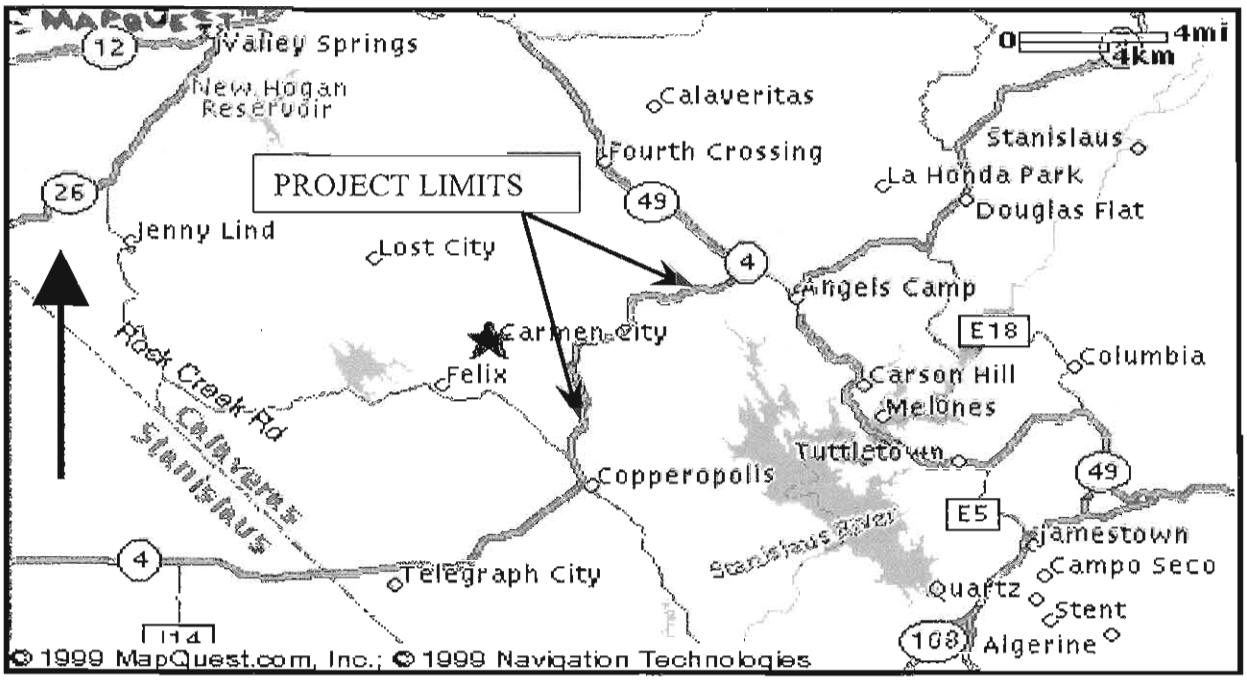
10-CAL-4-KP R16.6/R26.4
(PM R10.3/R16.4)
06243 10-0E530K
HE-14 Program
June, 2001

PROJECT STUDY REPORT
(Project Development Support)



On Route 4
In Calaveras County from East of Copperopolis to West of Altaville (Angels Camp)

APPROVAL RECOMMENDED: _____
ROBERT LEFINGER, Project Manager

APPROVED BY: _____ 6/29/01
MARK LEJA, District 10 Director — DATE

CONCURRENCE BY: _____
J. MICHAEL LEONARDO, Director
District 6 - Central Region

10-CAL-4-KP R16.6/R26.4
(PM R10.3/R16.4)
06243 10-0E530K
HE-14 Program

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

Raymond S Tritt

RAYMOND S. TRITT
Registered Civil Engineer

REGISTERED PROFESSIONAL ENGINEER
RAYMOND S. TRITT
No. C 047924
Exp. 12/31/03
CIVIL
STATE OF CALIFORNIA

6/25/01
Date

10-CAL-4-KP R16.6/R26.4
(PM R10.3/R16.4)
06243-0E530K
HE-14 Program

PROJECT STUDY REPORT
(Project Development Support)

This document can be used to program only the Engineering and Environmental Support for Project Approval and Environmental Document (PA&ED) components. The remaining support and capital components of the project are preliminary estimates and are not suitable for programming purposes. Either a Supplemental Project Study Report or a Project Report will serve as the programming document for the remaining support and capital components of the project.

1. INTRODUCTION

This project, located on Route 4 in Calaveras County from approximately 6.4 km (4 miles) east of Copperopolis to approximately 6.4 km (4 miles) west of the Route 4/Route 49 junction in Altaville (Angels Camp), proposes two build alternatives and the no build alternative. The first alternative proposes to construct a 10.7 km (6.7 miles) segment of Route 4 on new alignment, creating a two-lane access controlled expressway. This alternative will widen the roadway from 6 meters (20 feet) to 12 meters (40 feet) with the design operating speed of 110 km/h (70 mph) and the realigned segment will be shortened by approximately 1.0 km (0.6 miles). The second alternative proposes to raise the minimum design speed to 89 km/h (55 mph) by realigning existing curves and adding 2.4-meter (8- foot) shoulders on both sides of the traveled way to meet current geometric and speed standards. This project will help to reduce accidents, provide improved operations, and relieve current and future traffic congestion. The total estimated capital cost for the two build alternatives are $28,800,000 (04/01) and $22,800,000 (04/01), respectively. Both alternatives would be an HE-14 Project and would be funded from the STIP.

2. BACKGROUND

In the early 1960s, the Division of Highways began studies to upgrade the segment of Route 4 between the San Joaquin/Stanislaus county line and the junction of Route 49 in Altaville. A freeway route from KP R16.1 to KP R34.4 (PM R10.0 to PM R21.4) was adopted in 1963. Freeway Agreements covering the highway from KP R0.0 to KP R34.4 (PM R0.0 to PM R21.4) were executed in 1969.

In January 1985, the California Transportation Commission (CTC) passed a Resolution HRA 85-9 that included the designation of the new segment of Route 4 as a Controlled Access Highway.

In 1989 the Department of Transportation started construction to widen and realign a 1.0 km segment of Route 4 east of Copperopolis, from KP R15.9 to KP R16.9 (PM R9.9 to PM R10.5).

This project upgraded this segment to a 12-meter standard two-lane controlled access highway and was completed in 1991.

In 1989 the Department also started to construct a two lane highway on new alignment from 3.5 km west of Route 49 to junction Route 49, from KP R30.4 to KP R34.0 (PM R18.9 to PM R21.1). This project upgraded this segment to a 12-meter standard two-lane controlled access highway and was completed in 1990.

Route 4, within the project limits, is a two-lane east-west highway and is on a non-engineered alignment. The roadway width varies from 5.5 to 6.0 meters (18 to 20 feet) with no shoulders. The roadway also has an operating speed of 40-56 km/h (25-35 mph).

There are four other projects within the proposed project limits. Project EA 10-499901 (HB1) will construct a curve correction from KP 20.1 to KP 20.9 (PM 12.5 to PM 13.0) and is scheduled for construction in the year 2002. Project EA 10-0A0101 (HB1) will construct a curve correction and intersection realignment at KP 23.7 (PM 14.7), Poole Station Road, and is currently in the environmental phase. A Project Study Report (PSR) is being prepared for Project EA 10-0E450K to construct a curve correction from KP 22.2 to KP 23.5 (PM 13.8 to PM 14.6), and this is a candidate project. Project EA 10-3A8001 (HA42) will replace culverts from KP 24.5 to KP 29.8 (PM 15.2 to PM 18.5).

3. NEED AND PURPOSE

Route 4 is a major access route from the San Joaquin Valley to the Sierra Nevada Mountains and is subject to peak traffic volumes on weekends consisting of a high percentage of recreational vehicles. Recreational travel on this segment is forecasted to increase 50% by the year 2010. In addition, the growth (percentage wise) in Calaveras County is among the highest in the State. There are large residential subdivisions (e.g. Flower Ranch) being proposed in the southwestern quadrant (Copperopolis) of Calaveras County; therefore, these developments will continue to attract commuters.

Within the project limits, the segment is a two-lane roadway with nonstandard lane widths, no paved shoulders and is on a non-engineered alignment. Curves and limited sight distances reduce the operating speed on this segment of Route 4.

This project will help to relieve current and future congestion and reduce accidents. It also improves system continuity. It has the potential to siphon off traffic on neighboring State routes in the vicinity, thereby improving the entire highway system in Calaveras County.

Traffic Data

The current Average Daily Traffic (ADT) is 5950 vehicles. In the year 2025, it is projected that the ADT will be 13,070 vehicles (see Attachments G). For Alternative 1, A four-year traffic accident study for this portion of Route 4 was conducted for the period January 1, 1996 to December 31,

1999. According to the Traffic Accident Surveillance and Analysis System (TASAS) Table B, there were 124 total accidents in the four-year period. The study also indicated an actual accident rate of 4.02 accidents per million vehicle miles (accs/mvm) compared to the statewide average rate of 1.82 accs/mvm for a similar type of facility. The type of accidents consisted of (18) overturns, (74) hit-objects, (2) broadsides, (6) rear-ends, (9) head-on, (5) sideswipes, and (10) others. For Alternative 2, A four-year traffic accident study for Segment 1 (KP R20.9/R22.2, PM R13.0/R13.8), Segment 2 (KP R23.8/R27.2, PM R14.8/R16.9), Segment 3 (KP R27.2/R28.2, PM R16.9/R17.5), and Segment 4 (KP R28.2/R30.3, PM R17.5/R18.8) of Route 4 was conducted for the period January 1, 1996 to December 31, 1999. The type of accidents consisted of (8) overturns, (29) hit-objects, (3) rear-ends, (3) head-on, (2) sideswipes, and (4) others (see Attachments F).

Location	Total Accidents	Fatalities	Injury	Actual (accs/mvm)	Average (accs/mvm)
Segment 1 (KP 20.9/22.2)	1	0	0	0.27	1.82
Segment 2 (KP 23.8/27.2)	18	0	6	1.82	1.82
Segment 3 (KP 27.2/28.2)	14	0	6	4.96	1.82
Segment 4 (KP 28.2/30.3)	16	0	6	2.61	1.82

4. ALTERNATIVES

Alternative 1

This alternative proposes to improve horizontal and vertical alignment by constructing an access controlled expressway along the adopted alignment. This new roadway will be approximately 9.8 km (6.1 miles) long with two 3.6-meter (12-foot) standard lanes and 2.4-meter (8-foot) shoulders and with a design operating speed of 110 km/h (70 mph). This alternative can be constructed in three phases. Phase I covers from KP R16.6 to R19.3 (PM R10.3 to R12.0); Phase II covers from KP R19.3 to R22.0 (PM R12.0 to R13.7); and Phase III covers from KP R22.0 to R26.4 (PM R13.7 to R16.4) (see Attachment D). This proposal will improve traffic safety and operation through this segment

There are currently four at-grade public road intersections within the project limits. The first intersection, within Phase I project limits, is Hunt Road (Sta 632+00.00). The second and third intersections, within Phase II project limits, are Poole Station Road (Sta 669+00.00) and Appaloosa Road (Sta 722+00.00). The fourth intersection, within Phase III project limits, is Stallion Way (Sta 753+30.00). All four roads are planned to be connected to Route 4 as standard public road intersections (see Attachments D). Additional intersections and frontage roads will be required to maintain access to adjacent property owners. There are no design exceptions anticipated for this alternative.

The estimated cost (04/01) for each Phase is as follows:

Phase I (KP R16.6/R19.3, PM R10.3/R12.0)

Roadway	$7,679,000
Right of Way	$221,000
Total	**$7,900,000**

Phase II (KP R19.3/R22.0, PM R12.0/R13.7)

Roadway	$7,779,000
Right of Way	$221,000
Total	**$8,000,000**

Phase III (KP R22.0/R26.4, PM R13.7/R16.4)

Roadway	$12,548,000
Right of Way	$352,000
Total	**$12,900,000**

There are two locations along the new alignment that would meet passing lane criteria. The first location, within Phase I project limits, is approximately 2.4 km (1.5 miles) with a sustained average grade of 2.5% in the eastbound direction. The second location, within Phase II project limits, is approximately 1.8 km (1.1 miles) with a sustained average grade of 4.2% in the westbound direction. Each passing lane is estimated at between $1.6 million and $1.9 million due to the large amount of earthwork involved. The cost of these passing lanes is not included in the project estimate. It is important to note that there are currently no passing lanes on Route 4 between Stockton and Altaville. Final passing lane locations will be addressed in the Project Report.

Alternative 2

This alternative proposes to realign various existing curves with the minimum design radius of 320 meters (1050 feet) in order to raise the design speed to 89 km/h (55 mph) and add 2.4-meter (8-foot) shoulders on both sides of the traveled way. This alternative can be split into four segments. Segment 1 covers from KP R20.9 to KP R22.2 (PM R13.0 to R13.8); Segment 2 covers from KP R23.8 to R27.2 (PM R14.8 to R16.9); Segment 3 covers from KP R27.2 to R28.2 (PM R16.9 to R17.5); and Segment 4 covers from KP R28.2 to R30.3 (PM R17.5 to R18.8) (see Attachments E). The proposed realignment consists of nine new horizontal curves. This alternative will eliminate many nonstandard existing curves and improve sight distance.

There are currently two at-grade public road intersections within Segment 2, Appaloosa Road (Sta 731+50.00) and Stallion Way (Sta 761+50.00). Both roads are planned to be connected to Route 4 as standard public road intersections (see Attachment E). There are no design exceptions anticipated for this alternative.

The estimated cost (04/01) for each segment is as follows:

Segment 1 (KP R20.9/R22.2, PM R13.0/R13.8)

Roadway	$4,081,000
Right of Way	$19,000
Total	**$4,100,000**

Segment 2 (KP R23.8/R27.2, PM R14.8/R16.9)

Roadway	$9,240,000
Right of Way	$60,000
Total	**$9,300,000**

Segment 3 (KP R27.2/R28.2, PM R16.9/R17.5)

Roadway	$3,379,000
Right of Way	$21,000
Total	**$3,400,000**

Segment 4 (KP R28.2/R30.3, PM R17.5/R18.8)

Roadway	$5,972,000
Right of Way	$28,000
Total	**$6,000,000**

There are two locations that would meet passing lane criteria. The first location, within Segment 1 project limits, is approximately 1.3 km (0.8 mile) with a sustained average grade of 2.3% in the eastbound direction. The second location, within Segment 2 project limits, is approximately 2.1 km (1.3 miles) with a sustained average grade of 3.4% in the westbound direction. Each passing lane is estimated at between $1.1 million and $1.7 million. The cost of these passing lanes is not included in the project estimate. Final passing lane locations will be addressed in the Project Report.

Alternative 3

This is the no-build alternative. This alternative will do nothing to alleviate the problem of continuing high accident rates within the project limits. The roadway width will remain nonstandard and sight distance will continue to be restricted. Operating speeds will continue in the 40-56 km/h (25-35 mph) range and traffic congestion will likely increase.

5. SYSTEM PLANNING

Route 4 is an east-west route beginning at Route 80 near Hercules in Contra Costa County and ending at Route 89 south of Markleeville in Alpine County. The route traverses Contra Costa County in District 4 and San Joaquin, Stanislaus, Calaveras and Alpine Counties in District 10.

Route 4 is on the Freeway and Expressway (F&E) System in San Joaquin and easterly to the junction of unconstructed Route 65 in Stanislaus County. It is a Federal-Aid Primary (FAP) route in its entirety. The route is functionally classified as a Minor Arterial (MA) throughout its length.

Route 4 is the major interregional route between the Contra Costa County and Central Valley. East of Stockton, Route 4 provides access to Mother Lode and on into the recreational areas of the High Sierra. While the primary purpose of this route is to serve recreational traffic, it also serves as an important access route for lumber and ranching industries and as a lifeline route for the goods and services needed to sustain the many communities along the corridor. In addition, the route is becoming increasingly important as an access route to a growing number of vacation and retirement homes, and as a local and intercommunity commuter route, particularly east of the City Angels.

The long-range route concept for this segment of Route 4 is a two-lane expressway with a "C" Level of Service (LOS) in rural areas.

The Route Concept for Route 4 in District 10 is consistent with Department policy and is generally consistent with the San Joaquin, Stanislaus, Calaveras and Alpine County Regional Transportation Plans (RTP's). Therefore, this project is consistent with the Route Concept.

6. ENVIRONMENTAL DETERMINATION

Environmental scoping indicates that the appropriate document for this project would likely be an Environmental Impact Report/Finding of No Significant Impacts (EIR/FONSI) (see Attachment H for more details).

7. RIGHT OF WAY

Proposed right of way is primarily pasture land with a few rural residential lots. Alternative 1 will require 24 parcels and Alternative 2 will require 20 parcels.

8. FUNDING/SCHEDULING

This project is proposed for programming in the 2002 State Transportation Improvement Program (STIP) with funding from the HE-14 Program. The following table summarizes the Capital Outlay Support Estimate for this project:

Capital Outlay Support Estimate

	Fiscal Years						
Project Cost Component	*2002/03*	*2003/04*	*2004/05*	*2005/06*	*2006/07*	*Following Y*	**Total**
State							
PA&ED	1440						**1440**
**PS&E*	0	0	0	1799			**1799**
**R/W*	0	0	0	0	0	24	**24**
**Construction*	0	0	0	0	0	1239	**1239**
Other Funding Sources							
PA&ED	0	0	0	0	0	0	**0**
**PS&E*	0	0	0	0	0	0	**0**
**R/W*	0	0	0	0	0	0	**0**
**Construction*	0	0	0	0	0	0	**0**
Total	**1440**	**0**	**0**	**1799**	**0**	**1263**	**4502**

*All cost x $1,000. Support costs are escalated at 2.2 % per year. PS&E, Right of Way and Construction support are shown for planning purposes only and are not to be used for programming purposes. All support costs are based on Alternative 1.

The following Capital Outlay estimates are provided for planning purposes only and are intended to reflect "order of magnitude" costs. The level of detail available to develop these capital cost estimates is only adequate for long range planning purposes. The capital costs should not be used to program or commit capital funds. Resources for right of way acquisition and construction will not be programmed at this time. The Project Report will serve as the appropriate document from which the capital components will be programmed.

Capital Outlay Estimate (escalated to 1/09)

	State Funds	Other Funding Sources	Total Cost
Structures	0	0	0
Roadway	36,251	0	36,251
Right of Way	1,266	0	1,266
Total Capital Cost	**37,517**	**0**	**37,517**

*All costs x $1,000. Construction capital cost is escalated at 3 % per year. Right of way capital costs are escalated at 6 % per year. All capital costs are based on Alternative 1.

Tentative Project Schedule

PA&ED 08/07
PS&E 10/09

Change control was considered for this project and it was deemed inappropriate to advance any WBS activities. It is very likely that much of the work done in advance would not be used in the final design. Adequate mapping for the environmental phase and geometric base maps is available.

9. RECOMMENDATION

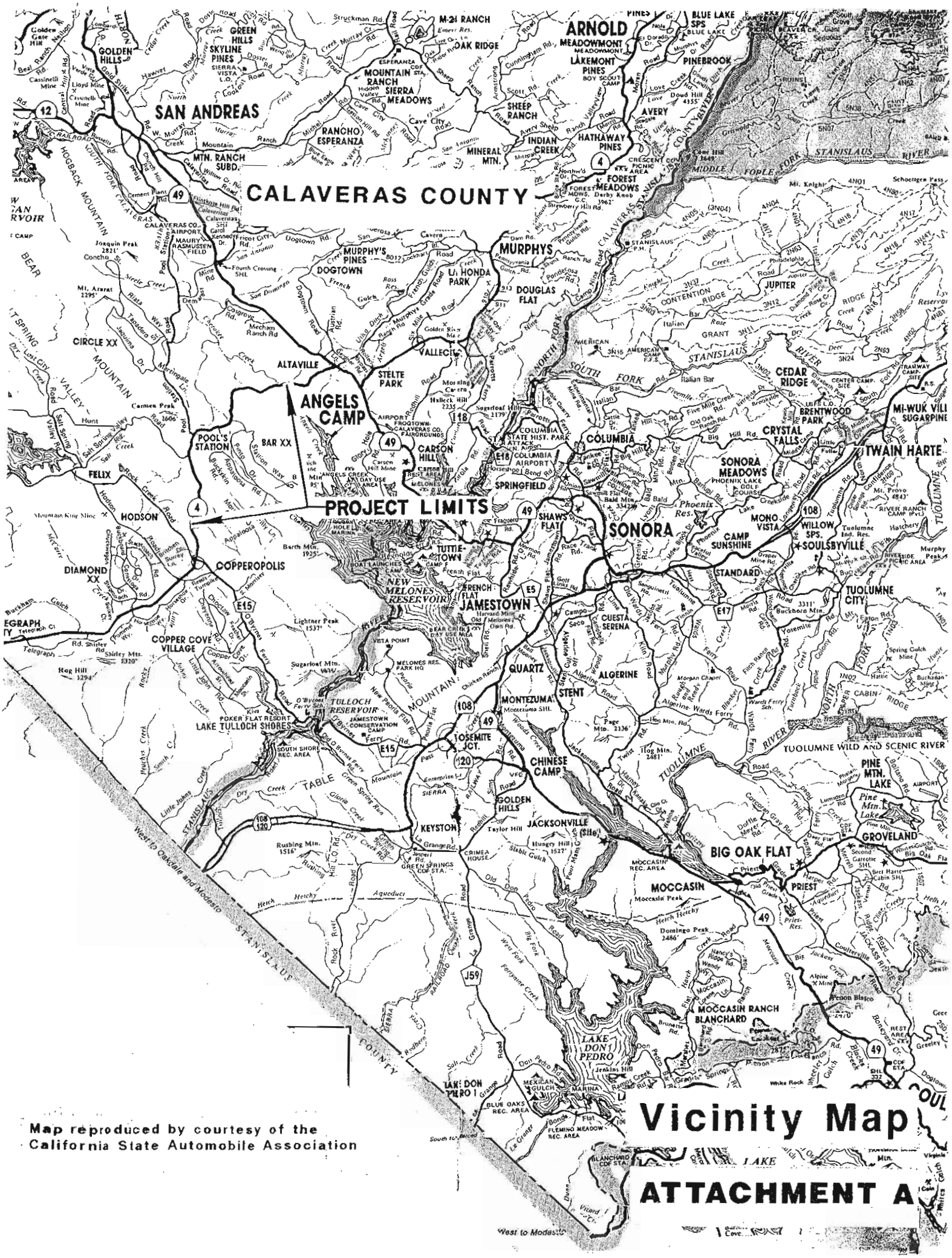
It is recommended that this PSR-PDS be approved so that Project Development Support can be programmed.

10. DISTRICT CONTACTS

Robert Effinger Project Manager	(209) 948-7976 ATSS 423-7976
Raymond S. Tritt Design Manager/Project Engineer	(209) 948-7902 ATSS 423-7902

11. LIST OF ATTACHMENTS

Attachment A	Vicinity Map
Attachment B1	Title Sheet (Alternative 1)
Attachment B2	Title Sheet (Alternative 2)
Attachment C	Typical Cross Section
Attachment D	Layout (Alternative 1)
Attachment E	Layout (Alternative 2)
Attachment F	TASAS Table B
Attachment G	Traffic Data
Attachment H	Environment Initial Site Assessment
Attachment I	Right of Way Data Sheet
Attachment J	Preliminary Engineer's Estimate (Alternative 1)
Attachment K	Preliminary Engineer's Estimate (Alternative



Map reproduced by courtesy of the California State Automobile Association

Vicinity Map

ATTACHMENT A

INDEX OF SHEETS

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
10	CAL	4	R16.6/R26.4		

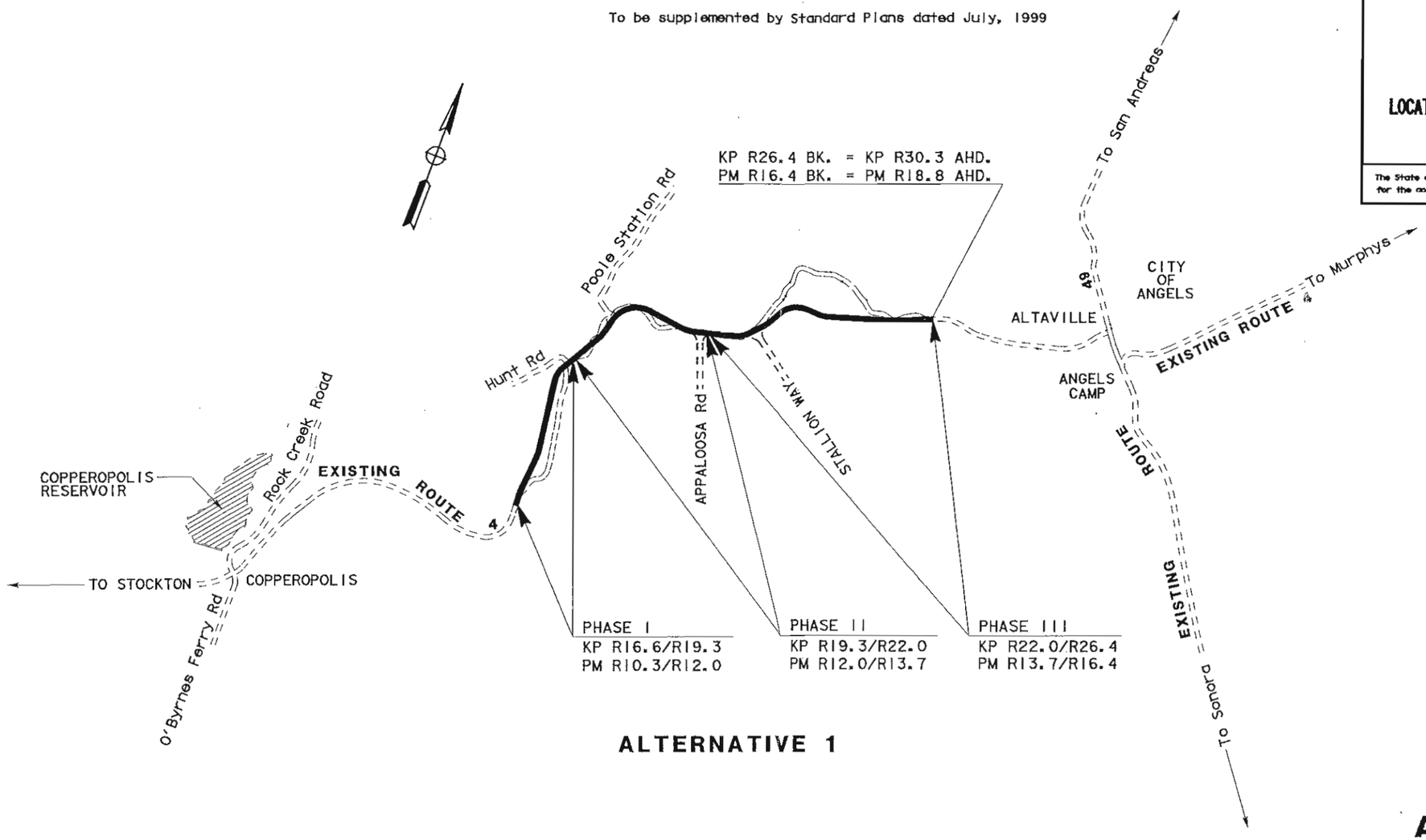
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN CALAVERAS COUNTY
FROM EAST OF COPPEROPOLIS
TO WEST OF ROUTE 4/ROUTE 49 JUNCTION IN ALTAVILLE

To be supplemented by Standard Plans dated July, 1999

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



ALTERNATIVE 1

Project Engineer Date
Registered Civil Engineer

Plans Approval Date

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

ATTACHMENT B1

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

NO SCALE

Contract No.

PROJECT ENGINEER | DATE | PROJECT MANAGER | DATE

LAST REVISION 00-00-00

TIME PLOTTED => $$$$$$$$YTIME$$$$$$$

FORM DC-OE-93-PF (REV. 3/88)

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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DGN FILE => $$$$$$$$$$DGNSPEC$$$$$$$$$$

CU 06243

EA 0E530K

INDEX OF SHEETS

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
10	CAL	4	VAR		

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN CALAVERAS COUNTY
FROM EAST OF COPPEROPOLIS
TO WEST OF ROUTE 4/ROUTE 49 JUNCTION IN ALTAVILLE

To be supplemented by Standard Plans dated July, 1999

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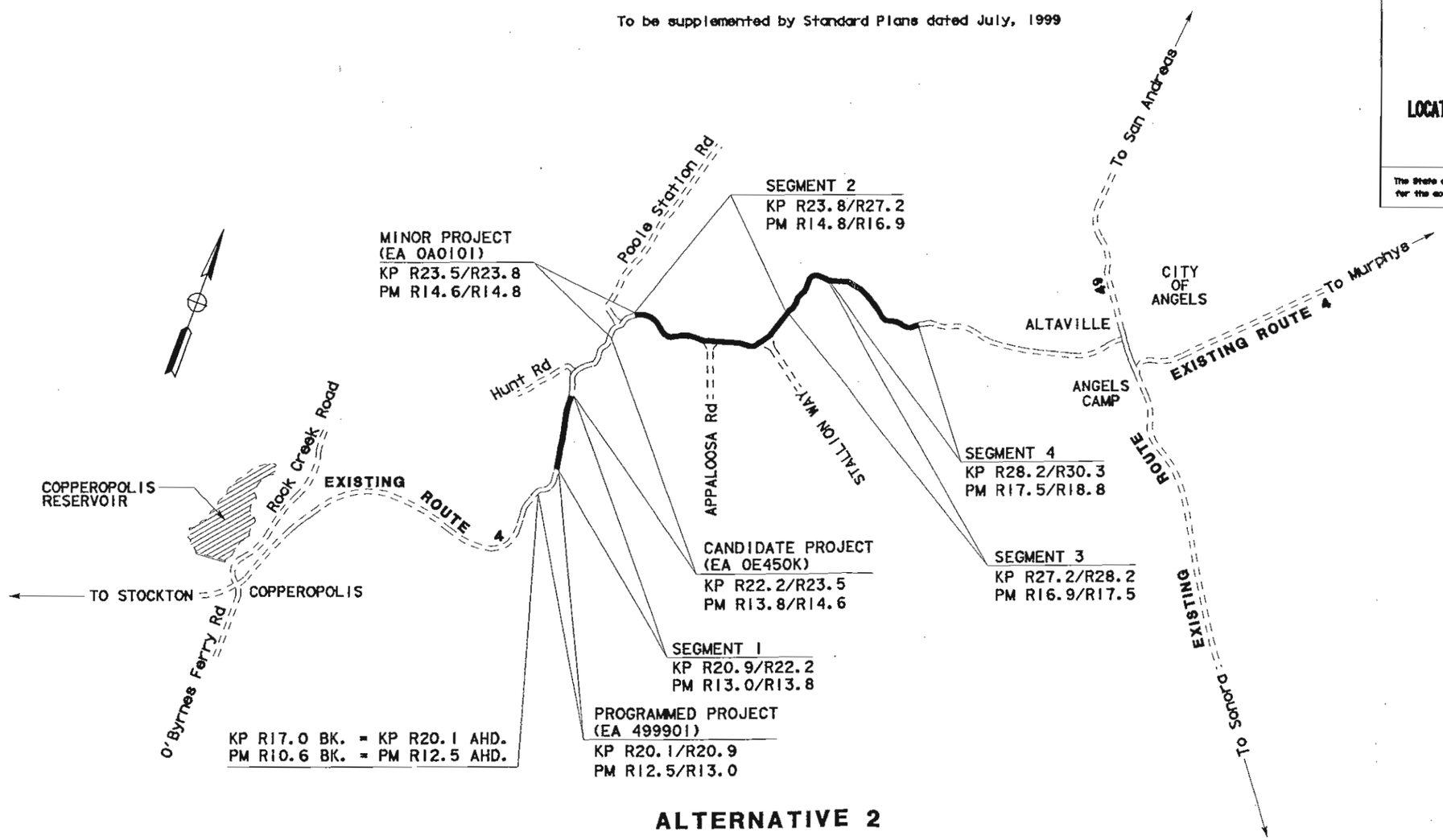

ALTERNATIVE 2

Caltrans Metric

Project Engineer Date
Registered Civil Engineer

Plans Approval Date

REGISTERED PROFESSIONAL ENGINEER CIVIL STATE OF CALIFORNIA

ATTACHMENT B2

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

NO SCALE

Contract No.

PROJECT ENGINEER | DATE | PROJECT MANAGER | DATE

LAST REVISION 00-00-00

TIME PLOTTED => $$$$$$$SYTIME$$$$$$

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS 0 20 40 60 80

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CU 06243

EA 0E530K

FORM DC-OE-93-PE (REV. 3/88)

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
10	Cal	4	R16.6/R26.4		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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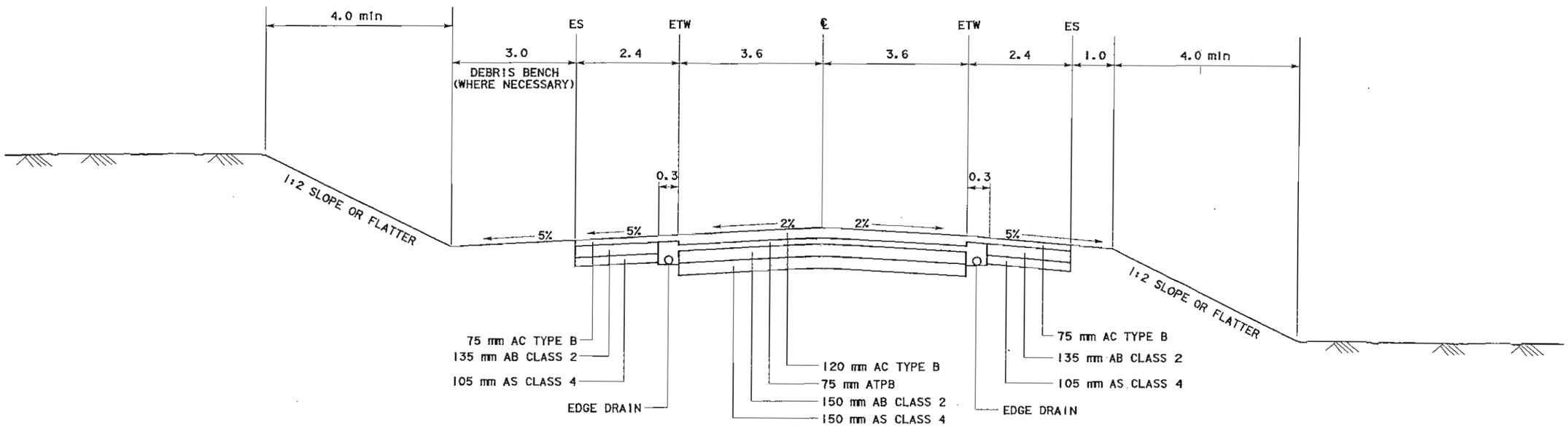
Metric



ROUTE 4
KP 16.6 TO KP 26.4
(PM 10.3 TO PM 16.4)

ALTERNATIVES 1 & 2

ATTACHMENT C

ALL DIMENSIONS ARE IN
METERS UNLESS OTHERWISE SHOWN

TYPICAL CROSS SECTIONS

NO SCALE

X-1

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY
CHECKED BY
PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
PROJECT DEVELOPMENT

LAST REVISION 00-00-00
DATE PLOTTED => 29-Aug-2000
TIME PLOTTED => 07:58

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CU 06243

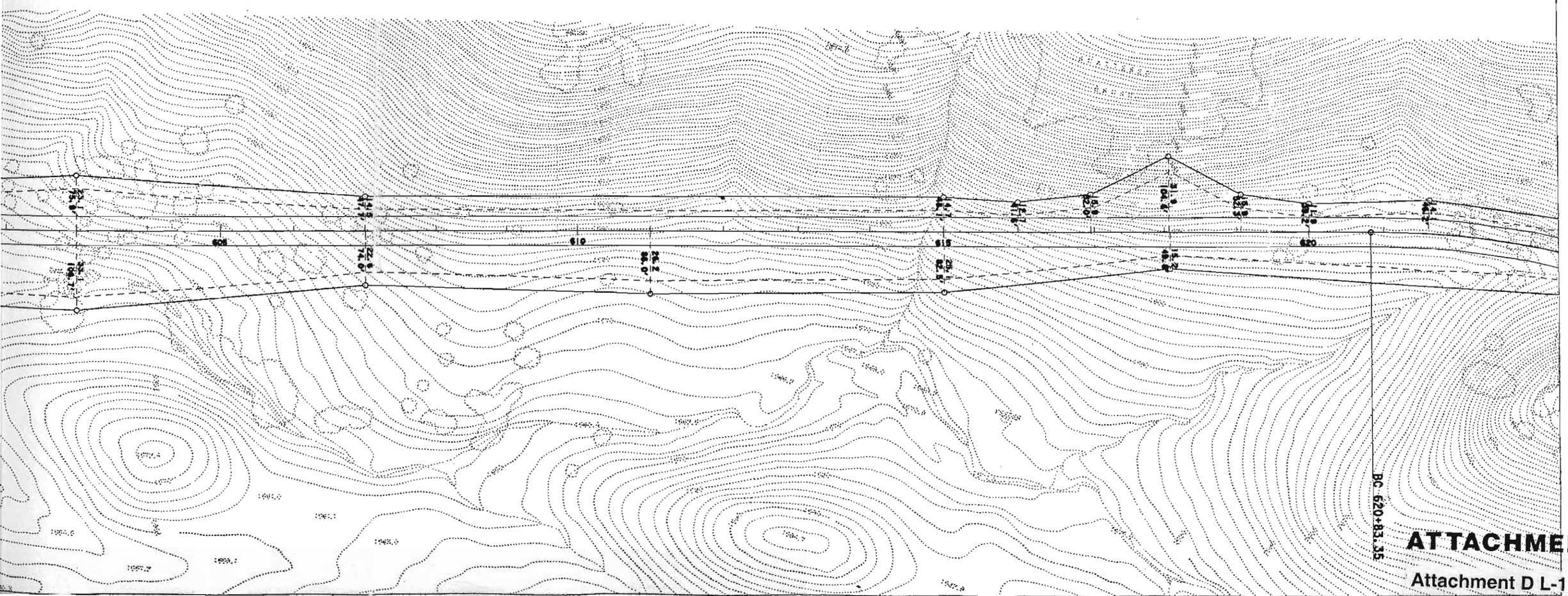
EA 0E530K

LAYOUT
L-1

10-CAL-4 KP R16.6/R26.4 (PM R10.3/R16.4)

TWO LANE EXPRESSWAY REALIGNMENT

ALTERNATIVE 1



ATTACHMENT D

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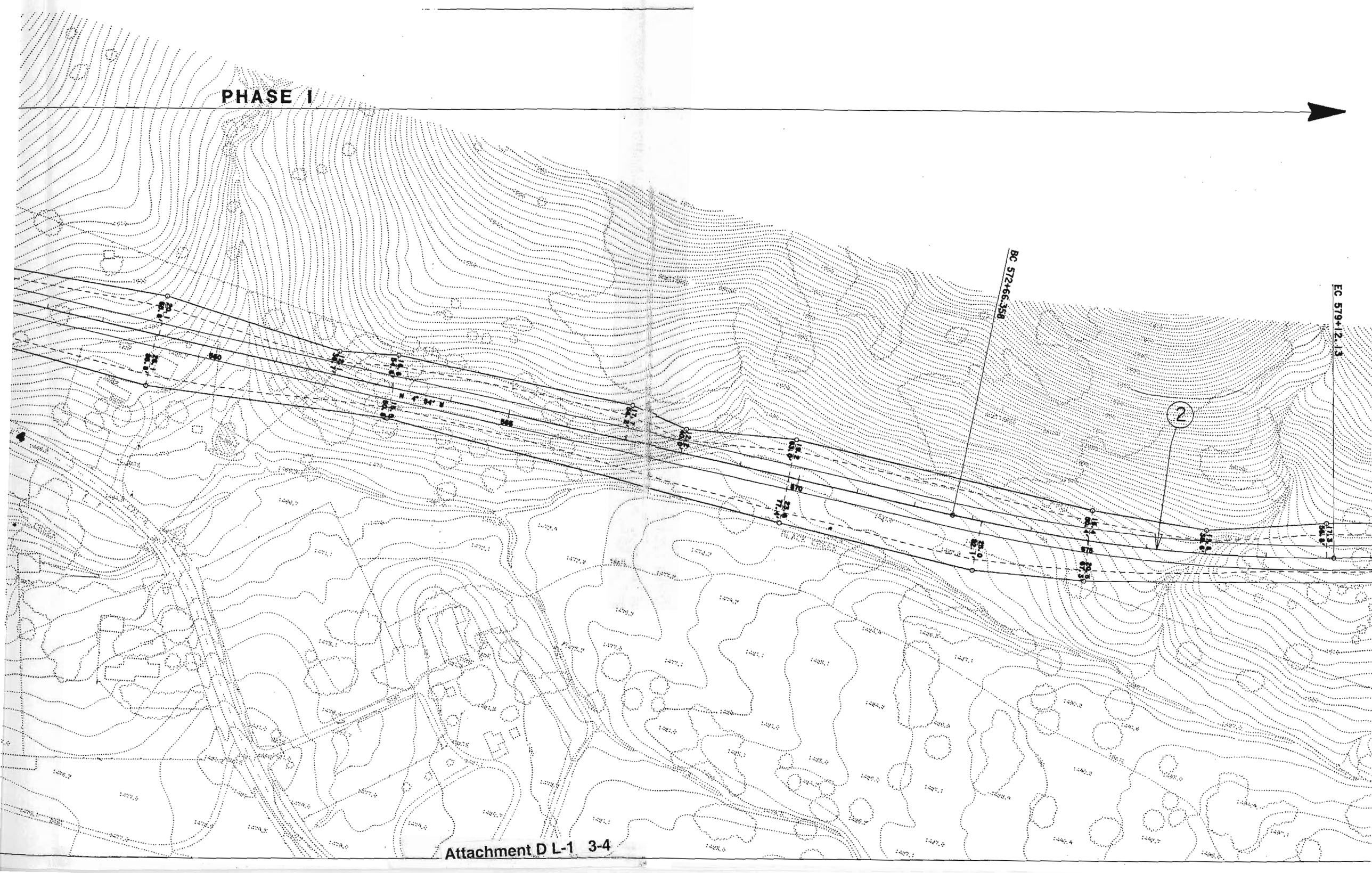
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EC 579+12.13
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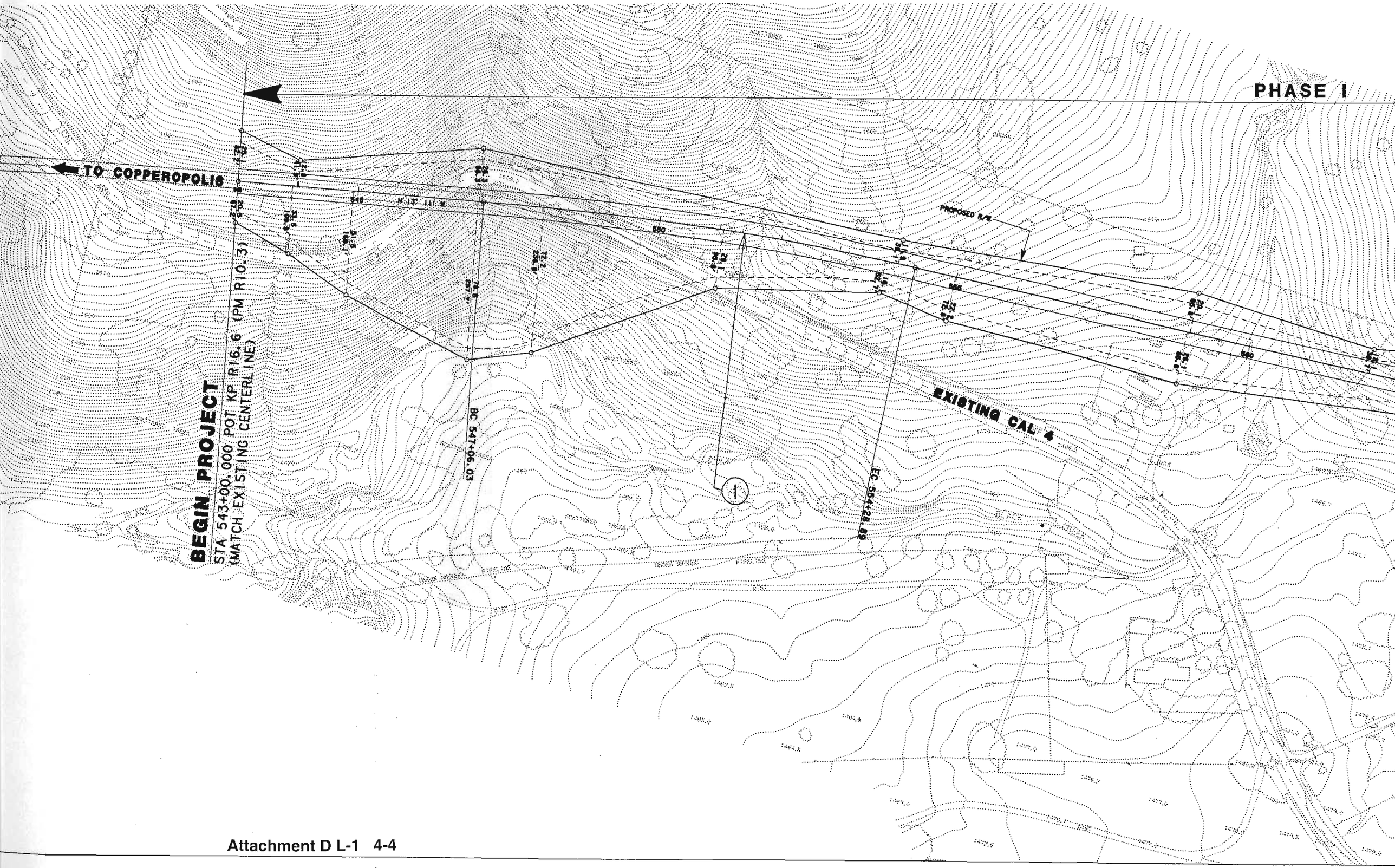
PHASE I
TO COPPEROPOLIS
BEGIN PROJECT
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(MATCH EXISTING CENTERLINE)
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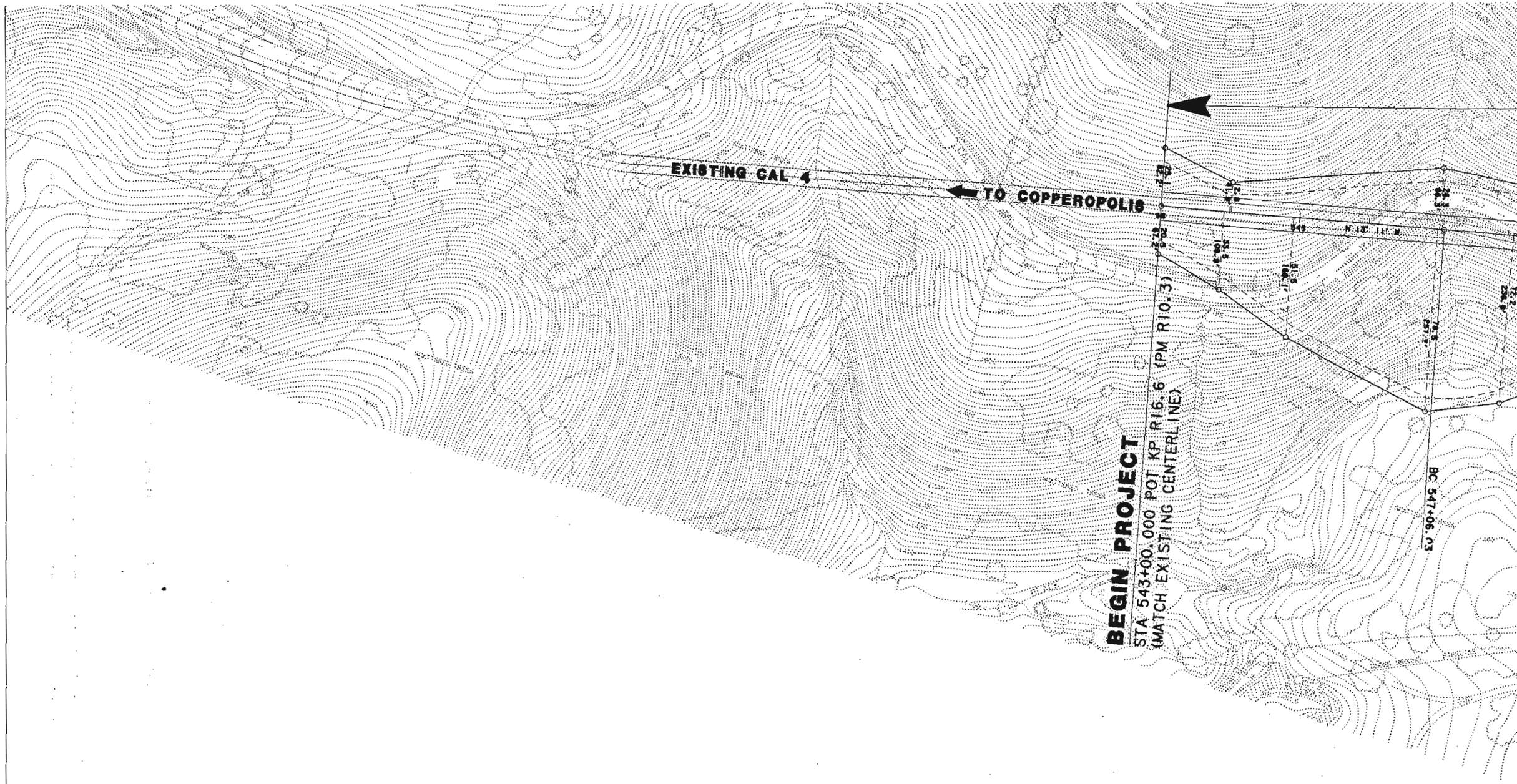
EC 554+28.89
PROPOSED R/W
EXISTING CAL 4
1


EXISTING CAL 4
TO COPPEROPOLIS
BEGIN PROJECT
STA 543+00.000 POT KP R16.6 (PM R10.3)
(MATCH EXISTING CENTERLINE)
BC 547+96.03

10-CAL-4 KP R16.6/R26.4 (PM R10.3/R16.4)

TWO LANE EXPRESSWAY REALIGNMENT

ALTERNATIVE 1

LAYOUT L-3

NO	R	Δ	T	L
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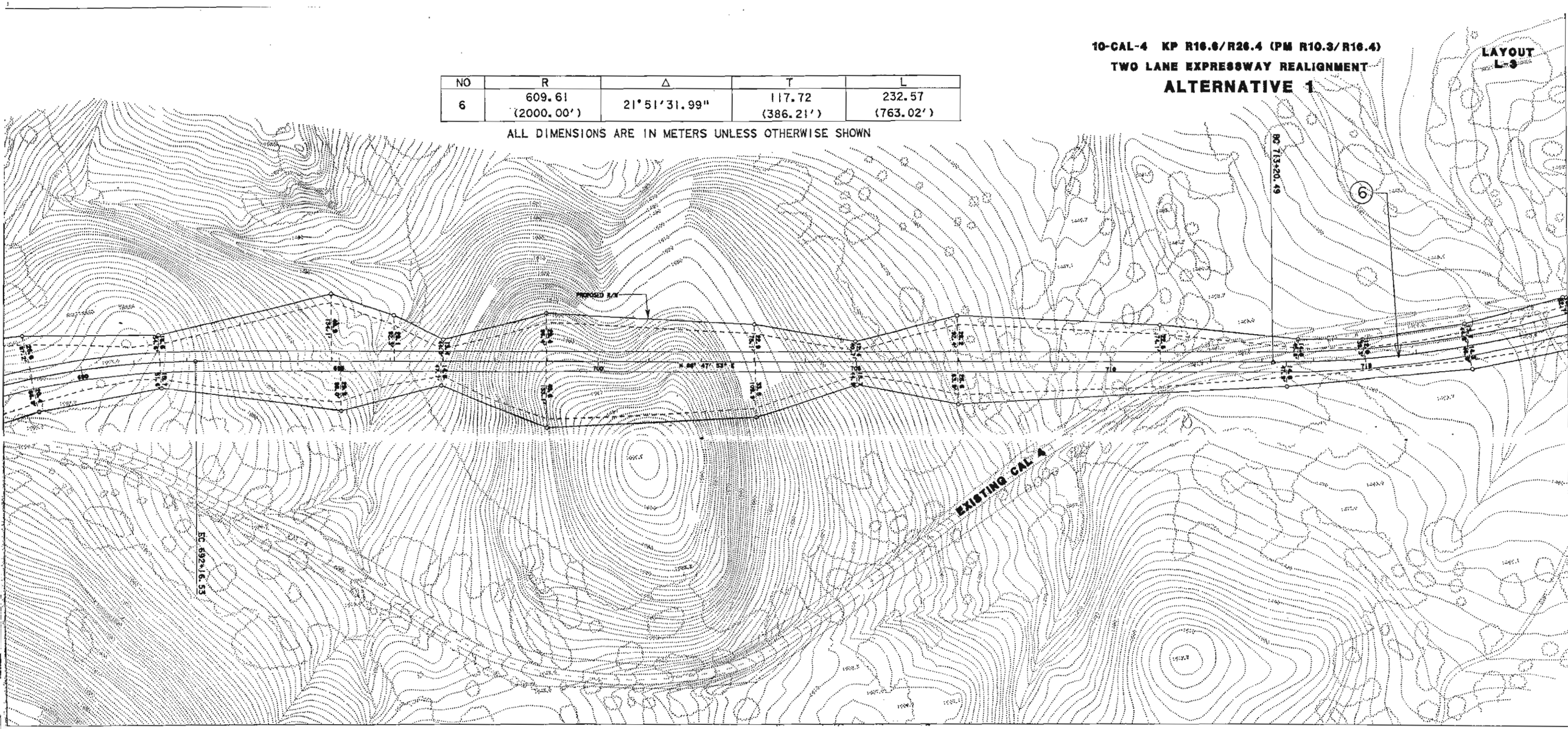
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

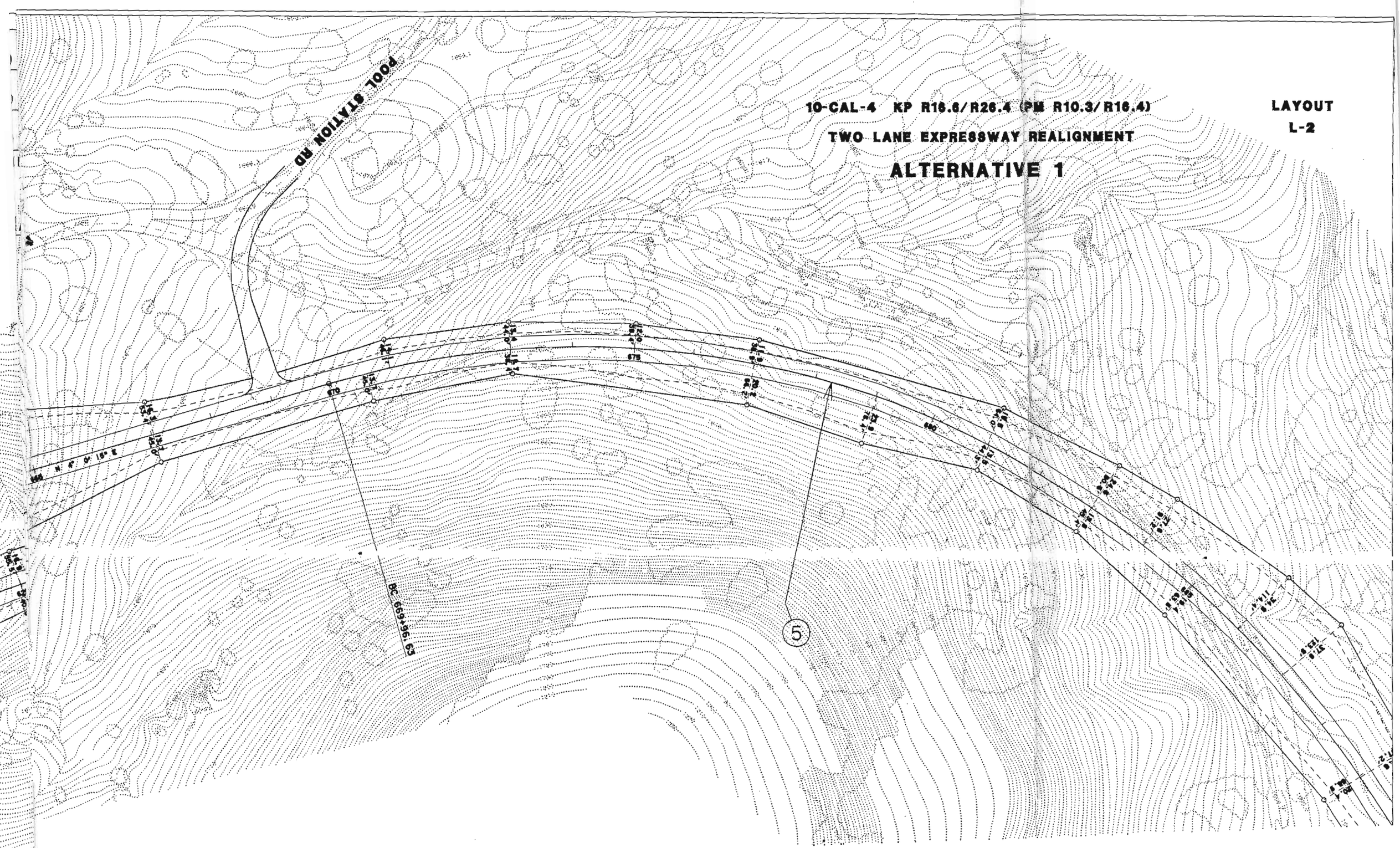


10-CAL-4 KP R16.6/R26.4 (PM R10.3/R16.4)

TWO LANE EXPRESSWAY REALIGNMENT

ALTERNATIVE 1

LAYOUT
L-2

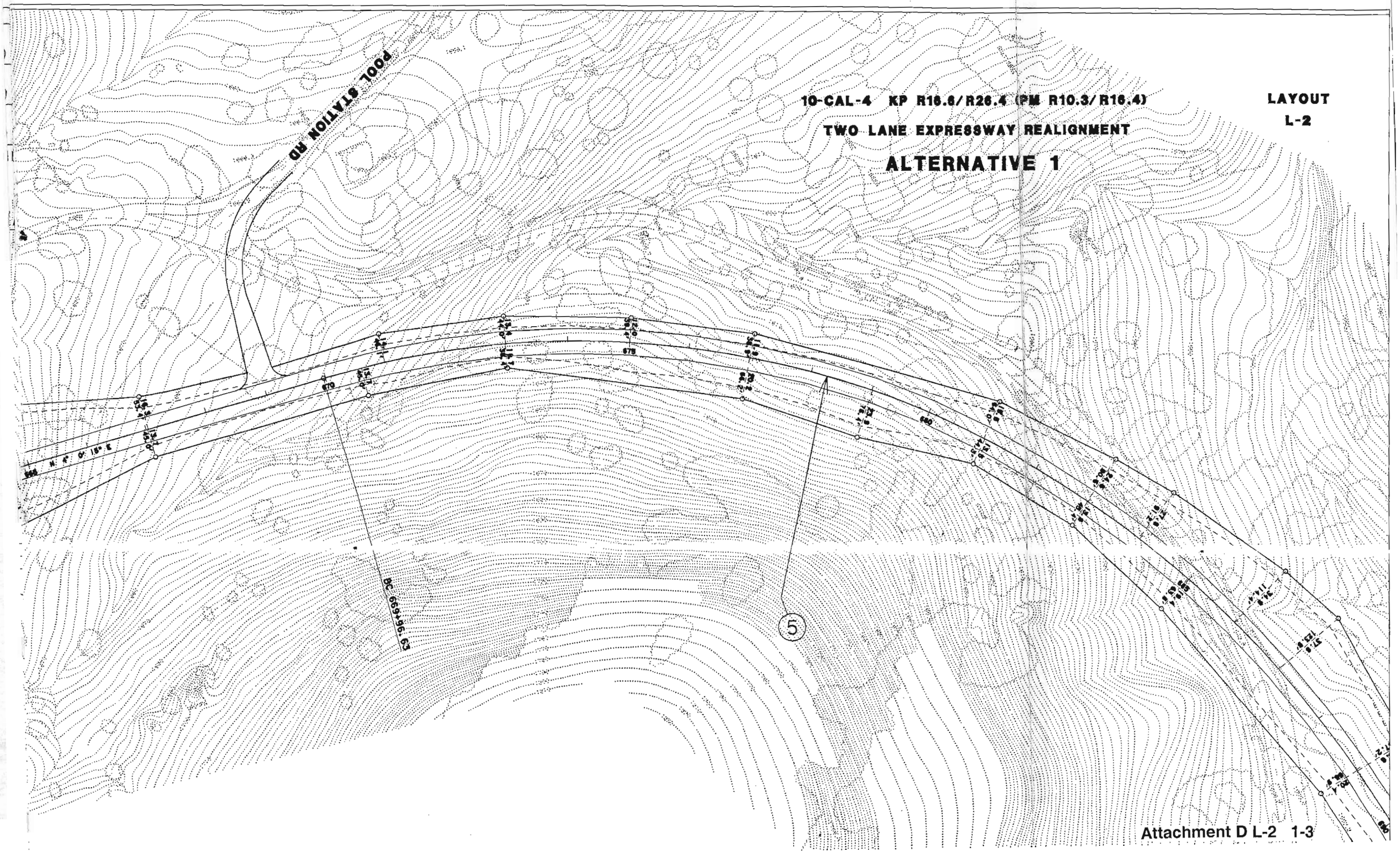


10-CAL-4 KP R16.6/R26.4 (PM R10.3/R16.4)

TWO LANE EXPRESSWAY REALIGNMENT

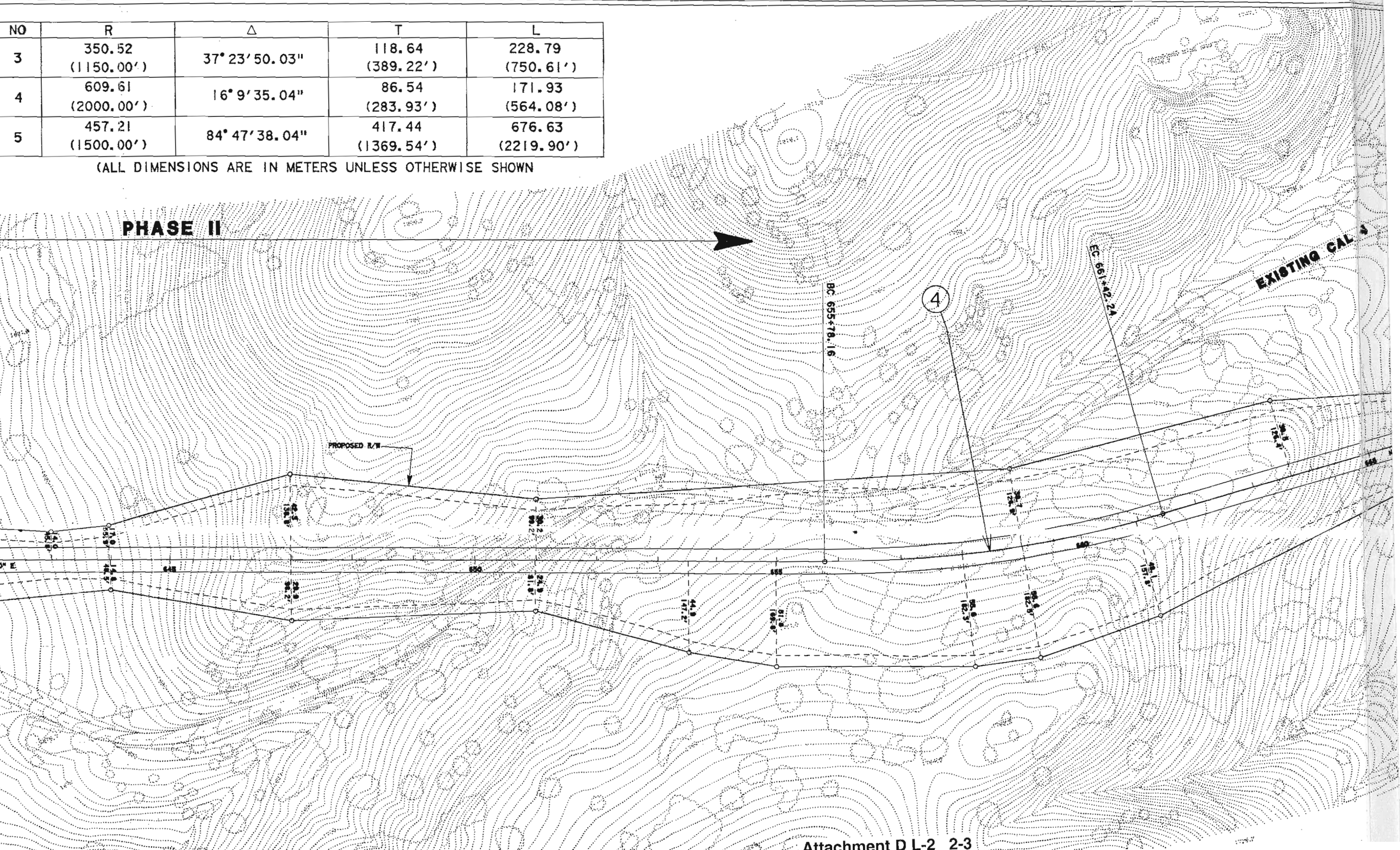
ALTERNATIVE 1

LAYOUT
L-2



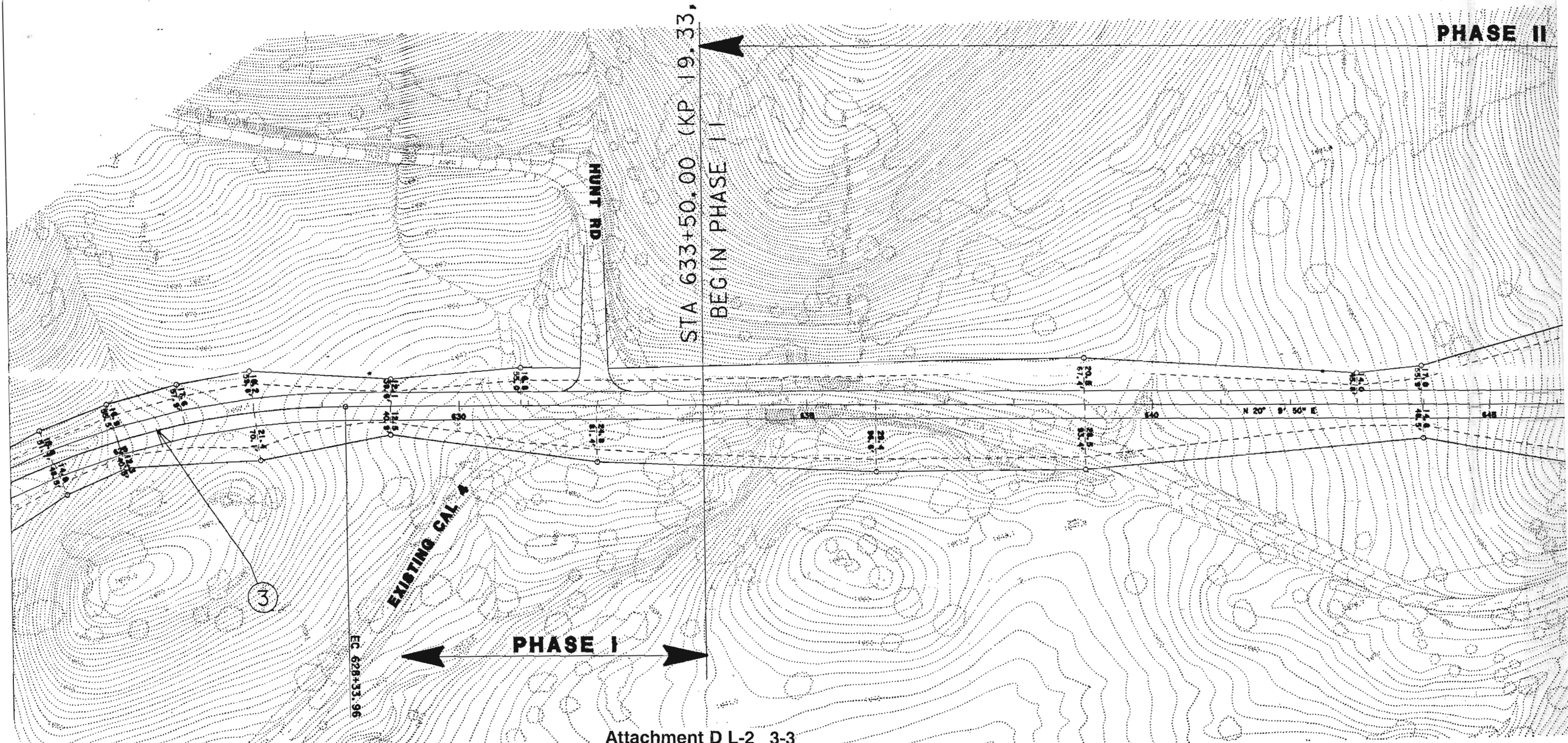
NO	R	Δ	T	L
3	350.52 (1150.00′)	37° 23′ 50.03″	118.64 (389.22′)	228.79 (750.61′)
4	609.61 (2000.00′)	16° 9′ 35.04″	86.54 (283.93′)	171.93 (564.08′)
5	457.21 (1500.00′)	84° 47′ 38.04″	417.44 (1369.54′)	676.63 (2219.90′)

(ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



NO	R	
3	350.52 (1150.00')	37°
4	609.61 (2000.00')	16
5	457.21 (1500.00')	84°

(ALL DIMENSIONS

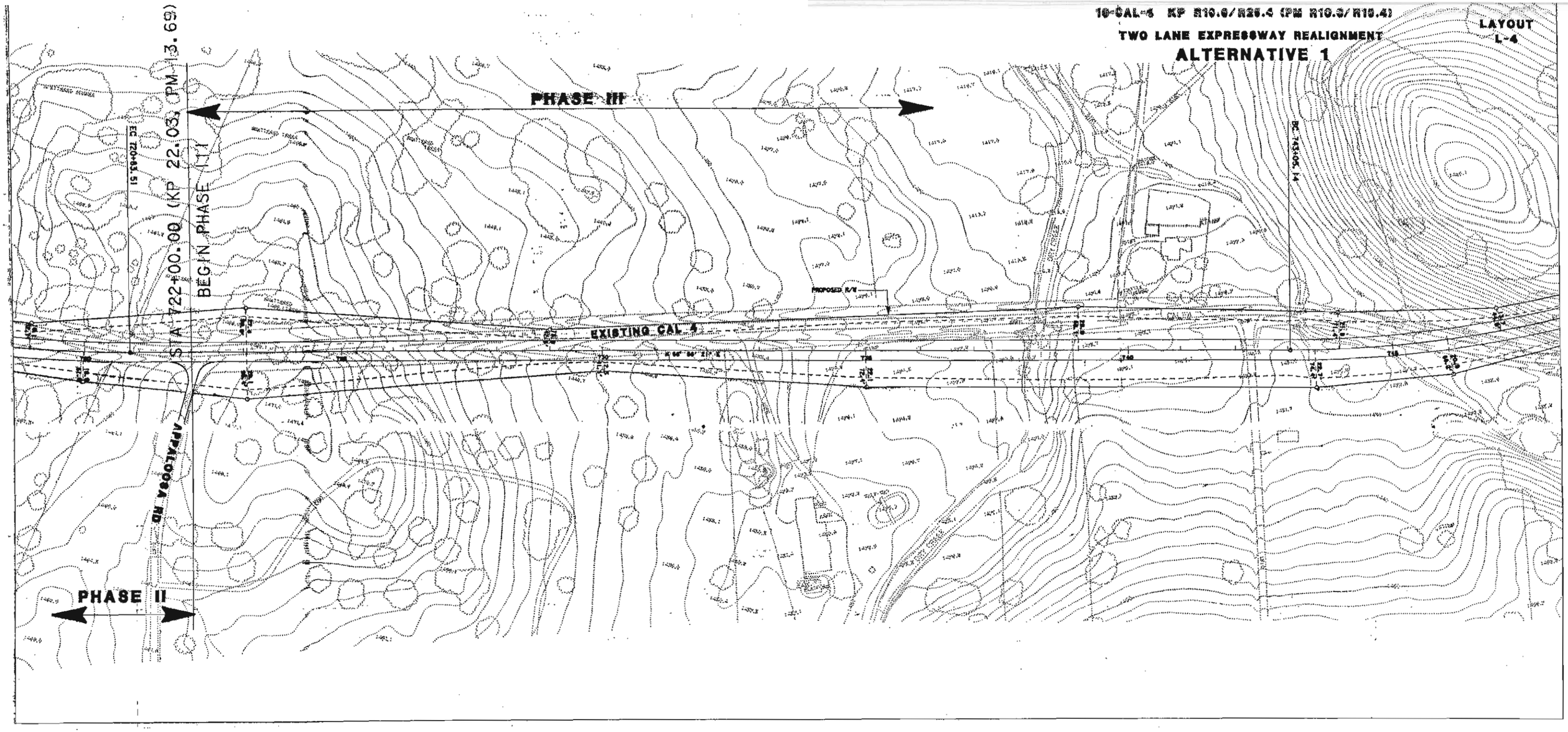


10-CAL-4 KP R10.0/R26.4 (PM R10.0/R16.4)

TWO LANE EXPRESSWAY REALIGNMENT

ALTERNATIVE 1

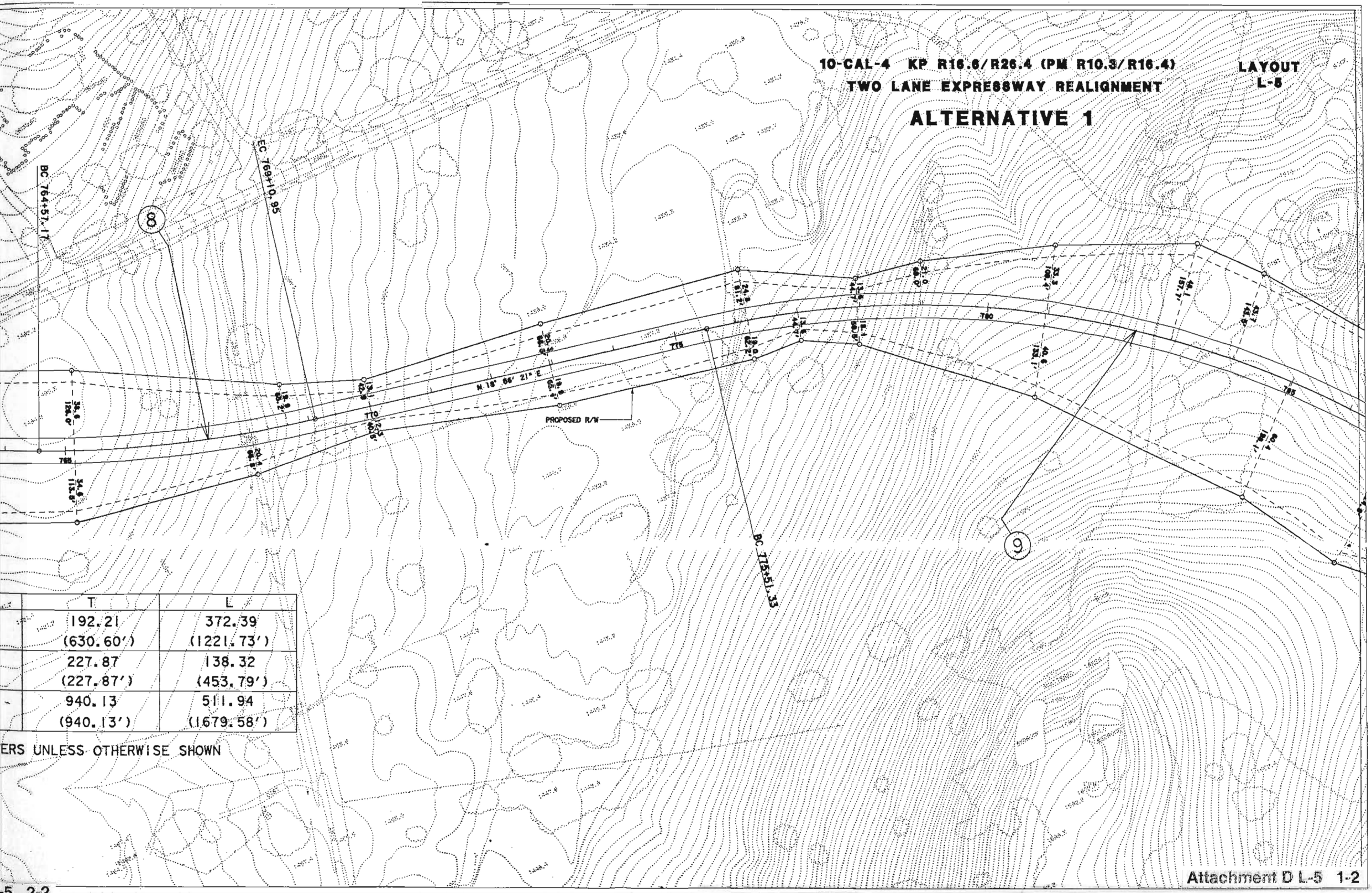
LAYOUT L-4



10-CAL-4 KP R16.6/R26.4 (PM R10.3/R16.4)
TWO LANE EXPRESSWAY REALIGNMENT

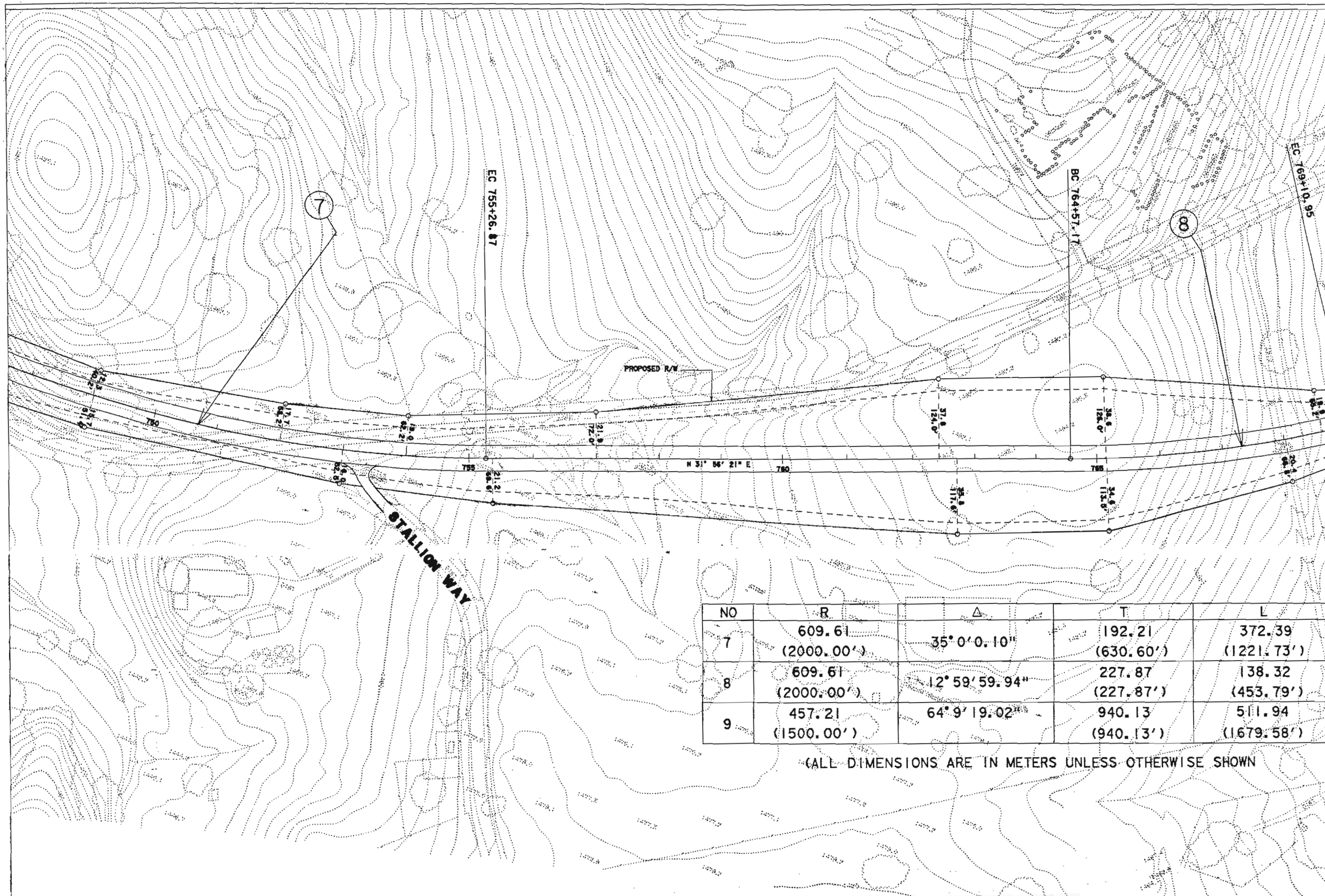
LAYOUT
L-5

ALTERNATIVE 1



	T	L
	192.21 (630.60')	372.39 (1221.73')
	227.87 (227.87')	138.32 (453.79')
	940.13 (940.13')	511.94 (1679.58')

ERS UNLESS OTHERWISE SHOWN



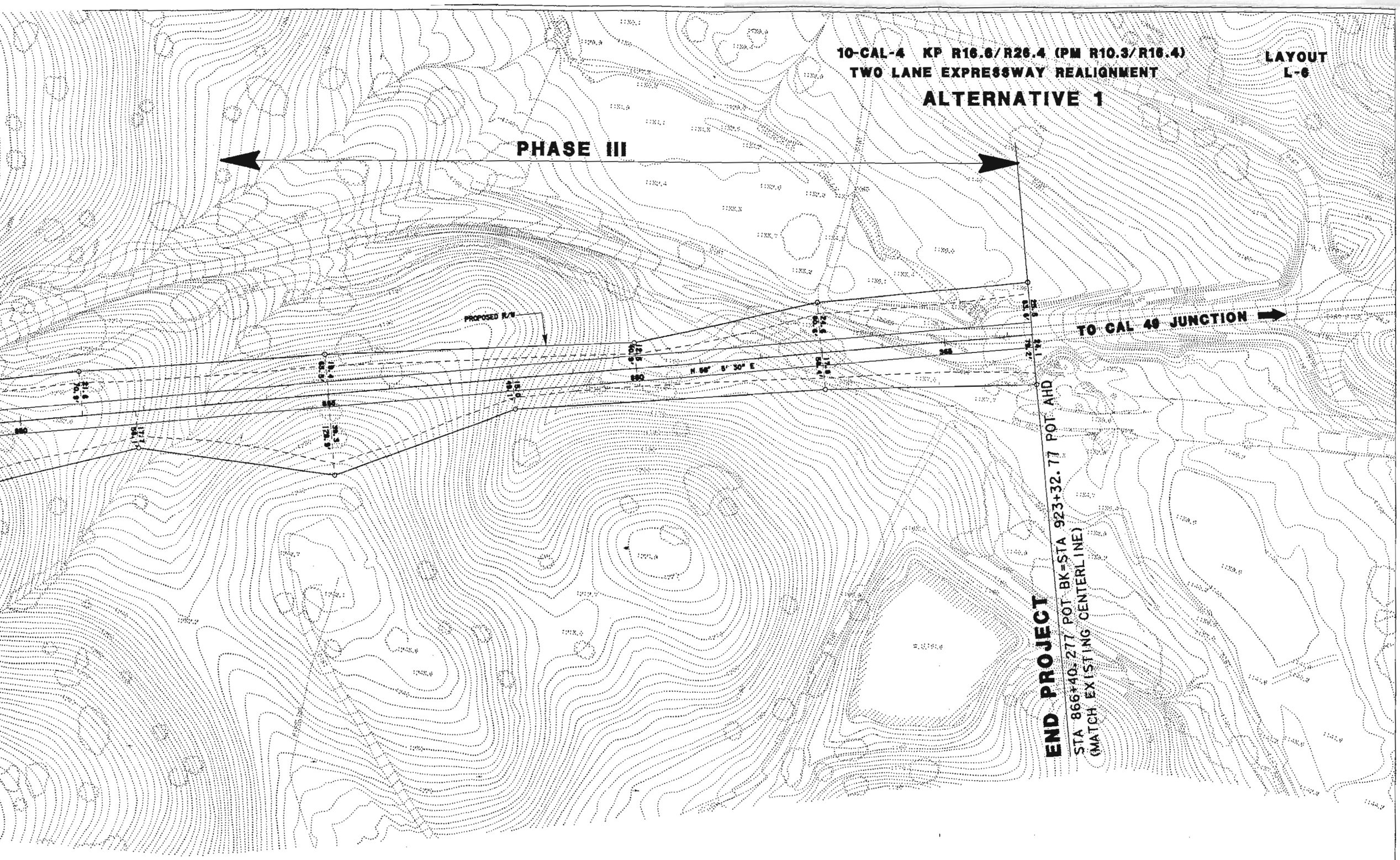
NO	R	Δ	T	L
7	609.61 (2000.00')	35° 0' 0.10"	192.21 (630.60')	372.39 (1221.73')
8	609.61 (2000.00')	12° 59' 59.94"	227.87 (227.87')	138.32 (453.79')
9	457.21 (1500.00')	64° 9' 19.02"	940.13 (940.13')	511.94 (1679.58')

(ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

10-CAL-4 KP R16.6/R26.4 (PM R10.3/R16.4)
TWO LANE EXPRESSWAY REALIGNMENT

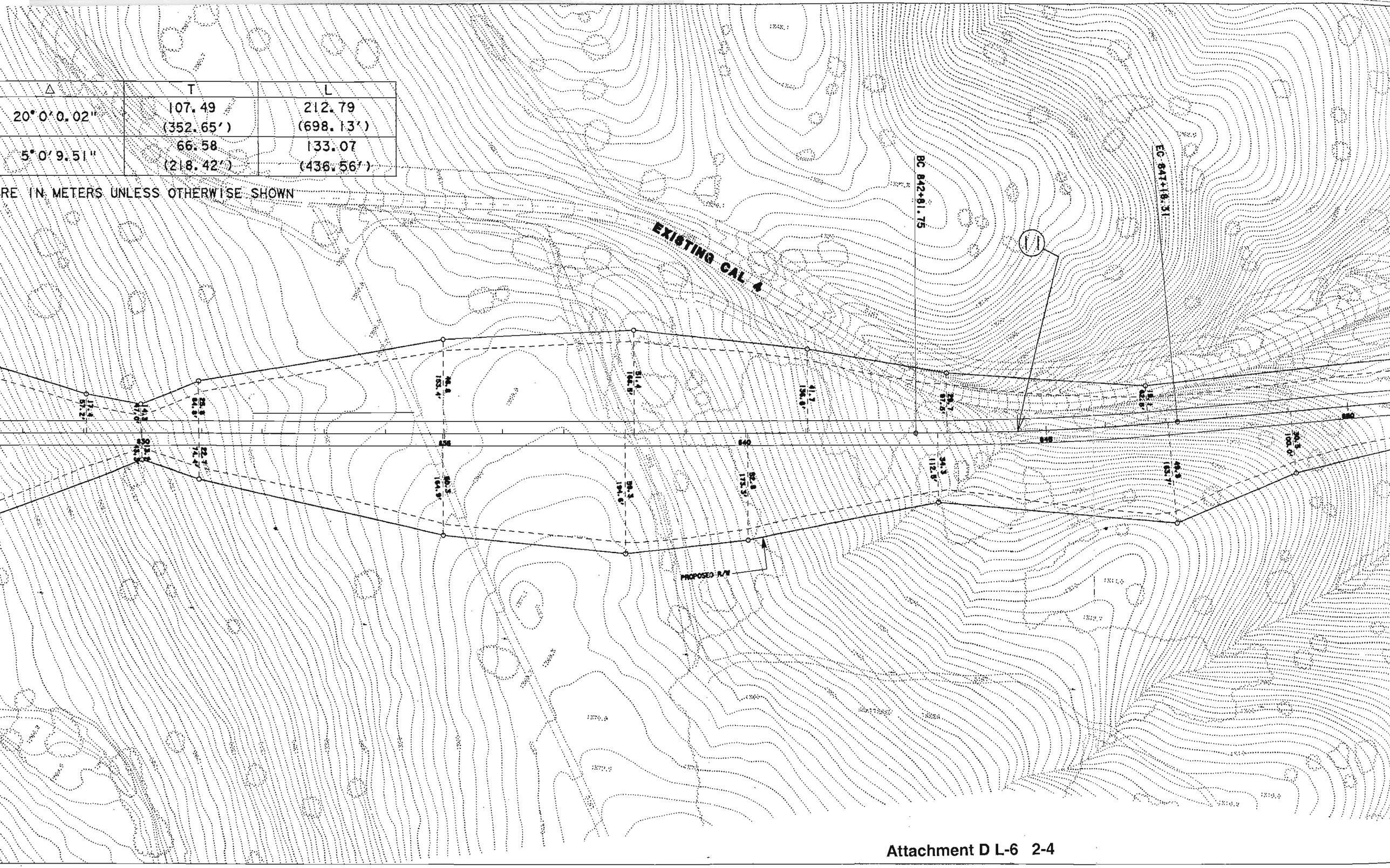
LAYOUT
L-6

ALTERNATIVE 1



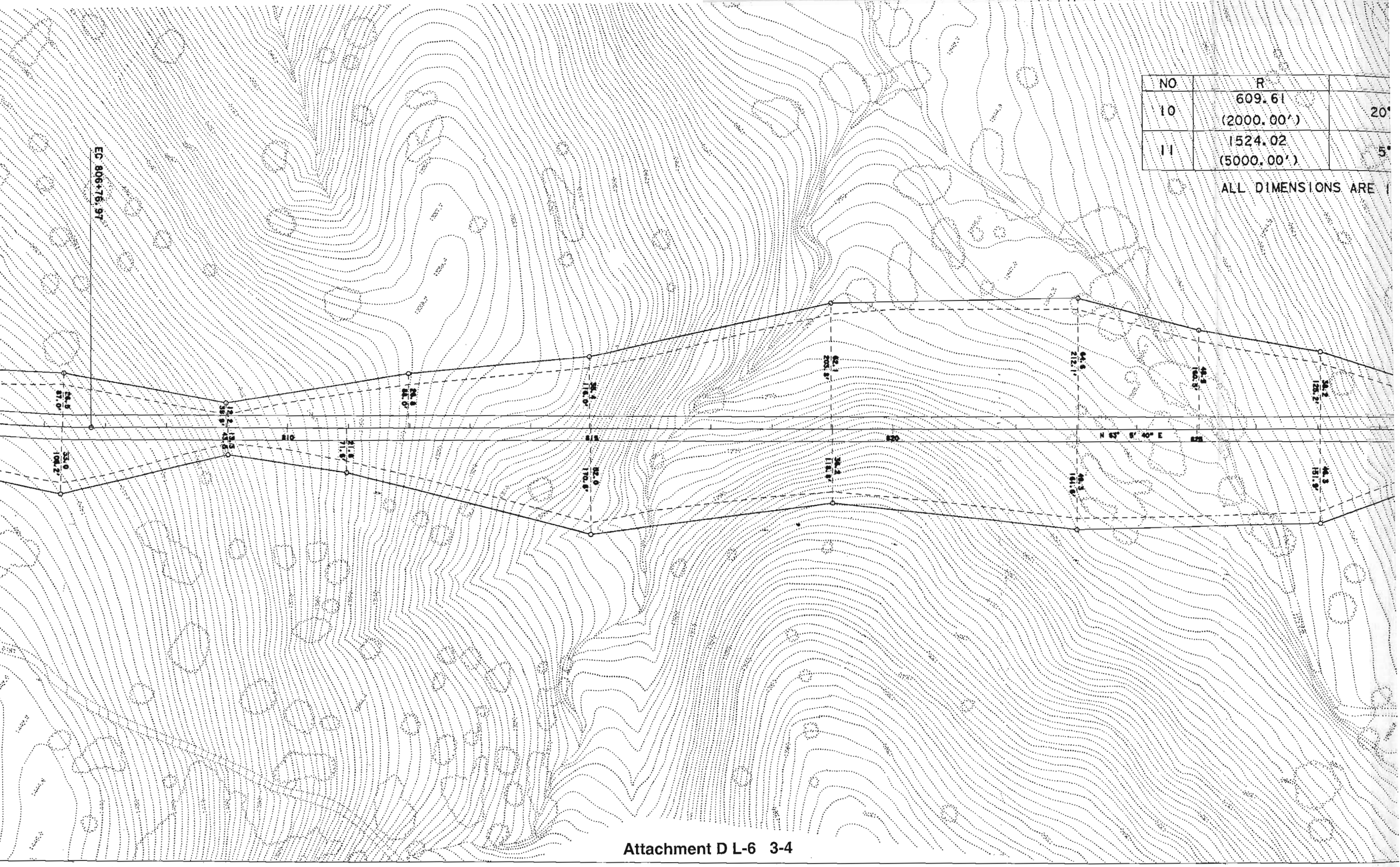
Δ	T	L
20°0'0.02"	107.49 (352.65')	212.79 (698.13')
5°0'9.51"	66.58 (218.42')	133.07 (436.56')

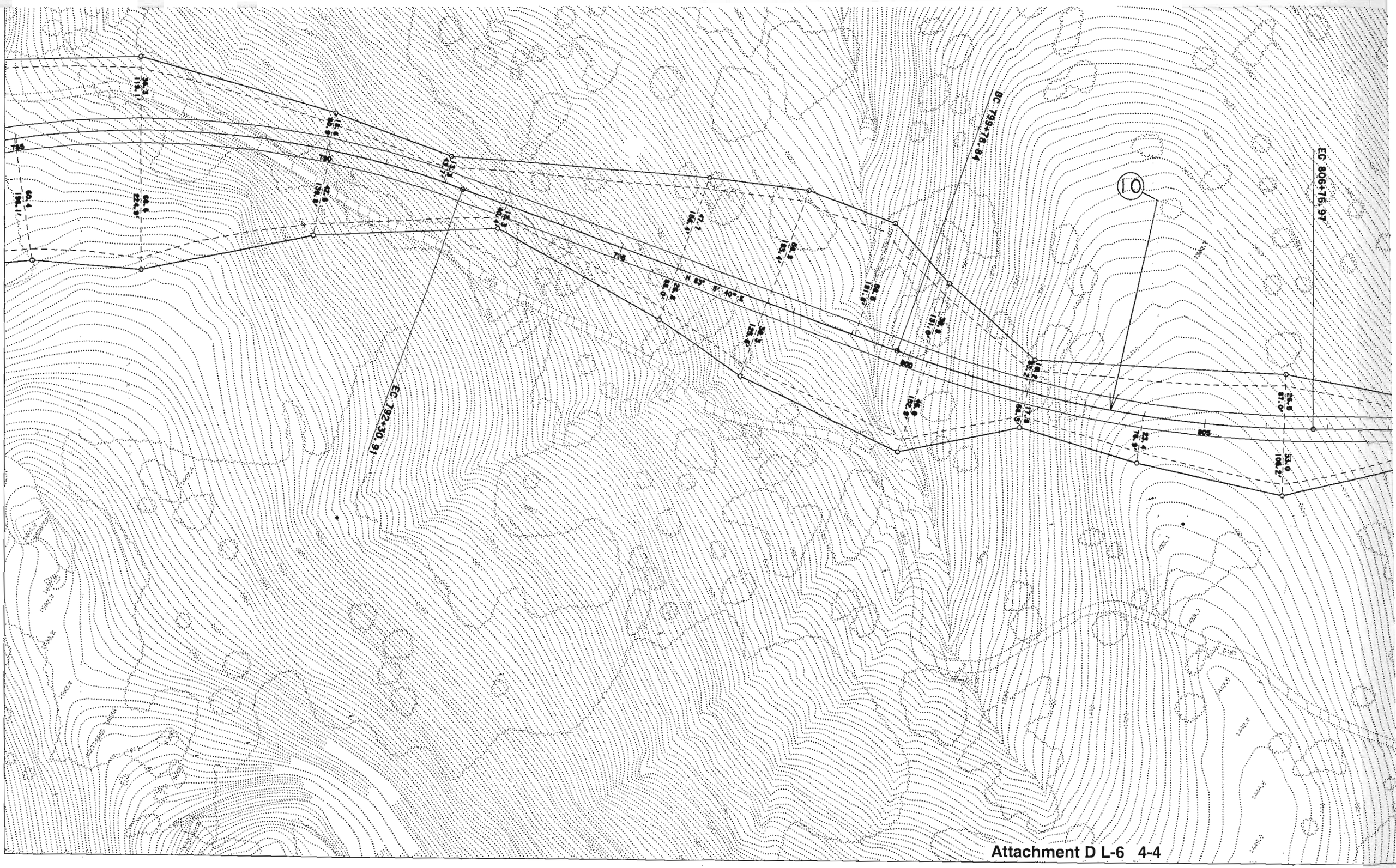
RE IN METERS UNLESS OTHERWISE SHOWN

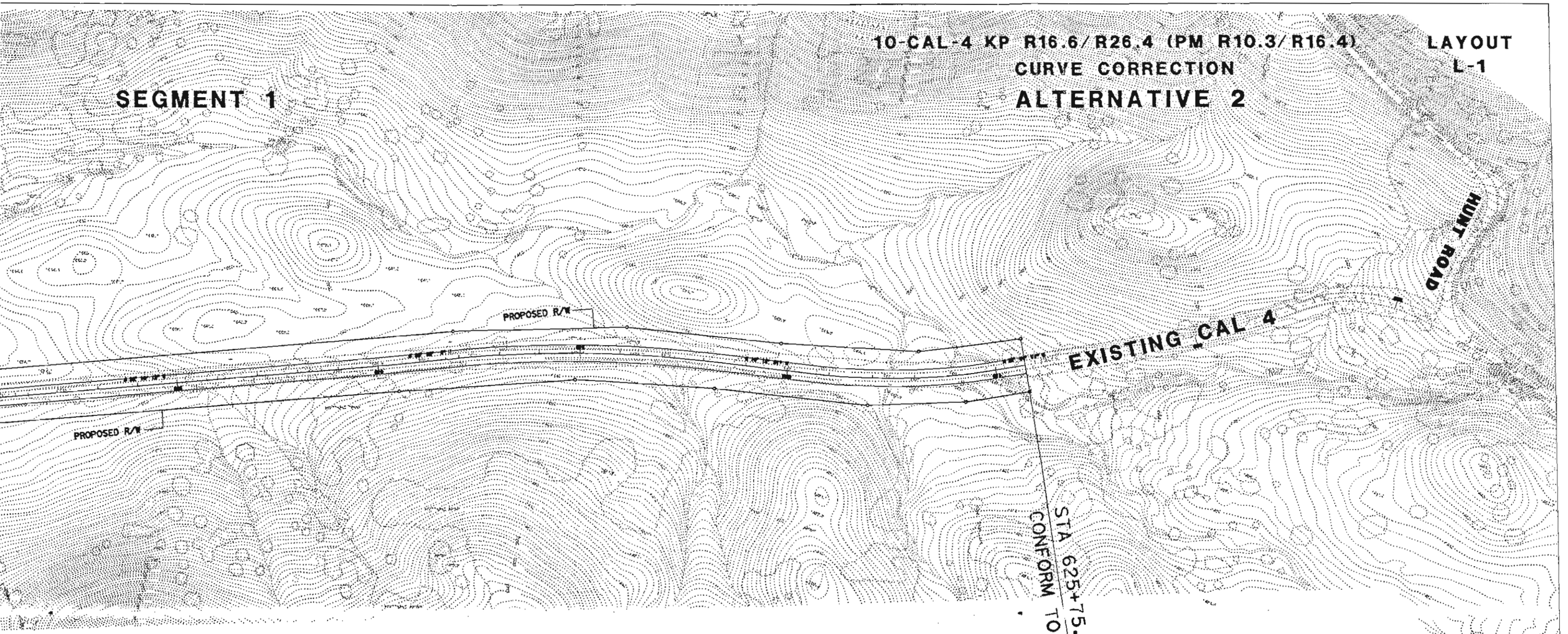


NO	R	
10	609.61 (2000.00')	20°
11	1524.02 (5000.00')	5°

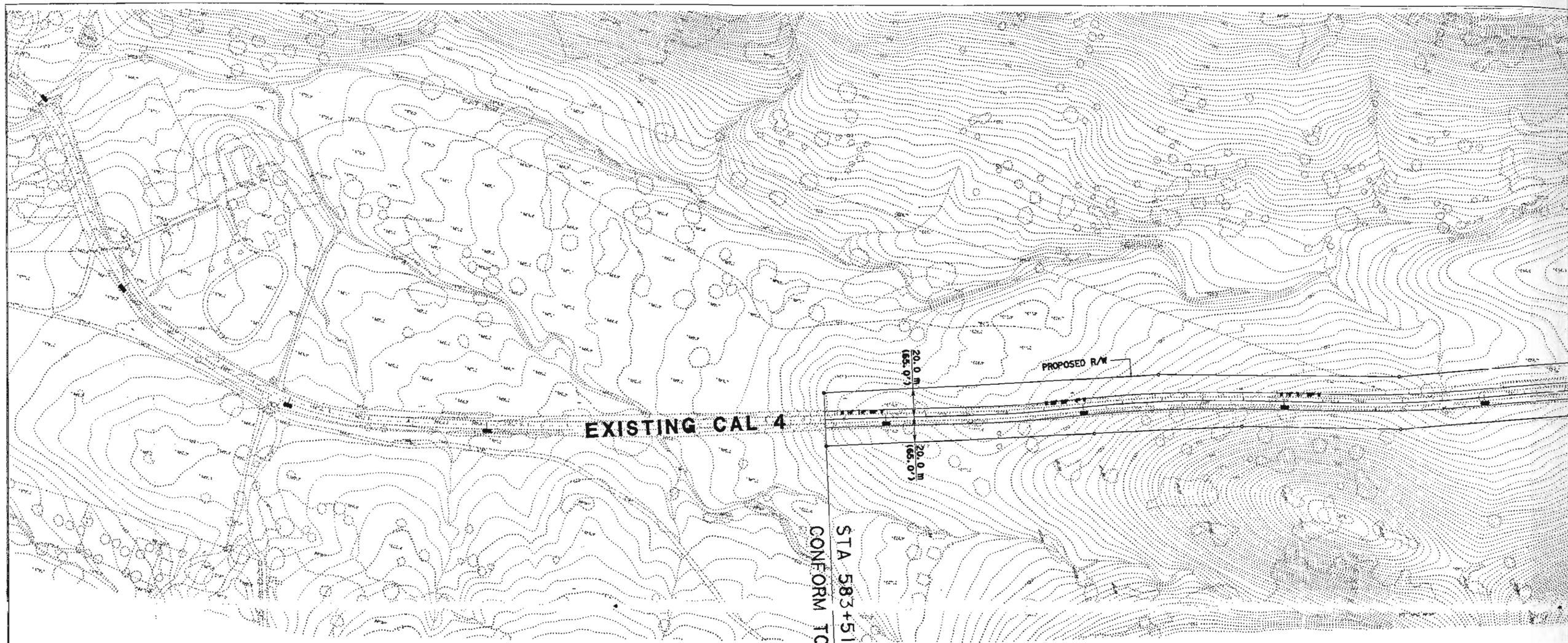
ALL DIMENSIONS ARE




EC 806+76.97
BC 799+78.84
EC 792+30.91
N 83° 5' 40" E
10



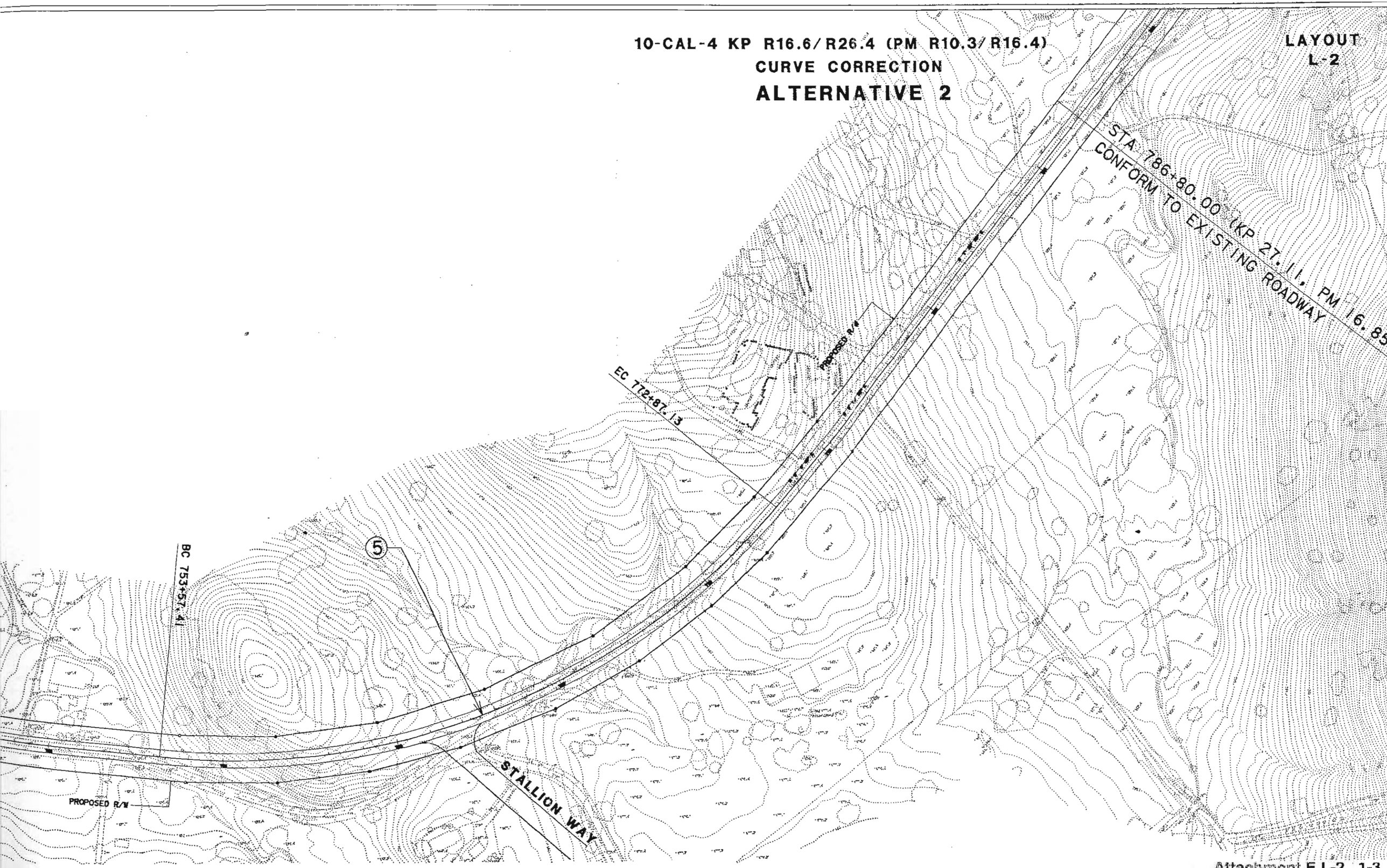
ATTACHMENT E



STA 583+51.00 (KP 20.92, PM 13.0)
CONFORM TO EXISTING ROADWAY

10-CAL-4 KP R16.6/R26.4 (PM R10.3/R16.4)
CURVE CORRECTION
ALTERNATIVE 2

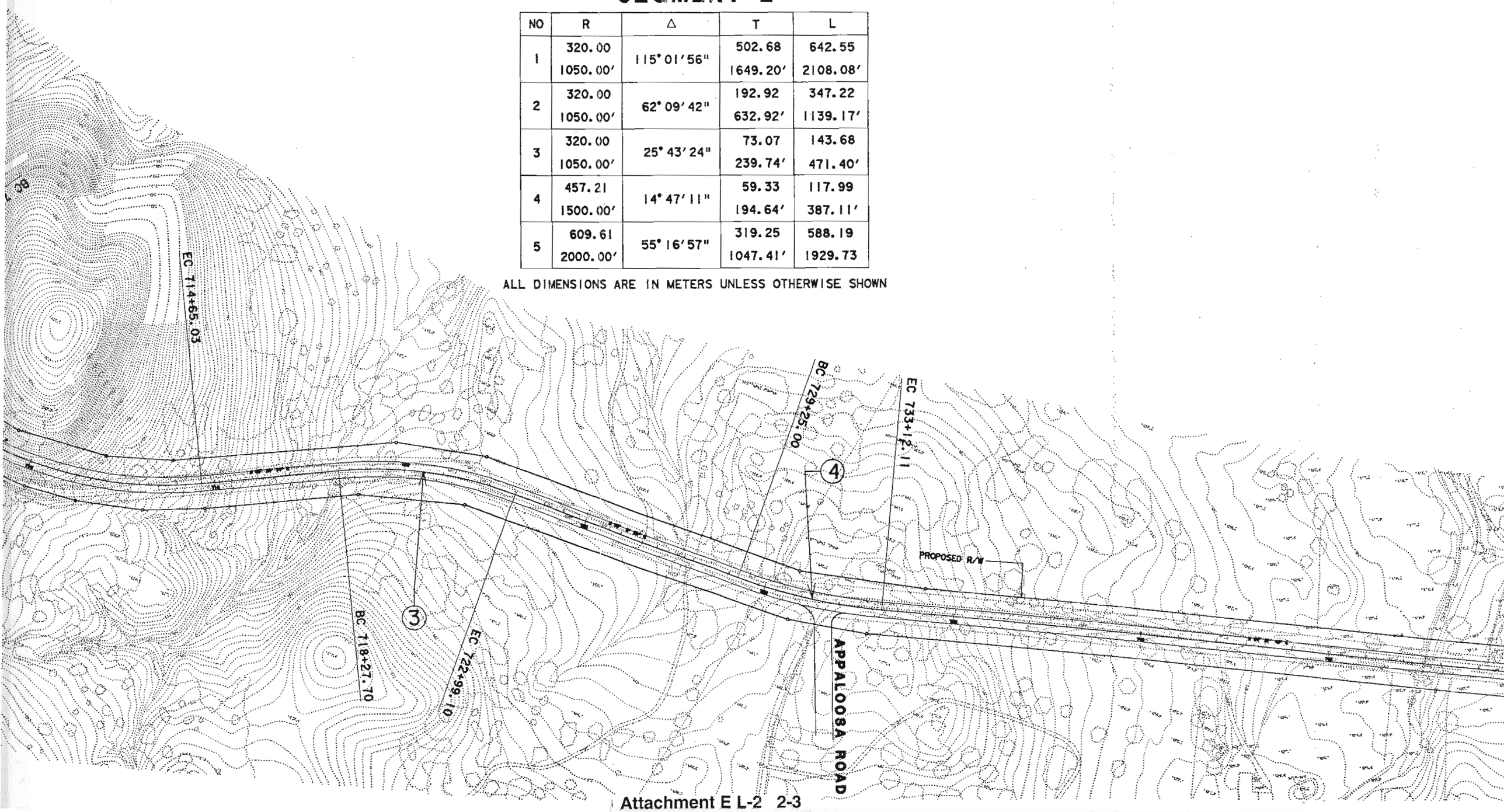
LAYOUT
L-2

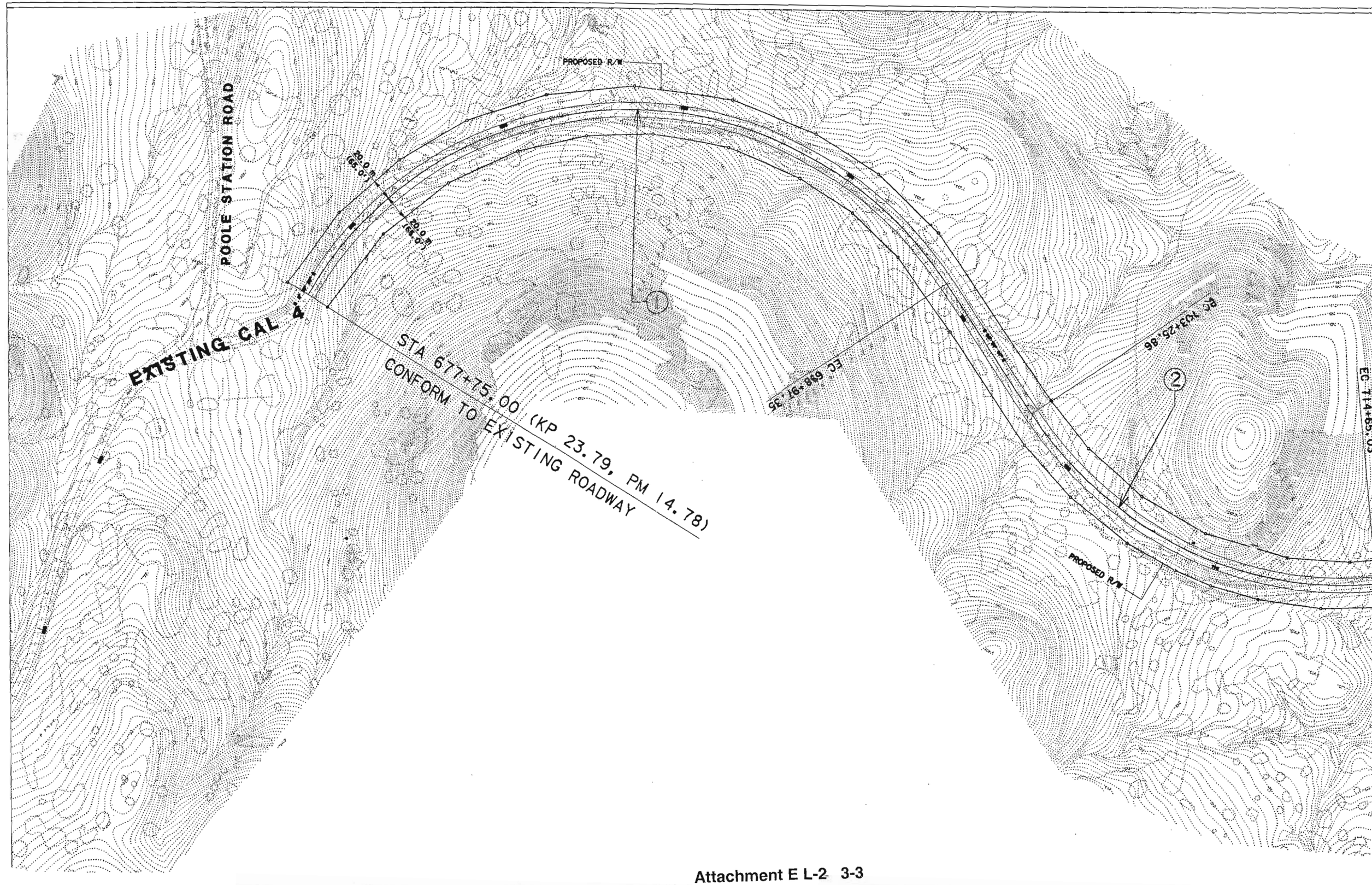


SEGMENT 2

NO	R	Δ	T	L
1	320.00 1050.00′	115°01′56″	502.68 1649.20′	642.55 2108.08′
2	320.00 1050.00′	62°09′42″	192.92 632.92′	347.22 1139.17′
3	320.00 1050.00′	25°43′24″	73.07 239.74′	143.68 471.40′
4	457.21 1500.00′	14°47′11″	59.33 194.64′	117.99 387.11′
5	609.61 2000.00′	55°16′57″	319.25 1047.41′	588.19 1929.73

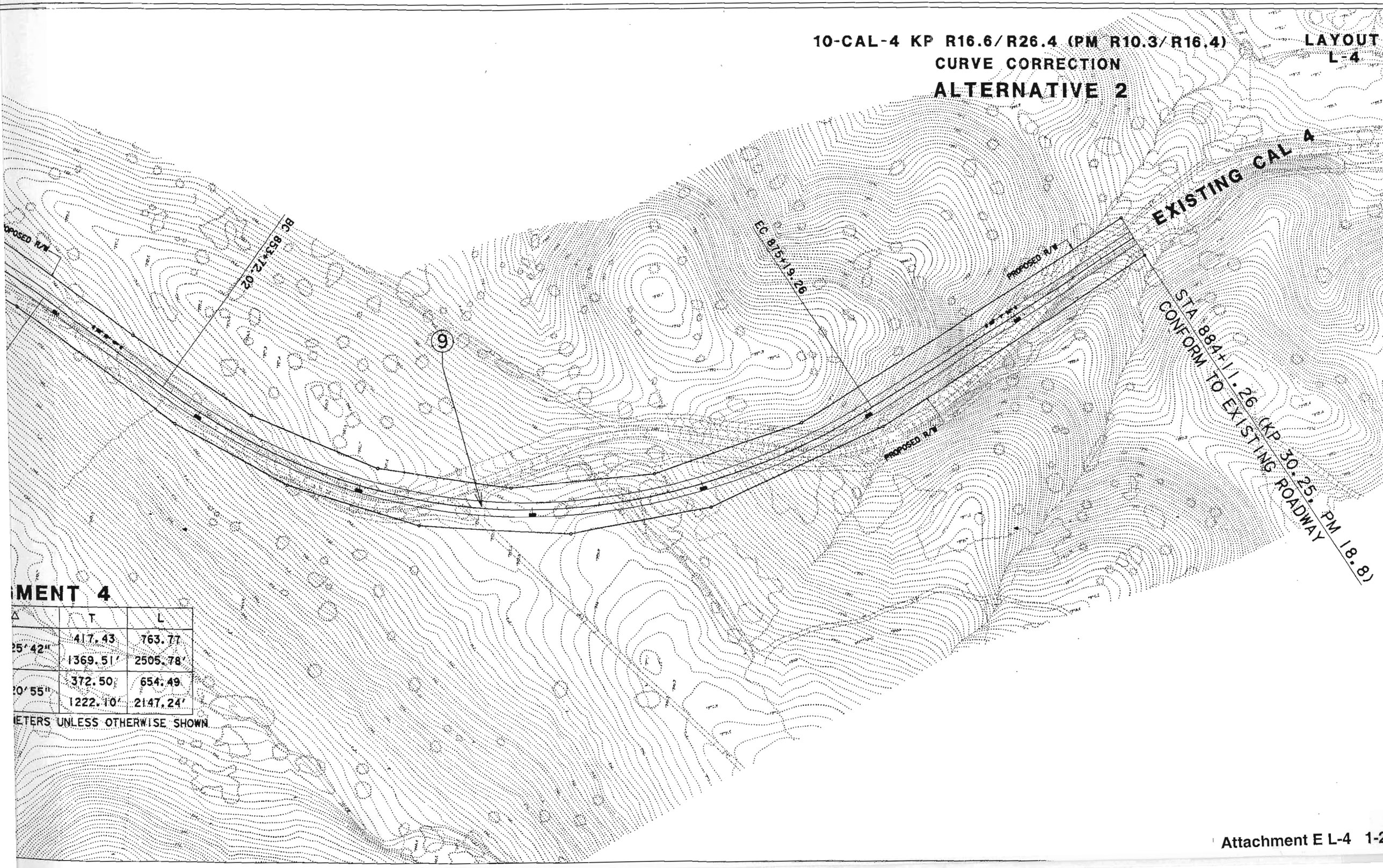
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN




PROPOSED R/W
POOLE STATION ROAD
20.0 m
(65.0')
20.0 m
(65.0')
EXISTING CAL 4
STA 677+75.00 (KP 23.79, PM 14.78)
CONFORM TO EXISTING ROADWAY
1
EC 658+97.35
BC 703+25.86
2
EC 714+65.03
PROPOSED R/W

10-CAL-4 KP R16.6/R26.4 (PM R10.3/R16.4)
CURVE CORRECTION
ALTERNATIVE 2

LAYOUT
L-4



MENT 4

Δ	T	L
25°42"	417.43 1369.51'	763.77 2505.78'
20°55"	372.50 1222.10'	654.49 2147.24'

METERS UNLESS OTHERWISE SHOWN

SEGMENT 4

NO	R	Δ	T	
8	762.01 2500.00'	57°25'42"	417.43 1369.51'	76 250
9	548.65 1800.00'	68°20'55"	372.50 1222.10'	65 21

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWI

ROUTE SEQUENCE

LOCATION DESCRIPTION	RA GRP (RUS)	*-NUMBER OF ACCIDENTS/SIGNIFICANCE* TOT	FAT	INJ	MULTI F+I	VEH	WET	DARK	PER KLD INJ	*ADT * MAIN X-ST	TOTAL MV+ OR MVM	*-ACCIDENT RATE ACCS/MV+ OR MVM-* ACTUAL FAT	F+I	TOT	AVERAGE FAT	F+I	TOT
004 CAL R 10.300 THRU CAL 018.799	H	124	0	50	50	29	50	23	0	3.2	30.88	.000	1.62	4.02	.042	.98	1.82
10-0001 6.558M 96-01-01 99-12-31 48 MO	(R)	H99		H99	H99		H99		82								

ATTACHMENT F

REG NO	DIST	RTES U NO	F	CO	P LOC R POST E MILE	F	I R T	S O L	D A H	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W L S	R C	R W C	T O C	NO MTR VEH	P T R	D I	V H I	S I	PERSN K	O I P	L S C	O S O	L O C	O S O	L O C	O S O	L O C	OA 12	M O V	SD 12	P
0001	10	004		CAL	R010.400	H	-	E	1	08	17	97	1330	925508707	1	A A A	H	D	E	01	D	E	1	<	00	00	27B	44B	---	---	N<	C	B<
0001	10	004		CAL	R010.480	H	-	E	5	10	24	96	2100	925508162	C	C D B	H	A	E	01	D	E	1	<	00	00	27H	---	---	---	N<	B	C<
0001	10	004		CAL	012.500	H	-	E	1	02	16	97	1000	925509294	6	A A A	H	D	E	01	A	E	1	<	00	00	27H	---	---	---	5<	C	A<
0001	10	004		CAL	012.510	H	-	E	5	07	09	98	1305	925512954	5	A A A	H	D	F	01	D	E	1	<	00	02	44C	---	---	---	N<	B	A<
0001	10	004		CAL	012.510	H	-	E	7	03	06	99	0525	925512954	E	A D A	H	D	F	01	A	E	1	<	00	00	44H	---	---	---	N<	C	<I
0001	10	004		CAL	012.540	H	-	E	1	08	17	97	1055	925507021	5	A A A	H	A	D	02	A	E	1	<	00	00	V2D	---	---	---	N<	N	A<
																					D	W	1	<	00	02	V1F	23H	44H	---	N<	B	A<
0001	10	004		CAL	012.570	H	-	E	7	11	15	97	1400	925509405	5	B A B	H	D	E	01	A	E	1	<	00	00	23B	27B	---	---	N<	B	A<
0001	10	004		CAL	012.600	H	-	E	4	01	17	96	1530	925508162	6	A A A	H	A	F	01	A	E	1	<	00	01	44H	27H	28H	---	5<	B	A<
0001	10	004		CAL	012.600	H	-	E	1	02	21	99	0905	925509174	C	B A B	H	D	E	01	E	E	1	<	00	00	27H	---	---	---	N<	C	A<
0001	10	004		CAL	012.610	H	-	E	6	10	04	96	2500	925509488	4	A D A	H	D	E	01	M	E	1	<	00	00	27H	---	---	---	N<	M	G<
0001	10	004		CAL	012.610	H	-	E	7	01	18	97	0730	925512954	5	E A B	H	D	E	01	M	E	1	<	00	00	43B	27B	---	---	N<	N	G<
0001	10	004		CAL	012.610	H	-	E	6	04	03	98	1145	925510215	4	B A B	H	D	E	01	A	E	1	<	00	00	13B	27B	---	---	5<	C	A<
0001	10	004		CAL	012.700	H	-	W	3	10	05	99	1025	925510070	C	A A A	B	D	H	02	G	W	1	<	00	00	---	---	---	---	N<	B	A<
																					A	E	1	<	00	00	V3F	---	---	---	N<	B	A<
																					N	W	1	<	00	00	V2D	---	---	---	<<	R	<<
0001	10	004		CAL	012.810	H	-	E	4	04	01	98	1840	925512954	1	B D A	H	D	E	01	D	E	1	<	00	00	27H	44H	---	---	6<	C	B<
0001	10	004		CAL	012.810	H	-	W	7	05	01	99	2255	925509405	1	A D A	H	D	E	01	A	W	1	<	00	00	13H	27H	---	---	6<	C	B<
0001	10	004		CAL	012.900	H	-	E	1	02	25	96	1400	925507612	6	D A C	H	D	A	02	A	E	1	<	00	00	V2D	---	---	---	5<	B	A<
																					D	W	1	<	00	00	V1F	---	---	---	N<	B	A<
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0001	10	004		CAL	012.980	H	-	W	7	11	27	99	1955	925507612	C	A D A	H	D	H	01	A	W	1	<	00	00	V2F	---	---	---	N<	B	A<
																					X	<	-	<	00	00	V1-	---	---	---	<<	<	<<
0001	10	004		CAL	013.140	H	-	E	5	12	03	98	1620	925507612	5	B A B	H	D	E	01	D	E	1	<	00	00	27H	---	---	---	6<	B	A<
0001	10	004		CAL	013.900	H	-	E	6	05	14	99	1400	925507612	E	A A A	H	D	E	01	A	E	1	<	00	01	27H	---	---	---	F<	C	AI
0001	10	004		CAL	013.960	H	-	E	2	05	03	99	2300	925512700	5	A D A	H	<	H	01	A	E	1	<	00	00	99H	44F	---	---	N<	C	A<
0001	10	004		CAL	013.960	H	-	W	1	10	24	99	0625	925509310	6	A B A	H	D	E	01	D	W	1	<	00	01	27B	44B	---	---	5<	C	A<
0001	10	004		CAL	013.970	H	-	W	1	02	25	96	1415	925508162	5	D A C	H	A	E	01	A	W	1	<	00	00	23H	44H	---	---	F<	B	A<
0001	10	004		CAL	014.030	H	-	E	4	07	22	98	1645	925509294	4	A A A	H	D	E	01	D	E	1	<	00	01	43H	22H	44F	---	F<	C	A<
0001	10	004		CAL	014.050	H	-	E	4	08	25	99	0835	925512700	4	A A A	H	D	E	03	G	W	1	<	00	00	---	V3F	---	---	N<	B	A<
																					D	W	1	<	00	00	---	V3F	---	---	N<	B	A<
																					G	E	1	<	00	00	28H	V1D	V2D	---	N<	B	A<
0001	10	004		CAL	014.070	H	-	W	3	12	24	96	1225	925509294	6	A A A	H	D	E	01	A	W	1	<	00	01	26H	23H	44H	---	F<	C	A<
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0001	10	004		CAL	014.300	H	-	W	1	08	18	96	1720	925507612	6	A A A	H	D	E	01	F	W	1	<	00	00	27B	---	---	---	F<	B	A<
0001	10	004		CAL	014.300	H	-	W	3	05	12	98	1640	925507612	6	C A B	H	A	H	01	A	W	1	<	00	00	99H	44A	---	---	F<	B	A<
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0001	10	004		CAL	014.320	H	-	W	4	02	17	99	0930	925510070	6	B A B	H	D	E	01	A	W	1	<	00	00	26H	44F	---	---	N<	B	A<
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0001	10	004		CAL	014.400	H	-	W	6	01	31	97	1405	925507612	6	A A A	H	A	F	01	A	W	1	<	00	00	44F	---	---	---	5<	B	A<
0001	10	004		CAL	014.400	H	-	W	1	12	14	97	1505	925508162	5	C A B	H	A	E	01	A	W	1	<	00	01	23H	---	---	---	6<	B	A<
0001	10	004		CAL	014.400	H	-	W	1	09	13	98	1645	925507612	5	A A A	H	A	E	02	A	W	1	<	00	02	26H	V2D	---	---	F<	C	A<
																					A	E	1	<	00	02	---	V1F	---	---	N<	B	A<
0001	10	004		CAL	014.400	H	-	W	6	09	18	98	0825	925512700	6	A A A	H	D	E	01	D	W	1	<	00	00	23H	---	---	---	N<	C	A<
0001	10	004		CAL	014.400	H	-	E	1	11	29	98	1005	925507612	5	C A B	H	D	C	02	A	E	1	<	00	00	V2F	---	---	---	I<	B	A<
																					A	E	1	<	00	00	V1F	---	---	---	2<	B	A<
0001	10	004		CAL	014.400	H	-	W	1	11	29	98	1015	925512786	5	B A B	H	A	E	01	A	W	1	<	00	00	23H	44F	---	---	N<	B	A<
0001	10	004		CAL	014.400	H	-	W	2	02	15	99	1505	925508162	6	B A A	H	A	E	01	D	W	1	<	00	00	27H	---	---	---	5<	B	A<

REG NO	DIST	RTES U NO	F	CO	P R E	LOC POST MILE	I F T	R L	S O H	D A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L	S	R C	R W C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O I S P	L O S C	O L S O	D C	O L S O	D C	O L S D	DA F 12	M O V	SD P 12
0001	10	004		CAL		014.400	H	-	W	1	02	21	99	0845	925509405	5	B	A	B	H	D	E	01	A	W	1	<	00	00	26H	23H	44H	---	N<	C	A<
0001	10	004		CAL		014.400	H	-	W	7	05	15	99	1815	925508162	6	A	A	A	H	A	E	01	C	W	1	<	00	01	23H	44H	---	---	5<	B	A<
0001	10	004		CAL		014.400	H	-	W	7	12	04	99	1135	925509310	6	A	A	A	D	D	E	01	A	W	1	<	00	01	23H	---	---	---	5<	C	A<
0001	10	004		CAL		014.410	H	-	W	7	10	24	98	1603	925509910	6	B	A	B	H	A	F	01	D	W	1	<	00	00	44F	---	---	---	J<	B	A<
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0001	10	004	CAL	018.600		H	-	E	3	11	99	0700	925509310	5	A	A	A	D	D	C	03	A	E	1	<	00	00	V2F	---	---	---	M<	H	A<
																						A	E	1	<	00	00	V1F	---	---	---	M<	H	A<
																						D	E	1	<	00	00	---	---	---	---	6<	H	A<

REQ NO	DIST	RTES NO	U F	CO	P R E	LOC POST MILE	I F T	R L	S O H	D A Y	ACCIDENT DATE MO DA YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L	S	R C	R W C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	I	O S P	L O C	O S O	L O C	O S O	L O C	O S O	L O C	OA F 12	M O V	SD P 12
0001	10	004		CAL		018.700	H	-	E	6	02-16-96	1850	925509072	B	A	D	A	H	D	E	01	A	E	1	<	00	00	23B	---	---	---	F<	C	A<
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0001	10	004		CAL		018.720	H	-	E	3	06-29-99	0850	925509310	1	A	A	A	H	D	E	01	D	E	1	<	00	01	27H	28H	---	---	5<	C	B<
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LOCATION DESCRIPTION	RA GRP (RUS)	*-NUMBER OF ACCIDENTS/SIGNIFICANCE* TOT	FAT	INJ	MULTI F+I	VEH	WET	DARK	PER KLD INJ	*ADT * MAIN X-ST	TOTAL MV+ OR MVM	*-ACCIDENT RATE ACCS/MV+ OR MVM-* ACTUAL FAT	F+I	TOT	AVERAGE FAT	F+I	TOT
004 CAL 13.000 THRU CAL 013.799	H05	1	0	0	0	0	1	0	0	3.2	3.77	.000	.00	.27	.042	.99	1.82
10-0001 0.800M 96-01-01 99-12-31 48 MD	(R)								0								

REQ ND	DIST	RTES U NO	F	CO	P R E	LOC POST MILE	I F T	S R L	D O H	A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L	S	R C	R W C	T O C	NO MTR VEH	P T R	D I	V H I	S I	PERSN K	O I P	L S C	O S O	L O C	O S O	L O C	O S O	L O C	OA F 12	M O V	SD P 12
0001	10	004		CAL		013.140	H	-	E	5	12	03	98	1620	925507612	5	B	A	B	H	D	E	01	D	E	1	C	00	00	27H	---	---	---	---	---	---	6C	B	AC

ROUTE SEQUENCE

LOCATION DESCRIPTION	RA GRP (RUS)	*-NUMBER OF ACCIDENTS/SIGNIFICANCE* TOT	FAT	INJ	F+I	MULTI VEH	WET	DARK	PER KLD INJ	*ADT * MAIN X-ST	TOTAL MV+ OR MVM	*-ACCIDENT RATE ACCS/MV+ OR MVM-* ACTUAL FAT	F+I	TOT	AVERAGE FAT	F+I	TOT
004 CAL 14.800 THRU CAL 016.899	H05	18	0	6	6	4	5	5	0	3.2	9.89	.000	.61	1.82	.042	.99	1.82
10-0001 2.100M 96-01-01 99-12-31 48 MO	(R)								I2								

REG NO	DIST	RTES V NO	F CO	P R E	LOC POST MILE	I F T	S R L	D O H	A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L	S	R C	R W C	T O C	NO MTR VEH	P T R	D I I	V H I	S I	PERSN K	O I P	L O S C	O L O C	O S O	L O C	O S O	L O C	OA F 12	M O V	SD P 12
0001	10	004	CAL		014.820	H	-	E	3	04	30	96	1240	925507021	5	A	A	A	H	A	F	01	C	E	1	<	00	01	44H	24H	---	---	---	N<	C	A<
0001	10	004	CAL		014.820	H	-	E	7	12	14	96	1400	925507612	6	A	A	A	H	D	F	01	A	S	-	<	00	03	44B	---	---	---	---	F<	B	A<
0001	10	004	CAL		015.200	H	-	E	5	07	23	98	1330	925509910	6	A	A	A	H	D	A	02	E	E	1	<	00	00	V2D	---	---	---	---	F<	B	A<
																							2	W	1	<	00	00	V1F	---	---	---	---	N<	B	A<
0001	10	004	CAL		015.220	H	-	W	4	02	04	98	2230	925512093	1	B	D	A	H	D	E	01	D	W	1	<	00	00	23H	---	---	---	---	6<	C	B<
0001	10	004	CAL		015.320	H	-	E	5	07	03	97	1650	925508162	6	A	A	A	H	A	H	01	M	E	1	<	00	00	---	---	---	---	---	K<	B	A<
																							P	E	1	<	00	00	99F	---	---	---	---	<<	R	<<
																							O	<	1	<	00	00	---	27H	---	---	---	<<	R	<<
0001	10	004	CAL		015.410	H	-	W	7	11	15	97	1140	925512786	5	B	A	B	H	D	F	01	D	W	1	<	00	00	44D	---	---	---	---	N<	B	A<
0001	10	004	CAL		015.450	H	-	E	2	03	24	97	0750	925507021	4	A	A	A	H	D	E	01	D	E	1	<	00	01	28B	23B	---	---	---	N<	C	A<
0001	10	004	CAL		015.600	H	-	E	6	08	20	99	2210	925508162	6	A	D	A	H	A	F	01	A	E	1	<	00	01	44H	---	---	---	---	5<	C	A<
0001	10	004	CAL		015.950	H	-	W	5	09	16	99	1045	925510215	6	A	A	A	H	D	B	02	2	W	1	<	00	00	V2F	---	---	---	---	F<	I	A<
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0001	10	004	CAL		016.000	H	-	W	7	01	16	99	0230	925509310	D	C	D	B	H	D	E	01	D	W	1	<	00	00	23H	44H	28H	---	---	5<	C	G<
0001	10	004	CAL		016.050	H	-	W	7	02	21	98	1710	925512786	5	C	A	B	H	D	E	01	A	W	1	<	00	00	27B	---	---	---	---	N<	C	A<
0001	10	004	CAL		016.130	H	-	E	1	09	13	98	1435	925508328	4	A	A	A	H	D	E	01	A	E	1	<	00	00	26H	27H	---	---	---	N<	C	A<
0001	10	004	CAL		016.170	H	-	W	6	07	04	97	1420	925512954	5	A	A	A	H	D	C	02	D	W	1	<	00	00	V2F	---	---	---	---	N<	B	A<
																							A	W	1	<	00	00	V1F	43H	---	---	---	N<	H	A<
0001	10	004	CAL		016.300	H	-	W	5	02	29	96	2010	925508162	1	B	D	A	H	A	A	02	D	W	1	<	00	01	V2D	27B	---	---	---	6<	N	B<
																							D	E	1	<	00	01	V1F	---	---	---	---	5<	B	B<
0001	10	004	CAL		016.420	H	-	E	7	11	15	97	1050	925512786	5	B	A	B	H	D	F	01	A	E	1	<	00	00	44H	44H	---	---	---	N<	C	A<
0001	10	004	CAL		016.450	H	-	E	4	03	19	97	0850	925508162	6	A	A	A	H	A	E	01	D	E	1	<	00	04	23H	27H	44H	---	---	F<	B	A<
0001	10	004	CAL		016.550	H	-	E	4	12	17	97	2255	925511044	5	B	D	B	H	D	E	01	D	E	1	<	00	00	24H	29H	---	---	---	6<	C	A<
0001	10	004	CAL		016.850	H	-	E	6	08	28	98	0630	925509294	6	A	A	A	H	D	E	01	D	E	1	<	00	00	23B	---	---	---	---	F<	C	A<

ROUTE SEQUENCE

LOCATION DESCRIPTION	RA GRP (RUS)	*-NUMBER OF ACCIDENTS/SIGNIFICANCE* TOT	FAT	INJ	MULTI F+I	VEH	WET	DARK	PER KLD INJ	*ADT * MAIN X-ST	TOTAL MV+ OR MVM	*-ACCIDENT RATE ACCS/MV+ OR MVM-* ACTUAL FAT	F+I	TOT	AVERAGE FAT	F+I	TOT
004 CAL 16.900 THRU CAL 017.499	H05	14	0	6	6	2	8	2	0	3.2	2.83	.000	2.12	4.96	.042	.99	1.82
10-0001 0.600M 96-01-01 99-12-31 4B MO	(R)	H99		H92	H92		H99		14								

REG NO	DIST	RTES NO	U F	CO	P R E	LOC POST MILE	I F T	R L	S O H	D A Y	ACCIDENT DATE MO DA YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L	S	R C	R W C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	I	O S P	L O C	O S D	L O C	O S D	L O C	O S D	L O C	OA F 12	M O V	SD P 12
0001	10	004		CAL		016.900	H	-	E	4	06-04-97	0820	925507612	6	C	A	B	H	D	A	02	D	W	1	<	00	02	V2F	---	---	---	---	---	---	N<	B	A<
																						A	E	1	<	00	04	V1D	---	---	---	---	---	---	6<	B	A<
0001	10	004		CAL		016.940	H	-	E	7	02-14-98	1410	925509405	5	C	A	C	H	D	E	01	A	E	1	<	00	00	01B	---	---	---	---	---	---	N<	C	A<
0001	10	004		CAL		016.950	H	-	E	7	05-16-98	1645	925508162	6	C	A	B	H	A	E	01	D	S	1	<	00	00	23B	---	---	---	---	---	---	5<	B	A<
0001	10	004		CAL		017.020	H	-	E	2	05-18-98	1010	925512786	5	A	A	B	H	A	E	01	A	E	1	<	00	02	01B	28B	---	---	---	---	---	N<	C	A<
0001	10	004		CAL		017.030	H	-	E	6	08-02-96	1840	925507021	5	A	A	A	H	A	E	01	A	E	1	<	00	00	23B	---	---	---	---	---	---	N<	C	A<
0001	10	004		CAL		017.100	H	-	E	1	01-07-96	0850	925507612	6	A	A	B	H	A	H	01	A	E	1	<	00	00	99H	---	---	---	---	---	---	F<	B	A<
0001	10	004		CAL		017.100	H	-	E	7	02-21-98	1430	925512786	5	C	A	B	H	D	E	01	A	E	1	<	00	00	23B	---	---	---	---	---	---	N<	C	A<
0001	10	004		CAL		017.100	H	-	E	7	10-31-98	1830	925508162	5	C	D	B	H	A	E	01	A	E	1	<	00	00	24H	27H	29H	---	---	---	---	6<	B	A<
0001	10	004		CAL		017.100	H	-	E	4	09-08-99	1416	925507612	5	A	A	A	H	A	E	01	A	E	1	<	00	02	23B	---	---	---	---	---	---	N<	B	A<
0001	10	004		CAL		017.150	H	-	W	2	11-30-98	2108	925509174	5	C	D	B	H	D	E	01	J	W	1	<	00	00	27B	---	---	---	---	---	---	N<	C	A<
0001	10	004		CAL		017.300	H	-	W	7	03-29-97	1730	925507612	6	A	A	A	H	D	B	02	A	W	1	<	00	00	V2D	27B	---	---	---	---	---	6<	B	A<
																						A	E	1	<	00	00	V1F	---	---	---	---	---	---	N<	B	A<
0001	10	004		CAL		017.300	H	-	E	1	05-02-99	1055	925509310	5	C	A	B	H	A	E	01	A	E	1	<	00	01	43B	---	---	---	---	---	---	N<	C	A<
0001	10	004		CAL		017.430	H	-	E	2	02-03-97	0925	925511044	4	B	A	A	H	D	E	01	A	E	1	<	00	01	27H	44H	---	---	---	---	---	6<	C	A<
0001	10	004		CAL		017.430	H	-	W	1	02-22-98	1420	925509405	4	B	A	A	H	D	F	01	A	W	1	<	00	02	44G	---	---	---	---	---	---	F<	B	A<

ROUTE SEQUENCE

LOCATION DESCRIPTION	RA GRP (RUS)	*-NUMBER OF ACCIDENTS/SIGNIFICANCE* TOT	FAT	INJ	F+I	MULTI VEH	WET	DARK	PER KLD INJ	*ADT * MAIN X-ST	TOTAL MV+ OR MVM	*-ACCIDENT RATE ACCS/MV+ OR MVM-* ACTUAL FAT	F+I	TOT	AVERAGE FAT	F+I	TOT
004 CAL 17.500 THRU CAL 018.799	H05	16	0	6	6	3	4	5	0	3.2	6.12	.000	.98	2.61	.042	.99	1.82
10-0001 1.300M 96-01-01 99-12-31 48 MO	(R)								6								

REQ NO	DIST	RTES NO	U F	CO	P R E	LOC POST MILE	F T	I R L	S O H	D A Y	ACCIDENT DATE MO DA YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L	S	R C	R W C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	I	O S P	L O C	O S O	L O C	O S O	L O C	O S O	L O C	OA F 12	M O V	SD P 12
0001	10	004		CAL		017.600	H	-	E	3	09-01-98	1515	925507612	B	A	A	A	H	D	F	01	A	E	1	<	00	01	44H	27H	---	---	F<	B	A<
0001	10	004		CAL		017.700	H	-	W	7	11-07-98	1305	925509405	5	B	A	B	H	D	E	01	A	W	1	<	00	00	27H	---	---	---	6<	C	A<
0001	10	004		CAL		017.700	H	-	E	3	12-08-98	2035	925507612	E	A	D	A	H	D	E	02	A	W	1	<	00	00	26H	---	---	---	N<	B	A<
																						A	E	1	<	00	00	---	---	---	---	F<	N	<I
0001	10	004		CAL		017.800	H	-	W	4	11-20-96	0830	925508188	6	B	A	B	H	D	H	01	G	W	1	<	00	01	99F	28H	28B	---	5<	C	A<
0001	10	004		CAL		017.900	H	-	W	1	10-17-99	1500	925509405	4	A	A	A	D	D	E	01	A	W	1	<	00	00	27B	---	---	---	N<	C	A<
0001	10	004		CAL		018.080	H	-	E	3	11-26-96	0835	925509964	6	E	A	A	H	D	E	01	A	E	1	<	00	01	23B	---	---	---	N<	C	A<
0001	10	004		CAL		018.200	H	-	E	5	12-30-99	2005	925507612	6	A	D	A	H	D	H	01	A	E	1	<	00	00	99D	99H	---	---	F<	B	A<
0001	10	004		CAL		018.490	H	-	W	7	05-15-99	1810	925509910	1	A	A	A	H	D	F	01	C	W	1	<	00	01	44H	---	---	---	J<	C	B<
0001	10	004		CAL		018.590	H	-	E	4	08-07-96	1800	925508777	4	A	A	A	H	D	E	01	A	E	1	<	00	00	26H	23H	28H	---	6<	C	A<
0001	10	004		CAL		018.600	H	-	W	3	01-14-97	0600	925511617	C	A	D	C	H	D	E	01	D	W	1	<	00	00	23H	44H	---	---	N<	B	A<
0001	10	004		CAL		018.600	H	-	E	4	08-26-98	1348	925510629	6	A	A	A	H	D	E	01	A	E	1	<	00	01	43H	26H	28H	---	N<	C	A<
0001	10	004		CAL		018.600	H	-	E	3	11-02-99	0700	925509310	5	A	A	A	D	D	C	03	A	E	1	<	00	00	V2F	---	---	---	M<	H	A<
																						A	E	1	<	00	00	V1F	---	---	---	M<	H	A<
																						D	E	1	<	00	00	---	---	---	---	6<	H	A<
0001	10	004		CAL		018.700	H	-	E	6	02-16-96	1850	925509072	B	A	D	A	H	D	E	01	A	E	1	<	00	00	23B	---	---	---	F<	C	A<
0001	10	004		CAL		018.700	H	-	E	4	02-17-99	0745	925510070	5	B	A	B	H	D	C	02	A	E	1	<	00	00	V2F	---	---	---	L<	B	A<
																						A	E	1	<	00	00	V1F	---	---	---	L<	A	A<
0001	10	004		CAL		018.720	H	-	E	3	06-29-99	0850	925509310	1	A	A	A	H	D	E	01	D	E	1	<	00	01	27H	28H	---	---	5<	C	B<
0001	10	004		CAL		018.750	H	-	W	5	12-26-96	1905	925507612	6	C	D	B	H	D	E	01	D	W	1	<	00	00	28H	---	---	---	5<	B	G<

State of California
Business, Transportation and Housing Agency

Data Transmittal

To : Huy Ha Date : Jan 10, 2000

Attention :

From : PLANNING ENGINEERING SUPPORT BRANCH
TRAVEL FORECASTING AND ANALYSIS

County : Cal Route : 4 KP/PM : PM R10.3/R16.4

Charge : 06-243 EA : 0E530K Special Designation :

Project Description : 2 Lane Expressway on New Alignment

DATA TRANSMITTED
Design Year Period 2005 TO 2025

1. DESIGN DESIGNATION (Reference HDM, Section 103.1) ADT (2005) = 5950 D = 70 % ADT (2025) = 13070 T = 3.8 % DHV (future) = 1307 ATTACHMENT X
2. TRAFFIC INDEX 10- & 20-year ESAL _____ ATTACHMENT X
3. TURNING MOVEMENTS ATTACHMENT
4. REMARKS

ansmitted By :

ata Prepared By :

CARLOS YAMZON
Chief, Transportation Planning
Branch B

m 10-p58(Rev 11/95)

ATTACHMENT G

TRAFFIC INDEX

ROJECT DESCRIPTION:
AL-SR4 PM R10.3/R16.4 EA 0E530K TWO LANE EXPRESSWAY ON NEW ALIGNMENT

10-YEAR & 20-YEAR TRAFFIC INDEXES, TOTAL 20-YEAR EAL'S

FOR THE DESIGN LOAD PERIODS: 2005 TO 2025 AND

SEG-MENT	10-YEAR TRAFFIC INDEX				20-YEAR TRAFFIC INDEX				20-YEAR EAL'S TOTAL
	1 OR 2 LANES		3 OR + LANES		1 OR 2 LANES		3 OR + LANES		
	TW	SHLD	TW	SHLD	TW	SHLD	TW	SHLD	
L	8.0	5.0	8.0	5.0	9.0	5.5	9.0	5.5	1039925

TI'S FOR '3 OR + LANES' ARE BASED ON 80% OF EAL'S SUM;
TI'S FOR SHOULDERS ARE BASED ON 2% OF TRAV. WAY EAL'S SUM.

Input Data :

YEAR OF CONSTRUCTION <COMPLETION>: 2005

NUMBER OF SEGMENTS: 1

THE MID-OF-10-YEARS (2010) ADT'S,1-DIRECTIONAL, FOR EACH SEGMENT:
3865

THE MID-OF-20-YEARS (2015) ADT'S,1-DIRECTIONAL, FOR EACH SEGMENT:
4755

THE PERCENT(%) OF TOTAL TRUCKS, FOR EACH SEGMENT:
3.8

THE PERCENT(%) OF 2-AXLE TRUCKS, FOR EACH SEGMENT:
29.7

THE PERCENT(%) OF 3-AXLE TRUCKS, FOR EACH SEGMENT:
39.0

THE PERCENT(%) OF 4-AXLE TRUCKS, FOR EACH SEGMENT:
5.1

THE PERCENT(%) OF 5-AXLE TRUCKS, FOR EACH SEGMENT:
26.2

State of California | Business, Transportation and Housing Agency

Memorandum

To: Gary Fromm

Date: September 21, 2000

Cc: Akuva Iorzua

File: 10-CAL 4-PM 10.3/16.4
EA 10-0E530K

From: DEPARTMENT OF TRANSPORTATION
Preliminary Environmental Analysis Branch
Steven Croteau

Subject: **Environmental Scoping for Calaveras 4 "Wagon Trail Expressway"**
Funding/FY: 2000 Mid-Cycle SHOPP

Project Description: The project proposes two alternatives on State Route 4 (PM 10.3/16.4). Alternative 1 is a Two-Lane Expressway Realignment, and Alternative 2 is curve corrections at various locations.

Cultural Resources: The project area is located on the western slope of the Sierra Nevada Mountain Range. The area has been traditionally used by Native Americans. Several recorded historic and prehistoric sites exist within and/or adjacent to the project limits (e.g. Historic Waterman Place-P-05-000468 and Poole's Station-P-05000957). The following studies and documentation would be required for both alternatives.

A Phase I Study would be necessary for areas not previously surveyed. Given the cultural resources recorded in the area, an Extended Phase I and a Phase II Study are expected. A Phase III excavation for Data Recovery would be required if impacts to a National Register of Historic Places (NRHP) eligible site are identified and unavoidable.

The following reports to determine eligibility to the NRHP would be required: an Archaeological Survey Report (ASR), Historic Survey Report (HSR), Historic Architecture Survey Report (HASR), a Historic Resources Evaluation Report (HRER), and a Historic Property Survey Report (HPSR). The HPSR would need to be submitted to the Federal Highway Administration (FHWA) and the State Historic Preservation Officer (SHPO) for concurrence on Caltrans findings.

If a eligible NRHP historic property is identified and impacts are unavoidable, a Section 4(f) evaluation would be required.

Study Duration: 30 months
Mitigation:

Alternative 1:	**(Phase I): $200,000**	**Alternative 2:**	**(Segment 1 PM 13.0/13.8): $100,000**
	(Phase II): $200,000		**(Segment 2 PM 14.78/16.85): $300,000**
	(Phase III): $200,000		**(Segment 3 PM 16.85/17.45): $100,000**
			(Segment 4 PM 17.45/18.8): $100,000

Biological Resources: The following biological resources/issues have the potential to occur within the project area.

The project proposes to alter several intermittent creeks, culverts and potential wetland areas. Per State and Federal Laws, the following permits would be required:

401 Permit: Section 401 of the Clean Water Act requires an applicant, for any activity which may result in a discharge into waters of the United States, to obtain certification from the state that the discharge will comply with other provisions of the act. Coordination with the Central Valley Regional Water Quality Control Board would be required.

404 Permit: Section 404 of the Clean Water Act requires an agency, for an activity which may result in the discharge of dredged or fill material into waters of the United States, to obtain a 404 permit from the Army Corps of Engineers. The Guidelines allow the discharge of dredged or fill material into the aquatic system only if there is no practicable alternative which would have less adverse impacts.

1601 Coordination: California Department of Fish and Game Code 1601 requires agencies to notify the Department of Fish and Game of any project which will divert, obstruct or change the natural flow or bed, channel or bank of any river, stream or lake.

Permits: $5,000

ATTACHMENT H

Migratory/Nesting Birds: Nesting Birds are protected by Federal and State laws. Several trees within or adjacent to the right-of-way could provide suitable nesting or roosting habitat for

raptors and other migratory birds. Shrubs, trees, and structures in or adjacent to the right-of-way should be inspected for nests prior to removal. To avoid impacts, it is recommended that the Migratory Bird Special provisions be included in the Contract Special Provisions.

Bats: Federal and State protected bat species have the potential to occur within the project area. Prior to the removal of trees and structures, biological surveys would need to be performed to determine bat presence.

Wetlands/Vernal Pools: Wetlands/vernal pools have the potential to occur in the project area. A Wetland Delineation/Determination would be required to determine wetland presence, and aerial extent. If wetland/vernal pool impacts are identified and unavoidable, minimization measures and mitigation would be required. Wetland/ vernal pool habitat mitigation would be $70,000 per acre.

Oaks: Approximately 260 oak trees are located within the project limits for both alternatives. Per Senate Resolution No. 17, any oak tree removed or adversely impacted would have to be mitigated for. Mitigation costs and ratios depend on size of trees removed/impacted (mitigation: $10,000-$20,000 per tree and a replacement ratio up to 10:1 per tree). Studies would be required to determine the extent of impacts to oaks, and to determine presence of any sensitive species that may use oak trees as habitat.

Special-Status Species- The following listed species have the potential to occur within the project area.

Special-status species with potential to occur within or adjacent to the project area		
Common Name	Scientific Name	Listing
Bald Eagle	*Haliaeetus leucocephalus*	Threatened
California Red-legged Frog	*Rana aurora draytonii*	Threatened
Vernal Pool Fairy Shrimp	*Branchinecta lynchi*	Threatened
	Lepidurus packardi	Threatened
Valley Elderberry Longhorn Beetle	*Desmocerus californicus dimorphus*	Threatened
California Tiger Salamander	*Ambystoma californiense*	Candidate
Pacific Western Big-Eared Bat	*Corynorhinus townsendii townsendii*	Species of Concern
Spotted Bat	*Euderma maculatum*	Species of Concern
Greater Western Mastiff Bat	*Eumops perotis californicus*	Species of Concern
Long-Eared Myotis Bat	*Myotis volans*	Species of Concern
Yuma Myotis Bat	*Myotis yumanensis*	Species of Concern
San Joaquin Pocket Mouse	*Perognathus inornatus*	Species of Concern
Tricolored Blackbird	*Agelaius tricolor*	Species of Concern
Bell's Sage Sparrow	*Amphispiza belli belli*	Species of Concern
Little Willow Flycatcher	*Empidonax traillii brewsteri*	Species of Concern
American Peregrine Falcon	*Falco peregrinus anatum*	Species of Concern
Northwestern Pond Turtle	*Clemmys marmorata marmorata*	Species of Concern
Southwestern Pond Turtle	*Clemmys marmorata pallida*	Species of Concern
California Horned Lizard	*Phrynosoma coronatum frontale*	Species of Concern
Foothill Yellow-Legged Frog	*Rana boylii*	Species of Concern
Western Spadefoot Toad	*Scaphiopus hammondii*	Species of Concern

Study Duration: 12 Months
Mitigation: Alternative 1: (Phase I): $70,000
(Phase II): $65,000
(Phase III): $65,000

Alternative 2: (Segment 1): $50,000
(Segment 2): $50,000
(Segment 3): $50,000
(Segment 4): $50,000

Hazardous Waste: Lead-based paints have the potential to occur on West Branch of Cherokee Creek Bridge and on Single Family Residents (SFR). An Initial Site Assessment (ISA) and Preliminary Site Investigation (PSI) would be required.

Study Duration: 6 months
Remediation: Alternative 1: (Phase I): $15,000
(Phase II): $15,000
(Phase III): $75,000

Alternative 2: (Segment 1): $15,000
(Segment 2): $75,000
(Segment 3): $15,000
(Segment 4): $15,000

Noise: Alternative 1 significantly changes the horizontal alignment of State Route 4. Per Caltrans Traffic Noise Analysis Protocol and NEPA regulations, any proposed project on a new location, or one that significantly alters the horizontal alignment of a highway, requires noise studies.

Study Duration: 6 months

Water: The project would require coverage under the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) permit. Such coverage is obtained by filing a "Notification of Construction" and "Notification of Completion" with the appropriate local regional water quality control board.

Visual Impact: The project is located on a designated Scenic Highway (State Route 4). The project proposes to remove several oak trees and excavate large quantities of material. A Scenic Resources Evaluation (SRE) and Visual Impact Assessment (VIA) would be required.

Study Duration: 12 Months
Plant Replacement/Monitoring:

Alternative 1:	**(Phase I): $70,000**	**Alternative 2:**	**(Segment 1): $50,000**
	(Phase II): $65,000		**(Segment 2): $50,000**
	(Phase III): $65,000		**(Segment 3): $50,000**
			(Segment 4): $50,000

Environmental Documentation: The document type for the proposed project is an Environmental Impact Report/Finding of No Significant Impacts (EIR/FONSI). Assuming a start date of 10/1/01, the Environmental Document would be completed by 4/1/05.

Duration: 42 months

Please note all staging, storage, disposal sites and haul roads associated with this project which are selected by the contractor, or have not to date been identified with this project, require environmental review and compliance. Any change in this assumption, or in the scope of the project, would require additional studies.

If you have any questions, please call Steven Croteau at (559) 243-8183.

Christine Cox-Kovacevich, Chief
Central California Preliminary
Environmental Analysis Branch

State of California

Business, Transportation and Housing Agency

Memorandum

To: Raymond Tritt
Design Engineer, Branch "L"

Date: September 13, 2000

File Reference: 10-CAL-4-KP
16.6/26.4 (PM 10.3/16.4)
EA: 0E530K
R/W Req. No:
Alternate No: 1

UPDATE

ROUTING: (1) R/W (Signature) (2) RAILROAD (Signature) (3) UTILITIES (Signature) (4) OFFICE CHIEF (Signature) (5) FISCAL MGT (6) ESTIMATE FILE (Clerical)
cc: RAILROAD;

From: **DEPARTMENT OF TRANSPORTATION**
Division of Right of Way, Central Region

Subject: Right of Way Data Sheet

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 8-31-00. The following assumptions and limiting conditions were identified:

Since confirmation of the anticipated construction award date was not obtainable, the construction award date used for this estimate is 2000/2001.

Right of Way Lead Time will require a minimum of 20 months after we receive certified Appraisal Maps, the necessary environmental clearance has been obtained, and freeway agreements have been approved.

for ANDREW MILLER
Chief, R/W Estimating
Stockton Branch

ATTACHMENT I

RIGHT OF WAY DATA SHEET

DIST: 10 CO: Cal RTE: 4 KP: R16.6/R26.4 PM: R10.3/R16.4 EA:0E530K ALTERNATE NO: 1 REVISION DATE: 9-13-00

REQUEST DATE: 8/31/00

1. Right of Way Cost Estimate:

	Current Value (Year 2001)	Rate of Escalation	Escalated Value (Year 01/02)
Acquisition, including Excess Lands, Damages and Goodwill	$217,818.00	0%	$240,000.00
Utility Relocation (State share)	$481,250.00	0%	$529,000.00
Relocation Assistance	$0	0%	$0
Clearance/Demolition	$0	0%	$0
Title and Escrow Fees	$22,304.00	0%	$25,000.00
TOTAL CURRENT VALUE	$721,371.00		$794,000
R/W SUPPORT COSTS	$0		$0
Construction Contract Work	$25,000.00		

2. Items of construction contract work: YES ☐ NO ☒

3. ANTICIPATED RIGHT OF WAY LEAD TIME REQUIREMENTS: 20 MONTHS.

4. Parcel Data:

TYPE	NUMBER	DUAL/APPR	UTILITIES		RR INVOLVEMENT	
X	0		U4-1	1	None	0
A	0		-2	0	C & M Agmt	0
B	24		-3	2	Service Contract	0
C	0		-4	0	Lic/RE/Clauses	0
D	0	N/A	U5-7	0	MISC. R/W WORK	
TOTAL	24		-8	0	RAP Displacement	0
			-9	3	Clear/Demo	0
EXCESS	0				Const Permits	0
					Cond	0

Parcel Area: Right of Way [124.4] Excess [0]

5. Utility facilities or rights of way affected: YES ☒ NO ☐
Pacific Bell – Underground Cable, Calaveras Telephone Co. – Underground Cable, PG&E – Arial.

6. Railroad facilities or rights of way affected: YES ☐ NO ☒
If YES - Railroad involvement requires 0 months lead-time.

7. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.): RIGHT OF WAY REQUIRED Yes
Affected right of way includes dry pasture and rural residential property.

8. Effect on assessed valuation: No

9. Previously unidentified sites with hazardous waste and/or material found: YES ☐ NONE EVIDENT ☒

Date: 9/13/00
EA: 0E530K
Alternate No: 1

10. RAP displacements required: YES ☐ NO ☒ If YES, provide the following information:
Number of single family residences: 0 Number of business/nonprofit: 0
Number of multifamily units: 0 Number of farms: 0
Based on Draft/Final Relocation Impact Statement/Study dated , it is anticipated that sufficient replacement housing will not be available without Last Resort Housing.

11. Material borrow and/or disposal sites required: YES ☒ NO ☐
Commercial

12. Potential relinquishments and/or abandonments: YES ☒ NO ☐
Superseded highway R/W.

13. Existing and/or potential Airspace sites: YES ☐ NO ☒

14. Environmental mitigation parcels required: YES ☒ NO ☐

15. All Right of Way work will be performed by Caltrans staff: YES ☒ NO ☐

16. Data for evaluation provided by:

Estimator — Anthony Dorn — ANTHONY DORN — Date: 9-14-00

Railroad Liaison — Anthony Dorn — for MARIA TOLES — Date: 9-14-00

Utility Relocation Coordinator — Mark Fain — MARK FAIN — Date: 9-14-00

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

9-14-00
Date

Anthony Dorn
for ANDREW MILLER
Chief, Right of Way Estimates

Entered PMCS (Event, Cost, Agree) By: Katherine Zastera Date: 9/14/00

State of California | Business, Transportation and Housing Agency

Memorandum

To: Raymond Tritt
Design Engineer, Branch "L"

Date: September 13, 2000

File Reference: 10-CAL-4-KP
16.6/26.4 (PM 10.3/16.4)
EA: 0E530K
R/W Req. No:
Alternate No: 2 (Update)

ROUTING: (1) R/W (Signature) (2) RAILROAD (Signature) (3) UTILITIES (Signature) (4) Est. CHIEF (Signature) (5) FISCAL MGT (6) ESTIMATE FILE (Clerical)
cc: RAILROAD;

From: **DEPARTMENT OF TRANSPORTATION**
Division of Right of Way, Central Region

Subject: Right of Way Data Sheet

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 8-31-00. The requestor asked that estimated right of way costs be segregated by project segment. There are four segments that are estimated. The following is a recapitulation of the estimated right of way cost by project segment; aggregate right of way costs are reported on Page 2 as normal. Since there is no construction award date on the Request for Data Sheet, the estimate is based on current dollars and is not escalated to a future date.

	Segmt. 1	Segmt. 2	Segmt. ~~3~~ 4	Segmt. ~~4~~ 3	Totals
Acq. Cost (incl. Excess land, Damages & Goodwill)	$16,000	$46,000	$24,000	18,000	$104,000
Utility Relocation	$0	$0	$0	$0	$0
Relocation Assistance	$0	$0	$0	$0	$0
Clearance and Demolition	$0	$0	$0	$0	$0
Title Insurance and Escrow Fees	$3,000	$14,000	$4,000	$3000	$24,000
Total Cost	$19,000	$60,000	$28,000	$21,000	$128,000

Right of Way Lead Time will require a minimum of 20 months after we receive certified Appraisal Maps, the necessary environmental clearance has been obtained, and freeway agreements have been approved.

for ANDREW MILLER
Chief, R/W Estimating
Stockton Branch

RIGHT OF WAY DATA SHEET

DIST: 10 CO: Cal RTE: 4 KP: R16.6/R26.4 PM: R10.3/R16.4 EA:0E530K ALTERNATE NO: 2 (UPDATE) REVISION DATE: 9-13-00

REQUEST DATE: 8-31-00

1. Right of Way Cost Estimate:

	Current Value (Year 2001)	Rate of Escalation	Escalated Value (Year 00/01)
Acquisition, including Excess Lands, Damages and Goodwill	$104,000.00	0%	$104,000.00
Utility Relocation (State share)	$0	0%	$0
Relocation Assistance	$0	0%	$0
Clearance/Demolition	$0	0%	$0
Title and Escrow Fees	$24,000.00	0%	$24,000.00
TOTAL CURRENT VALUE	$128,000.000		$128,000.00
R/W SUPPORT COSTS	$0		$0
Construction Contract Work	$150,000.00		

2. Items of construction contract work: YES ☒ NO ☐
   Replacement of perimeter fencing.
3. ANTICIPATED RIGHT OF WAY LEAD TIME REQUIREMENTS: 20 MONTHS.

4. Parcel Data:

TYPE	NUMBER	DUAL/APPR	UTILITIES		RR INVOLVEMENT	
X	0		U4-1	3	None	0
A	0		-2	0	C & M Agmt	0
B	20		-3	0	Service Contract	0
C	0		-4	0	Lic/RE/Clauses	0
D	0	N/A	U5-7	0	MISC. R/W WORK	
TOTAL	20		-8	0	RAP Displacement	0
			-9	3	Clear/Demo	0
EXCESS	0				Const Permits	0
					Cond	0

Parcel Area: Right of Way [56.7 ac.] Excess [0]

5. Utility facilities or rights of way affected: YES ☒ NO ☐
   Companies affected are Pacific Bell, PG & E and Calaveras Telephone Company.
5. Railroad facilities or rights of way affected: YES ☐ NO ☒
   If YES - Railroad involvement requires 0 months lead-time.

7. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.): RIGHT OF WAY REQUIRED No
   The right of way is mostly pasture land with a few rural residential lots involved.
3. Effect on assessed valuation: No

). Previously unidentified sites with hazardous waste and/or material found: YES ☐ NONE EVIDENT ☒

Date: 9/13/00
EA: 0E530K
Alternate No: 2

10. RAP displacements required: YES ☐ NO ☒ If YES, provide the following information:
Number of single family residences: 0 Number of business/nonprofit: 0
Number of multifamily units: 0 Number of farms: 0
Based on Draft/Final Relocation Impact Statement/Study dated , it is anticipated that sufficient replacement housing will not be available without Last Resort Housing.

11. Material borrow and/or disposal sites required: YES ☒ NO ☐
Commercial

12. Potential relinquishments and/or abandonments: YES ☒ NO ☐
Superseded right of way at various locations

13. Existing and/or potential Airspace sites: YES ☐ NO ☒

14. Environmental mitigation parcels required: YES ☒ NO ☐

15. All Right of Way work will be performed by Caltrans staff: YES ☒ NO ☐

16. Data for evaluation provided by:

Estimator — Anthony Dorn — ANTHONY DORN — Date: 9-14-00

Railroad Liaison — Anthony Dorn for MARIA TOLES — Date: 9-14-00

Utility Relocation Coordinator — Mark Fain — MARK FAIN — Date: 9-14-00

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

9-14-00
Date

Anthony Dorn for ANDREW MILLER
Estimating Chief/ Right of Way

Entered PMCS (Event, Cost, Agree) By: Katherine Zastrow Date: 9/14/00

Entered into ABC #1

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATIO

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

TYPE OF ESTIMATE: PRE-PSR

Program Code: HE-14

Project Description

Limits: IN CALAVERAS COUNTY FROM EAST OF COPPEROPOLIS TO WEST OF THE CITY OF ANGELS (ALTAVILLE)

Proposed Improvement (Scope): NEW TWO-LANE EXPRESSWAY REALIGNMENT

Alternative: 1 (PHASE I)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

ROADWAY ITEMS	$7,615,503	
STRUCTURE ITEMS	$0	
SUBTOTAL CONSTRUCTION		$7,615,503
RIGHT OF WAY		$228,250
TOTAL PROJECT COST		$7,843,753

SUBMITTED BY:

Project Engineer Date

ATTACHMENT J

PROJECT NAME: NEW TWO-LANE EXPRESSWAY REALIGNMENT (PHASE I)

10-CAL-4 P.M. R10.3/R12.0, K.P. R16.6/R19.3 EA 0E530K

DATE: 4/1/01

I. ROADWAY ITEMS

SECTION 1 - EARTHWORK

	Quantity	Unit	Unit Price	Cost	Section Cost
RDWY EXCAVATION	341,000	M^3	$6.00	$2,046,000	
IMPORTED BORROW	0	M^3	$0.00	$0	
CLEARING & GRUBBING	14	ha	$5,000.00	$70,000	
DEVELOP WATER SUP	0	LS	$0.00	$0	
OBLITERATE AC	20,000	M^2	$3.00	$60,000	
		TOTAL EARTHWORK			$2,176,000

SECTION 2 - STRUCTURAL SECTION

	Quantity	Unit	Unit Price	Cost	Section Cost
PCC (__Depth)	0	0	$0.00	$0	
PCC (__Depth)	0	0	$0.00	$0	
ASPHALT CONCRETE	8,600	TONNE	$55.00	$473,000	
LEAN CONCRETE	0	0	$0.00	$0	
ATPB	1,500	M^3	$90.00	$135,000	
AGGREGATE BASE	4,800	M^3	$40.00	$192,000	
AGGREGATE SUBBASE	4,400	M^3	$30.00	$132,000	
AB (Shoulder Backing)	450	M^3	$45.00	$20,250	
EMULSIFIED ASPHALT	5	TONNE	$450.00	$2,250	
FILTER FABRIC	5,400	M^2	$4.00	$21,600	
EDGE DRAINS	5,500	M	$30.00	$165,000	
		TOTAL STRUCTURAL SECTION			$1,141,100

SECTION 3 - DRAINAGE

	Quantity	Unit	Unit Price	Cost	Section Cost
LARGE DRAINAGE SYS	0	0	$0.00	$0	
STORM DRAINAGE SYS	0	0	$0.00	$0	
PUMPING PLANTS	0	0	$0.00	$0	
PROJECT DRAINAGE	1	LS	0.10	$331,710	

PROJECT NAME: NEW TWO-LANE EXPRESSWAY REALIGNMENT (PHASE I)

10-CAL-4 P.M. R10.3/R12.0, K.P. R16.6/R19.3 EA 0E530K

(10% of Section1+2)	TOTAL DRAINAGE	$331,710

SECTION 4 - SPECIALTY ITEMS

	Quantity	Unit	Unit Price	Cost	Section Cost
RETAINING WALLS	0	0	$0	$0	
SOUNDWALL	0	0	$0	$0	
EQUIP./ANIMALS PASS	0	LS	$0	$0	
COZEEP	1	LS	$150,000	$150,000	
RELO. PRIM. IRRI. FACI.	0	0	$0	$0	
EROSION CONTROL	37,000	M^2	$3	$111,000	
SLOPE PROTECTION	0	0	$0	$0	
CONCRETE BARRIERS	0	0	$0	$0	
GUARDRAILS	1	LS	$150,000	$150,000	
HAZARDOUS WASTE	1	LS	$15,000	$15,000	
ENVIR. MITIGATION	1	LS	$345,000	$345,000	
TEMP K-RAIL	0	M	$0	$0	
REMOVE AC DIKE	0	M	$0	$0	
PLACE AC DIKE	5,500	M	$5	$27,500	
		TOTAL SPECIALTY ITEMS			$798,500

SECTION 5 - TRAFFIC ITEMS

	Quantity	Unit	Unit Price	Cost	Section Cost
LIGHTING	0	LS	$0	$0	
TRAFFIC SIGNALS	0	LS	$0	$0	
STRIPING	8,300	M	$1	$8,300	
MARKERS	800	EA	$5	$4,000	
TRAFF. CONT. SYS.	1	LS	$150,000	$150,000	
TRAFF. MANG. PLAN	1	LS	$150,000	$150,000	
CONST. SIGNS	1	LS	$15,000	$15,000	
		TOTAL TRAFFIC ITEMS			$327,300

SUBTOTAL SECTION 1-5	$4,774,610

PROJECT NAME: NEW TWO-LANE EXPRESSWAY REALIGNMENT (PHASE I)

10-CAL-4 P.M. R10.3/R12.0, K.P. R16.6/R19.3 EA 0E530K

SECTION 6 - MINOR ITEMS				
SUBTOTAL SECTION 1-5		$4,774,610	0.10	
	TOTAL MINOR ITEMS			$477,461
SECTION 7 - ROADWAY MOBILIZATION				
SUBTOTAL SECTION 1-5		$4,774,610		
MINOR ITEMS		$477,461		
	SUM	$5,252,071	0.10	
	TOTAL ROADWAY MOBILIZATION			$525,207
SECTION 8 - ROADWAY ADDITIONS				
SUPPLEMENTAL				
SUBTOTAL SECTION 1-5		$4,774,610		
MINOR ITEMS		$477,461		
	SUM	$5,252,071	0.10	$525,207
CONTINGENCIES				
SUBTOTAL SECTION 1-5		$4,774,610		
MINOR ITEMS		$477,461		
	SUM	$5,252,071	0.25	$1,313,018
	TOTAL ROADWAY ADDITIONS			$1,838,225
	RELINQUISH LS	$0		$0
	TOTAL ROADWAY ITEMS			$7,615,503

PROJECT NAME: NEW TWO-LANE EXPRESSWAY REALIGNMENT (PHASE I)

10-CAL-4 P.M. R10.3/R12.0, K.P. R16.6/R19.3 EA 0E530K

(TOTAL OF SECTIONS 1-8)

II. STRUCTURE ITEMS

STRUCTURE NAME	Width	Length	Cost	Total Cost
1)	0	0.00	$0.00	$0
2)	0	0.00	$0.00	$0
3)	0	0.00	$0.00	$0
SUBTOTAL STRUCTURE ITEMS				$0
RAILROAD RELATED COST				$0
TOTAL STRUCTURE ITEMS				$0

III. RIGHT OF WAY

ACQUISITION	$73,853
UTILITY RELOCATION	$147,428
CLEARANCE/DEMOLITION	$0
RAP	$0
TITLE AND ESCROW FEE	$6,969
TOTAL RIGHT OF WAY	$228,250
CONSTRUCTION CONTRACT WORK	$0

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATIO

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

TYPE OF ESTIMATE: PRE-PSR

Program Code: HE-14

Project Description

Limits: IN CALAVERAS COUNTY FROM EAST OF COPPEROPOLIS TO WEST OF THE CITY OF ANGELS (ALTAVILLE)

Proposed Improvement (Scope): NEW TWO-LANE EXPRESSWAY REALIGNMENT

Alternative: 1 (PHASE II)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

ROADWAY ITEMS	$7,679,303	
STRUCTURE ITEMS	$0	
SUBTOTAL CONSTRUCTION		$7,679,303
RIGHT OF WAY		$228,250
TOTAL PROJECT COST		$7,907,553

SUBMITTED BY:

Project Engineer Date

PROJECT NAME: NEW TWO-LANE EXPRESSWAY REALIGNMENT (PHASE II)

10-CAL-4 P.M. R12.0/R13.7, K.P. R19.3/R22.0 EA 0E530K

DATE: 4/1/01

I . ROADWAY ITEMS

SECTION 1 - EARTHWORK

	Quantity	Unit	Unit Price	Cost	Section Cost
RDWY EXCAVATION	341,000	M^3	$6.00	$2,046,000	
IMPORTED BORROW	0	M^3	$0.00	$0	
CLEARING & GRUBBING	14	ha	$5,000.00	$70,000	
DEVELOP WATER SUP	0	LS	$0.00	$0	
OBLITERATE AC	20,000	M^2	$3.00	$60,000	
		TOTAL EARTHWORK			$2,176,000

SECTION 2 - STRUCTURAL SECTION

	Quantity	Unit	Unit Price	Cost	Section Cost
PCC (__Depth)	0	0	$0.00	$0	
PCC (__Depth)	0	0	$0.00	$0	
ASPHALT CONCRETE	8,600	TONNE	$55.00	$473,000	
LEAN CONCRETE	0	0	$0.00	$0	
ATPB	1,500	M^3	$90.00	$135,000	
AGGREGATE BASE	4,800	M^3	$40.00	$192,000	
AGGREGATE SUBBASE	4,400	M^3	$30.00	$132,000	
AB (Shoulder Backing)	450	M^3	$45.00	$20,250	
EMULSIFIED ASPHALT	5	TONNE	$450.00	$2,250	
FILTER FABRIC	5,400	M^2	$4.00	$21,600	
EDGE DRAINS	5,500	M	$30.00	$165,000	
		TOTAL STRUCTURAL SECTION			$1,141,100

SECTION 3 - DRAINAGE

	Quantity	Unit	Unit Price	Cost	Section Cost
LARGE DRAINAGE SYS	0	0	$0.00	$0	
STORM DRAINAGE SYS	0	0	$0.00	$0	
PUMPING PLANTS	0	0	$0.00	$0	
PROJECT DRAINAGE	1	LS	0.10	$331,710	

PROJECT NAME: NEW TWO-LANE EXPRESSWAY REALIGNMENT (PHASE II)

10-CAL-4 P.M. R12.0/R13.7, K.P. R19.3/R22.0 EA 0E530K

(10% of Section1+2)	TOTAL DRAINAGE	$331,710

SECTION 4 - SPECIALTY ITEMS

	Quantity	Unit	Unit Price	Cost	Section Cost
RETAINING WALLS	0	0	$0	$0	
SOUNDWALL	0	0	$0	$0	
EQUIP./ANIMALS PASS	0	LS	$0	$0	
COZEEP	1	LS	$150,000	$150,000	
RELO. PRIM. IRRI. FACI.	0	0	$0	$0	
EROSION CONTROL	37,000	M^2	$3	$111,000	
SLOPE PROTECTION	0	0	$0	$0	
CONCRETE BARRIERS	0	0	$0	$0	
GUARDRAILS	1	LS	$200,000	$200,000	
HAZARDOUS WASTE	1	LS	$15,000	$15,000	
ENVIR. MITIGATION	1	LS	$335,000	$335,000	
TEMP K-RAIL	0	M	$0	$0	
REMOVE AC DIKE	0	M	$0	$0	
PLACE AC DIKE	5,500	M	$5	$27,500	
		TOTAL SPECIALTY ITEMS			$838,500

SECTION 5 - TRAFFIC ITEMS

	Quantity	Unit	Unit Price	Cost	Section Cost
LIGHTING	0	LS	$0	$0	
TRAFFIC SIGNALS	0	LS	$0	$0	
STRIPING	8,300	M	$1	$8,300	
MARKERS	800	EA	$5	$4,000	
TRAFF. CONT. SYS.	1	LS	$150,000	$150,000	
TRAFF. MANG. PLAN	1	LS	$150,000	$150,000	
CONST. SIGNS	1	LS	$15,000	$15,000	
		TOTAL TRAFFIC ITEMS			$327,300

SUBTOTAL SECTION 1-5	$4,814,610

PROJECT NAME: NEW TWO-LANE EXPRESSWAY REALIGNMENT (PHASE II)

10-CAL-4 P.M. R12.0/R13.7, K.P. R19.3/R22.0 EA 0E530K

SECTION 6 - MINOR ITEMS					
	SUBTOTAL SECTION 1-5		$4,814,610	0.10	
	TOTAL MINOR ITEMS				$481,461
SECTION 7 - ROADWAY MOBILIZATION					
	SUBTOTAL SECTION 1-5		$4,814,610		
	MINOR ITEMS		$481,461		
		SUM	$5,296,071	0.10	
	TOTAL ROADWAY MOBILIZATION				$529,607
SECTION 8 - ROADWAY ADDITIONS					
	SUPPLEMENTAL				
	SUBTOTAL SECTION 1-5		$4,814,610		
	MINOR ITEMS		$481,461		
		SUM	$5,296,071	0.10	$529,607
	CONTINGENCIES				
	SUBTOTAL SECTION 1-5		$4,814,610		
	MINOR ITEMS		$481,461		
		SUM	$5,296,071	0.25	$1,324,018
	TOTAL ROADWAY ADDITIONS				$1,853,625
	RELINQUISH	LS	$0		$0
	TOTAL ROADWAY ITEMS				$7,679,303

PROJECT NAME: NEW TWO-LANE EXPRESSWAY REALIGNMENT (PHASE II)

10-CAL-4 P.M. R12.0/R13.7, K.P. R19.3/R22.0 EA 0E530K

(TOTAL OF SECTIONS 1-8)

II. STRUCTURE ITEMS

STRUCTURE NAME	Width	Length	Cost	Total Cost
1)	0	0.00	$0.00	$0
2)	0	0.00	$0.00	$0
3)	0	0.00	$0.00	$0
SUBTOTAL STRUCTURE ITEMS				$0
RAILROAD RELATED COST				$0
TOTAL STRUCTURE ITEMS				$0

III. RIGHT OF WAY

ACQUISITION	$73,853
UTILITY RELOCATION	$147,428
CLEARANCE/DEMOLITION	$0
RAP	$0
TITLE AND ESCROW FEE	$6,969
TOTAL RIGHT OF WAY	$228,250
CONSTRUCTION CONTRACT WORK	$0

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

TYPE OF ESTIMATE: PRE-PSR

Program Code: HE-14

Project Description
Limits: IN CALAVERAS COUNTY FROM EAST OF COPPEROPOLIS
TO WEST OF THE CITY OF ANGELS (ALTAVILLE)

Proposed Improvement (Scope): NEW TWO-LANE EXPRESSWAY REALIGNMENT

Alternative: 1 (PHASE III)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

ROADWAY ITEMS	$12,488,467	
STRUCTURE ITEMS	$0	
SUBTOTAL CONSTRUCTION		$12,488,467
RIGHT OF WAY		$362,514
TOTAL PROJECT COST		$12,850,981

SUBMITTED BY:

Project Engineer Date

PROJECT NAME: NEW TWO-LANE EXPRESSWAY REALIGNMENT (PHASE III)

10-CAL-4 P.M. R13.7/R16.4, K.P. R22.0/R26.4 EA 0E530K

DATE: 4/1/01

I . ROADWAY ITEMS

SECTION 1 - EARTHWORK

	Quantity	Unit	Unit Price	Cost	Section Cost
RDWY EXCAVATION	542,000	M^3	$6.00	$3,252,000	
IMPORTED BORROW	0	M^3	$0.00	$0	
CLEARING & GRUBBING	23	ha	$5,000.00	$115,000	
DEVELOP WATER SUP	0	LS	$0.00	$0	
OBLITERATE AC	32,000	M^2	$3.00	$96,000	
		TOTAL EARTHWORK			$3,463,000

SECTION 2 - STRUCTURAL SECTION

	Quantity	Unit	Unit Price	Cost	Section Cost
PCC (__Depth)	0	0	$0.00	$0	
PCC (__Depth)	0	0	$0.00	$0	
ASPHALT CONCRETE	13,500	TONNE	$55.00	$742,500	
LEAN CONCRETE	0	0	$0.00	$0	
ATPB	2,400	M^3	$90.00	$216,000	
AGGREGATE BASE	7,600	M^3	$40.00	$304,000	
AGGREGATE SUBBASE	7,000	M^3	$30.00	$210,000	
AB (Shoulder Backing)	700	M^3	$45.00	$31,500	
EMULSIFIED ASPHALT	8	TONNE	$450.00	$3,600	
FILTER FABRIC	8,500	M^2	$4.00	$34,000	
EDGE DRAINS	8,700	M	$30.00	$261,000	
		TOTAL STRUCTURAL SECTION			$1,802,600

SECTION 3 - DRAINAGE

	Quantity	Unit	Unit Price	Cost	Section Cost
LARGE DRAINAGE SYS	0	0	$0.00	$0	
STORM DRAINAGE SYS	0	0	$0.00	$0	
PUMPING PLANTS	0	0	$0.00	$0	
PROJECT DRAINAGE	1	LS	0.10	$526,560	

PROJECT NAME: NEW TWO-LANE EXPRESSWAY REALIGNMENT (PHASE III)

10-CAL-4 P.M. R13.7/R16.4, K.P. R22.0/R26.4 EA 0E530K

(10% of Section1+2)	TOTAL DRAINAGE	$526,560

SECTION 4 - SPECIALTY ITEMS

	Quantity	Unit	Unit Price	Cost	Section Cost
RETAINING WALLS	0	0	$0	$0	
SOUNDWALL	0	0	$0	$0	
EQUIP./ANIMALS PASS	0	LS	$0	$0	
COZEEP	1	LS	$250,000	$250,000	
RELO. PRIM. IRRI. FACI.	0	0	$0	$0	
EROSION CONTROL	180,000	M^2	$3	$540,000	
SLOPE PROTECTION	0	0	$0	$0	
CONCRETE BARRIERS	0	0	$0	$0	
GUARDRAILS	1	LS	$250,000	$250,000	
HAZARDOUS WASTE	1	LS	$75,000	$75,000	
ENVIR. MITIGATION	1	LS	$335,000	$335,000	
TEMP K-RAIL	0	M	$0	$0	
REMOVE AC DIKE	0	M	$0	$0	
PLACE AC DIKE	8,700	M	$5	$43,500	
		TOTAL SPECIALTY ITEMS			$1,493,500

SECTION 5 - TRAFFIC ITEMS

	Quantity	Unit	Unit Price	Cost	Section Cost
LIGHTING	0	LS	$0	$0	
TRAFFIC SIGNALS	0	LS	$0	$0	
STRIPING	13,100	M	$1	$13,100	
MARKERS	1,200	EA	$5	$6,000	
TRAFF. CONT. SYS.	1	LS	$250,000	$250,000	
TRAFF. MANG. PLAN	1	LS	$250,000	$250,000	
CONST. SIGNS	1	LS	$25,000	$25,000	
		TOTAL TRAFFIC ITEMS			$544,100

SUBTOTAL SECTION 1-5	$7,829,760

PROJECT NAME: NEW TWO-LANE EXPRESSWAY REALIGNMENT (PHASE III)

10-CAL-4 P.M. R13.7/R16.4, K.P. R22.0/R26.4 EA 0E530K

SECTION 6 - MINOR ITEMS					
	SUBTOTAL SECTION 1-5		$7,829,760	0.10	
		TOTAL MINOR ITEMS			$782,976
SECTION 7 - ROADWAY MOBILIZATION					
	SUBTOTAL SECTION 1-5		$7,829,760		
	MINOR ITEMS		$782,976		
		SUM	$8,612,736	0.10	
	TOTAL ROADWAY MOBILIZATION				$861,274
SECTION 8 - ROADWAY ADDITIONS					
	SUPPLEMENTAL				
	SUBTOTAL SECTION 1-5		$7,829,760		
	MINOR ITEMS		$782,976		
		SUM	$8,612,736	0.10	$861,274
	CONTINGENCIES				
	SUBTOTAL SECTION 1-5		$7,829,760		
	MINOR ITEMS		$782,976		
		SUM	$8,612,736	0.25	$2,153,184
	TOTAL ROADWAY ADDITIONS				$3,014,458
	RELINQUISH	LS	$0		$0
	TOTAL ROADWAY ITEMS				$12,488,467

PROJECT NAME: NEW TWO-LANE EXPRESSWAY REALIGNMENT (PHASE III)

10-CAL-4 P.M. R13.7/R16.4, K.P. R22.0/R26.4 EA 0E530K

(TOTAL OF SECTIONS 1-8)

II. STRUCTURE ITEMS

STRUCTURE NAME	Width	Length	Cost	Total Cost
1)	0	0.00	$0.00	$0
2)	0	0.00	$0.00	$0
3)	0	0.00	$0.00	$0
SUBTOTAL STRUCTURE ITEMS				$0
RAILROAD RELATED COST				$0
TOTAL STRUCTURE ITEMS				$0

III. RIGHT OF WAY

ACQUISITION	$117,296
UTILITY RELOCATION	$234,150
CLEARANCE/DEMOLITION	$0
RAP	$0
TITLE AND ESCROW FEE	$11,068
TOTAL RIGHT OF WAY	$362,514
CONSTRUCTION CONTRACT WORK	$0

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATIO

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

TYPE OF ESTIMATE: PRE-PSR

Program Code: HB-4N

Project Description

Limits: IN CALAVERAS COUNTY, FROM EAST OF COPPEROPOLIS TO WEST OF THE CITY OF ANGELS (ALTAVILLE)

Proposed Improvement (Scope): CURVE CORRECTION

Alternative: 2 (SEGMENT 1)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

ROADWAY ITEMS	$3,983,352	
STRUCTURE ITEMS	$0	
SUBTOTAL CONSTRUCTION		$3,983,352
RIGHT OF WAY		$19,000
TOTAL PROJECT COST		$4,002,352

SUBMITTED BY:

Project Engineer Date

ATTACHMENT K

PROJECT NAME: CURVE CORRECTION (SEGMENT 1)

10-CAL-4 P.M. R13.0/R13.8, K.P. R20.9/R22.2 EA 0E530K

DATE: 4/1/01

I . ROADWAY ITEMS

SECTION 1 - EARTHWORK

	Quantity	Unit	Unit Price	Cost	Section Cost
RDWY EXCAVATION	162,000	M^3	$6.00	$972,000	
IMPORTED BORROW	0	M^3	$0.00	$0	
CLEARING & GRUBBING	5	ha	$5,000.00	$25,000	
DEVELOP WATER SUP	0	LS	$0.00	$0	
OBLITERATE AC	9,500	M^2	$3.00	$28,500	
		TOTAL EARTHWORK			$1,025,500

SECTION 2 - STRUCTURAL SECTION

	Quantity	Unit	Unit Price	Cost	Section Cost
PCC (__Depth)	0	0	$0.00	$0	
PCC (__Depth)	0	0	$0.00	$0	
ASPHALT CONCRETE	4,000	TONNE	$55.00	$220,000	
LEAN CONCRETE	0	0	$0.00	$0	
ATPB	700	M^3	$90.00	$63,000	
AGGREGATE BASE	2,300	M^3	$40.00	$92,000	
AGGREGATE SUBBASE	2,100	M^3	$30.00	$63,000	
AB (Shoulder Backing)	200	M^3	$45.00	$9,000	
EMULSIFIED ASPHALT	3	TONNE	$450.00	$1,350	
FILTER FABRIC	2,600	M^2	$4.00	$10,400	
EDGE DRAINS	2,600	M	$30.00	$78,000	
		TOTAL STRUCTURAL SECTION			$536,750

SECTION 3 - DRAINAGE

	Quantity	Unit	Unit Price	Cost	Section Cost
LARGE DRAINAGE SYS	0	0	$0.00	$0	
STORM DRAINAGE SYS	0	0	$0.00	$0	
PUMPING PLANTS	0	0	$0.00	$0	
PROJECT DRAINAGE	1	LS	0.10	$156,225	

PROJECT NAME: CURVE CORRECTION (SEGMENT 1)

10-CAL-4 P.M. R13.0/R13.8, K.P. R20.9/R22.2 EA 0E530K

(10% of Section1+2)	TOTAL DRAINAGE	$156,225

SECTION 4 - SPECIALTY ITEMS

	Quantity	Unit	Unit Price	Cost	Section Cost
RETAINING WALLS	0	0	$0	$0	
SOUNDWALL	0	0	$0	$0	
EQUIP./ANIMALS PASS	0	LS	$0	$0	
COZEEP	1	LS	$100,000	$100,000	
RELO. PRIM. IRRI. FACI.	0	0	$0	$0	
EROSION CONTROL	35,400	M^2	$3	$106,200	
SLOPE PROTECTION	0	0	$0	$0	
CONCRETE BARRIERS	0	0	$0	$0	
GUARDRAILS	1	LS	$100,000	$100,000	
HAZARDOUS WASTE	1	LS	$15,000	$15,000	
ENVIR. MITIGATION	1	LS	$205,000	$205,000	
TEMP K-RAIL	0	M	$0	$0	
REMOVE AC DIKE	0	M	$0	$0	
PLACE AC DIKE	2,600	M	$5	$13,000	
		TOTAL SPECIALTY ITEMS			$539,200

SECTION 5 - TRAFFIC ITEMS

	Quantity	Unit	Unit Price	Cost	Section Cost
LIGHTING	0	LS	$0	$0	
TRAFFIC SIGNALS	0	LS	$0	$0	
STRIPING	3,900	M	$1	$3,900	
MARKERS	400	EA	$5	$2,000	
TRAFF. CONT. SYS.	1	LS	$100,000	$100,000	
TRAFF. MANG. PLAN	1	LS	$100,000	$100,000	
CONST. SIGNS	1	LS	$10,000	$10,000	
		TOTAL TRAFFIC ITEMS			$215,900

SUBTOTAL SECTION 1-5	$2,473,575

PROJECT NAME: CURVE CORRECTION (SEGMENT 1)

10-CAL-4 P.M. R13.0/R13.8, K.P. R20.9/R22.2 EA 0E530K

SECTION 6 - MINOR ITEMS					
SUBTOTAL SECTION 1-5			$2,473,575	0.10	
	TOTAL MINOR ITEMS				$247,358
SECTION 7 - ROADWAY MOBILIZATION					
SUBTOTAL SECTION 1-5			$2,473,575		
MINOR ITEMS			$247,358		
		SUM	$2,720,933	0.10	
	TOTAL ROADWAY MOBILIZATION				$272,093
SECTION 8 - ROADWAY ADDITIONS					
SUPPLEMENTAL					
SUBTOTAL SECTION 1-5			$2,473,575		
MINOR ITEMS			$247,358		
		SUM	$2,720,933	0.10	$272,093
CONTINGENCIES					
SUBTOTAL SECTION 1-5			$2,473,575		
MINOR ITEMS			$247,358		
		SUM	$2,720,933	0.25	$680,233
	TOTAL ROADWAY ADDITIONS				$952,326
	RELINQUISH	LS	$0		$0
	TOTAL ROADWAY ITEMS				$3,983,352

PROJECT NAME: CURVE CORRECTION (SEGMENT 1)

10-CAL-4 P.M. R13.0/R13.8, K.P. R20.9/R22.2 EA 0E530K

(TOTAL OF SECTIONS 1-8)

II. STRUCTURE ITEMS

STRUCTURE NAME	Width	Length	Cost	Total Cost
1)	0	0.00	$0.00	$0
2)	0	0.00	$0.00	$0
3)	0	0.00	$0.00	$0
SUBTOTAL STRUCTURE ITEMS				$0
RAILROAD RELATED COST				$0
TOTAL STRUCTURE ITEMS				$0

III. RIGHT OF WAY

ACQUISITION	$16,000
UTILITY RELOCATION	$0
CLEARANCE/DEMOLITION	$0
RAP	$0
TITLE AND ESCROW FEE	$3,000
TOTAL RIGHT OF WAY	$19,000
CONSTRUCTION CONTRACT WORK	$38,000

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

TYPE OF ESTIMATE: PRE-PSR

Program Code: HB-4N

Project Description
Limits: IN CALAVERAS COUNTY, FROM EAST OF COPPEROPOLIS TO WEST OF THE CITY OF ANGELS (ALTAVILLE)

Proposed Improvement (Scope): CURVE CORRECTION

Alternative: 2 (SEGMENT 2)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

ROADWAY ITEMS	$9,167,190	
STRUCTURE ITEMS	$0	
SUBTOTAL CONSTRUCTION		$9,167,190
RIGHT OF WAY		$60,000
TOTAL PROJECT COST		$9,227,190

SUBMITTED BY:

Project Engineer Date

PROJECT NAME: CURVE CORRECTION (SEGMENT 2)

10-CAL-4 P.M. R14.8/R16.9, K.P. R23.8/R27.1 EA 0E530K

DATE: **4/1/01**

I . ROADWAY ITEMS

SECTION 1 - EARTHWORK

	Quantity	Unit	Unit Price	Cost	Section Cost
RDWY EXCAVATION	424,000	M^3	$6.00	$2,544,000	
IMPORTED BORROW	0	M^3	$0.00	$0	
CLEARING & GRUBBING	14	ha	$5,000.00	$70,000	
DEVELOP WATER SUP	0	LS	$0.00	$0	
OBLITERATE AC	24,500	M^2	$3.00	$73,500	
		TOTAL EARTHWORK			$2,687,500

SECTION 2 - STRUCTURAL SECTION

	Quantity	Unit	Unit Price	Cost	Section Cost
PCC (__Depth)	0	0	$0.00	$0	
PCC (__Depth)	0	0	$0.00	$0	
ASPHALT CONCRETE	10,500	TONNE	$55.00	$577,500	
LEAN CONCRETE	0	0	$0.00	$0	
ATPB	1,900	M^3	$90.00	$171,000	
AGGREGATE BASE	5,900	M^3	$40.00	$236,000	
AGGREGATE SUBBASE	5,400	M^3	$30.00	$162,000	
AB (Shoulder Backing)	550	M^3	$45.00	$24,750	
EMULSIFIED ASPHALT	7	TONNE	$450.00	$3,150	
FILTER FABRIC	6,600	M^2	$4.00	$26,400	
EDGE DRAINS	6,800	M	$30.00	$204,000	
		TOTAL STRUCTURAL SECTION			$1,404,800

SECTION 3 - DRAINAGE

	Quantity	Unit	Unit Price	Cost	Section Cost
LARGE DRAINAGE SYS	0	0	$0.00	$0	
STORM DRAINAGE SYS	0	0	$0.00	$0	
PUMPING PLANTS	0	0	$0.00	$0	
PROJECT DRAINAGE	1	LS	0.10	$409,230	

PROJECT NAME: CURVE CORRECTION (SEGMENT 2)

10-CAL-4 P.M. R14.8/R16.9, K.P. R23.8/R27.1 EA 0E530K

(10% of Section1+2)	TOTAL DRAINAGE	$409,230

SECTION 4 - SPECIALTY ITEMS

	Quantity	Unit	Unit Price	Cost	Section Cost
RETAINING WALLS	0	0	$0	$0	
SOUNDWALL	0	0	$0	$0	
EQUIP./ANIMALS PASS	0	LS	$0	$0	
COZEEP	1	LS	$150,000	$150,000	
RELO. PRIM. IRRI. FACI.	0	0	$0	$0	
EROSION CONTROL	92,700	M^2	$3	$278,100	
SLOPE PROTECTION	0	0	$0	$0	
CONCRETE BARRIERS	0	0	$0	$0	
GUARDRAILS	1	LS	$350,000	$350,000	
HAZARDOUS WASTE	1	LS	$75,000	$75,000	
ENVIR. MITIGATION	0	LS	$405,000	$0	
TEMP K-RAIL	0	M	$0	$0	
REMOVE AC DIKE	0	M	$0	$0	
PLACE AC DIKE	6,800	M	$5	$34,000	
		TOTAL SPECIALTY ITEMS			$887,100

SECTION 5 - TRAFFIC ITEMS

	Quantity	Unit	Unit Price	Cost	Section Cost
LIGHTING	0	LS	$0	$0	
TRAFFIC SIGNALS	0	LS	$0	$0	
STRIPING	10,000	M	$1	$10,000	
MARKERS	1,000	EA	$5	$5,000	
TRAFF. CONT. SYS.	1	LS	$150,000	$150,000	
TRAFF. MANG. PLAN	1	LS	$150,000	$150,000	
CONST. SIGNS	1	LS	$20,000	$20,000	
		TOTAL TRAFFIC ITEMS			$335,000

SUBTOTAL SECTION 1-5	$5,723,630

PROJECT NAME: CURVE CORRECTION (SEGMENT 2)

10-CAL-4 P.M. R14.8/R16.9, K.P. R23.8/R27.1 EA 0E530K

SECTION 6 - MINOR ITEMS				
SUBTOTAL SECTION 1-5		$5,723,630	0.10	
	TOTAL MINOR ITEMS			$572,363
SECTION 7 - ROADWAY MOBILIZATION				
SUBTOTAL SECTION 1-5		$5,723,630		
MINOR ITEMS		$572,363		
	SUM	$6,295,993	0.10	
	TOTAL ROADWAY MOBILIZATION			$629,599
SECTION 8 - ROADWAY ADDITIONS				
SUPPLEMENTAL				
SUBTOTAL SECTION 1-5		$5,723,630		
MINOR ITEMS		$572,363		
	SUM	$6,295,993	0.10	$629,599
CONTINGENCIES				
SUBTOTAL SECTION 1-5		$5,723,630		
MINOR ITEMS		$572,363		
	SUM	$6,295,993	0.25	$1,573,998
	TOTAL ROADWAY ADDITIONS			$2,203,598
	RELINQUISH LS	$0		$0
	TOTAL ROADWAY ITEMS			$9,167,190

PROJECT NAME: CURVE CORRECTION (SEGMENT 2)

10-CAL-4 P.M. R14.8/R16.9, K.P. R23.8/R27.1 EA 0E530K

(TOTAL OF SECTIONS 1-8)

II. STRUCTURE ITEMS

STRUCTURE NAME	Width	Length	Cost	Total Cost
1)	0	0.00	$0.00	$0
2)	0	0.00	$0.00	$0
3)	0	0.00	$0.00	$0
SUBTOTAL STRUCTURE ITEMS				$0
RAILROAD RELATED COST				$0
TOTAL STRUCTURE ITEMS				$0

III. RIGHT OF WAY

ACQUISITION	$46,000
UTILITY RELOCATION	$0
CLEARANCE/DEMOLITION	$0
RAP	$0
TITLE AND ESCROW FEE	$14,000
TOTAL RIGHT OF WAY	$60,000
CONSTRUCTION CONTRACT WORK	$38,000

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATIO

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

TYPE OF ESTIMATE: PRE-PSR

Program Code: HB-4N

Project Description

Limits: IN CALAVERAS COUNTY, FROM EAST OF COPPEROPOLIS TO WEST OF THE CITY OF ANGELS (ALTAVILLE)

Proposed Improvement (Scope): CURVE CORRECTION

Alternative: 2 (SEGMENT 3)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

ROADWAY ITEMS	$3,268,633	
STRUCTURE ITEMS	$0	
SUBTOTAL CONSTRUCTION		$3,268,633
RIGHT OF WAY		$21,000
TOTAL PROJECT COST		$3,289,633

SUBMITTED BY:

Project Engineer Date

PROJECT NAME: CURVE CORRECTION (SEGMENT 3)

10-CAL-4 P.M. R16.9/R17.5, K.P. R27.1/R28.1 EA 0E530K

DATE: 4/1/01

I. ROADWAY ITEMS

SECTION 1 - EARTHWORK

	Quantity	Unit	Unit Price	Cost	Section Cost
RDWY EXCAVATION	122,000	M^3	$6.00	$732,000	
IMPORTED BORROW	0	M^3	$0.00	$0	
CLEARING & GRUBBING	4	ha	$5,000.00	$20,000	
DEVELOP WATER SUP	0	LS	$0.00	$0	
OBLITERATE AC	7,000	M^2	$3.00	$21,000	
		TOTAL EARTHWORK			$773,000

SECTION 2 - STRUCTURAL SECTION

	Quantity	Unit	Unit Price	Cost	Section Cost
PCC (__Depth)	0	0	$0.00	$0	
PCC (__Depth)	0	0	$0.00	$0	
ASPHALT CONCRETE	3,000	TONNE	$55.00	$165,000	
LEAN CONCRETE	0	0	$0.00	$0	
ATPB	600	M^3	$90.00	$54,000	
AGGREGATE BASE	1,700	M^3	$40.00	$68,000	
AGGREGATE SUBBASE	1,600	M^3	$30.00	$48,000	
AB (Shoulder Backing)	150	M^3	$45.00	$6,750	
EMULSIFIED ASPHALT	2	TONNE	$450.00	$900	
FILTER FABRIC	1,900	M^2	$4.00	$7,600	
EDGE DRAINS	2,000	M	$30.00	$60,000	
		TOTAL STRUCTURAL SECTION			$410,250

SECTION 3 - DRAINAGE

	Quantity	Unit	Unit Price	Cost	Section Cost
LARGE DRAINAGE SYS	0	0	$0.00	$0	
STORM DRAINAGE SYS	0	0	$0.00	$0	
PUMPING PLANTS	0	0	$0.00	$0	
PROJECT DRAINAGE	1	LS	0.10	$118,325	

PROJECT NAME: CURVE CORRECTION (SEGMENT 3)

10-CAL-4 P.M. R16.9/R17.5, K.P. R27.1/R28.1 EA 0E530K

SECTION 6 - MINOR ITEMS					
SUBTOTAL SECTION 1-5		$2,025,475	0.10		
	TOTAL MINOR ITEMS				$202,548
SECTION 7 - ROADWAY MOBILIZATION					
SUBTOTAL SECTION 1-5		$2,025,475			
MINOR ITEMS		$202,548			
	SUM	$2,228,023	0.10		
	TOTAL ROADWAY MOBILIZATION				$222,802
SECTION 8 - ROADWAY ADDITIONS					
SUPPLEMENTAL					
SUBTOTAL SECTION 1-5		$2,025,475			
MINOR ITEMS		$202,548			
	SUM	$2,228,023	0.10		$222,802
CONTINGENCIES					
SUBTOTAL SECTION 1-5		$2,025,475			
MINOR ITEMS		$202,548			
	SUM	$2,228,023	0.25		$557,006
	TOTAL ROADWAY ADDITIONS				$779,808
	RELINQUISH LS	$0			$0
	TOTAL ROADWAY ITEMS				$3,268,633

PROJECT NAME: CURVE CORRECTION (SEGMENT 3)

10-CAL-4 P.M. R16.9/R17.5, K.P. R27.1/R28.1 EA 0E530K

(TOTAL OF SECTIONS 1-8)

II. STRUCTURE ITEMS

STRUCTURE NAME	Width	Length	Cost	Total Cost
1)	0	0.00	$0.00	$0
2)	0	0.00	$0.00	$0
3)	0	0.00	$0.00	$0
SUBTOTAL STRUCTURE ITEMS				$0
RAILROAD RELATED COST				$0
TOTAL STRUCTURE ITEMS				$0

III. RIGHT OF WAY

ACQUISITION	$18,000
UTILITY RELOCATION	$0
CLEARANCE/DEMOLITION	$0
RAP	$0
TITLE AND ESCROW FEE	$3,000
TOTAL RIGHT OF WAY	$21,000
CONSTRUCTION CONTRACT WORK	$38,000

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

TYPE OF ESTIMATE: PRE-PSR

Program Code: HB-4N

Project Description
Limits: IN CALAVERAS COUNTY, FROM EAST OF COPPEROPOLIS
TO WEST OF THE CITY OF ANGELS (ALTAVILLE)

Proposed Improvement (Scope): CURVE CORRECTION

Alternative: 2 (SEGMENT 4)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

ROADWAY ITEMS	$5,853,888	
STRUCTURE ITEMS	$0	
SUBTOTAL CONSTRUCTION		$5,853,888
RIGHT OF WAY		$28,000
TOTAL PROJECT COST		$5,881,888

SUBMITTED BY:

Project Engineer Date

PROJECT NAME: CURVE CORRECTION (SEGMENT 4)

10-CAL-4 P.M. R17.5/R18.8, K.P. R28.1/R30.3 EA 0E530K

DATE: 4/1/01

I . ROADWAY ITEMS

SECTION 1 - EARTHWORK

	Quantity	Unit	Unit Price	Cost	Section Cost
RDWY EXCAVATION	263,000	M^3	$5.00	$1,315,000	
IMPORTED BORROW	0	M^3	$0.00	$0	
CLEARING & GRUBBING	9	ha	$5,000.00	$45,000	
DEVELOP WATER SUP	0	LS	$0.00	$0	
OBLITERATE AC	15,100	M^2	$3.00	$45,300	
		TOTAL EARTHWORK			$1,405,300

SECTION 2 - STRUCTURAL SECTION

	Quantity	Unit	Unit Price	Cost	Section Cost
PCC (__Depth)	0	0	$0.00	$0	
PCC (__Depth)	0	0	$0.00	$0	
ASPHALT CONCRETE	6,500	TONNE	$55.00	$357,500	
LEAN CONCRETE	0	0	$0.00	$0	
ATPB	1,200	M^3	$90.00	$108,000	
AGGREGATE BASE	3,700	M^3	$40.00	$148,000	
AGGREGATE SUBBASE	3,400	M^3	$30.00	$102,000	
AB (Shoulder Backing)	350	M^3	$45.00	$15,750	
EMULSIFIED ASPHALT	4	TONNE	$450.00	$1,800	251000
FILTER FABRIC	4,100	M^2	$4.00	$16,400	
EDGE DRAINS	4,200	M	$30.00	$126,000	
		TOTAL STRUCTURAL SECTION			$875,450

SECTION 3 - DRAINAGE

	Quantity	Unit	Unit Price	Cost	Section Cost
LARGE DRAINAGE SYS	0	0	$0.00	$0	
STORM DRAINAGE SYS	0	0	$0.00	$0	
PUMPING PLANTS	0	0	$0.00	$0	
PROJECT DRAINAGE	1	LS	0.10	$228,075	

PROJECT NAME: CURVE CORRECTION (SEGMENT 4)

10-CAL-4 P.M. R17.5/R18.8, K.P. R28.1/R30.3 EA 0E530K

(10% of Section1+2)	TOTAL DRAINAGE	$228,075

SECTION 4 - SPECIALTY ITEMS

	Quantity	Unit	Unit Price	Cost	Section Cost
RETAINING WALLS	0	0	$0	$0	
SOUNDWALL	0	0	$0	$0	
EQUIP./ANIMALS PASS	0	LS	$0	$0	
COZEEP	1	LS	$150,000	$150,000	
RELO. PRIM. IRRI. FACI.	0	0	$0	$0	
EROSION CONTROL	57,400	M^2	$3	$172,200	
SLOPE PROTECTION	0	0	$0	$0	
CONCRETE BARRIERS	0	0	$0	$0	
GUARDRAILS	1	LS	$250,000	$250,000	
HAZARDOUS WASTE	1	LS	$15,000	$15,000	
ENVIR. MITIGATION	1	LS	$205,000	$205,000	
TEMP K-RAIL	0	M	$0	$0	
REMOVE AC DIKE	0	M	$0	$0	
PLACE AC DIKE	4,200	M	$5	$21,000	
		TOTAL SPECIALTY ITEMS			$813,200

SECTION 5 - TRAFFIC ITEMS

	Quantity	Unit	Unit Price	Cost	Section Cost
LIGHTING	0	LS	$0	$0	
TRAFFIC SIGNALS	0	LS	$0	$0	
STRIPING	6,300	M	$1	$6,300	
MARKERS	600	EA	$5	$3,000	
TRAFF. CONT. SYS.	1	LS	$150,000	$150,000	
TRAFF. MANG. PLAN	1	LS	$150,000	$150,000	
CONST. SIGNS	1	LS	$15,000	$15,000	
		TOTAL TRAFFIC ITEMS			$324,300

SUBTOTAL SECTION 1-5	$3,646,325

PROJECT NAME: CURVE CORRECTION (SEGMENT 4)

10-CAL-4 P.M. R17.5/R18.8, K.P. R28.1/R30.3 EA 0E530K

SECTION 6 - MINOR ITEMS				
SUBTOTAL SECTION 1-5		$3,646,325	0.10	
TOTAL MINOR ITEMS				$364,633
SECTION 7 - ROADWAY MOBILIZATION				
SUBTOTAL SECTION 1-5		$3,646,325		
MINOR ITEMS		$364,633		
SUM		$4,010,958	0.10	
TOTAL ROADWAY MOBILIZATION				$401,096
SECTION 8 - ROADWAY ADDITIONS				
SUPPLEMENTAL				
SUBTOTAL SECTION 1-5		$3,646,325		
MINOR ITEMS		$364,633		
SUM		$4,010,958	0.10	$401,096
CONTINGENCIES				
SUBTOTAL SECTION 1-5		$3,646,325		
MINOR ITEMS		$364,633		
SUM		$4,010,958	0.25	$1,002,739
TOTAL ROADWAY ADDITIONS				$1,403,835
RELINQUISH	LS	$0		$0
TOTAL ROADWAY ITEMS				$5,853,888

PROJECT NAME: CURVE CORRECTION (SEGMENT 4)

10-CAL-4 P.M. R17.5/R18.8, K.P. R28.1/R30.3 EA 0E530K

(TOTAL OF SECTIONS 1-8)

II. STRUCTURE ITEMS

STRUCTURE NAME	Width	Length	Cost	Total Cost
1)	0	0.00	$0.00	$0
2)	0	0.00	$0.00	$0
3)	0	0.00	$0.00	$0
SUBTOTAL STRUCTURE ITEMS				$0
RAILROAD RELATED COST				$0
TOTAL STRUCTURE ITEMS				$0

III. RIGHT OF WAY

ACQUISITION	$24,000
UTILITY RELOCATION	$0
CLEARANCE/DEMOLITION	$0
RAP	$0
TITLE AND ESCROW FEE	$4,000
TOTAL RIGHT OF WAY	$28,000
CONSTRUCTION CONTRACT WORK	$38,000