

EXHIBIT 2-A

Quality Manual Template

This exhibit is posted as a standalone file.

EXHIBIT 3-A

Public Information Plan Template



District 6 Office of Public Information **Communication Plan**

STAKEHOLDER AND MEDIA OUTREACH ACTION PLAN

OVERVIEW

This report outlines and monitors the status of the outreach elements Caltrans plans to implement to inform stakeholder agencies and the public on transportation project related activities. The scope of this report is the outline of communication activities that will inform local agencies and stakeholders about transportation project related activities/events. This report will be periodically updated.

STAKEHOLDERS

Legislative/Congressional

- Congressman/Congresswoman
- Senator
- Assemblyman/Assemblywoman

Local Agencies

- Director of Public Works
- Chair, County Board of Supervisors
- County Board of Supervisors
- Director of Public Works
- City Council
- Executive Director, City/County Association of Governments
- California Highway Patrol
- Sheriff's Department

Caltrans Project Team

The following members of the Project Development Team will take the lead in accomplishing this action plan:

- Project Manager
- Project Development/Design Engineer
- External/Public Affairs
- Construction
- Maintenance
- Environmental Planning
- Other Caltrans Services

SECTION ONE **COMMUNITY OUTREACH**

1.1 Community, Local Agency (ies) and Legislative Outreach Meetings

Caltrans will be informing local agencies and legislative offices regarding the project scope and construction activities through a series of conference calls, meetings and visits.

Community/Local Agency Contact

Date

- Local Agencies and Legislative Offices – Phone Meeting
- County Offices, California Highway Patrol, offices for member of Senate and Assembly
- Local City Council Meetings
- Local Community Council/Board Meetings
- Phone Calls to Local Agencies & Legislative Offices
- Local Agencies and Legislative Offices
- Realtor Groups
- Community/Small Business Meetings
- Construction Site visits from Local Dignitaries
- Mayor's Office site visit
- Local Agencies & Legislative Offices – road opening date
- Road opening – ribbon cutting ceremony

SECTION TWO **MEDIA OUTREACH**

2.1 Media Outreach Events

Caltrans will be informing the media prior to, during and after all major elements of the project.

Community/Local Agency Contact

Date

- Media Day at Construction Site prior to construction activity
- Media day at Construction Site – heavy construction activity
- Media Day at Construction Site – work 50% complete
- Road open announcement
- Ribbon Cutting Ceremony road open news coverage

2.2 Press Releases

Caltrans will send both general and specific press releases concerning the project construction impacts.

- Alternating Route closures
- Extended Closures
- Caltrans Construction Status/Progress
- Construction Activity/Commuter Alerts
- Construction Completion/Road Opening date
- Ribbon Cutting Ceremony Information

SECTION THREE **PUBLIC OUTREACH**

Caltrans will be informing the public through a broad outreach campaign.

3.1 Commuter/Construction Bulletins

Caltrans will communicate project information, road closures, detours, and construction schedules electronically and via fax to all local media outlets and community interest groups.

- Daily Updates
- Detour Maps
- Project Contact Information
- Informational Videos
- Photos
- Community Meetings
- Resource Links
- FAQ's

3.2 Traffic Management Center (TMC) Coordination

Caltrans will inform TMC staff responsible for the Travel Information and Changeable Message Sign system on the construction related activities and lane closures.

3.3 Fact Sheets, Mailers and Flyers

Caltrans will develop an informational fact sheet for distribution through the mail and at public locations near the construction project location. The document will include dates and times of work along with maps and graphics that will highlight the potential impacts.

3.4 Changeable Message Signs (CMS)/ETC.

Caltrans will use its electronic changeable message signs network to help guide motorists during lane closures (when applicable).

3.3 Business Support

In collaboration with local Chambers of Commerce, small business groups and various local television and radio stations this office will be promoting safety through construction zones.

EXHIBIT 4-A

Project Environmental Document

**CATEGORICAL EXEMPTION
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION
DETERMINATION FORM**

06-Mad-99

15.3/21.1(9.5/13.1)

06-0E040K

Revised 11/2003

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

K.P./K.P.(P.M/P.M.)

E.A. (State project)

Proj. No. (Local project)
(Fed.Prog. Prefix
Proj. No., Agr. No.)

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

The California Department of Transportation is proposing to overlay the existing pavement, and shoulders with Asphalt Concrete pavement on State Route 99, between PM 9.5 to 13.1, in Madera County, California. This project split in 2 sections between PM limits PM 9.5/10.0 and 11.64/13.1. The project proposes to remove failed PCC panels in spot locations and replace them with full depth AC. Then, the NB and SB #2 lanes will be cold planed and replaced with AC, followed by an overlay of all lanes and shoulders with AC. Between PM 10.0/11.64 (Route 145 OC to the Fresno River Bridge) it is proposed to remove and reconstruct the PCC Lanes and shoulders. Throughout the project, it is also proposed to cold plane and replace all ramps with AC. Ramp shoulders, guardrail, lights, signs and drainage will be upgraded/repared as needed.

CEQA COMPLIANCE (for State Projects only)

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

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

CALTRANS CEQA DETERMINATION

Exempt by Statute (PRC 21080)

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

Categorically Exempt. Class 1, or **General Rule exemption** (This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment.[CCR 15061(b)(3)])

Signature: [Signature] Date: 7-14-05 Signature: [Signature] Date: 7-14-05
Signature: Environmental Office Chief Date Signature: Project Manager Date

NEPA COMPLIANCE (23 CFR 771.117)

Based on an examination of this proposal, supporting information, and the following statements.

- This project does not have a significant impact on the environment as defined by the NEPA.
- This project does not involve substantial controversy on environmental grounds.
- This project does not involve significant impacts on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act.
- In non-attainment or maintenance areas for Federal air quality standards: this project comes from a currently conforming plan and Transportation Improvement Program or is exempt from regional conformity.
- This project is consistent with all Federal, State, & local laws, requirements or administrative determinations relating to the environmental aspects of this action.

CALTRANS NEPA DETERMINATION

Based on an examination of this proposal, supporting information, and the statements above under "NEPA Compliance", it is determined that the project is a:

PROGRAMMATIC CATEGORICAL EXCLUSION (PCE): Based on the evaluation of this project and supporting documentation in the project files, all the conditions of the November 18, 2003 Programmatic Categorical Exclusion Agreement have been met.

CATEGORICAL EXCLUSION (CE): For actions that do not individually or cumulatively have a significant environmental effect and are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS). Require FHWA determination.

Signature: [Signature] Date: 7-14-05 Signature: [Signature] Date: 7-14-05
Signature: Environmental Office Chief Date Signature: Project Manager/DLA Engineer Date

FHWA DETERMINATION

Based on the evaluation of this project and the statements above, it is determined that the project meets the criteria of and is properly classified as a Categorical Exclusion (CE).

Signature: FHWA Project Development Engineer Date

EXHIBIT 11-A

Fact Sheet Exceptions to Mandatory Design Standards



06 - Mad - 99 - KP 15.3 / 21.1

(PM 9.5 / 13.1)

06-260 - EA No. 0E040K

Roadway Rehabilitation 201.120

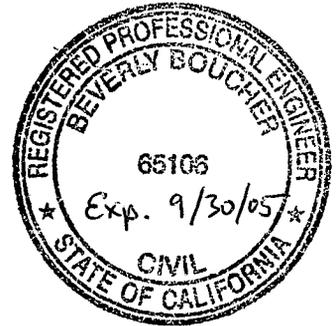
\$32,370,000

August 2005

Fact Sheet Exceptions to Mandatory Design Standards

Prepared by:

Beverly Boucher
Registered Civil Engineer



Submitted by: for Getachew Eshete 8-15-05 (559) 230-3112
Stephen Sakata
Design Engineer Date Telephone

Recommended for Approval: Abdul El-Dahabi 8-15-05 (559) 243-3445
Abdul El-Dahabi
Project Manager Date Telephone

Concurrence by: Rory Quince 8/15/05 (559) 243-3860
Rory Quince
Chief, Office of Design I
Central Region Project Development Date Telephone

Approved by: Ken Cozad 8-17-05
KEN COZAD Date
Design Coordinator for Chief, HQ Division of Design

MA 8.15.05

1. PROPOSED PROJECT

A. Project Description:

This project proposes to rehabilitate and reconstruct the structural section on Route 99 in Madera County from the Gateway Overcrossing to 500 meters north of the Ave 16 Overcrossing. From KP 15.3/16.1 & 18.7/21.1 it is proposed to rehabilitate the roadway. Failed PCC panels will be replaced with full-depth AC in spot locations. Then the entire pavement will be overlaid with Gap-Graded RAC followed by a layer of Open Grade AC. From KP 16.1/18.7, it is proposed to reconstruct all lanes and shoulders with concrete. The #2 lanes will be reconstructed using Continuously Reinforced Concrete Pavement (CRCP). The #1 lanes and shoulders will be reconstructed using PCCP.

B. Existing Highway:

Route 99 is a 4-lane freeway within the project limits with 3.6-meter lanes, 3.0 meter outside shoulders and 1.5 meter inside shoulder. The median is all paved with concrete median barrier from KP 15.3 to 20.8, with unpaved median and thrie beam barrier beyond that point. The freeway is depressed through the city of Madera from KP 16.1/18.7.

The existing highway is not part of the Rural Interstates and Single Routing in Urban Areas. The posted speed is 65 mph.

C. Safety Improvements:

All MBGR connections to abutments and walls within the project limits are proposed to be upgraded to conform to the 2004 Standard Plans (A77J3).

At Ave 16, the concrete barrier and single thrie beam barrier connections in the northbound approach and the southbound departure are proposed to be upgraded to current standards.

Dike will be replaced under guardrail according to the current standard, per Standard Plan A77C4. Type A dikes and nonstandard AC dikes in fill or cut slopes that are inappropriate for such roadway conditions are proposed to be replaced with Type E dikes with shoulder backing where feasible.

D. Total Project Cost:

The current year estimated cost for the full project is as follows:

Roadway	\$32,353,500
Structures	\$ 0
R/W & Utilities	\$ 16,500
Environmental Mitigation	\$ 0
Total	\$32,370,000

2. FEATURES REQUIRING AN EXCEPTION

A. Design Exception Feature #1:

Nonstandard Features:

It is proposed to maintain structure vertical clearance as indicated in the table below.

BRIDGE	NORTHBOUND CLEARANCE (m)	SOUTHBOUND CLEARANCE (m)
South Madera OC, #410046	4.8	4.6
Route 145/99 Separation, #410047	5.0	4.6
W. Sixth Street OC, #410048	4.6	4.7
W. Yosemite Avenue OC, #410049	4.6	4.6
W. Fourth Street OC, #410050	4.6	4.6
Madera UP, #410051	5.2	5.1
Cleveland Avenue OC, #410053	4.6	4.7
Avenue 16 OC, #410054	5.0	4.6

Standard for Which Exception Is Requested:

The Highway Design Manual, Fifth Edition, Section 309.2(1) (b) regarding vertical clearances for major structures on freeways and expressways for overlay projects states, **“4.9 m shall be the minimum vertical clearance over the roadbed of the State facility.”** The above proposed structure vertical clearances do not meet this standard, excluding the Madera UP (Br #410051) structure.

Reason For Requesting Exception:

The standard solution would either require structures to be raised or the freeway to be lowered. The lowest cost standard solution would be to lower the freeway at this fully urbanized location and those costs are shown below. Those costs are considered excessive especially for the benefits gained. No bridge hits were found in the accident record, indicating that nonstandard vertical clearance has not been a problem at this location.

Added Cost to Make Standard:

ITEM	ESTIMATED COST
Roadway	\$1,200,000
Structures (Retaining Walls)	\$14,700,000
Drainage System (including 3 pumping plants)	\$4,600,000

The total added cost to make standard is \$20,500,000.

3. TRAFFIC DATA

The design designations for this project are as follows:

Design Period: From 2007 to 2027

AADT (2007) = 74,500 Construction Year
 AADT (2027) = 145,000 20 year
 DHV (2027) = 14,500 20 year

 D = 55%
 T = 9%
 TI = 16.5
 ESAL = 146,340,000

Trucks comprise 24% of the ADT.

4. ACCIDENT ANALYSIS

The accident history for this segment of highway within the project limits in the three-year period beginning 7/1/01 through 6/30/04 is as follows:

	Accident Rate (Accidents per Million Vehicle Mile)		
	FATAL NB/SB	FATAL + INJURY NB/SB	TOTAL NB/SB
ACTUAL	0.017 / 0.009	0.26 / 0.30	0.56 / 0.70
AVERAGE	0.011/0.011	0.34/0.34	0.92/0.92

The actual accident rates (Acc/MV) are below the expected rates for the total and fatal + injury categories for both the NB and SB lanes. The actual fatal accident rate is below the expected rate for the SB lanes. The actual fatal accident rate is slightly above the expected rate for the NB lanes. The NB lanes had a total of 2 fatalities and the SB lanes had a total of one fatality over this same 3-year time period. The difference of one fatality

between the NB lanes and the SB lanes is responsible for the NB lanes exceeding the expected fatal accident rate.

A majority of the accidents involve rear-end and hit object collisions on the NB lanes and rear-end, hit object and sideswipe collisions on the SB lanes. No significant concentrations of accidents have been identified within the project limits.

There have been no accidents recorded during this 3-year period of trucks not clearing the existing structures. Therefore maintaining the existing vertical structure clearance should not change accident performance.

5. INCREMENTAL IMPROVEMENTS

There are no practical alternatives that are intermediate in cost and scope between the proposal and the full standard solution.

6. FUTURE CONSTRUCTION

Currently, there are four other planned projects in the vicinity of this design exception, described as follows:

EA 06-40720, Gateway Interchanges - proposes widen the South Madera OC and the Rte 145/99 Separation OC and to modify the associated interchanges.

EA 06-42530, Ellis Street Overcrossing – proposes to construct a new overcrossing at Ellis Avenue. This project may be combined with the project below, EA 06-48920.

EA 06-48920, Ellis Street Interchange – proposes to construct a new interchange at Route 99 and Ellis Ave and remove the existing interchange at 16th Ave.

EA 06-0C510, Madera Ave. 16 Reconstruction – proposes to improve the Ave 16 SB off-ramp and intersection.

The ultimate transportation corridor for this segment of Route 99 is a 6-lane freeway with auxiliary lanes.

7. PROJECT REVIEWS, CONCURRENCE

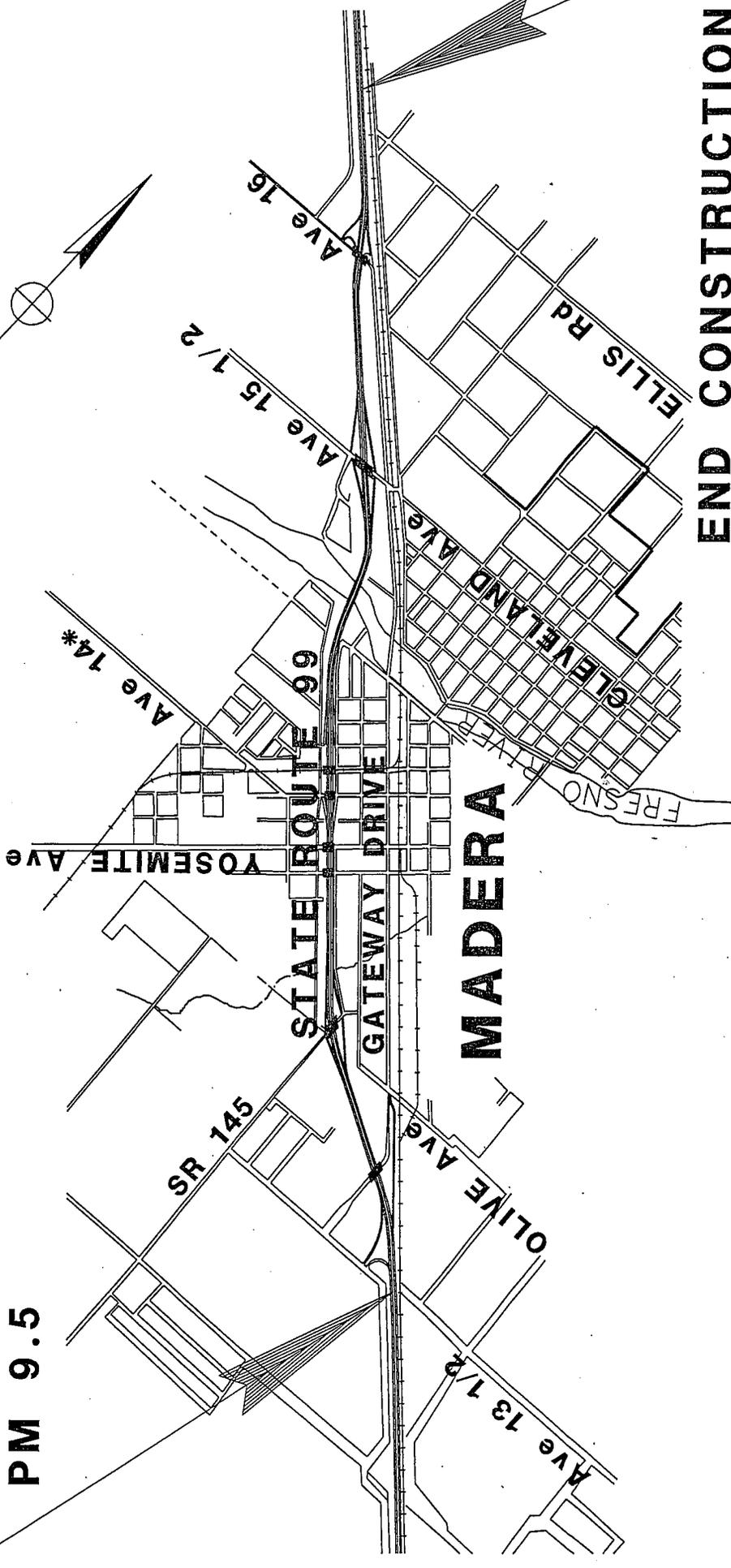
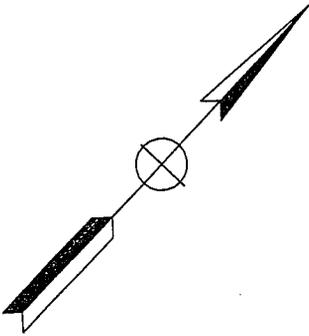
Michael Janzen, HQ Design Reviewer, reviewed this Design Exception Fact Sheet on August 11, 2005 and was in agreement with the proposed Design Exception.

8. **ATTACHMENTS**

A. Vicinity Map

BEGIN CONSTRUCTION

**KP 15.3
PM 9.5**



END CONSTRUCTION

**KP 21.1
PM 13.1**

Memorandum

*Flex your power!
Be energy efficient!*

To: FILE

Date: July 20, 2005

File: OE040K
KP 15.3/21.1
(PM 9.5/13.1)
Madera 99 Rehab

From: BEVERLY BOUCHER
PE, Design I
Project Development

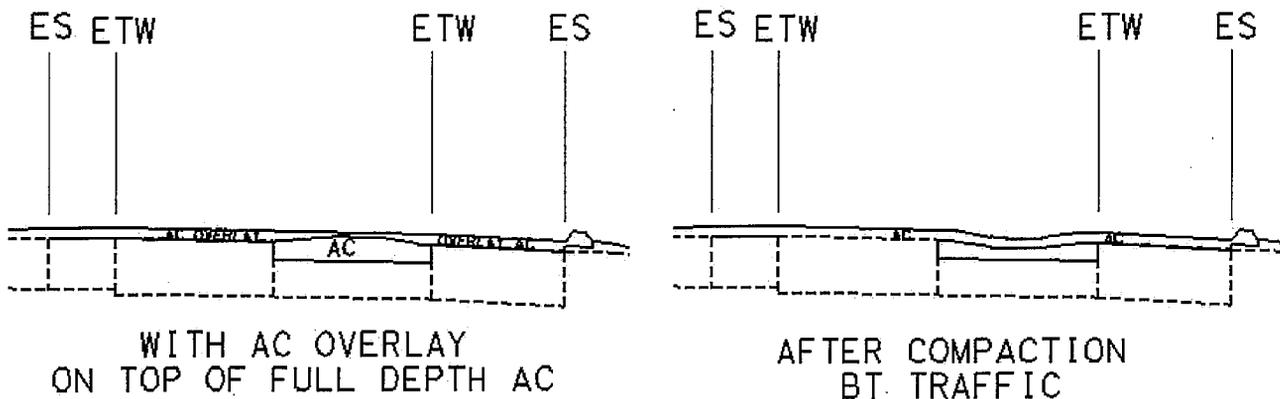
Subject: Project Risk Factors

Design has identified the following risks to this project, relative to our functional area:

1. A Material's Structural Section Recommendation was requested on June 9, 2005 but has not yet been received. A Deflection Study was requested on June 27, 2005 however, the study results and report will not be completed until November 2005 or there about. Design has prepared the current PID pavement cost estimate using overlay thickness outlined in the Conceptual Report from Maintenance since PID approval is due August 30, 2005. The risk is that the overlay and reconstruction thickness that the Materials Recommendation and Deflection Study Report will recommend, based on actual data may vary from the values Design has used from the Conceptual Report, possibly having a major affect the project cost estimate. (This risk and impact is moderate to high.)
2. Design exceptions are required for this project, as estimated but have not been obtained in the PID phase. The risk is that the exceptions may not be granted, causing additional project work and increasing the project cost estimate. (The risk is low but the cost if it happens could be substantial.)
3. Maintenance is resolute that failed PCC panels should be replaced with full-depth AC. Construction has had nothing but problems with this type of PCC rehab. When all the ancillary operations are included in the cost comparison, the additional cost for PCC as opposed to AC panels is approximately \$800 per panel. For this particular project, a full-depth AC replacement will pose the following problem which has limited opportunity to avoid:
 - The most probable and practical order of work will be to first replace the failed panels with full-depth AC and then to overlay the travel way full-width with RAC and then OGAC on the TW, and finally allow traffic to occupy the rehabed lane. This

sequence will likely cause the full-depth AC replaced panels to compact even further from traffic load, leaving bumps in the travel lane. See the diagram below. This process will not have the desired result and 20-year service life. It is likely additional maintenance will be needed to correct the problem.

- It would be possible to minimize these problems by replacing the PCC panels with PCC, but this will require curing time. However it should not increase the number of working days currently estimated because this work can be staged in combination with other work in the same stage, when traffic is off the lane of concern.
- If Maintenance is insistent on full-depth AC replacement then they should consider splitting this off into a separate job and perform it at least 6 months prior to overlay work. This will allow the "coned" AC to be compacted and to be leveled by the truck traffic prior to the AC overlay. However, there will be additional maintenance costs and the combined cost of the two jobs will be significantly greater.



4. The currently Stormwater Data Sheet is a signed short form. Since it was signed, the project concept changed. The change was discussed with Rebecca Munoz of Stormwater. She thought as long as the PCC reconstruction does not go beyond the depth of the concrete treated base (CTB), the short form should be applicable. If the reconstruction removes the CTB and contacts the existing soil beneath, then the long form will be applicable and costs could increase for the project. The current cost allotted for Stormwater in the PID is 1% of the current estimate.

FILE

July 20, 2005

Page 3

5. The HQ SHOPP advisor, Rob Marsh wants to use Continuously Reinforced Concrete Pavement (CRCP) on a portion of this project in the #2 lanes from PM 10.0 to 11.6. There is no cost data available for this structural section material, since it has not been used much since the 1950s. Design has estimated the CRCP cost based on concrete volumes and the additional reinforcement required. The actual cost could be greater.
6. Drainage Work/Estimate – In the sag portions of the project and at the Ave 16 area, the longitudinal drainage pipe is proposed to be upgraded to larger diameter pipe. The longitudinal pipe may be underneath some of the median barrier, which will increase the cost of replacement from what is currently estimated.
7. No utility relocation is planned for this project in the current PID. There has been insufficient time to do a detailed analysis of the utility permits, although a list has been obtained. R/W believes the only utility that may be of significance is fiber optic underground cable on the south end of the job. Potholing only has been included in the PID cost estimate. The cost could change once a utility verification is completed. (Low probability moderate to high cost increase.)
8. No work is currently planned to rehab or replace the 3 pumping plants within the project limits. Bill Moses (Maintenance) mentioned he thought they might need work. HQ hydraulics thought they were in good shape, based on yearly inspection reports. A field review with D6 Hydraulics and a Maintenance representative indicated that the ponding problem in the sag areas of the freeway were most likely due to small pipe size and not the pump plants. Work/cost for the pipe diameter upgrade has been included in the PID. If work on the pump plants is later determined to be necessary, the cost could increase from \$600,000 to \$3,000,000. (Probability is low, cost is high.)

EXHIBIT 18-A

Lane Requirements Chart Guidelines

Memorandum

*Flex your power!
Be energy efficient!*

To: GEO LEYVA
Design I, Branch Z
Project Development Division

Date: August 30, 2010

From: BENJAMIN C. CAMARENA
Chief
District 06 - Office of Traffic Management

File: Madera 99 Rehab
06-OE0401

Subject: Lane Requirement Chart Guideline

We are providing the Lane Requirement Chart Guideline to assist the Design Builder in the preparation of the lane closure chart (s) for the rehabilitation project on State Route 99 in Madera County.

Information and template provide to Design Builder:

- _ Caltrans Traffic Volumes - Detail All Vehicle Hourly Count Report (Dated 08-19-2010)
- _ District 6 Lane Requirement Chart (Sample)
- _ Freeway/Expressway lane closure chart template (Caltrans SSP 12-160_E_A12-19-08)
- _ Estimated Single Open Lane Capacity in PCPH is 1600
- _ Estimated Single Open Lane Capacity in VPH is 1429
- _ Percent passenger cars is 76
- _ Percent trucks is 24

Following are the instruction for the preparation of the Lane Requirement Chart:

How to determine the lane closure hours on the Lane Requirement Chart:

- Monday through Thursday: The closure hours shall be based on the weekday with the highest traffic count volumes in the month. The weekday will be any day from Monday through Thursday.
- Friday, Saturday, and Sunday: The lane closure hours shall be based on the highest traffic count volumes for the each corresponding day within the month.
- Workdays before & after legal holidays and Designated legal holidays: The lane closure hours shall be referred to the Special Standard Provisions 12-100 and 12-128 for closure information.
- A week that contains holiday(s) shall not be used to determine the lane closure hours.

Determine the hours when a freeway lane can be closed to traffic:

- Use the Caltrans Traffic Volumes report and the Estimated Single Open Lane Capacity in Vehicle Per Hour (VPH) to determine the hours that a freeway lane can be closed to traffic during construction activities. A freeway lane cannot be closed during the hours shown on the Traffic Volumes report when the vehicle hourly count for a designated day exceeds the estimated open lane capacity.

Lane Requirement Chart:

- Enter the appropriate legend on the Lane Requirement Chart (SSP 1-160) for the determined lane closure hours.
- Refer to the District 6 Lane Requirement Chart Sample, select the appropriate remark(s) to include in the Lane Requirement Chart.

All lane requirement chart(s) prepared by the Design Builder shall be submitted to the District 6 Office of Traffic Management for review and approval before construction. If you have any questions regarding our comments, please call Bill Le at 444-2492 or me at 488-4348.

Attachments:

- _ Caltrans Traffic Volumes - Detail All Vehicle Hourly Count Report
- _ District 6 Lane Requirement Chart (Sample)
- _ Freeway/Expressway Lane Requirement Chart Template (Caltrans SSP 12-160_E_A12-19-08)

OTM32520
 08/19/2010
 03:12:09

CALTRANS TRAFFIC VOLUMES
 Detail All Vehicle Hourly Count Report

District	County	Route Sfx	Prefix	Postmile	Hg	Leg
06	MAD	099		10.268		A
Location Description						
MADERA, JCT. RTE. 145						

Traffic Station:	618
Location Type:	Control Station
Lanes:	2
Lane Code:	1

Direction of Count: North

Year	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue
2010	MAY 04	MAY 05	MAY 06	MAY 07	MAY 08	MAY 09	MAY 10	MAY 11
0-1		291 A	341 A	409 A	546 A	551 A	387 A	373 A
1-2		267 A	314 A	288 A	401 A	334 A	329 A	274 A
2-3		282 A	313 A	360 A	332 A	307 A	320 A	297 A
3-4		310 A	342 A	383 A	308 A	224 A	404 A	358 A
4-5		526 A	552 A	534 A	363 A	203 A	672 A	564 A
5-6		930 A	927 A	876 A	621 A	352 A	1038 A	993 A
6-7		1504 A	1487 A	1364 A	868 A	577 A	1555 A	1532 A
7-8		2146 A	2109 A	1901 A	1348 A	820 A	2030 A	2061 A
8-9		1816 A	1747 A	1742 A	1649 A	1111 A	1797 A	1771 A
9-10		1687 A	1690 A	1919 A	1918 A	1570 A	1724 A	1746 A
10-11	1656 A	1650 A	1686 A	1870 A	1874 A	1719 A	1821 A	1702 A
11-12	1666 A	1633 A	1743 A	2054 A	1956 A	1802 A	1759 A	1680 A
12-13	1823 A	1818 A	1825 A	2135 A	1929 A	2034 A	1820 A	1733 A
13-14	1762 A	1879 A	1903 A	2293 A	1991 A	2112 A	1940 A	1789 A
14-15	1838 A	1920 A	1992 A	2577 A	2062 A	2310 A	2106 A	1856 A
15-16	2167 A	2179 A	2363 A	2722 A	2198 A	2385 A	2258 A	2264 A
16-17	2299 A	2259 A	2413 A	2751 A	2159 A	2730 A	2308 A	2257 A
17-18	2188 A	2236 A	2344 A	2662 A	2058 A	2564 A	2354 A	2326 A
18-19	1676 A	1630 A	1745 A	2281 A	1851 A	2329 A	1639 A	1621 A
19-20	1281 A	1331 A	1321 A	1815 A	1489 A	2031 A	1294 A	1359 A
20-21	1110 A	1169 A	1255 A	1519 A	1450 A	1745 A	1104 A	1095 A
21-22	959 A	968 A	1146 A	1330 A	1270 A	1477 A	898 A	962 A
22-23	712 A	705 A	793 A	1171 A	1096 A	956 A	675 A	678 A
23-24	419 A	485 A	528 A	804 A	780 A	576 A	448 A	445 A
Day Total	21556 P	31621 A	32879 A	37760 A	32517 A	2819 A	32680 A	31736 A
AM Peak Hour	11-12	07-08	07-08	11-12	11-12	11-12	07-08	07-08
AM Peak Traffic	1666	2146	2109	2054	1956	1802	2030	2061
PM Peak Hour	16-17	16-17	16-17	16-17	15-16	16-17	17-18	17-18
PM Peak Traffic	2299	2259	2413	2751	2198	2730	2354	2326

OTM32520
08/19/2010
03:12:09

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

Page# 9

District	County	Route	Sfx	Prefix	Postmile	Hg	Leg
06	MAD	099			10.268		A
Location Description							
MADERA, JCT. RTE. 145							

Traffic Station:	618
Location Type:	Control Station
Lanes:	2
Lane Code:	1

Direction of Count: North

Year	Wed
2010	MAY 12
0-1	335 A
1-2	284 A
2-3	293 A
3-4	324 A
4-5	547 A
5-6	1007 A
6-7	1487 A
7-8	2081 A
8-9	1905 A
9-10	1687 C
10-11	1650 C
11-12	1633 C
12-13	1818 C
13-14	1879 C
14-15	1920 C
15-16	2179 C
16-17	2259 C
17-18	2236 C
18-19	1630 C
19-20	1331 C
20-21	1169 C
21-22	968 C
22-23	705 C
23-24	485 C
Day Total	31812 C
AM Peak Hour	07-08
AM Peak Traffic	2081
PM Peak Hour	16-17
PM Peak Traffic	2259

OTM32520
08/19/2010
03:12:09

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

Page#10

District	County	Route	Sfx	Prefix	Postmile	Hg	Leg
06	MAD	099			10.268		A
Location Description							
MADERA, JCT. RTE. 145							

Traffic Station:	618
Location Type:	Control Station
Lanes:	2
Lane Code:	1

7-Day Periods

NORTH

	7-Day Total	Daily Average
1st	232012	33145
2nd		
3rd		
4th		

5-Day Periods

NORTH

	5-Day Total	Weekday Average
1st	166676	33335
2nd		
3rd		
4th		

OTM32520
 08/19/2010
 03:12:09

CALTRANS TRAFFIC VOLUMES
 Detail All Vehicle Hourly Count Report

District	County	Route	Sfx	Prefix	Postmile	Hg	Leg
06	MAD	099			10.268		A
Location Description							
MADERA, JCT. RTE. 145							

Traffic Station:	618
Location Type:	Control Station
Lanes:	2
Lane Code:	1

Direction of Count: South

Year	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue
2010	MAY 04	MAY 05	MAY 06	MAY 07	MAY 08	MAY 09	MAY 10	MAY 11
0-1		329 A	338 A	368 A	503 A	517 A	363 A	335 A
1-2		246 A	254 A	298 A	315 A	322 A	237 A	253 A
2-3		202 A	216 A	267 A	264 A	218 A	194 A	226 A
3-4		233 A	254 A	261 A	235 A	156 A	262 A	236 A
4-5		460 A	510 A	496 A	349 A	198 A	500 A	486 A
5-6		923 A	965 A	990 A	631 A	278 A	996 A	990 A
6-7		1609 A	1704 A	1620 A	911 A	452 A	1673 A	1667 A
7-8		2497 A	2421 A	2333 A	1145 A	685 A	2507 A	2466 A
8-9		1982 A	2051 A	1979 A	1497 A	910 A	2054 A	1938 A
9-10		1894 A	1896 A	2082 A	1920 A	1336 A	1882 A	1956 A
10-11	1845 A	1815 A	1913 A	2066 A	2019 A	1762 A	1851 A	1832 A
11-12	1876 A	1947 A	1812 A	2104 A	2331 A	2061 A	2049 A	1863 A
12-13	1954 A	1925 A	2013 A	2289 A	2386 A	2242 A	2102 A	1976 A
13-14	2098 A	1976 A	2201 A	2411 A	2153 A	2198 A	2117 A	2113 A
14-15	2140 A	2380 A	2280 A	2820 A	2220 A	2331 A	2301 A	2151 A
15-16	2491 A	2536 A	2557 A	2891 A	2157 A	2437 A	2478 A	2414 A
16-17	2506 A	2565 A	2618 A	2968 A	2099 A	2491 A	2499 A	2384 A
17-18	2303 A	2315 A	2567 A	3009 A	2015 A	2325 A	2346 A	2386 A
18-19	1608 A	1753 A	1914 A	2646 A	1848 A	2215 A	1710 A	1678 A
19-20	1278 A	1263 A	1428 A	2199 A	1609 A	2025 A	1194 A	1248 A
20-21	1061 A	1164 A	1248 A	1864 A	1434 A	1950 A	1016 A	1068 A
21-22	845 A	927 A	1030 A	1459 A	1459 A	1625 A	795 A	882 A
22-23	742 A	752 A	912 A	1256 A	1359 A	1129 A	678 A	723 A
23-24	440 A	434 A	512 A	721 A	926 A	612 A	449 A	404 A
Day Total	23187 P	34127 A	35614 A	41397 A	33785 A	32475 A	34253 A	33675 A
AM Peak Hour	11-12	07-08	07-08	07-08	11-12	11-12	07-08	07-08
AM Peak Traffic	1876	2497	2421	2333	2331	2061	2507	2466
PM Peak Hour	16-17	16-17	16-17	17-18	12-13	16-17	16-17	15-16
PM Peak Traffic	2506	2565	2618	3009	2386	2491	2499	2414

OTM32520
08/19/2010
03:12:09

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

Page# 12

District	County	Route	Sfx	Prefix	Postmile	Hg	Leg
06	MAD	099			10.268		A
Location Description							
MADERA, JCT. RTE. 145							

Traffic Station:	618
Location Type:	Control Station
Lanes:	2
Lane Code:	1

Direction of Count South

Year	Wed
2010	MAY 12
0-1	332 A
1-2	284 A
2-3	225 A
3-4	246 A
4-5	464 A
5-6	1053 A
6-7	1600 A
7-8	2488 A
8-9	1947 A
9-10	1894 C
10-11	1815 C
11-12	1947 C
12-13	1925 C
13-14	1976 C
14-15	2380 C
15-16	2536 C
16-17	2565 C
17-18	2315 C
18-19	1753 C
19-20	1263 C
20-21	1164 C
21-22	927 C
22-23	752 C
23-24	434 C
Day Total	34285 C
AM Peak Hour	07-08
AM Peak Traffic	2488
PM Peak Hour	16-17
PM Peak Traffic	2565

**DISTRICT 6 - MAINTENANCE AND OPERATIONS DIVISION
OFFICE OF TRAFFIC MANAGEMENT**

DATE:	
PREPARED BY:	

LANE REQUIREMENT CHART NO. 1 OF 1

EA:	PROJECT LOCATION:		DESCRIPTION:		PM	DESCRIPTION:		PM						
CLOSURE LIMITS:		COUNTY	RTE	FROM	TO									
TYPE OF WORK:														
TYPE OF FACILITY:														
PERCENT PASSENGER CARS:		76%		ESTIMATED SINGLE OPEN LANE CAPACITY IN PCPH:		1600								
PERCENT TRUCKS:		24%		ESTIMATED DOUBLE OPEN LANE CAPACITY IN PCPH:										
				ESTIMATED SINGLE OPEN LANE CAPACITY IN VPH:		1429								
				ESTIMATED DOUBLE OPEN LANE CAPACITY IN VPH:										
DIRECTION:		LANE REQUIREMENTS AND HOURS OF WORK												
		AM				PM								
		Midnight	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	Midnight
Monday through Thursday														
Friday														
Saturday														
Sunday														

DIRECTION:		LANE REQUIREMENTS AND HOURS OF WORK																								
		AM							PM																	
		Midnight	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	Noon	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	Midnight
Monday through Thursday																										
Friday																										
Saturday																										
Sunday																										

LEGEND:

- 1 PROVIDE AT LEAST ONE THROUGH FREEWAY LANE OPEN IN DIRECTION OF TRAVEL
- 2 PROVIDE AT LEAST TWO ADJACENT THROUGH FREEWAY LANES OPEN IN DIRECTION OF TRAVEL
- 3 PROVIDE AT LEAST THREE ADJACENT THROUGH FREEWAY LANES OPEN IN DIRECTION OF TRAVEL
- S SHOULDER CLOSURE PERMITTED (RIGHT/LEFT)
- N NO WORK PERMITTED
- WORK PERMITTED WITHIN PROJECT RIGHT OF WAY WHERE SHOULDER OR LANE CLOSURE IS NOT REQUIRED

REMARKS:

PLEASE SELECT APPROPRIATE REMARKS FROM THE FOLLOWING OPTIONS:

- A. The full width of the traveled way shall be open for use by public traffic when construction operations are not actively in progress.
- B. Ramps adjacent to the closed freeway lane may be closed.
- C. Adjacent ramps, in the same direction of travel, servicing 2 consecutive local streets shall not be closed simultaneously unless directed by the Engineer.
- D. Unless approved by the Engineer, the maximum length of a single stationary lane closure shall be 2.0 miles.
- E. Unless approved by the Engineer, not more than ___ separate stationary lane closures will be allowed at one time. Concurrent stationary closures shall be spaced no closer than 5.0 miles apart.
- F. Public traffic shall be informed at least 7 calendar days before closing the connector or ramp, but not more than 15 days before the connector or ramp closure.
- G. Continuous complete closure of any of the ramps shall not exceed 72 hours.
- H. Complete interchange closure shall not be permitted.

USE WITH 2006 STANDARDS.

Add charts to SSP 12-100.

Use for multilane highways. Edit chart title and use as many charts as needed.

Edits do not require approval by the SSP Owner, but must be verified by the District Traffic Manager.

Chart No. _ Freeway/Expressway Lane Requirements																									
County:	Route/Direction:												PM:												
Closure Limits:																									
FROM HOUR TO HOUR	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays																									
Fridays																									
Saturdays																									
Sundays																									
<p>Legend:</p> <p style="margin-left: 40px;">Delete [cut] any legend not used.</p> <p style="margin-left: 40px;">Do NOT use shading or crosshatching. The "Lane Requirement Chart" toolbar is no longer to be used. 1/2-hour increments can be accomplished by splitting the appropriate cell.</p> <p style="margin-left: 40px;">Edit for right or left shoulder closure. Do not edit if both shoulder closures apply.</p>																									
1	Provide at least one through freeway lane open in direction of travel																								
2	Provide at least two adjacent through freeway lanes open in direction of travel																								
3	Provide at least three adjacent through freeway lanes open in direction of travel																								
4	Provide at least four adjacent through freeway lanes open in direction of travel																								
5	Provide at least five adjacent through freeway lanes open in direction of travel																								
S	Shoulder closure permitted (right / left)																								
N	No work permitted																								
	Work permitted within project right of way where shoulder or lane closure is not required.																								
REMARKS:																									

EXHIBIT 21-A

Proposed Pavement Design

PROPOSED PAVEMENT DESIGN***PM 9.5 to 10.0 and PM 11.7 to 13.1******NB & SB***

Cold plane to remove existing AC, panel replacement with full depth HMA, overlay with 0.6' of HMA-A with a SAMI-R interlayer

PM 10.10 to 10.45***NB & SB***Lane 1

1.15' JPCP
0.25' HMAB (Type A)
0.70 AS class 2

Lane 2 (Truck Lane) including Outside Shoulder

1.00' CRCP
0.25' HMAB (Type A)
0.70' AS Class 2

Median & Inside Shoulder

1.15' JPCP
0.25' HMAB (Type A)
0.70' AS Class 2

PM 10.00 to PM 10.10 and PM 10.45 to 11.60***NB & SB***Lane 1, Median & Inside Shoulder

1.15' JPCP
0.25' HMAB (Type A)

Lane 2 (Truck Lane) including Outside Shoulder

1.00' CRCP
0.25' HMAB (Type A)

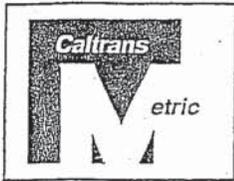
PM 11.7 to PM 12.72***NB & SB***Lane 1, Median & Inside Shoulder

1.15' JPCP
0.25' HMAB (Type A)

EXHIBIT 22-A

PID and PA/ED Level SWDR Information

Short Form - Storm Water Data Report



Dist-County-Route 06-Mad-99
Kilometer Post (Post Mile) Limits 15.29(9.5)/21.08(13.1)
Project Type: Panel Replacement and AC Overlay
EA: 0E040K
RU: 06-260
Project Identification: 201.120
Phases: * PID
[] PA/ED
[] PS&E

Regional Water Quality Control Board(s): Region 5, Central Valley - Fresno

- 1. Is the project required to consider incorporating Treatment BMPs? Yes [] No *
2. Does the project disturb more than 0.1 hectares of soil? Yes [] No *
3. Is the project part of a Common Plan of Development? Yes [] No *
4. Does the project potentially create water quality impacts? Yes [] No *
5. Does the project require a notification of ADL reuse? Yes [] No *

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

Estimated Construction Start Date: 07/01/2008 Construction Completion Date: 11/01/2008

Separate Dewatering Permit (if yes, permit number) Yes [] Permit # N/A []

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

Dorothy Boucher 6-21-05
Registered Project Engineer/Licensed Landscape Architect Date

I have reviewed the storm water quality design issues contained in the Short Form - Storm Water Data Report and find the data to be complete, current, and accurate:

Marc Bauer 6-21-05
District/Regional Storm Water Coordinator or Designee Date

STAMP
[required for PS&E only]