentially be vulnerable to sea level rise (SLR). The SLR projections are estimated at 14 inches in the year 2050, and a 40 to 55 inch increase in mean sea level by the year 2100. The proposed scope of work is to match the existing profile grade, as raising the profile would in turn require raising 22 structures within the project limits. Due to the low potential for the project to be impacted by an increase in SLR, any substantial additional modification to the project to further reduce or eliminate SLR risk is not cost effective given the 40-year design lifespan of the project.

In an effort to reduce the effect of greenhouse gasses, this project will replace existing lighting with energy-efficient light-emitting diode (LED) lighting, which reduces the associated energy costs by as much as 80 percent.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

It has been determined that this project is eligible for Federal-aid funding.

Programming

The current construction capital cost is $31,162,000 and the escalated (2019/2020) construction capital cost is $33,835,000. The escalated construction cost is 10.7% above the programmed amount and will be monitored. The use of RSC to avoid long term lane closures may escalate this cost further. The funding strategy is to process a project change request once the traffic management plan is more refined and the corresponding costs can be determined. The support costs for Construction and PS&E can be managed within G-12 allowances. The current right of way estimate is $0.

The programmed cost data is shown in the table below.

Fund Source	Fiscal Year Estimate			
20.XX.201.122	Prior	18/19	19/20	Total
Component	In thousands of dollars ($1,000)			
PA&ED Support	538			538
PS&E Support		2,324		2,324
Right-of-Way Support		19		19
Construction Support			4,589	4,589
Right-of-Way			48	48
Construction			30,576	30,576
Total	538	2,343	35,213	38,094

The support cost ratio is 24.67%. Costs at programming were escalated at 4.2% except for R/W which was escalated at 5%.

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	08/16/2017	A
BEGIN ENVIRONMENTAL	M020	10/02/2017	A
PA & ED	M200	05/07/2018	T
95% CONSTRUCTABILITY REVIEW	M315	04/01/2019	T
PS&E TO DOE	M377	05/01/2019	T
RIGHT OF WAY CERTIFICATION	M410	10/10/2019	T
READY TO LIST	M460	11/10/2019	T
HEADQUARTERS ADVERTISE	M480	03/02/2020	T
AWARD	M495	05/15/2020	T
APPROVE CONTRACT	M500	07/11/2020	T
CONTRACT ACCEPTANCE	M600	01/05/2021	T
END PROJECT EXPENDITURES	M800	01/05/2023	T
FINAL PROJECT CLOSEOUT	M900	10/31/2024	T

10. RISKS

As discussed in the programming section, the traffic management strategy for the ramp closures is a high risk that will impact the construction capital cost. Also, construction contract time will impact the construction support costs. Several other low- and very low-probability risks were identified, mostly in the Environmental and Design categories in the Risk Register. See **Attachment K**.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

This project is considered to be an Assigned Project in accordance with the current Federal Highway Administration (FHWA) and Department of Transportation (Caltrans) Joint Stewardship and Oversight Agreement. This project has not been identified as either a "Project of Division Interest" or "Project of Corporate Interest."

The project requires a National Pollutant Discharge Elimination System permit from the State Water Resources Control Board under Clean Water Act, Section 402.

The project requires the following coordination:

General Permits (Regional Permit, Nationwide Permit or Programmatic Permit)

Regional Water Quality Control Board

Clean Water Act Section 401
Water Quality Certification

12. PROJECT REVIEWS

Scoping team field review	(performed at PSSR stage)	Date	02/04/2016
District Program Advisor	Ali Juma	Date	04/11/2018
Headquarters SHOPP Program Advisor	Ron Jones	Date	
District Maintenance	Long Huynh	Date	04/11/2018
Headquarters Project Delivery Coordinator	Paul Gennaro	Date	
Project Manager	Jes Padda	Date	04/11/2018
FHWA		Date	
District Safety Review		Date	
Constructability Review		Date	03/07/2018
Other		Date	

13. PROJECT PERSONNEL

Jes Padda	Project Manager	209-948-7765
Kal Daher	Design Engineer	559-230-3130
Jaycee Azevedo	Environmental Manager	209-941-1919
Toni Welch	Right of Way Manager	209-948-3858

14. ATTACHMENTS (Number of Pages)

A. Location map (1)
B. Typical Cross Sections (1)
C. Layout And Stage Construction (1)
D. Cost Estimate (10)
E. Categorical Exemption/ Categorical Exclusion (2)
F. Right of Way Data Sheet (4)
G. Transportation Management Plan (14)
H. Storm Water Data Report – Signed Cover Sheet (1)
I. Pavement Condition Summary Report (1)
J. 2R Certification (1)
K. Risk Register (1)

INDEX OF PLANS

SHEET No. DESCRITPTION

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

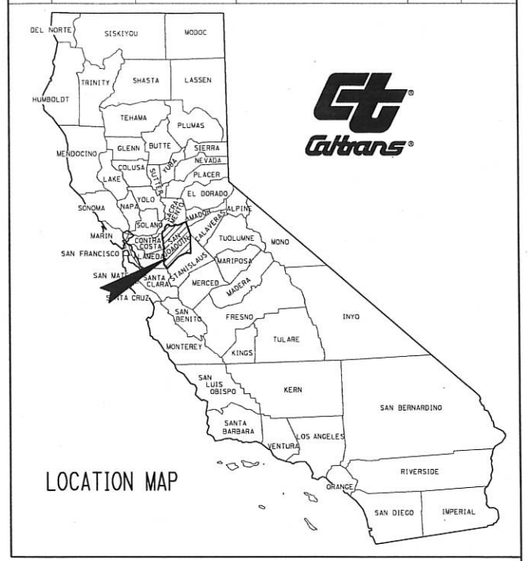
PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN SAN JOAQUIN COUNTY
IN STOCKTON
FROM 0.1 MILE EAST OF FRESNO AVENUE
TO CENTRAL VIADUCT

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2015

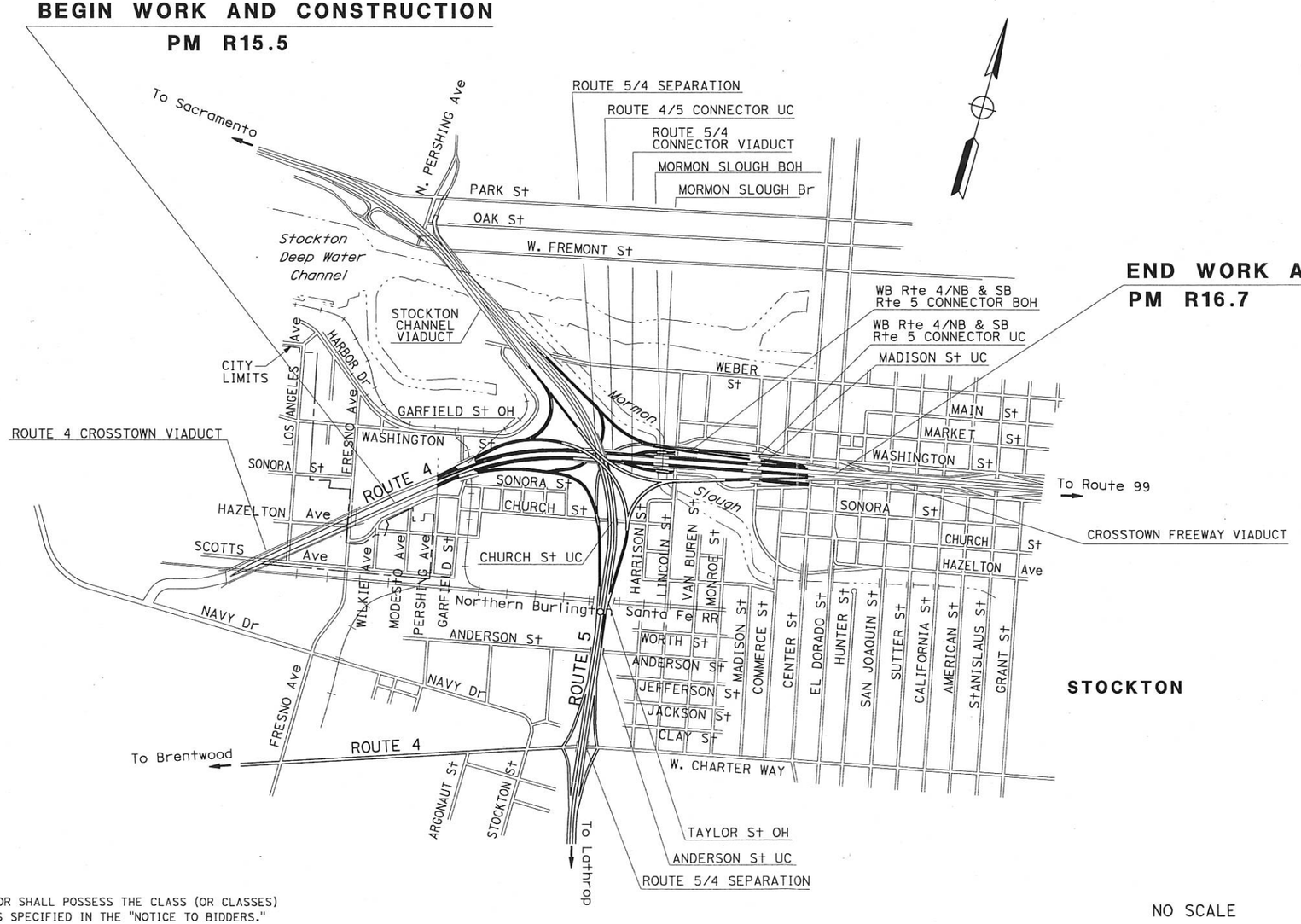
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	SJ	4	R15.5/R16.7		



LOCATION MAP

BEGIN WORK AND CONSTRUCTION
PM R15.5

END WORK AND CONSTRUCTION
PM R16.7



STOCKTON

NO SCALE

ATTACHMENT A

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

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

PLANS APPROVAL DATE

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

EA	10-1C5000
PROJECT ID	1016000026

LAST REVISION 04-11-18
DATE PLOTTED => 10-APR-2018
TIME PLOTTED => 11:02

PROJECT MANAGER: JES PADDA
DESIGN ENGINEER: KAL DAHER

BORDER LAST REVISED 7/2/2010 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s119597 DGN FILE => Title Sheet.dgn | UNIT 1443 | PROJECT NUMBER & PHASE 1016000026 0

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	SJ	4	R15.5/R16.7		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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

NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. NEW PAVEMENT TO MATCH EXISTING PAVEMENT CROSS SLOPES AND SUPERELEVATIONS.
3. FOR CRCP RSC LOCATIONS SEE LAYOUT.
4. ALL EXISTING GUARDRAIL TO BE REPLACED WITH MIDWEST GUARDRAIL SYSTEM. SEE LAYOUT FOR LOCATIONS OF EXISTING GUARDRAIL.
5. BRIDGE APPROACH SLABS STRUCTURAL SECTIONS NOT SHOWN.
6. EXISTING OLEANDERS FROM Sta 939+00 TO Sta 969+00 TO REMAIN.
7. EXISTING CONCRETE BARRIER TO BE REMOVED FOR STAGE CONSTRUCTION BETWEEN Sta 978+28 AND Sta 983+50. REMOVED BARRIER TO BE REPLACED IN KIND.
8. LIME TREATMENT OF SUBBASE ASSUMED TO BE REQUIRED.

ABBREVIATIONS:

CRCP - CONTINOUSLY REINFORCED CONCRETE PAVEMENT
CRCP RSC - CONTINOUSLY REINFORCED CONCRETE PAVEMENT RAPID STRENGTH CONCRETE

CONNECTOR/ Ramp	DESCRIPTION	TRAFFIC INDEX (TI) 20 Yr (2041)	TRAFFIC INDEX (TI) 40 Yr (2061)
A	SB Rte 5 to EB Rte 4	12.5	14.5
B	EB Rte 4 To NB Rte 5	11.0	12.0
C	NB Rte 5 TO WB Rte 4	10.5	12.0
D	WB Rte 4 To SB Rte 5	13.0	14.5
E	SB Rte 5 to WB Rte 4	10.5	12.0
F	EB Rte 4 To SB Rte 5	11.0	12.0
G	NB Rte 5 To EB Rte 4	12.5	14.5
H	WB Rte 4 To NB Rte 5	12.5	14.5
K	Lincoln St On-Ramp	10.0	11.0
L	Lincoln St Off-Ramp	10.0	11.0
M	Center St. On-Ramp	10.5	12.0
N	Center St. Off-Ramp	10.5	12.0

DESIGN DESIGNATION ROUTE 4

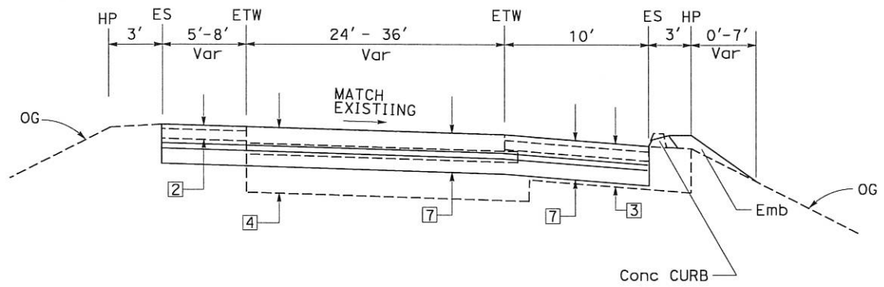
ADT (2016)	18,000	D	57%
ADT (2041)	37,100	T	11.2%
DHV (2061)	61,000	V	70 mph
ESAL	39,326,847	TI_{40}	14.0

PAVEMENT CLIMATE REGION

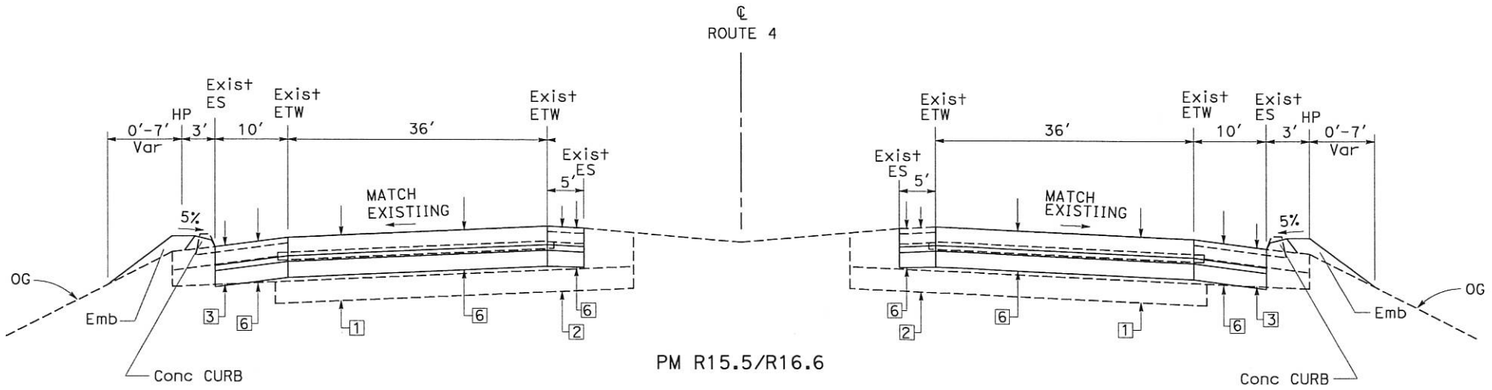
INLAND VALLEY

SUBGRADE TYPE

TYPE II (SILTS AND CLAYS)



RAMPS A, D, G AND H



PM R15.5/R16.6

ROUTE 4

TYPICAL PAVEMENT STRUCTURAL SECTIONS

EXISTING

[1] 0.67′ PCC
0.35′ CTB
1.98′ AS

[2] 0.20′ AC
0.45′ AB
1.98′ AS

[3] 0.25′ AC
0.55′ AB
1.00′ (Min) AS

[4] 0.75′ PCC
0.50′ CTB
1.75′ AS

[5] 0.35′ AC
0.75′ CTB
1.15′ AS

NEW
(SOURCE: HDM TABLE 623.1G)

TI = 14.0
[6] 0.85′ CRCP OR CRCP RSC
0.25′ HMA (TYPE A)
0.70′ AS

TI = 14.5
[7] 0.90′ CRCP OR CRCP RSC
0.25′ HMA (TYPE A)
0.70′ AS

TI = 12.0
[8] 0.80′ CRCP OR CRCP RSC
0.25′ HMA (TYPE A)
0.60′ AS

TI = 11.0
[9] 0.90′ JPCP
0.25′ HMA (TYPE A)
0.60′ AS

TYPICAL CROSS SECTIONS

X-1

NO SCALE

ATTACHMENT B

REVISED BY | DATE REVISED
CALCULATED-DESIGNED BY | CHECKED BY
FUNCTIONAL SUPERVISOR: KAL DAHER
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans®
06-DESIGN

LAST REVISION 04-23-18 | DATE PLOTTED => 16-MAY-2018 | TIME PLOTTED => 15:34

BORDER LAST REVISED 7/2/2010 | USERNAME => s119597 | DGN FILE => Typical Cross Sections.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1443 | PROJECT NUMBER & PHASE 1016000026 (0)

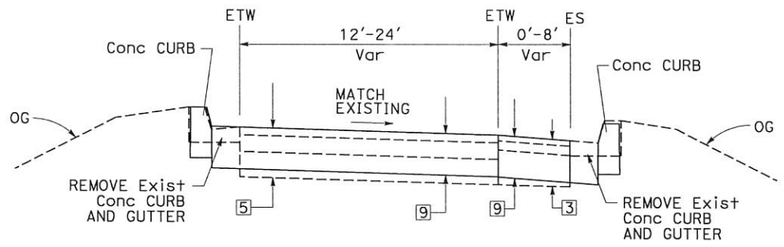
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	SJ	4	R15.5/R16.7		

REGISTERED CIVIL ENGINEER DATE

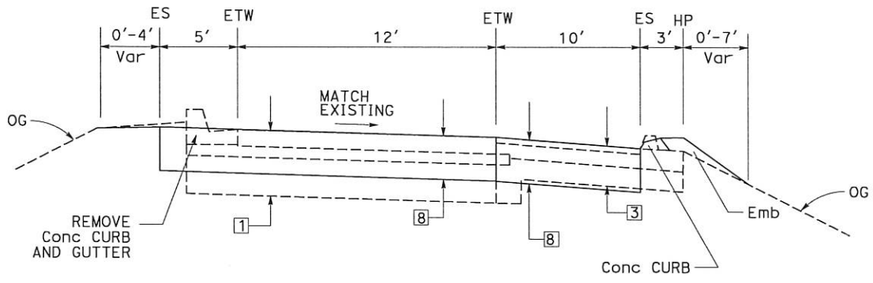
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

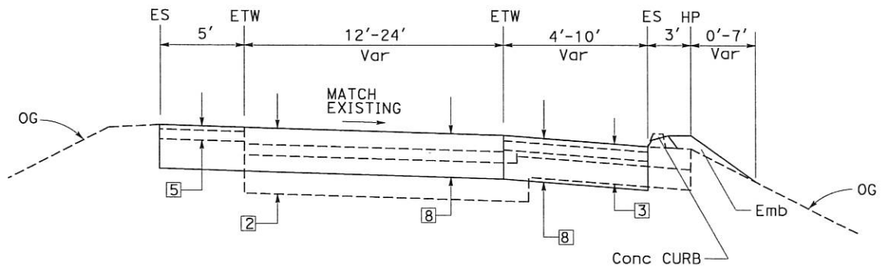
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



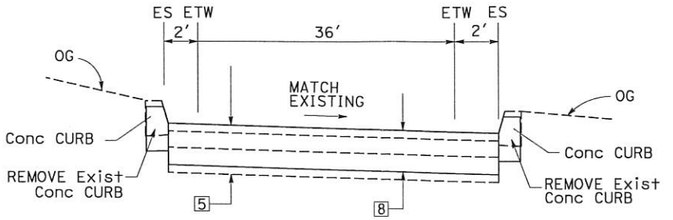
RAMPS K AND L



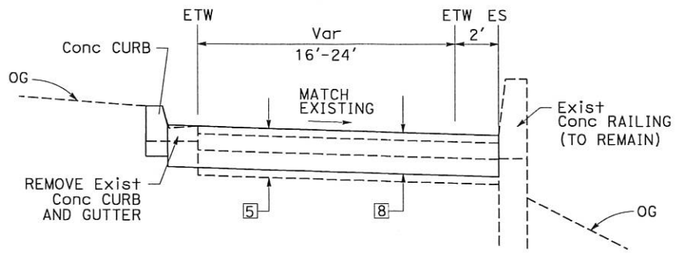
RAMPS E AND F



RAMPS B AND C



RAMP N



RAMP M

TYPICAL CROSS SECTIONS

NO SCALE

X-2

LAST REVISION 04-23-18 | DATE PLOTTED => 16-MAY-2018 | TIME PLOTTED => 15:34

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: KAL DAHER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans®

06-DESIGN

BORDER LAST REVISED 7/2/2010

USERNAME => s119597
DGN FILE => Typical Cross Sections.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1443

PROJECT NUMBER & PHASE 1016000026 (0)

10-1C5000
(1016000026)
10-SJ-4 PM R15.5/R16.7

LEGEND:

REPLACE WITH CRCP

REPLACE WITH CRCP RSC

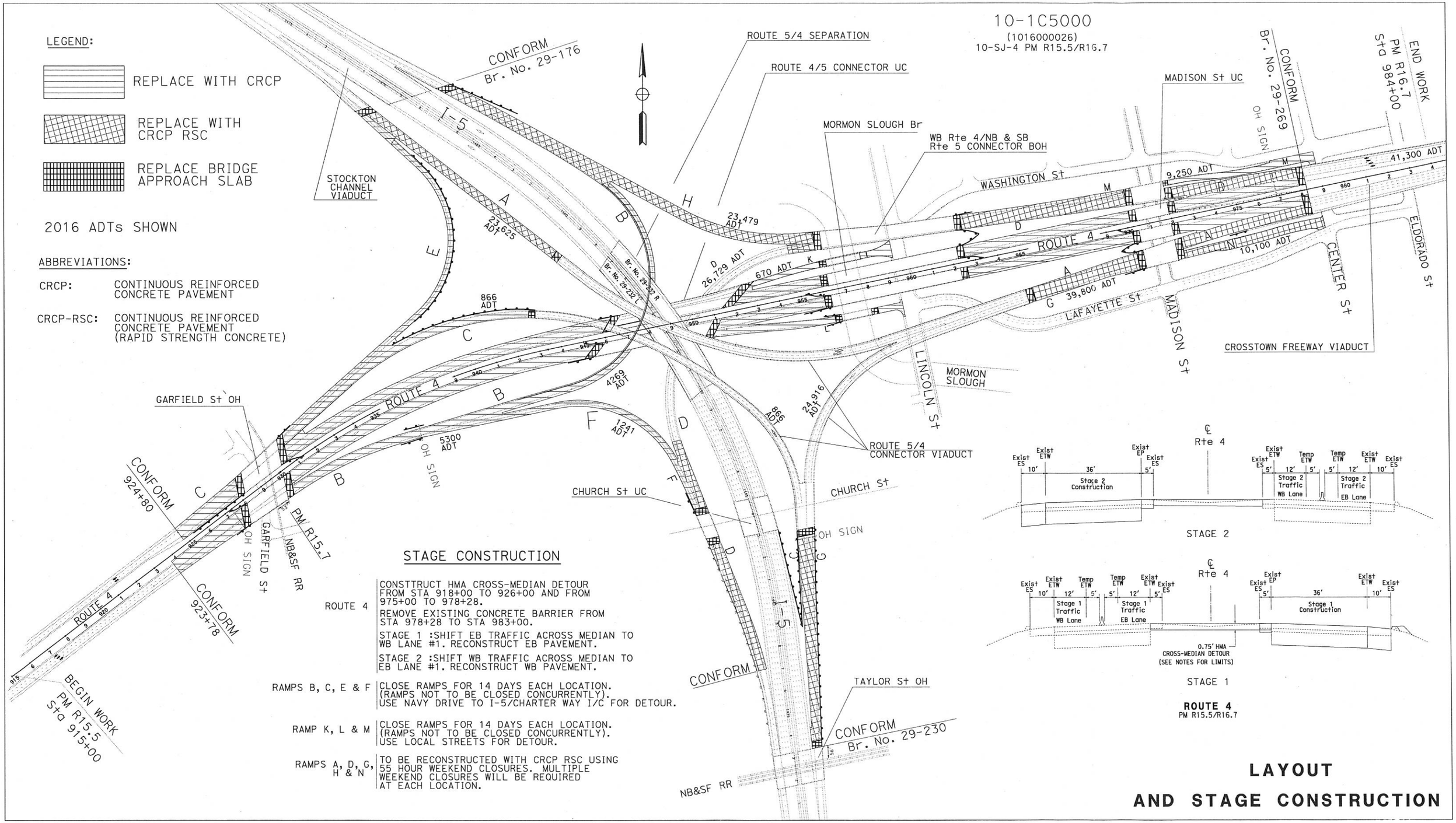
REPLACE BRIDGE APPROACH SLAB

2016 ADTs SHOWN

ABBREVIATIONS:

CRCP: CONTINUOUS REINFORCED CONCRETE PAVEMENT

CRCP-RSC: CONTINUOUS REINFORCED CONCRETE PAVEMENT (RAPID STRENGTH CONCRETE)



STAGE CONSTRUCTION

ROUTE 4	CONSTTRUCT HMA CROSS-MEDIAN DETOUR FROM STA 918+00 TO 926+00 AND FROM 975+00 TO 978+28. REMOVE EXISTING CONCRETE BARRIER FROM STA 978+28 TO STA 983+00. STAGE 1 :SHIFT EB TRAFFIC ACROSS MEDIAN TO WB LANE #1. RECONSTRUCT EB PAVEMENT. STAGE 2 :SHIFT WB TRAFFIC ACROSS MEDIAN TO EB LANE #1. RECONSTRUCT WB PAVEMENT.
RAMPS B, C, E & F	CLOSE RAMPS FOR 14 DAYS EACH LOCATION. (RAMPS NOT TO BE CLOSED CONCURRENTLY). USE NAVY DRIVE TO I-5/CHARTER WAY I/C FOR DETOUR.
RAMP K, L & M	CLOSE RAMPS FOR 14 DAYS EACH LOCATION. (RAMPS NOT TO BE CLOSED CONCURRENTLY). USE LOCAL STREETS FOR DETOUR.
RAMPS A, D, G, H & N	TO BE RECONSTRUCTED WITH CRCP RSC USING 55 HOUR WEEKEND CLOSURES. MULTIPLE WEEKEND CLOSURES WILL BE REQUIRED AT EACH LOCATION.

ROUTE 4
PM R15.5/R16.7

LAYOUT AND STAGE CONSTRUCTION

ATTACHMENT C

Project Report Cost Estimate

Project ID: 1016000026 (EA 10-1C5000)

Type of Estimate : Project Report (PR)
Program Code : 201.122
Project Limits : On Route 4 in Stockton at the Rte 4/Rte 5 Interchange.
Description: Pavement Resurfacing and Restoration
Scope : Replace pavement with CRCP
Alternative : Alternative 1, Programmed Project Alternative

	Current Cost	Escalated Cost
ROADWAY ITEMS	$ 27,211,700	$ 29,545,484
STRUCTURE ITEMS	$ 3,950,000	$ 4,288,768
SUBTOTAL CONSTRUCTION COST	$ 31,161,700	$ 33,834,252
RIGHT OF WAY	$ -	$ -
TOTAL CAPITAL OUTLAY COST	$ 31,162,000	$ 33,835,000
PR/ED SUPPORT	$ -	$ -
PS&E SUPPORT		$ -
RIGHT OF WAY SUPPORT	$ -	$ -
CONSTRUCTION SUPPORT	$ -	$ -
TOTAL CAPITAL OUTLAY SUPPORT COST*	$ -	$ -

TOTAL PROJECT COST

If Project has been programmed enter Programmed Amount $ -

Date of Estimate (Month/Year) Month / Year 4 / 2018

Estimated Date of Construction Start (Month/Year) 7 / 2020

Number of Working Days 200 Working Days

Estimated Mid-Point of Construction (Month/Year) Month / Year 12 2020

Number of Plant Establishment Days 0 Days

Estimated Project Schedule

PID Approval	
PA/ED Approval	7-May-18
PS&E	
RTL	
Begin Construction	1-Jul-20

Approved by Project Manager: Jes Padda — **Project Manager** | **Date** | (209) 948-7765 — **Phone**

ATTACHMENT D

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	$ 150,000
2	Pavement Structural Section	$ 15,143,500
3	Drainage	$ 503,700
4	Specialty Items	$ 522,000
5	Environmental	$ 676,000
6	Traffic Items	$ 2,010,800
7	Detours	$ -
8	Minor Items	$ 190,100
9	Roadway Mobilization	$ 1,439,800
10	Supplemental Work	$ 606,100
11	State Furnished	$ 800,000
12	Overhead	$ 1,620,300
13	Contingencies	$ 3,549,400
	TOTAL ROADWAY ITEMS	**$ 27,211,700**

Estimate Prepared By	Kal Daher	4/18/2018	(559) 230-3130
	Name and Title	Date	Phone
Estimate Reviewed By			
	Name and Title	Date	Phone

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)			Cost
160101	Clearing & Grubbing	LS	1	x	30,000.00	=	$	30,000
170101	Develop Water Supply	LS		x		=	$	-
190101	Roadway Excavation (Gores, detour)	CY	5,000	x	20.00	=	$	100,000
190103	Roadway Excavation (Type Y) ADL	CY		x		=	$	-
190105	Roadway Excavation (Type Z-2) ADL	CY		x		=	$	-
192037	Structure Excavation (Retaining Wall)	CY		x		=	$	-
193013	Structure Backfill (Retaining Wall)	CY		x		=	$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		=	$	-
194001	Ditch Excavation	CY		x		=	$	-
198001	Impored Borrow	CY		x		=	$	-
198007	Imported Material (Shoulder Backing)	TON	200	x	100.00	=	$	20,000
						=	$	-

TOTAL EARTHWORK SECTION ITEMS $ 150,000

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
150771	Remove Asphalt Concrete Dike	LF		x		=	$	-
150860	Remove Base and Surfacing	CY	10,000	x	21.00	=	$	210,000
153103	Cold Plane Asphalt Concrete Pavement	SQYD		x		=	$	-
1532XX	Remove Concrete (pavement, curb and gutter)	CY	60,000	x	30.00	=	$	1,800,000
250401	Class 4 Aggregate Subbase	CY	33,000	x	30.00	=	$	990,000
260201	Class 2 Aggregate Base	CY		x		=	$	-
290201	Asphalt Treated Permeable Base	CY		x		=	$	-
365001	Sand Cover	TON		x		=	$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		=	$	-
374492	Asphaltic Emulsion (Polymer Modified)	TON		x		=	$	-
3750XX	Screenings (Type XX)	TON		x		=	$	-
377501	Slurry Seal	TON		x		=	$	-
390095	Replace Asphalt Concrete Surfacing	CY		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON	20,000	x	90.00	=	$	1,800,000
390136	Temp HMA (shld widening, X-median detour)	TON	5,000	x	90.00	=	$	450,000
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x		=	$	-
393003	Geosynthetic Pavement Interlayer	SQYD		x		=	$	-
39405X	Shoulder Rumber Strip *(HMA, Type XX Inden*	STA		x		=	$	-
394071	Place Hot Mix Asphalt Dike	LF	10,000	x	3.00	=	$	30,000
394090	Place Hot Mix Asphalt (Misc. Area)	SQYD	2,000	x	5.00	=	$	10,000
397005	Tack Coat	TON	50	x	150.00	=	$	7,500
401000	Concrete Pavement (CRCP)	CY	21,000	x	250.00	=	$	5,250,000
401108	Replace Concrete Pavement (Rapid Strength	CY	11,700	x	350.00	=	$	4,095,000
400092	Expansion Joint (Type WF)	LF	2,400	x	50.00	=	$	120,000
400065	Terminal Joint (Type E)	LF	2,400	x	30.00	=	$	72,000
	Wide falng Beam	LF	45	x	200.00	=	$	9,000
413112A	Repair Spalled Joints (Polyester Grout)	SQYD		x		=	$	-
413115	Seal Existing Concrete Pavement Joint	LF		x		=	$	-
420102	Groove Existing Concrete Pavement	SQYD		x		=	$	-
420201	Grind Existing Concrete Pavement	SQYD		x		=	$	-
	Minor Concrete (Misc. Const, Conc CURB)	CY	500	0	200.00	=	$	100,000
731530	Minor Concrete (Textured Paving)	CY	400	x	500.00	=	$	200,000
				x		=	$	-

TOTAL STRUCTURAL SECTION ITEMS $ 15,143,500

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
150206	Abandon Culvert	LF		x		=	$	-
150805	Remove Draiange Facility	LS	1	x	15,000.00	=	$	15,000
150820	Modify Inlet	EA		x		=	$	-
152430	Adjust Inlet	LF		x		=	$	-
155003	Cap Inlet	EA		x		=	$	-
193114	Sand Backfill	CY		x		=	$	-
510502	Minor Concrete (Minor Structure)	CY	80	x	2,000.00	=	$	160,000
510512	Minor Concrete (Box Culvert)	CY		x		=	$	-
62XXXX	XXX" APC Pipe	LF		x		=	$	-
64XXXX	XXX" Plastic Pipe	LF		x		=	$	-
65XXXX	24" RCP Pipe	LF	300	x	250.00	=	$	75,000
66XXXX	24" CSP Pipe	LF	450	x	200.00	=	$	90,000
68XXXX	Edge Drain	LF	2,000	x	25.00	=	$	50,000
69XXXX	XXX" Pipe Downdrain	LF		x		=	$	-
70XXXX	XXX" Pipe Inlet	LF		x		=	$	-
70XXXX	XXX" Pipe Riser	LF		x		=	$	-
70XXXX	XXX" Flared End Section	EA	4	x	800.00	=	$	3,200
703233	Grated Line Drain	LF		x		=	$	-
72XXXX	Rock Slope Protection (Type and Method)	CY	300	x	300.00	=	$	90,000
721420	Concrete (Ditch Lining)	CY		x		=	$	-
721430	Concrete (Channel Lining)	CY		x		=	$	-
729010	Rock Slope Protection Fabric	SQYD	500	x	12.00	=	$	6,000
750001	Miscellaneous Iron and Steel	LB	1,500	x	3.00	=	$	4,500
	temp drainage	LS	1	x	10,000.00	=	$	10,000
				x		=	$	-
				x				

TOTAL DRAINAGE ITEMS	$	503,700

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
070012	Progress Schedule (Critical Path Method)	LS	1	x	5,000.00	=	$	5,000
150662	Remove Metal Beam Guard Railing	LF	7,000	x	15.00	=	$	105,000
150668	Remove Terminal Systems	EA		x		=	$	-
1532XX	Remove Barrier (Concrete)	LF	500	x	40.00	=	$	20,000
153250	Remove Sound Wall	SQFT		x		=	$	-
190110	Lead Compliance Plan	LS	1	x	2,000.00	=	$	2,000
49XXXX	CIDH Concrete Piling *(Insert Diameter)*	LF		x		=	$	-
510060	Structural Concrete (Retaining Wall)	CY		x		=	$	-
510133	Class 2 Concrete (Retaining Wall)	CY		x		=	$	-
510524	Minor Concrete (Sound Wall)	CY		x		=	$	-
5110XX	Architectural Treatment *(Insert Type)*	SQFT		x		=	$	-
511048	Apply Anti-Graffiti Coating	SQFT		x		=	$	-
5136XX	Reinforced Concrete Crib Wall *(Insert Type)*	SQFT		x		=	$	-
518002	Sound Wall (Masonry Block)	SQFT		x		=	$	-
520103	Bar Reinf. Steel (Retaining Wall)	LB		x		=	$	-
80XXXX	Fence (*Insert Type*)	LF		x		=	$	-
832001	Metal Beam Guard Railing	LF	7,000	x	30.00	=	$	210,000
839310	Double Thrie Beam Barrier	LF		x		=	$	-
839521	Cable Railing	LF		x		=	$	-
83954X	Transition Railing *(Insert Type)*	EA	20	x	4,000.00	=	$	80,000
8395XX	Terminal System (Type CAT)	EA		x		=	$	-
8395XX	Alternative Flared Terminal System	EA	20	x	3,000.00	=	$	60,000
8395XX	End Anchor Assembly (*Insert Type*)	EA		x		=	$	-
839561	Rail Tensioning Assembly	EA		x		=	$	-
839XXX	Crash Cushion *(Insert Type)*	EA		x		=	$	-
83XXXX	Concrete Barrier *(Concrete)*	LF	500	x	80.00	=	$	40,000
						=	$	-

TOTAL SPECIALTY ITEMS	$	522,000

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)		Cost
	Biological Mitigation	LS		x		= $	-
071325	TEMPORARY REINFORCED SILT FENCE	LF		x		= $	-
071325	Temporary Fence (Type ESA)	LF				$	-
		LS				$	-
					Subtotal Environmental		*$ -*

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)		Cost
200001	Highway Planting	LS		x		= $	-
20XXXX	XXX" (*Insert Type*) Conduit *(Use for*	LF		x		= $	-
20XXXX	Extend XXX" *(Insert Type)* Conduit	LF		x		= $	-
201700	Imported Topsoil	CY		x		= $	-
2030XX	Erosion Control (Type __)	Acre	6	x	15,000.00	= $	90,000
203021	Fiber Rolls	LF		x		= $	-
203026	Move In/ Move Out (Erosion Control)	EA		x		= $	-
204099	Plant Establishment Work	LS		x		= $	-
204101	Extend Plant Establishment (X Years)	LS		x		= $	-
208000	Irrigation System	LS		x		= $	-
208304	Water Meter	EA		x		= $	-
209801	Maintenance Vehicle Pullout	EA	8	x	15,000.00	= $	120,000
					Subtotal Landscape and Irrigation		*$ 210,000*

5C - NPDES

Item code		Unit	Quantity		Unit Price ($)		Cost
074016	Construction Site Management	LS	1	x	70,000.00	= $	70,000
074017	Prepare WPCP	LS	1	x	6,000.00	= $	6,000
074019	Prepare SWPPP	LS		x		= $	-
074023	Temporary Erosion Control	Acre	3	x	10,000.00	= $	30,000
074027	Temporary Erosion Control Blanket	SQYD		x		= $	-
074028	Temporary Fiber Roll	LF	7,000	x	3.50	= $	24,500
074032	Temporary Concrete Washout Facility	EA		x		= $	-
074033	Temporary Construction Entrance	EA	12	x	2,500.00	= $	30,000
074035	Temporary Check Dam	LF		x		= $	-
074037	Move In/ Move Out (Temporary Erosion Con	EA		x		= $	-
074038	Temp. Drainage Inlet Protection	EA	30	x	350.00	= $	10,500
074041	Street Sweeping	LS	1	x	10,000.00	= $	10,000
074042	Temporary Concrete Washout (Portable)	LS	1	x	35,000.00	= $	35,000
	Permanenet Treatment BMPs	LS	1	x	250,000.00	= $	250,000

Supplemental Work for NPDES

(These costs are not accounted in total here but under Supplemental Work on sheet 7 of 11).

066595	Water Pollution Control Maintenance Sharing	LS	1	x	10,000.00	= $	10,000
066596	Additional Water Pollution Control**	LS	1	x	25,000.00	= $	25,000
066597	Storm Water Sampling and Analysis***	LS	1	x	5,000.00	= $	5,000
					Subtotal NPDES (Without Supplemental Work)		*$ 466,000*

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

TOTAL ENVIRONMENTAL	**$ 676,000**

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)			Cost
150760	Remove Sign Structure	EA		x		=	$	-
151581	Reconstruct Sign Structure	EA		x		=	$	-
152641	Modify Sign Structure	EA		x		=	$	-
5602XX	Furnish Sign Structure	LB		x		=	$	-
5602XX	Install Sign Structure	LB		x		=	$	-
56XXXX	XXX" CIDHC Pile (Sign Foundation)	LF		x		=	$	-
860090	Maintain Existing Traffic Management	LS		x		=	$	-
860810	Inductive Loop Detectors	EA		x		=	$	-
86055X	Lighting & Sign Illumination	LS		x		=	$	-
8607XX	Interconnection Facilities	LS		x		=	$	-
8609XX	Traffic Monitoring Stations	LS	1	x	200,000.00	=	$	200,000
860XXX	Upgrade Lighting	LS	1	x	442,000.00	=	$	442,000
8611XX	Ramp Metering System (Location X)	LS		x		=	$	-
8611XX	Ramp Metering System (Location X)	LS		x		=	$	-
86XXXX	Fiber Optic Conduit System	LS		x		=	$	-
XXXXX	Upgrade Service Equipmet (To Type III)	EA	4	x	18,500.00	=	$	74,000

Subtotal Traffic Electrical $ 716,000

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost
120090	Construction Area Signs	LS	1	x	25,000.00	=	$	25,000
150701	Remove Yellow Painted Traffic Stripe	LF		x		=	$	-
150710	Remove Traffic Stripe	LF		x		=	$	-
150713	Remove Pavement Marking	SQFT		x		=	$	-
820250	Remove Roadside Sign	EA		x		=	$	-
820530	Reset Roadside Sign	EA	20	x	300.00	=	$	6,000
152390	Relocate Roadside Sign	EA		x		=	$	-
820840	Roadside Sign (One Post)	EA		x		=	$	-
820850	Roadside Sign (Two Post)	EA		x		=	$	-
820XXX	Furnish Sign Panels	SQFT	4,000	x	25.00	=	$	100,000
560XXX	Install Sign Panels	SQFT	4,000	x	5.00	=	$	20,000
82010X	Pavment marker	LS	1	x	20,000.00	=	$	20,000
84XXXX	Pavement Delineation	LS	1	x	120,000.00	=	$	120,000

Subtotal Traffic Signing and Striping $ 291,000

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)			Cost
120100	Traffic Control System	LS	1	x	250,000.00	=	$	250,000
120120	Type III Barricade	EA	650	x	15.00	=	$	9,750
120143	Temporary Pavement Delineation	LS	1	x	30,000.00	=	$	30,000
12016X	Channelizer	EA	5,000	x	10.00	=	$	50,000
128650	Portable Changeable Message Signs	LS	1	x	70,000.00	=	$	70,000
129000	Temporary Railing (Type K)	LF	32,000	x	12.00	=	$	384,000
129100	Temp. Crash Cushion Module	EA	200	x	200.00	=	$	40,000
129099A	Traffic Plastic Drum	EA		x		=	$	-
	Temporary Crash Cushion	EA	12	x	10,000.00	=	$	120,000
	Traffic Handling signs	LS	1	x	50,000.00	=	$	50,000

Subtotal Stage Construction and Traffic Handling $ 1,003,750

TOTAL TRAFFIC ITEMS $ **2,010,800**

SECTION 7: DETOURS

Include constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price ($)		Cost
0713XX	Temporary Fence (Type X)	LF		x		= $	-
07XXXX	Temporary Drainage	LS		x		= $	-
120143	Temporary Pavement Delineation	LS		x		= $	-
1286XX	Temporary Signals	LS		x		= $	-
129000	Temporary Railing (Type K)	LF		x		= $	-
190101	Roadway Excavation	CY		x		= $	-
198001	Imported Borrow	CY		x		= $	-
198050	Embankment	CY		x		= $	-
250401	Class 4 Aggregate Subbase	CY		x		= $	-
260201	Class 2 Aggregate Base	CY		x		= $	-
390132	Hot Mix Asphalt (Type A)	TON		x		= $	-
		LS		x		= $	-

TOTAL DETOURS $ -

SUBTOTAL SECTIONS 1-7 $ 19,006,000

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items							
	ADA Items				0.0%	$	-
8B - Bike Path Items							
	Bike Path Items				0.0%	$	-
8C - Other Minor Items							
	Other Minor Items				1.0%	$	190,060
	Total of Section 1-7	$	19,006,000	x	1.0%	= $	190,060

TOTAL MINOR ITEMS $ **190,100**

SECTIONS 9: MOBILIZATION

Item code							
999990	Total Section 1-8	$	19,196,100	x	8%	= $	1,439,708

TOTAL MOBILIZATION $ **1,439,800**

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)		Cost
066015	Federal Trainee Program	LS	1	x	13,600.00	= $	13,600
066063	Traffic Management Plan - Public Informatic	LS	1	x	30,000.00	= $	30,000
066090	Maintain Traffic	LS	1	x	100,000.00	= $	100,000
066094	Value Analysis	LS	1	x	10,000.00	= $	10,000
066204	Remove Rock & Debris	LS		x		= $	-
066222	Locate Existing Cross-Over	LS		x		= $	-
066670	Payment Adjustments For Price Index Fluct	LS	1	x	70,000.00	= $	70,000
066700	Partnering	LS	1	x	35,000.00	= $	35,000
066866	Operation of Existing Traffic Management S	LS		x		= $	-
066920	Dispute Review Board	LS	1	x	7,500.00	= $	7,500
	Lime Treatement of Subbase	LS	1	x	300,000.00	= $	300,000
	*Cost of **NPDES** Supplemental Work specified in Section 5C*					= $	40,000
	Total Section 1-8	$	19,196,100		0%	= $	-

TOTAL SUPPLEMENTAL WORK $ **606,100**

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
066063	Public Information	LS		x		=	$0
066105	RE Office	LS	1	x	200,000.00	=	$200,000
066803	Padlocks	LS		x		=	$0
066838	Reflective Numbers and Edge Sealer	LS		x		=	$0
066901	Water Expenses	LS		x		=	$0
066062A	COZEEP Expenses	LS	1	x	600,000	=	$600,000
06684X	Ramp Meter Controller Assembly	LS		x		=	$0
06684X	TMS Controller Assembly	LS		x		=	$0
06684X	Traffic Signal Controller Assembly	LS		x		=	$0

Total Section 1-8	$	19,196,100	0%	= $	-

TOTAL STATE FURNISHED	**$800,000**

SECTION 12: TIME-RELATED OVERHEAD

Estiamted Time-Releated Overhead (TRO) Percentage (0% to 10%) = 7%

Item code		Unit	Quantity		Unit Price ($)		Cost	
					Total Project Cost	$	25,992,000	(used to check if proj
070018	Time-Related Overhead	WD	200	X		=	$1,620,300	

TOTAL TIME-RELATED OVERHEAD	**$1,620,300**

SECTION 13: CONTINGENCY

(Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

Total Section 1-11	$	23,662,300	x	15%	=	$3,549,345

TOTAL CONTINGENCY	**$3,549,400**

II. STRUCTURE ITEMS

	Approach Slabs	Aggregate Base	Joint Seals
DATE OF ESTIMATE	04/11/18	04/11/18	04/11/18
Bridge Name	various	various	
Bridge Number			
Structure Type			
Structural concrete	3000 CY	1000.00 CY	
Total Bridge Length (Feet)			
Total Area (Square Feet)			
Structure Depth (Feet)			
Footing Type (pile or spread)			
Cost Per CY	$1,100.00	$50.00	
COST OF EACH STRUCTURE	**$3,300,000.00**	**$50,000.00**	**$600,000.00**

DATE OF ESTIMATE	00/00/00	00/00/00	00/00/00
Name	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX	57-XXX	57-XXX
Structure Type	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0.00 LF	0.00 LF	0.00 LF
Total Length (Feet)	0.00 LF	0.00 LF	0.00 LF
Total Area (Square Feet)	0 SQFT	0.00 SQFT	0.0 SQFT
Structure Depth (Feet)	0.00 LF	0.00 LF	0.00 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx	xxxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$0.00	$0.00	$0.00
COST OF EACH STRUCTURE	**$0.00**	**$0.00**	**$0.00**

TOTAL COST OF BRIDGES	**$3,950,000.00**
TOTAL COST OF BUILDINGS	**$0.00**
TOTAL COST OF STRUCTURES[1]	**$3,950,000.00**

Estimate Prepared By: _____ _____
XXXXXXXXXXXXXXXX ------ Division of Structures Date

[1]Structure's Estimate includes Overhead and Mobilization.
Add more sheets if needed. Call them 9a, 9b, 9c, ..., etc

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way data sheet.

A)	A1)	Acquisition, including Excess Land Purchases, Damages & Goodwill,		$	0
	A2)	SB-1210		$	0
B)	Acquisition of Offsite Mitigation			$	0
C)	C1)	Utility Relocation (State Share)		$	0
	C2)	Potholing (Design Phase)		$	0
D)	Railroad Acquisition			$	0
E)	Clearance / Demolition			$	0
F)	Relocation Assistance (RAP and/or Last Resort Housing Costs)			$	0
G)	Title and Escrow			$	0
H)	Environmental Review			$	0
I)	Condemnation Settlements (Items G & H applied to items A + B)		0%	$	0
J)	Design Appreciation Factor		0%	$	0
K)	Utility Relocation (Construction Cost)			$	0

L) **TOTAL RIGHT OF WAY ESTIMATE** **$0**

(Excluding Item #8 - Hazardous Waste)

M) **TOTAL R/W ESTIMATE: Escalated** **$0**

N) **Right of Way Support** **$** **0**

Support Cost Estimate Prepared By _____ Project Coordinator[1] _____ Phone

Utility Estimate Prepared By _____ Utiliy Coordinator[2] _____ Phone

R/W Acquistion Estimate Prepared By _____ Right of Way Estimator[3] _____ Phone

[1] When estimate has Support Costs only

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

10-SJ-4	15.5/16.7	10-1C500	10-1600-0026
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. *Use Continuation Sheet, if necessary.)*

California Department of Transportation (Caltrans) proposes a resurfacing and restoration roadway rehabilitation project on State Route (SR) 4 at the Route 4 / I-5 interchange in the city of Stockton, San Joaquin County. The purpose of this project is to rehabilitate the roadway, prevent costly roadway repairs, improve ride quality and extend pavement service life. The project is needed to address continued pavement deterioration on SR 4 and its connectors with Interstate 5. All work for this federally funded project would take place within existing Caltrans right of way.

CEQA COMPLIANCE *(for State Projects only)*

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):

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

CALTRANS CEQA DETERMINATION (Check one)

☐ **Not Applicable – Caltrans is not the CEQA Lead Agency**

☐ **Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA**

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
Based on an examination of this proposal, supporting information, and the above statements, the project is:

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

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

Jaycee Azevedo
Print Name: Senior Environmental Planner or Environmental Branch Chief

Signature — Date: 4/16/18

Jes Padda
Print Name: Project Manager

Signature — Date: 4/16/18

NEPA COMPLIANCE

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

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

CALTRANS NEPA DETERMINATION (Check one)

☒ **23 USC 326:** The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(26)**
- ☐ **23 CFR 771.117(d): activity (d)(___)**
- ☐ **Activity ___ listed in Appendix A of the MOU between FHWA and the State**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Jaycee Azevedo
Print Name: Senior Environmental Planner or Environmental Branch Chief

Signature — Date: 4/16/18

Jes Padda
Print Name: Project Manager/DLA Engineer

Signature — Date: 4/16/18

Date of Categorical Exclusion Checklist completion: 2/10/18

Date of ECR or equivalent : 1/4/18

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

ATTACHMENT E

10-SJ-4	15.5/16.7	10-1C500	10-1600-0026
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

Continued from page 1:

A. General:

Revalidation

Under the California Environmental Quality Act (CEQA), this project is Categorically Exempt and under the National Environmental Policy ACT (NEPA) it is Categorically Excluded unless:

1) the scope of the project changes to include additional activities or areas;
2) there is unforeseen discovery of sensitive or cultural resources.

B. Air/Noise/Water:

Project will not affect air quality or water quality and no further investigation is recommended. Project noise impacts are expected to be within limits except for temporary construction impacts. Caltrans Standard Specifications Section will be in the contract.

C. Cultural:

The project has no potential to affect historic properties eligible for or listed in the National Register of Historic Places.

D. Biology:

In accordance to the Migratory Bird Treaty Act (MBTA), a Bird Protection Special Provision shall be included in the construction contract. If construction occurs during the nesting season (February 15 to September 1), a preconstruction survey for migratory birds and raptors will be required fourteen (14) days prior to construction. A 100 foot (ft) buffer shall be established around migratory bird active nests until the young have fledged. If it is a raptor then a 300 ft. buffer will need to be maintained until the young have fledged. For the Swainson's hawk, a 600-foot ESA buffer is required.

If an active Burrowing Owl is observed during pre-construction surveys, a no work buffer will be established. If construction occurs between April 1 and October 15, the buffer is 565 ft. around the active burrow. If construction occurs between October 16 and March 31, a 165 ft. no work buffer is required.

E. Hazardous Waste:

The Caltrans Standard Special Provision pertaining to earth material containing Lead, 7-1.02K(6)(j)(iii), shall be added to the construction contract. Replacing guardrail post would require disposal of Treated Wood Waste and the Caltrans Standard Special Provision, 14-11.14, shall be added to the construction contract.

F. 4F Evaluation:

The project area does not contain any 4F resources.

STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY

Memorandum

To: JES PADDA

Date: 3/20/2018

Attn KAL DAHER

File: CD 10 EA 1C500 Alt NA-REV1
Co SJ RTE 4

DESCRIPTION:
PAVEMENT RESURFACING AND PRESERVATION

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

Subject: RIGHT OF WAY DATA SHEET

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 3/5/2018

The following assumptions and limiting conditions were identified:

Parcel
The Data Sheet request indicates that all work on this project will occur within the State's right of way, with no additional right of way needed for this project.

Utility
Project engineer states on the Right of Way data sheet request form that no potholing or utility relocation/involvement will be necessary. It is assumed that this means all utility facilities above ground and underground in the project area will be worked around. Any adjustment of facilities constitutes involvement and the full R/W utility process and timeline would be necessary before the project could be certified.

Right of Way Lead Time will require a minimum of 2 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.

Recommended for approval by: Toni Welch

TONI WELCH
Senior Right of Way Agent
(209)948-3858

ATTACHMENT F

EA: 10-1C500 CO/RTE/PM-PM (Rte 1 and Rte 2) : SJ/4/R15.5-R16.5 & //-

ALT: NA-REV1

Request Date: 3/5/2018

Revised Date:

Right Of Way Cost Estimate

	Current Year 2018	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2019
Acquisition:	$0	2%	5%	$0
Mitigation:	$0	2%	5%	$0
State Share of Utilities:	$0	25%	5%	$0
Expert Witness:	$0	2%	5%	$0
Relocation Assistance:	$0	2%	5%	$0
Demolition and Clearance:	$0	2%	5%	$0
Title and Escrow:	$0	2%	5%	$0
Ad Signs:	$0	2%	5%	$0
Total Current Value: If RW Cost Est fields are blank, Costs = $0	$0			$0

NOTE: above estimate includes railroad engineering in the amount of: $0.00

Estimated Construction Contract Work (CCW):

R/W LEAD TIME/Mo. 2

Cost Break Down

Pot Hole

Mitigation

Land

Bank

Permit Fees

Parcel Area

Total R/W Required:

Total Excess Area:

Parcel Data

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

# of Excess Parcels:

Misc R/W Work

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

Utilities

0 Companies to be potholed

0 Companies for Verification

0 Companies for Utility Relocations

JUA/CCUAs are not needed

RR Involvement

Railroad Facilities or Right of Way Affected?	Yes
Const/Maint Agreement:	No
Service Contract Count:	0
Right of Entry:	No
Clauses:	Yes
Estimated Lead-time	2 months

General Description of Railroad Involvement:

This project does not include work on the railroad property, but a railroad track is shown on the general plan sheet within the vicinity of the project limits. Do not trespass on railroad property within or near the project limits. A Clearance memo with clauses will be required.

EA: 10-1C500 ALT: NA-REV1

General Description of R/W and Excess Lands Required (zoning, use, major improvements, critical or sensitive parcels, etc.):
The Data Sheet request indicates that all work on this project will occur within the State's right of way, with no additional right of way needed.

General Description of Utility Involvement:
IN STOCKTON FROM 0.1 MILES EAST OF FRESNO AVE TO CENTRAL VIADUCT - PAVEMENT RESURFACING AND PRESERVATION.
Project engineer states on the data sheet request form that no potholing or utility relocation/involvement will be necessary.

Is there a significant effect on assessed valuation:	No
Were any previously unidentified sites with hazardous waste or material found:	No
Are RAP displacements required:	No
# of single family:	
# of multi-family:	
# of business/nonprofit:	
# of farms:	
Sufficient replacement housing will be available without last resort housing:	
Are material borrow or disposal sites required:	No
Are there potential relinquishments or abandonments:	No
Are there any existing or potential airspace sites:	No
Are environmental mitigation parcels required:	No

Data for evaluation provided by:

Estimator:	JAMES SUMMERTON	3/5/2018
Railroad Liaison Agent:	Gina Pippenger	3/19/2018
Utility Relocation Coordinator:	JAMES SUMMERTON	3/5/2018

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

Date
ENTERED PMCS 3/20/2018
BY: JAMES SUMMERTON

JAMES GONZALEZ
Office Chief, Central Region Right of Way

Revised: 1/19/2018

Environmental Division
Mitigation and Compliance Cost Estimate (MCCE)

This MCCE is for: **FED** Oversight Project:

Dist - Co - Rte - PM: 10-SJ-VAR-15.500/16.500
Project Name: SJ SR 4 Pavement Resurfacing and Restoration
Project Manager: PADDA, JESKRN S
MCCE Prepared By: Zorayda Lao Date:

EA (Proj ID): 10-1C500 (1016000026)
Alternative #:
Phone Number: 909-917-8839
Phone Number: 209-948-7879

	232/332 Dollars	FY	Acres/ Credits	ROW $ Planned	FY	ROW $ Actual	Paid	Construction 042$(BEEs)	FY
Other									
NOI/NOT							☐	$606	20/21
Permit Fees									
CDFW Document Filing Fee				$0			☐		
TOTAL				$0				$606	

Comments (explanation and risk management plan attached)

Approved By: _____ Date: 1/31/18
Environmental Branch Chief

If Right of Way Capital (050) is needed: _____ Date: 3/20/18
Right-of-Way Office Chief, Mitigation

If cultural and biology mitigation totals more than $500,000: _____ Date: _____
Environmental Office Chief

Submitted to PM on: 2/23 Initial___

D-10 TRANSPORTATION MANAGEMENT PLAN CHECKLIST

District - Project No: 1016000026 EA: 1C500 Co.-Rte.-P.M. 10-SJ-4-R15.5/R16.7
Date Prepared: March 22, 2018 Location: 0.1 MI E OF FRESNO ST TO CENTRAL VIADUCT
Prepared By: Julio Hernandez
Requested By: Kal Daher

Stage of Project (X box) ☐ PID ☐ PSR ☒ PR ☐ PS&E XX% Description: PAVEMENT REPLACMENT

Date Signed | Date Signed | Date Signed | Date Signed

	REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No	COMMENTS	ITEM COST	REQUIRED IN SPEC.
1.0 Public Information Strategies							
1.1 Brochures and Mailers	X				RE to hand-deliver to business/residences.		X
1.2 Media Releases (& minority media sources)	X						X
1.3 Paid Advertising			X				
1.4 Public Information Center		X			See comments below.		
1.5 Public Meetings/Speakers Bureau		X			Designer to add to budget if public meeting is added.		
1.6 Project Telephone Hotline		X					
1.7 Internet, E-Mail		X					
1.8 Local cable TV and News		X					
1.9 Notification to Impacted groups (i.e. bicycle users, pedestrians with disabilities, others)	X				Designer to verify impacted groups.		X
1.10 Project Web Page			X				
1.11 Caltrans Public Information Office	X				Items 1.1 to 1.11 to be handled by CT PIO.	$40K	X
1.12 Consultant Public Information Office			X				
1.13 Other items			X				
2.0 Traveler Information Strategies							
2.1 Changeable Message Signs (permanent)		X			AS NEEDED		X
2.2 Changeable Message Signs (portable)	X				See comments below	$95K	X
2.3 Special Construction Signs		X					X
2.4 Traveler Information Systems (CHIN/Internet)	X				As required.		X
2.5 Highway Advisory Radio "HAR" (fixed or mobile)	X				For Full closures		X
2.6 Radar Speed Sign			X				
2.7 Traffic Management Team		X			AS NEEDED PER CLOSURE		X
2.8 Revised Transit Schedules/ Maps			X				
2.9 Bicycle community information	X				Same as item 1.9.		X
2.10 Other items			X				
3.0 Incident Management							
3.1 COZEEP	X				See comments below	$658K	X
3.2 Freeway Service Patrol (tow truck service patrol)			X				
3.3 Transportation Management Center	X						X
3.4 Traffic Control Inspector (Caltrans)		X					
3.5 Traffic Management Team		X			As needed.		
3.6 On-site Traffic Advisor (contractor)		X					
3.7 Other Items			X				
4.0 Construction Strategies							
4.1 Delay damage clause	X				Determine during PS&E	TBD	X
4.2 Night work	X				Per Lane Closure Charts		X
4.3 Weekend Work	X				Per Lane Closure Charts		X
4.4 Extended Weekend Closures (55 Hr)	X				Per Lane Closure Charts		X
4.5 Planned Lane Closures	X				Per Lane Closure Charts.		X
4.6 Planned Ramp Closures/Connector Closure	X				Per Lane Closure Charts.		X
4.7 Total Facility Closure (crossed-over)	X				Per Lane Closure Charts.		X
4.8 Project Phasing	X				As per stage construction if any.		X
4.9 Truck Traffic Restrictions			X				
4.10 Reduced Lane Widths	X				Per drawings/data sheet if any.		X
4.11 Temporary K-Rail	X				Project Engineer to determine		X
4.12 Temporary Traffic Screens	X				Project Engineer to determine as needed		X
4.13 Regulatory Temporary Traffic Control Speed Zone		X			No request submitted		
4.14 Traffic Control Improvements	X				As necessary.		X

ATTACHMENT G

4.0 Construction Strategies (Continued)	REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No.	COMMENTS	ITEM COST	REQUIRED IN SPEC.
4.15 Contingency Plans	X				Construction to determine items 4.15.1 thru. 4.15.9		X
4.15.1 Material Plant on standby							
4.15.2 Extra Critical Equipment on site							
4.15.3 Material Testing Plan							
4.15.4 Alternate Material on site (In case of failure or major delays)							
4.15.5 Emergency Detour Plan							
4.15.6 Emergency Notification Plan							
4.15.7 Weather Conditions Plan							
4.15.8 Delay Timing and Documentation Plan							
4.15.9 Late Closure Reopening Notification							
4.16 Signal timing modification			X				
4.17 Coordination with adjacent construction	X				RE to confirm prior to scheduling of closures.		X
4.18 Double Fine Zone (signs)			X				
4.19 Right of Way Delay			X				
4.20 ADA access to Pedestrian Facilities	X				See comments below.		X
4.21 Provide Pedestrians Access	X				Complete Street Guidelines		X
4.22 Provide Bicyclists Access	X				Complete Street Guidelines		X
4.23 Structure Strategies for Traffic Handling Constraints	X						X
4.24 Other Items	X				See comments below.		X
5.0 Demand Management							
5.1 HOV Lanes/Ramps			X				
5.2 Ramp metering			X				
5.3 Park-and-Ride Lots			X				
5.4 Parking Management/Pricing			X				
5.5 Rideshare Incentives			X				
5.6 Rideshare Marketing			X				
5.7 Transit, Train, or Light-Rail Incentives			X				
5.8 Transit Service Modification			X				
5.9 Variable Work Hours			X				
5.10 Telecommute			X				
6.0 Alternate Route Strategies							
6.1 Ramp Closures	X						X
6.2 Street Improvements			X				
6.3 Reversible Lanes			X				
6.4 Temporary Lanes or Shoulders Use	X						X
6.5 Freeway to freeway connector closures	X						X
6.6 Other Items (crossed-over)	X						X
7.0 Other Strategies							
7.1 Application of new technology	X						X
7.2 District Lane Closure Review Committee (LCRC)			X		No request submitted		
7.3 Construct ITS Elements			X				
7.3.1 Changeable Message Sign (CMS)			X				
7.3.2 Closed-Circuit Television (CCTV)			X				
7.3.3 Extinguishable Message Sign (EMS)			X				
7.3.4 Highway Advisory Radio (HAR) & Signs			X				
7.3.5 Ramp Metering			X				
7.3.6 Traffic Monitoring Station (TMS)			X				
7.3.7 Weather Station (RWIS)			X				
7.4 Anti-Theft Prevention Strategies	X				See Guidelines of Effective & Practical Wire Theft Prevention Strategies		X
7.5 Other Items			X				

Comments:

1.4 Plan, progress/completion information should be available at Local Public Works, Chamber of Commerce Offices, and CT Maintenance Offices.
1.9 Impacted groups need to be notified and informed about upcoming construction. During construction, access across job site will be needed.
1.11 PIO estimated at **$4K/mo**.X 10 MO = $40K (The rate is double of normal due to more complex lane closures on this project.)
2.2 PCMS Estimate: 2 PCMS@7K per month X10 MO.= $70K + $ 25 K LS for 12/ 55 HR closures=$95 K TOTAL.
3.1 COZEEP Estimate: 2CHP/unit(2unit)($120/hr)(10hr/day)(86 day) = $412,800 + $244.8K for full or complex closures = $657.6, say 658k
4.20 Ensure that temporary routes, which are provided around and through construction along pedestrian facilities under Caltrans jurisdiction, are accessible to persons with disabilities when provided.
4.24 RE/Inspector shall maintain access to all business & residences at all times.

Approved by:

Julio Hernandez **3/22/2018**

For WILMAR KUHL, P.E. - TMP MANAGER DATE

Chart No. G1
Freeway/Expressway **Lane Requirements**

County: San Joaquin	Route/Direction: 4/EB-WB	Post Mile: R15.5

Closure limits: West Side crossover 0.1 mile East of Fresno Ave

Hour	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon–Thu								1	1	1	1	1	1	1	1	1	1	1	1						
Fri								1	1	1	1	1	1	1	1	1									
Sat																									
Sun																									

Legend:

Delete any legend not used.

Do not use shading or crosshatching. Half-hour increments can be accomplished by splitting the appropriate cell. Place the cursor inside the cell, right click on the mouse, and select *Split Cells*.

Edit for the type of highway. Insert *freeway* or *expressway*.

Edit for a right or left shoulder closure. Do not edit if both shoulder closures apply.

1	Provide at least 1 through Freeway lane open in the direction of travel.
~~2~~	~~Provide at least 2 adjacent through Freeway lanes open in the direction of travel.~~
~~3~~	~~Provide at least 3 adjacent through Freeway lanes open in the direction of travel.~~
~~4~~	~~Provide at least 4 adjacent through Freeway lanes open in the direction of travel.~~
~~5~~	~~Provide at least 5 adjacent through Freeway /Expressway lanes open in the direction of travel.~~
~~S~~	~~Shoulder closure is allowed (right / left).~~
~~N~~	~~No work is allowed.~~

	Work is allowed within the highway where a shoulder or lane closure is not required.

REMARKS:

1. See Lane Closure Restrictions for Designated Holidays and Special Days table for additional closure restrictions.
2. Closures of local roads will require City/County concurrence.
3. This chart is for the Construction and removal of the crossover including the K-Rail on the West end.

Chart No. G2
Freeway/Expressway **Lane Requirements**

County: San Joaquin	Route/Direction: 4/EB-WB	Post Mile: R16.6

Closure limits: East Side crossover near Center Street structure.

Hour	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon–Thu	1	1	1	1	1	1																	1	1	1
Fri	1	1	1	1	1	1																			
Sat																									
Sun																							1	1	1

Legend:

Delete any legend not used.

Do not use shading or crosshatching. Half-hour increments can be accomplished by splitting the appropriate cell. Place the cursor inside the cell, right click on the mouse, and select *Split Cells*.

Edit for the type of highway. Insert *freeway* or *expressway*.

Edit for a right or left shoulder closure. Do not edit if both shoulder closures apply.

1	Provide at least 1 through Freeway lane open in the direction of travel.
~~2~~	~~Provide at least 2 adjacent through Freeway lanes open in the direction of travel.~~
~~3~~	~~Provide at least 3 adjacent through Freeway lanes open in the direction of travel.~~
~~4~~	~~Provide at least 4 adjacent through Freeway lanes open in the direction of travel.~~
~~5~~	~~Provide at least 5 adjacent through Freeway /Expressway lanes open in the direction of travel.~~
~~S~~	~~Shoulder closure is allowed (right / left).~~
~~N~~	~~No work is allowed.~~

	Work is allowed within the highway where a shoulder or lane closure is not required.

REMARKS:

1. See Lane Closure Restrictions for Designated Holidays and Special Days table for additional closure restrictions.
2. Closures of local roads will require City/County concurrence.
3. This chart is for the Construction and removal of the crossover including the K-Rail on the East end.

Chart No. G3
Freeway/Expressway **Lane Requirements**

County: San Joaquin	Route/Direction: 4/EB-WB	Post Mile: R15.5 / R16.6

Closure limits: 0.1 mile East of Fresno Ave to Center St.

Hour	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon–Thu	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fri	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sat	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sun	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Legend:

Delete any legend not used.

Do not use shading or crosshatching. Half-hour increments can be accomplished by splitting the appropriate cell. Place the cursor inside the cell, right click on the mouse, and select *Split Cells.*

Edit for the type of highway. Insert *freeway* or *expressway.*

Edit for a right or left shoulder closure. Do not edit if both shoulder closures apply.

1	Provide at least 1 through Freeway lane open in the direction of travel.
~~2~~	~~Provide at least 2 adjacent through Freeway lanes open in the direction of travel.~~
~~3~~	~~Provide at least 3 adjacent through Freeway lanes open in the direction of travel.~~
~~4~~	~~Provide at least 4 adjacent through Freeway lanes open in the direction of travel.~~
~~5~~	~~Provide at least 5 adjacent through Freeway /Expressway lanes open in the direction of travel.~~
~~S~~	~~Shoulder closure is allowed (right / left).~~
~~N~~	~~No work is allowed.~~
	Work is allowed within the highway where a shoulder or lane closure is not required.

REMARKS:

1. See Lane Closure Restrictions for Designated Holidays and Special Days table for additional closure restrictions.
2. Closures of local roads will require City/County concurrence.
3. Above window allows Eastbound lane to cross-over to the Westbound direction and vice versa to be completed within 30 working days per direction per stage construction

number, starting with I1. Use additional charts as needed and number them I2, I3, I4, etc. Change *chart* to *charts* if additional charts are added.

Comply with the requirements for the Complete Connector Closure Hours shown in the following chart:

Chart No. I1
Complete Connector Closure Hours

County: San Joaquin	Route/Direction: 5/NB-SB, 4/EB-WB	Post Mile: Various

Closure limits: Connectors B,C, E, and F

Hour	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon–Thu	C	C	C	C	C	C	C															C	C	C	C
Fri	C	C	C	C	C	C	C																		
Sat																									
Sun																						C	C	C	C

Legend:

Delete any legend not used.

Do not use shading or crosshatching. Half-hour increments can be accomplished by splitting the appropriate cell. Place the cursor inside the cell, right click on the mouse, and select *Split Cells*.

Edit for a right or left shoulder closure. Do not edit if both shoulder closures apply.

~~1~~	~~Provide at least 1 connector lane open in the direction of travel.~~
~~2~~	~~Provide at least 2 adjacent connector lanes open in the direction of travel.~~
C	Connector may be closed completely.
~~S~~	~~Shoulder closure is allowed (right/left).~~
~~N~~	~~No work is allowed.~~
	Work is allowed within the highway where a shoulder or lane closure is not required.

Specify the detour route or reference the applicable detour or traffic handling plans.

REMARKS:

1. See Lane Closure Restrictions for Designated Holidays and Special Days table for additional closure restrictions.
2. 7-day advance notice required.
3. No two consecutive or opposing connectors may be closed at the same time.
4. Detour required (See Detour Plan or Motorist Information Plan)
5. Closures of local roads will require City/County concurrence.

~~**2. Use for a complete connector closure or a connector lane closure in District 7. Edit the introductory clause and chart title for the type of closure. Insert *connector lane closure* or *complete connector closure* in the introductory clause. For the**~~

number, starting with I1. Use additional charts as needed and number them I2, I3, I4, etc. Change *chart* to *charts* if additional charts are added.

Comply with the requirements for the Complete Connector Closure Hours shown in the following chart:

Chart No. I2
Complete Connector Closure Hours

County: San Joaquin	Route/Direction: 5/NB-SB, 4/EB-WB	Post Mile Various
Closure limits: Connectors A,D,G, H		

Hour	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon–Thu	C	C	C	C	C																		C	C	C
Fri	C	C	C	C	C																				
Sat																									
Sun																							C	C	C

Legend:

Delete any legend not used.

Do not use shading or crosshatching. Half-hour increments can be accomplished by splitting the appropriate cell. Place the cursor inside the cell, right click on the mouse, and select *Split Cells*.

Edit for a right or left shoulder closure. Do not edit if both shoulder closures apply.

~~1~~	~~Provide at least 1 connector lane open in the direction of travel.~~
~~2~~	~~Provide at least 2 adjacent connector lanes open in the direction of travel.~~
C	Connector may be closed completely.
~~S~~	~~Shoulder closure is allowed (right/left).~~
~~N~~	~~No work is allowed.~~
	Work is allowed within the highway where a shoulder or lane closure is not required.

Specify the detour route or reference the applicable detour or traffic handling plans.

REMARKS:

1. See Lane Closure Restrictions for Designated Holidays and Special Days table for additional closure restrictions.
2. 7-day advance notice required.
3. No two consecutive or opposing connectors may be closed at the same time.
4. Detour required (See Detour Plan or Motorist Information Plan)
5. Closures of local roads will require City/County concurrence.

~~2. Use for a complete connector closure or a connector lane closure in District 7. Edit the introductory clause and chart title for the type of closure. Insert *connector lane closure* or *complete connector closure* in the introductory clause. For the~~

number, starting with I1. Use additional charts as needed and number them I2, I3, I4, etc. Change *chart* to *charts* if additional charts are added.

Comply with the requirements for the Complete Connector Closure Hours shown in the following chart:

Chart No. I3
Complete Connector Closure Hours

County: San Joaquin	Route/Direction: 5/NB-SB, 4/EB-WB	Post Mile: Various

Closure limits: Various Connector/ramps and locations per stage Construction.

Hour	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon	C	C	C	C	C																				
Tue–Thu																									
Fri																								C	C
Sat	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sun	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

Legend:

Delete any legend not used.

Do not use shading or crosshatching. Half-hour increments can be accomplished by splitting the appropriate cell. Place the cursor inside the cell, right click on the mouse, and select *Split Cells*.

Edit for a right or left shoulder closure. Do not edit if both shoulder closures apply.

~~1~~	~~Provide at least 1 connector lane open in the direction of travel.~~
~~2~~	~~Provide at least 2 adjacent connector lanes open in the direction of travel.~~
C	Connector may be closed completely.
~~S~~	~~Shoulder closure is allowed (right/left).~~
~~N~~	~~No work is allowed.~~
	Work is allowed within the highway where a shoulder or lane closure is not required.

Specify the detour route or reference the applicable detour or traffic handling plans.

REMARKS:

1. See Lane Closure Restrictions for Designated Holidays and Special Days table for additional closure restrictions.
2. 7-day advance notice required.
3. No two consecutive or opposing connectors may be closed at the same time.
4. Detour required (See Detour Plan or Motorist Information Plan)
5. Closures of local roads will require City/County concurrence.

number, starting with I1. Use additional charts as needed and number them I2, I3, I4, etc. Change *chart* to *charts* if additional charts are added.

Comply with the requirements for the Connector Lane Requirements shown in the following chart:

Chart No. I4
Connector Lane Requirements

County: San Joaquin	Route/Direction: 4/WB	Post 16.5 / 16.2

Closure limits: Connectors D and H (3 lane segment)

Hour	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon–Thu	1	1	1	1	2																		2	1	1
Fri	1	1	1	1	2																				
Sat																									
Sun																							2	1	1

Legend:

Delete any legend not used.

Do not use shading or crosshatching. Half-hour increments can be accomplished by splitting the appropriate cell. Place the cursor inside the cell, right click on the mouse, and select *Split Cells*.

Edit for a right or left shoulder closure. Do not edit if both shoulder closures apply.

1	Provide at least 1 connector lane open in the direction of travel.
2	Provide at least 2 adjacent connector lanes open in the direction of travel.
~~C~~	~~Connector may be closed completely.~~
~~S~~	~~Shoulder closure is allowed (right/left).~~
~~N~~	~~No work is allowed.~~
	Work is allowed within the highway where a shoulder or lane closure is not required.

Specify the detour route or reference the applicable detour or traffic handling plans.

REMARKS:

1. See Lane Closure Restrictions for Designated Holidays and Special Days table for additional closure restrictions.
2. 7-day advance notice required.
3. No two consecutive or opposing connectors may be closed at the same time.
4. Detour required (See Detour Plan or Motorist Information Plan)
5. Closures of local roads will require City/County concurrence.
6. Mainline Westbound Route 4 thru Navy Drive shall remain open.

number, starting with I1. Use additional charts as needed and number them I2, I3, I4, etc. Change *chart* to *charts* if additional charts are added.

Comply with the requirements for the Connector Lane Requirements shown in the following chart:

Chart No. I5
Connector Lane Requirements

County: San Joaquin	Route/Direction: 5/NB-SB, 4/EB-WB	Post VARIOUS
Closure limits: Connectors B,C,E and F		

Hour	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon–Thu	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Fri	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sat	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sun	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

Legend:

Delete any legend not used.

Do not use shading or crosshatching. Half-hour increments can be accomplished by splitting the appropriate cell. Place the cursor inside the cell, right click on the mouse, and select *Split Cells*.

Edit for a right or left shoulder closure. Do not edit if both shoulder closures apply.

~~1~~	~~Provide at least 1 connector lane open in the direction of travel.~~
~~2~~	~~Provide at least 2 adjacent connector lanes open in the direction of travel.~~
C	Connector may be closed completely.
~~S~~	~~Shoulder closure is allowed (right/left).~~
~~N~~	~~No work is allowed.~~
	Work is allowed within the highway where a shoulder or lane closure is not required.

Specify the detour route or reference the applicable detour or traffic handling plans.

REMARKS:

1. See Lane Closure Restrictions for Designated Holidays and Special Days table for additional closure restrictions.
2. 10-day advance notice required.
3. No two consecutive or opposing connectors may be closed at the same time.
4. Detour required (See Detour Plan or Motorist Information Plan)
5. Closures of local roads will require City/County concurrence.
6. Among Connectors, only one connector closure at a time per stage construction.

Insert the chart number, starting with J1. Use additional charts as needed and number them J2, J3, J4, etc. Change *chart* to *charts* if additional charts are added.

Comply with the requirements for the Complete Ramp Closure Hours shown in the following chart:

Chart No. J1
Complete Ramp Closure Hours

County: San Joaquin	Route/Direction: 4/EB-WB	Post Mile: 16.02, 16.06

Closure limits: WB on ramp from Lincoln St. and EB off ramp to Lincoln St. (Ramps K and L)

Hour	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon–Thu	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Fri	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sat	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sun	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

Legend:

Delete any legend not used.

Do not use shading or crosshatching. Half-hour increments can be accomplished by splitting the appropriate cell. Place the cursor inside the cell, right click on the mouse, and select *Split Cells*.

Edit for a right or left shoulder closure. Do not edit if both shoulder closures apply.

~~1~~	~~Provide at least 1 ramp lane, not less than 11 feet in width, open in the direction of travel.~~
~~2~~	~~Provide at least 2 adjacent ramp lanes open in the direction of travel.~~
C	Ramp may be closed completely.
~~S~~	~~Shoulder closure is allowed (right/left).~~
~~N~~	~~No work is allowed.~~
	Work is allowed within the highway where a shoulder or lane closure is not required.

Specify the detour route or reference the applicable detour or traffic handling plans.

REMARKS:

1. See Lane Closure Restrictions for Designated Holidays and Special Days table for additional closure restrictions.
2. 7-day advance notice required.
3. No two consecutive or opposing ramps may be closed at the same time.
4. Detoured required (See Detour Plan or Motorist Information Plan)
5. Closures of local roads will require City/County concurrence.

Note to Design:

1. Above window must be re-evaluated or updated if actual construction takes place later than 2021.

2. Detour Plan required

Insert the chart number, starting with J1. Use additional charts as needed and number them J2, J3, J4, etc. Change *chart* to *charts* if additional charts are added.

Comply with the requirements for the Complete Ramp Closure Hours shown in the following chart:

Chart No. J2
Complete Ramp Closure Hours

County: San Joaquin	Route/Direction: 4/WB	Post Mile: 16.475

Closure limits: On from Center St.(Ramp M)

Hour	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon–Thu	C	C	C	C	C																		C	C	C
Fri	C	C	C	C	C																				
Sat																									
Sun																							C	C	C

Legend:

Delete any legend not used.

Do not use shading or crosshatching. Half-hour increments can be accomplished by splitting the appropriate cell. Place the cursor inside the cell, right click on the mouse, and select *Split Cells*.

Edit for a right or left shoulder closure. Do not edit if both shoulder closures apply.

~~1~~	~~Provide at least 1 ramp lane, not less than 11 feet in width, open in the direction of travel.~~
~~2~~	~~Provide at least 2 adjacent ramp lanes open in the direction of travel.~~
C	Ramp may be closed completely.
~~S~~	~~Shoulder closure is allowed (right/left).~~
~~N~~	~~No work is allowed.~~
	Work is allowed within the highway where a shoulder or lane closure is not required.

Specify the detour route or reference the applicable detour or traffic handling plans.

REMARKS:

1. See Lane Closure Restrictions for Designated Holidays and Special Days table for additional closure restrictions.
2. 7-day advance notice required.
3. No two consecutive or opposing ramps may be closed at the same time.
4. Detoured required (See Detour Plan or Motorist Information Plan)
5. Closures of local roads will require City/County concurrence.

Note to Design:

1. Above window must be re-evaluated or updated if actual construction takes place later than 2021.

2. Detour Plan required

Insert the chart number, starting with J1. Use additional charts as needed and number them J2, J3, J4, etc. Change *chart* to *charts* if additional charts are added.

Comply with the requirements for the Complete Ramp Closure Hours shown in the following chart:

Chart No. J3
Complete Ramp Closure Hours

County: San Joaquin	Route/Direction: 4/WB	Post Mile: 16.475

Closure limits: On from Center St. Per stage construction.

Hour	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon–Thu	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Fri	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sat	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sun	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

Legend:

Delete any legend not used.

Do not use shading or crosshatching. Half-hour increments can be accomplished by splitting the appropriate cell. Place the cursor inside the cell, right click on the mouse, and select *Split Cells*.

Edit for a right or left shoulder closure. Do not edit if both shoulder closures apply.

~~1~~	~~Provide at least 1 ramp lane, not less than 11 feet in width, open in the direction of travel.~~
~~2~~	~~Provide at least 2 adjacent ramp lanes open in the direction of travel.~~
C	Ramp may be closed completely.
~~S~~	~~Shoulder closure is allowed (right/left).~~
~~N~~	~~No work is allowed.~~
	Work is allowed within the highway where a shoulder or lane closure is not required.

Specify the detour route or reference the applicable detour or traffic handling plans.

REMARKS:

1. See Lane Closure Restrictions for Designated Holidays and Special Days table for additional closure restrictions.
2. 7-day advance notice required.
3. No two consecutive or opposing ramps may be closed at the same time.
4. Detoured required (See Detour Plan or Motorist Information Plan)
5. Closures of local roads will require City/County concurrence.
6. Ramp K shall be open concurrently during the complete closure.
7. Above work window to be completed within 5 working days

Note to Design:

1. Above window must be re-evaluated or updated if actual construction takes place later than 2021.

2. Detour Plan required

Dist-County-Route: 10-SJ-4
Post Mile Limits: R15.5/R16.7
Project Type: Pavement Rehab (2R)
Project ID (EA): 1016000026 (10-1C5000)
Program Identification: 201.122
Phase: ☐ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board: Region 5, Central Valley, Sacramento Office
Total Disturbed Soil Area: 25.90 acres PCTA: 25.90 acres
Alternative Compliance (acres): TBD acres ATA 2 (50% Rule)? Yes ☐ No ☒
Estimated Const. Start Date: 7/11/2020 Est Const. Complete: 1/5/2021
Risk Level: RL 1 ☐ RL 2 ☒ RL 3 ☐ WPCP ☐ Other: _____
Is MWELO applicable? Yes ☐ No ☒
Is the Project within a TMDL watershed? Yes ☒ No ☐
TMDL Compliance Units (acres): 0.0
Notification of ADL reuse (if yes, provide date): Yes ☐ Date:_____ 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 date upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E only.

Kal Daher, Registered Project Engineer — 4/25/18 Date

I concur with the Construction water pollution control strategy and selected temporary BMPs in this report.

David Troop, date
Construction SW Coordinator

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

for Gurwinder Sekhon
Jes Padda, *Project Manager* — 4/25/18 Date

Anthony Lertora, *Maintenance Stormwater Coordinator* — 4-25-18 Date

for Agustin Cuevas
Brad Cole, *Landscape Architecture* — 4/25/18 Date

James Espinosa, *CR Env NPDES SW Branch Manager* Date

ATTACHMENT H

PaveM Scenario Used: #1698
APCS Data Year: 2015

Caltrans Pavement Program
Pavement Condition Summary Report (PaveM)
BOTH DIRECTIONS; ALL LANES

District: 10; County: San Joaquin (SJ); Route: 4

From PM: 15.500 To PM: R16.600

L-Length: 1.762. R-Length: 1.694

L-Lane Miles: 2.695. R-Lane Miles: 2.404 (Unknown lane miles: 1.525)

	Traditional Condition (lane miles)					Assumed MAP-21 Condition (lane miles)				Effectiveness (%)	
Year/ Condition Lane Miles	Green	Yellow	Blue	Orange	Red	Good	Fair	Poor	Total Lane Miles	SHOPP Effectiveness ((Red + Orange) /Total Lane Miles) %	Rehab Effectiveness (Red/Total Lane Miles) %
2015	0.892	0.245	0.912	0.362	2.688	0.000	2.411	2.688	5.099	59.82	52.72
2016	0.892	0.245	0.912	0.362	2.688	0.000	2.411	2.688	5.099	59.82	52.72
2017	0.000	1.137	0.912	0.362	2.688	0.000	2.166	2.933	5.099	59.82	52.72
2018	0.000	0.892	0.912	0.607	2.688	0.000	1.921	3.178	5.099	64.62	52.72
2019	0.000	0.892	0.211	1.308	2.688	0.000	1.465	3.634	5.099	78.37	52.72
2020	0.000	0.211	0.211	1.989	2.688	0.000	1.254	3.845	5.099	91.72	52.72
2021	0.000	0.000	0.000	2.411	2.688	0.000	1.254	3.845	5.099	100.00	52.72
2022	0.000	0.000	0.000	2.411	2.688	0.000	1.254	3.845	5.099	100.00	52.72
2023	0.000	0.000	0.000	1.804	3.295	0.000	1.043	4.056	5.099	100.00	64.62
2024	0.000	0.000	0.000	1.559	3.540	0.000	0.681	4.418	5.099	100.00	69.43
2025	0.000	0.000	0.000	1.103	3.996	0.000	0.681	4.418	5.099	100.00	78.37
2026	0.000	0.000	0.000	0.422	4.677	0.000	0.681	4.418	5.099	100.00	91.72
2027	0.000	0.000	0.000	0.211	4.888	0.000	0.681	4.418	5.099	100.00	95.86
2028	0.000	0.000	0.000	0.000	5.099	0.000	0.681	4.418	5.099	100.00	100.00
2029	0.000	0.000	0.000	0.000	5.099	0.000	0.681	4.418	5.099	100.00	100.00

ATTACHMENT I

2R PROJECT CERTIFICATION

A Safety Screening, as required by Design Information Bulletin Number 79-03, was conducted for the segment of highway identified above in the project description.

Mark Orr, Chief
District 10 Traffic Engineering Branch

Date: 10-28-2015

This project will be scoped and designed as a 2R Project per the guidance in Design Information Bulletin Number 79-03. The Safety Screening that was performed will be an integral part of the development of this project.

Richard Helgeson, Central Region Office Chief
Project Development Division – Design IV

Date: 11-30-2015

I concur with the 2R Purpose and Need of this project.

Paul Gennaro, District Design Coordinator

Date: 12-15-15

I concur that this project should be scoped and designed as a 2R Project per the guidance in Design Information Bulletin Number 79-03 and that the Safety Screening associated with this project will be an integral part of the development of this project. Therefore, since the appropriate Purpose and Need for this project is pavement resurfacing and restoration (2R), I have determined that this project is to be delivered as a 2R Project.

for Debra "Sam" Haack
District 10 Deputy Director
Maintenance and Operations

Date: 12-21-2015

ATTACHMENT J

LEVEL 2 - RISK REGISTER		Project Name:	SR-4 SJ Pavement Rehab		DIST- EA	10-1C500	Project Manager	Jes Padda						
Risk Identification					Risk Assessment						Risk Response			
Status	ID #	Type	Category	Title	Risk Statement	Current status/assumptions	Probability	Cost Impact	Cost Score	Time Impact	Time Score	Rationale	Strategy	Response Actions	Risk Owner	Updated
Active	1	Threat	Environmental	Cultural Resources	There is the potential to uncover cultural resources (example ADA ramp work).	Landscape in the project vicinity has been heavily modified in the past.	2-Low	4 -Moderate	8	4 -Moderate	8	Construction work will need to stop if cultural resources are found.	Accept	Further studies will be conducted in PA&ED and the scope will be refined. Once these cultural resources are found in Construction the impacts are unavoidable.	Zorayda Lao	4/13/2018
Active	2	Threat	Environmental	Hazardous Waste	If soil is exported, then a preliminary site investigation (PSI) will be required to test the soil for hazardous materials.	It is assumed that no soil will be exported from the project, as stated in the PEAR request.	2-Low	4 -Moderate	8	8 -High	16	An additional 400 hours and 6 months may be requested in order to conduct the PSI. There are disposal costs in a Hazardous Waste facility.	Avoid	Further studies will be conducted in PA&ED and the scope will be refined.	Zorayda Lao	4/13/2018
Retired	3	Threat	Environmental	Biological Environment	It is assumed any drainage work will only include minor modifications to existing drainage inlets.	If these modifications impact regulated waters, then permits will be required.	2-Low	2 -Low	4	8 -High	16	Permits will have impacts on the schedule greater than 6 months.	Avoid	Further studies will be conducted in PA&ED.	Zorayda Lao	4/13/2018
Active	4	Threat	Environmental	Biological Environment	If raptors or migratory bird species are observed nesting during pre-construction surveys, then biological monitoring may be required.	It is assumed Migratory Bird Treaty Act (MBTA) pre-construction surveys for nesting birds will be required if construction occurs between February 15th and September 1st.	2-Low	1 -Very Low	2	2 -Low	4	This is a low risk probability that could cost up to $13,500 during construction.	Mitigate	Further studies will be conducted in PA&ED to see if this is still a risk. Preconstruction surveys will be required. Netting may be utilized to prevent nesting birds.	Zorayda Lao	4/13/2018
Active	5	Threat	Environmental	Biological Environment	If special status species are observed during surveys, then additional surveys and monitoring may be required.	No special status species assumed since the risk is low.	2-Low	4 -Moderate	4	4 -Moderate	4	This is a low risk probability that could have a moderate impact to cost.	Mitigate	Further studies will be conducted in PA&ED and the scope will be refined as needed.	Zorayda Lao	4/13/2018
Retired	6	Threat	Environmental	Environmental Document Changes	New information after Environmental Document is completed may require re-evaluation or a new document.	A Biological Opinion or a programmatic Biological Opinion are not needed. No sensitive environmental resources are present.	2-Low	2 -Low	4	2 -Low	4	A Categorical Exemption under CEQA and a Catergorical Exclusion under NEPA are anticipated.	Avoid	Further studies will be conducted in PA&ED and the scope will be refined. Sensitive environmental resources should be avoided.	Zorayda Lao	4/13/2018
Active	7	Threat	Design	Ramp Closures	Stging plans, or rehabilitation strategy for high traffic volume connectors, need to be refined during PS&E.	Preliminary Staging Plans for high volume connectors were not accepted by Traffic Managemet. Extended weekend closures were also rejected.	4-High	4 -Moderate	16	4 -Moderate	16	This risk will impact project schedule and may impact scope and cost	Mitigate	If extended lane closures are not allowed to construct CRCP or CRCP-RSC pavement, the scope of work will need to be reduced to what can be constructed based on night-time closures only, such slab replacement only.	Kal Daher	3/19/2018
Active	8	Threat	Design	Design incomplete	Design incomplete	Design work is pending.	2-Low	4 -Moderate	8	2 -Low	4	Incomplete plans may result in cost increases in construction.	Avoid	Constructibility, QC/QA reviews, and Office Engineer reviews will be conducted.	Kal Daher	3/19/2018
Active	9	Threat	Design	Surveys incomplete	Not enough survey data to properly design project.	Survey pending.	2-Low	2 -Low	4	4 -Moderate	8	An incomplete will result in additional survey work and a delay in the project schedule.	Avoid	Coordinate with Surveys and Construction to ensure that there are not unecessary delays.	Kal Daher	3/19/2018
Active	10	Threat	Design	Design Changes	New or revised design standard.	2R Certified project - Geometric Design Exceptions not required.	1-Very Low	2 -Low	2	2 -Low	2	New standards may add additional scope of work and impact the schedule and cost.	Avoid	Monitor. Request exception if needed.	Kal Daher	3/19/2018
Active	11	Threat	Design	Construction Schedule	Inaccurate contract time estimates	Design to develop accurate CPM working day schedule.	2-Low	8 -High	16	4 -Moderate	8	Errors in the CPM schedule will result in additional working days that will increase capital and support costs.	Avoid	Coordinate with Construction and OCER to ensure that there are adequate working days and the traffic handling is viable.	Kal Daher	3/19/2018
Active	12	Threat	PM	Support Costs	Underestimated support resources or overly optimistic delivery schedule.	Scope does not change and support costs and schedule are realistic. Some risk is built-in.	1-Very Low	8 -High	8	2 -Low	2	Functional units not properly resourced will result in higher support costs. Optimistic delivery schedule will also result in an overrun of support costs.	Avoid	Ensure that all appropriate functional units are resourced adequately. Monitor scope to ensure that these changes are covered by support cost increases.	Jes Padda	4/13/2018
Retired	13	Threat	PM	Goals	Inconsistent cost, time, scope, and quality objectives.	Cost, time, scope have been properly scoped and include adequate contingencies, risk, and schedule float.	2-Low	8 -High	16	4 -Moderate	8	Poor scope and inadequate cost and time will result big cost and time impacts.	Avoid	Monitor. Evaluate changes to minimize the impacts.	Jes Padda	4/13/2018
Retired	14	Threat	PM	Staffing	Losing critical staff at crucial point of the project.	Project teams to pick-up the slack when there are staffing changes.	1-Very Low	2 -Low	2	2 -Low	2	New staffing may have negative cost and time impacts.	Mitigate	Succession planning.	Jes Padda	4/13/2018
Active	15	Threat	ROW	R/W Changes	Late discovery utility work or permits.	No utility work or permits are expected.	1-Very Low	2 -Low	2	2 -Low	2	If there are no funds budgeted to R/W capital then it will be difficult to add these funds after programming.	Mitigate	Risk mitigation strategy to ensure that late discovery utilities and permits can be addressed.	Jes Padda	4/13/2018
Active	16	Threat	Design	Treatment of subgrade	Difficulty treating of the subbase in areas constructed under 54 hours.	Design will evaluate alternatives.	2-Low	2 -Low	4	8 -High	16	Lime treatment requires 3 days to cure and cement treated base requires 72 hours to cure.	Mitigate	Design, Materials, and Construction will develop a strategy to address this concern and maintain the planned design life.	Kal Daher	4/30/2018
Active	17	Threat	Design	Encountering utilities during subgrade construction	Unknown utilities such as electrical and irrigation lines could become damaged during subgrade construction.	Evaluate the need for additional potholing.	2-Low	2 -Low	4	8 -High	16	During construction of the subgrade, unknown utilities could be damaged requiring repair. If encountered during full closures, this risk has the potential to exceed the 54 hour full closure allotment.	Avoid	Design and Construction will consider additional potholing in either project development of in construction.	Kal Daher	4/30/2018
Retired	16	Threat	Organizational	Funding	Capital funding unavailable for construction.	Project will be programmed in 2018 SHOPP.	1-Very Low	4 -Moderate	4	4 -Moderate	4	Funding shortfalls result in inadequate funding for SHOPP.	Accept	Monitor. Options include downscope or delay the project.	Jes Padda	4/13/2018

ATTACHMENT K

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

District 10

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM

PPM-0001 (REV 07/2013)

The risk register is to be approved and signed-off by the District Deputies* listed below for all scalability levels. By signing this form, you are certifying that you have reviewed the risks documented in the register and agree that they have been managed to the extent possible by the PDT.

Project Information: ☒ Capital Project ☐ Major Maintenance Project (Check One) Total Estimated Cost: $

Project ID/District-EA	1016000026/10-1C500
Project Description	SJ SR 4 Pavement Resurfacing and Restoration
Project Manager (PM)	Jes Padda
Project Risk Manager (For Risk Level 3 Projects)	

☐ No Risk Register Certification Required - - Check box if project is less than $1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittal, and RE Handoff File (as applicable).

Project Manager Signature _____ Date: _____

PA&ED (Required for Capital Projects Only)

JES PADDA Project Manager		Date: 4/27/18
NABEELAH ABI-RACHED Chief, Central Region Environmental		Date: 5/1/18
BRIAN EVERSON Chief, Central Region Project Development		Date: 5/2/18
MONICA KRESS, Acting Deputy District Director, Program/Project Management		Date: 5/7/18

Prior to PS&E (Required for Capital Projects and Major Maintenance Projects)

JES PADDA Project Manager	N/A	Date:
BRIAN EVERSON *Chief, Central Region Project Development	N/A	Date:
MARK DER MATOIAN Chief, Central Region Construction	N/A	Date:
JAMIE LUPO Chief, Central Region Right of Way	N/A	Date:
NABEELAH ABI-RACHED **Chief, Central Region Environmental	N/A	Date:
MONICA KRESS, Acting Deputy District Director, Program/Project Management	N/A	Date:

*or Deputy District Director, Maintenance & Operations signature for HM Projects designed by the District Maintenance Division

**or Deputy District Director, Transportation Planning signature for HM Projects environmentally cleared by the District Environmental Stewardship Branch