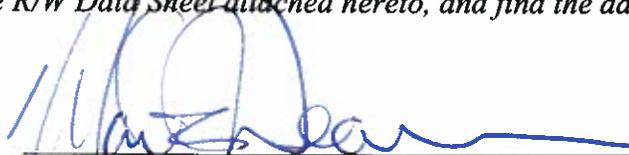


Project Study Report-Project Report
To
Request Programming in the 2012 SHOPP
And
Provide Project Approval

On Route 680 in Alameda County, in the City of Dublin

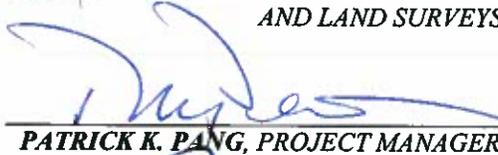
At the Route 580/680 Interchange

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



**MARK L. WEAVER - DEPUTY DISTRICT DIRECTOR, RIGHT OF WAY
AND LAND SURVEYS**

**APPROVAL
RECOMMENDED:**



PATRICK K. PANG, PROJECT MANAGER

APPROVED:



BIJAN SARTIPI, DISTRICT DIRECTOR

8/3/11
DATE



In Alameda County, in the City of Dublin,
on State Route 680, at the 580/680 Interchange

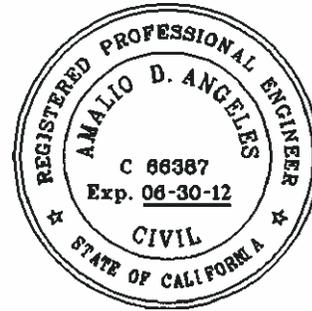
This Project Study Report-Project Report has been prepared under the direction of the following registered engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



AMALIO D. ANGELES – REGISTERED CIVIL ENGINEER

6/22/11

DATE



Reviewed by:



PATRICK K. PANG
OFFICE CHIEF, ADVANCE PLANNING

Table of Contents

1.	Introduction.....	1
2.	Recommendation/Proposal	1
3.	Background	2
4.	Purpose and Need Statement	2
5.	Deficiencies.....	3
6.	Corridor and System Coordination	3
7.	Alternatives.....	5
8.	Considerations Requiring Discussion.....	6
8A.	Hydraulics	6
8B.	Hazardous Waste	6
8C.	Water Quality.....	6
8D.	Value Analysis.....	7
8E.	Resource Conservation	7
8F.	Right of Way.....	7
8G.	Air Quality Conformity.....	7
8H.	Title VI Considerations.....	8
9.	Other Considerations	8
9A.	Transportation Management Plan.....	8
9B.	Permits	9
9C.	Other SHOPP Projects on I-680.....	9
9D.	Risk Management Plan	9
10.	Community Involvement	9
11.	Environmental Determination/Document.....	9
12.	Funding	9
12A.	Capital Cost.....	10
12B.	Capital Support Estimate	10
13.	Schedule.....	10
14.	FHWA Coordination.....	11
15.	Project Personnel	11
16.	Project Reviews	11
17.	Attachments	11

1. INTRODUCTION

Brief Project Description:

This project proposes to replace metal beam guard railing (MBGR) with concrete barrier at the following locations:

Location 1: NB I-680 Off ramp to WB I-580 (PM R19.968) Left side

Location 2: NB I-680 On ramp from WB I-580 (PM R20.281) Left side

Location 3: NB I-680 On ramp from WB I-580 (PM R20.281) Right side

See Attachment A for layout and cross sections.

This project is funded by the State Highway Operational Protection Program (SHOPP), Collision Severity Reduction Program - Program Code 201.015. All work will be performed within the existing State right of way.

See Attachment C Preliminary Project Cost Estimate Summary for specific work items included in this project.

Project Limits	04 – Alameda – 680 – PM 19.97/20.28
Number of Alternatives:	2, including No-Build Alternative
Alternative Recommended for Programming:	Replace MBGR with Concrete Barrier
Proposed Capital Construction Costs:	\$ 1,112,000
Proposed Capital Right of Way Costs:	\$ 5,000
Funding Source:	2012 SHOPP Program Code 201.015
Type of Facility:	Interstate Freeway
Number of Structures:	None
Anticipated Environmental Determination/Document:	Categorical Exemption/ Categorical Exclusion
Legal Description	Replace MBGR with Concrete Barrier

2. RECOMMENDATION/PROPOSAL

It is recommended that this Project Study Report-Project Report (PSR-PR) be approved and that this project be included as a candidate for the 2012 SHOPP. The proposed funding fiscal year is 2014/2015. The current estimated total capital outlay cost of \$1,117,000 includes the right of way capital cost. The mid-construction year capital cost estimate at 5% per year escalation is \$1,329,000.

3. BACKGROUND

SHOPP is a multi-year capital improvement program of transportation projects on the State Highway System. The main objective of the SHOPP is to preserve and protect the State Highway System and not add capacity to it. The Collision Reduction Category is one of eight categories that make up the SHOPP. Within the Collision Reduction Category are two programs. They are 201.010 – Safety Improvements and 201.015 – Collision Severity Reduction.

This project falls under the Collision Severity Reduction Program. The goal of this program is to decrease the potential of collisions and reduce severity of run-off-road collisions. It contributes to improvements in traffic and worker safety.

4. PURPOSE AND NEED STATEMENT

Need

Recurring guardrail hits and maintaining these MBGR's have an overwhelming effect on the safety of maintenance crews. There is also a need to reduce traffic delays caused by the lane and ramp closures and human exposure to the proximity of high-speed vehicles while repairing these damaged MBGR locations.

Purpose

The purpose of this project is to replace existing metal beam with concrete guardrail in order to reduce recurrent delays to motorists caused by lane closures due to maintenance of metal beam guardrail, provide a damage-resistant barrier, and reduce exposure of Maintenance personnel to traffic. This project will improve safety and reduce collision severity.

5. DEFICIENCIES

Traffic and Accident Data

Per the Table B (Selective Accident Rate Calculation) for the three-year period from 01/01/07 to 12/31/09, the ADT for the NB 680 Off to WB 580 and the NB 680 On from WB 580 are 10,100 and 26,200 respectively.

Per the Table B for the three-year period from 01/01/07 to 12/31/09, the number of accidents and the actual and average accident rates in the 2 ramps are below:

Location	Number of Accidents			Accident Rates					
	Total	Fat	Inj	Actual			Average		
				Fat	F+I	Total	Fat	F+I	Total
NB 680 Off ramp to WB 580	5	0	1	0.000	0.09	0.45	0.004	0.21	0.75
NB 680 On ramp from WB 580	15	1	3	0.035	0.14	0.52	0.003	0.20	0.65

Per the TSAR (Accident Summary) for the three-year period from 1/1/07 to 12/31/09 in the NB Off to WB 580, of the 5 reported accidents, 3 (60%) were hit object (2 hit guardrail, 1 end of guard rail) and 2 (40%) rear end. All 5 reported accidents were due to unsafe speed.

Per the TSAR for the three-year period from 1/1/07 to 12/31/09 in the NB On from WB 580, of the 15 reported accidents, 9 (60%) were hit object (4 hit guardrail, 2 end of guard rail, 1 wall (except sound wall), 1 other object off road), 4 (26.7%) sideswipe, 1 (6.7%) broadside, and 1 (6.7%) overturn. Ten (66.7%) of the reported 15 accidents were due to improper turn, 2 (13.3%) unsafe speed, 2 (13.3%) other violations, and 1 (6.7%) influence alcohol.

There was one fatal accident that occurred at the NB 680 on-ramp from WB 580 on September 25, 2007 at about 12:35 PM. It was a sideswipe accident that was due to improper turn and unsafe speed. While Caltrans guardrail crew members were working on the right shoulder of the on-ramp, the driver seemed to have ignored the imminent warning signs installed, drove his vehicle at a high rate of speed, and aggressively accelerated until he lost control of it. His vehicle ultimately collided with and caused fatal injuries to one of the crew members.

6. CORRIDOR AND SYSTEM COORDINATION

Corridor Overview

I-680 is one of the primary north-south transportation corridors between Santa Clara and Solano Counties, serving commute, commercial and recreational traffic. The corridor is approximately 70 miles long, beginning at the US 101/I-680

interchange in Santa Clara County, traversing through Alameda, Contra Costa and Solano Counties, and ending at the I-680/I-80 interchange in the city of Fairfield in Solano County. I-680 represents a major transportation link between the East Bay and the South Bay.

The I-680 corridor is on the National Highway System (NHS) and is functionally classified as both an urban principal arterial and a freeway. I-680 is on the Surface Transportation Assistance Act (STAA) network and segments of I-680 in Santa Clara, Alameda, and Contra Costa Counties are designated as a Lifeline Highway route. I-680 is part of the State's Interregional Road System (IRRS).

State Planning

The 1998 Interregional Transportation Strategic Plan (ITSP) does not designate I-680 as a High Emphasis or Focus Route within the IRRS.

A Transportation Corridor Concept Report (TCCR), developed in 2002, for information purposes, established a long-range planning concept for I-680 through the year 2030. The interim facility concept for the project area is an eight-lane facility with two HOV lanes.

A Corridor System Management Plan (CSMP) will be developed for the I-680 corridor that will analyze the facility based on comprehensive performance assessments and evaluations. The strategies resulting from this CSMP will be phased and include both operational and more traditional long-range capital expansion strategies. The strategies take into account transit usage and projections and interactions with arterial network and connection to State Highways. Each CSMP presents an analysis of existing and future traffic conditions and proposes traffic management strategies and capital improvements to maintain and enhance mobility within each corridor. Work is expected to begin on an I-680 CSMP in fall 2011 and be completed in early 2013.

Regional Planning

MTC functions as both the regional transportation planning agency — a state designation — and, for federal purposes, as the region's metropolitan planning organization (MPO). As such, it is responsible for regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle and pedestrian facilities. The Commission also screens requests from local agencies for state and federal grants for transportation projects to determine their compatibility with the plan. MTC also has played a major role in building regional consensus among the region's transit systems. State and federal laws have also given MTC an important role in financing Bay Area transportation improvements.

The MTC's 2009 Regional Transportation Plan (T2035) lists programmed and planned projects, including the I-680 corridor within a 25-year planning horizon. The following major programmed projects are included near the project area:

- Improve the connection between I-580 and I-680 via HOV direct connectors (Ref. # 22765)
- Construct NB I-680 to WB I-580 connector (Ref. # 230099)

Local Planning

The Alameda County Congestion Management Agency (ACCMA) was created in 1991 by a joint-powers agreement between Alameda County and all its cities. In July 2010, ACCMA and the Alameda County Transportation Improvement Authority (ACTIA) merged to form the Alameda County Transportation Commission (Alameda CTC). The Alameda CMA goals, duties and composition make it easier for local governments to tackle the increasingly complex problem of traffic congestion. The Alameda CTC Board includes representatives from Alameda County, its cities, AC Transit and BART. Technical expertise is provided by the staff-level Alameda County Technical Advisory Committee with representatives from each of these organizations, plus Livermore-Amador Valley Transit Authority (LAVTA), Union City Transit, MTC, Caltrans, the Port of Oakland and the Bay Area Air Quality Management District (BAAQMD).

7. ALTERNATIVES

The proposed guardrail will be of Type 60 concrete barrier. A concrete barrier does not deflect upon impact, but dissipates impact energy within the vehicle suspension system at shallow angle impacts and by displacement of vehicle sheet metal at severe impact angles. As such, it requires little maintenance; consequently, traffic is not disrupted by extensive maintenance operations, and maintenance workers are not exposed to large volumes of relatively high-speed traffic. Concrete barrier is believed to have the highest percentage of unreported accidents since in flat angle collisions with this barrier, most vehicles are redirected with minimal damage and are able to drive away. Finally, this is the cleanest barrier, with no projections to collect debris.

The No-Build Alternative would not serve the purpose and need of the project, therefore is not considered.

There are no existing nonstandard design features within the limits of each location where improvements are being proposed.

8. CONSIDERATIONS REQUIRING DISCUSSION

8A. HYDRAULICS

The proposed locations were assessed during the Hydraulics field review to determine roadway drainage conditions and to provide recommendations for drainage modifications or improvements associated with the proposed concrete guardrail. Specific items related to these recommendations are summarized below:

- Existing AC dike at Location C will be removed.
- Two existing drainage inlets located along the inside shoulder of the connector ramp (WB 580 to NB 680) will be removed and replaced with new inlets at the new edge of shoulder adjacent to the new barrier face.
- One of the two drainage inlets will be relocated at the actual sag location for proper drainage relief.

Details regarding these items are found in the April 28, 2011 memorandum from ES II-Hydraulics included as Attachment C. Costs associated with the preliminary hydraulics recommendations are included in the Preliminary Project Cost Estimate Summary (Attachment B). Conditions related to drainage features will be further evaluated during the PS&E phase.

8B. HAZARDOUS WASTE

An environmental regulatory database search shows no known hazardous waste sites within the project limits that will negatively impact the proposed project. However, there is potential for lead contamination issues in soils adjacent to the edge of pavement due to aerially deposited lead (ADL) from past vehicle emissions. A site investigation should be conducted during the PS&E phase upon request from the project engineer. Before the site investigation can be conducted and soil characterized, it is the Office of Environmental Engineering's recommendation for cost estimating to assume any surplus soils generated from unpaved areas, up to a 2-foot depth, will be a hazardous waste and will require disposal in a class I landfill. The estimated unit cost for roadway excavation (ADL) (Type Z-2) is \$200 per cubic yard.

8C. WATER QUALITY

The project has a soil disturbance of 0.10 acre. To comply with conditions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) permit and address temporary water quality impacts resulting from construction activities in this project, Standard Special Provision (SSP)

07-345 will be included in the PS&E. This SSP will address the preparation of Storm Water Pollution Prevention Plan (SWPPP) document and the implementation of SWPPP during construction. A Storm Water Data Report, short form, has been prepared and is included as Attachment D.

8D. VALUE ANALYSIS

The project total cost is below \$25 million, a value analysis is not deemed necessary at this time.

8E. RESOURCE CONSERVATION

This project will consider the existing MBGRs as 100% salvageable. If the MBGRs to be removed are in good condition, they will be reused or stockpiled until needed by other projects. If items are damaged or found to be beyond repair, they will be recycled as scrap metal.

8F. RIGHT OF WAY

General – All work is within existing State right of way. A Right of Way Data Sheet has been prepared based on the scope of work described and on maps provided. The estimated cost information is contained in the Right of Way Data included as Attachment E of this report.

Railroad – There is a minor railroad involvement in this project which will require a “short clause”.

Utilities – Verification of utilities will be required. Based on the current scope of the project, utility relocation is not anticipated.

8G. AIR QUALITY CONFORMITY

In accordance with Title 40 CFR 93.126 – Table 2, Exempt projects, of the Code of Federal Regulations, this project is exempt from the requirements to determine conformity.

8H. TITLE VI CONSIDERATIONS

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

Most of the movement in the project area involves the use of motorized vehicles. There are no locations within the area that are designated as an access facility for handicapped or non-motorized vehicles. As such, it is not expected that the proposed work will impact any of these types of facilities.

8I. SEA LEVEL RISE (SLR)

This project sits at 380 feet above sea level and is located approximately 12 miles away from its nearest coastal area which is the San Francisco Bay, therefore the potential impact by the SLR is not a concern.

9. OTHER CONSIDERATIONS

9A. TRANSPORTATION MANAGEMENT PLAN

In accordance with mandatory guidelines, a Transportation Management Plan (TMP), a special program implemented during construction to minimize and prevent delay and inconvenience to the traveling public, will be needed for this project. The TMP for the project will be developed and refined during the PS&E and final design phases, supported by detailed traffic studies to evaluate traffic operations. The need for necessary lane closures during off-peak hours or at night will be identified, as required. The TMP will include press releases to notify and inform motorists, businesses, community groups, local entities, and emergency services of upcoming closures. Various TMP elements such as portable Changeable Message Signs will be utilized to alleviate and minimize delay to the traveling public. Preliminary Cost Estimate for TMP is \$110,000 (Attachment F). Preliminary cost estimate for traffic control during construction is \$60,000.

The Highway Operations Branch should be notified for lane closure and traffic handling recommendations to minimize delays and congestion during

construction. Request for lane or shoulder closures must be received at least three months prior to the PS&E circulation date.

9B. PERMITS

This project will comply with Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) permit requirements. See Section 8C of this report.

9C. OTHER SHOPP PROJECTS ON I-680

From the 2010 SHOPP approved by the CTC Feb/24/2010;

- Storm Water Mitigation at 580/680 IC (EA 4A850)
- Install Metal Beam Guardrail (EA 4A260)

9D. RISK MANAGEMENT PLAN

Risks associated with all phases of project delivery identified at PID and PA/ED are summarized in Attachment G.

10. COMMUNITY INVOLVEMENT

There was no community involvement in developing this project at the PID and PA/ED phase of project delivery.

11. ENVIRONMENTAL DETERMINATION/DOCUMENT

This project is categorically exempt under Section 15061(b) (3), Class 1-C of the California Environmental Quality Act (CEQA) and Categorically Excluded under National Environmental Policy Act (NEPA). The Categorical Exemption/Exclusion Determination Sheet is included as Attachment H.

12. FUNDING

Funding for this project will be from the SHOPP Collision Severity Reduction (Program Code 201.015) for the 2014/15 fiscal year. The current total project capital outlay estimate of cost, including right of way, is \$1,117,000. Below is

the current project cost estimate escalated at 5% rate annually. Preliminary Project Cost Estimate Summary is included as Attachment B.

12A. CAPITAL COST

Escalated Capital Cost Estimate for 2012 SHOPP

Fiscal Year	Right of Way Capital	Construction Capital
(11/12) PSR-PR	5,000	\$1,112,000
(12/13) PS&E	5,000	\$1,168,000
(12/13) ROW Cert	5,000	\$1,168,000
(14/15) RTL	5,000	\$1,287,000
(April 2015) Mid-Const Yr	5,000	\$1,329,000

12B. CAPITAL SUPPORT ESTIMATE

	PA&ED 0 Phase		Design 1 Phase		Right of Way 2 Phase		Construction 3 Phase		Total
	Dist	DES	Dist	DES	Dist	DES	Dist	DES	
Estimated PY's	0	0	1.11	0	0.06	0	0.93	0	2.10
Estimated PS \$'s	0	0	200160	0	11120	0	166800	0	378080
Estimated PYE \$'s (\$1000's)									
Total \$'s	0	0	200160	0	11120	0	166800	0	378080

Note: PS\$ based on \$180K/PY

13. SCHEDULE

Tentative Project Milestones for Program Year (2012/2013)

HQ Milestones	Delivery Date
Approve PSR-PR (PA/ED)	September 2011
Project PS&E	April 2013
Right of Way Certification	April 2013
Ready to List	July 2014
Approve Contract (Beg Const)	November 2014
Contract Acceptance (End Const)	September 2015
End Project	January 2016

14. FHWA COORDINATION

Under the current FHWA/Caltrans stewardship agreement, this project falls within the delegated authority of the State of California.

15. PROJECT PERSONNEL

Roland Au-Yeung	Program Advisor	(510) 286-4560
Patrick Pang	Office Chief, Advance Planning	(510) 286-5566
Robert Blanco	Branch Chief, Advance Planning	(510) 286-5676
Amalio Angeles	Project Engineer, Advance Planning	(510) 622-1668
Emily Tang	Branch Chief, Traffic	(510) 286-5994
Carlos Mora	TE, ES II-Hydraulics	(510) 286-4869
Valerie Shearer	Sr. Environmental Planner	(510) 286-5594
Shawn Hallum	Associate Environmental Planner	(510) 622-1696
Norman Gonsalves	Storm Water Coordinator	(510) 286-5930
Sunnie Stanton	ROW Project Coordinator	(510) 286-5476
Shein Lin	Sr. TMP Coordinator	(510) 286-4710

16. PROJECT REVIEWS

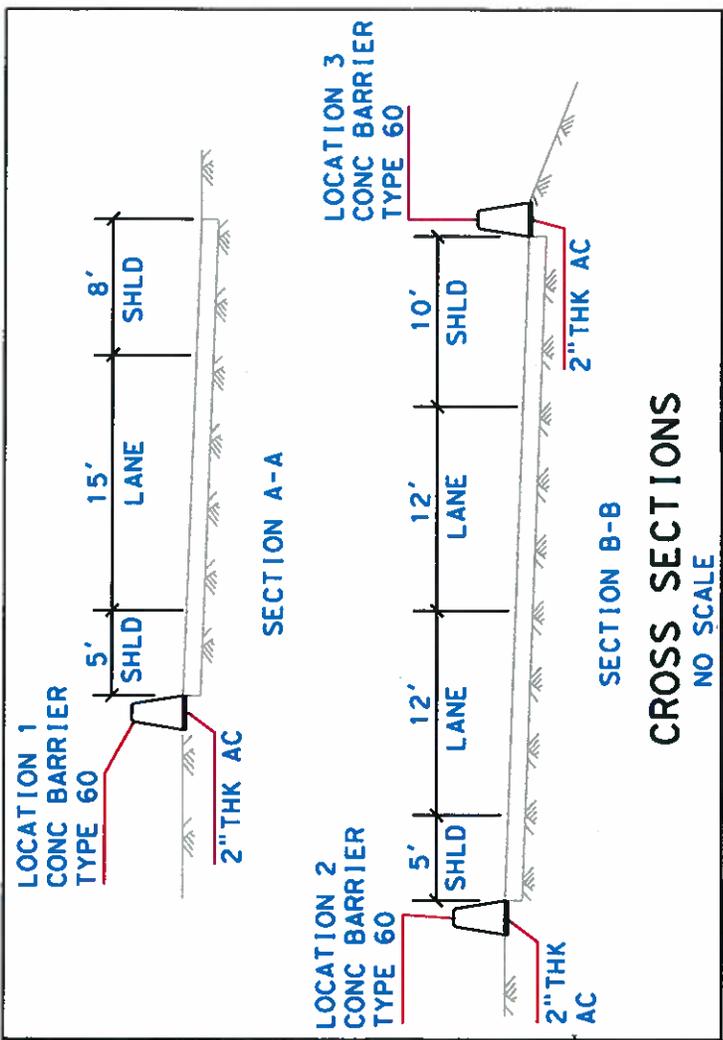
Field Review	<u>Amalio Angeles, OAP</u>	Date	<u>03/09/2011</u>
Field Review	<u>Hoa Dang, OAP</u>	Date	<u>03/09/2011</u>
Field Review	<u>Carlos Mora, Hydraulics</u>	Date	<u>04/28/2011</u>
Field Review	<u>Shawn Hallum</u>	Date	<u>06/09/2011</u>
Traffic Safety Review	<u>Viet Nguyen</u>	Date	<u>06/07/2011</u>
Constructability Review	<u>Taher Sarwary</u>	Date	<u>06/14/2011</u>

17. ATTACHMENTS

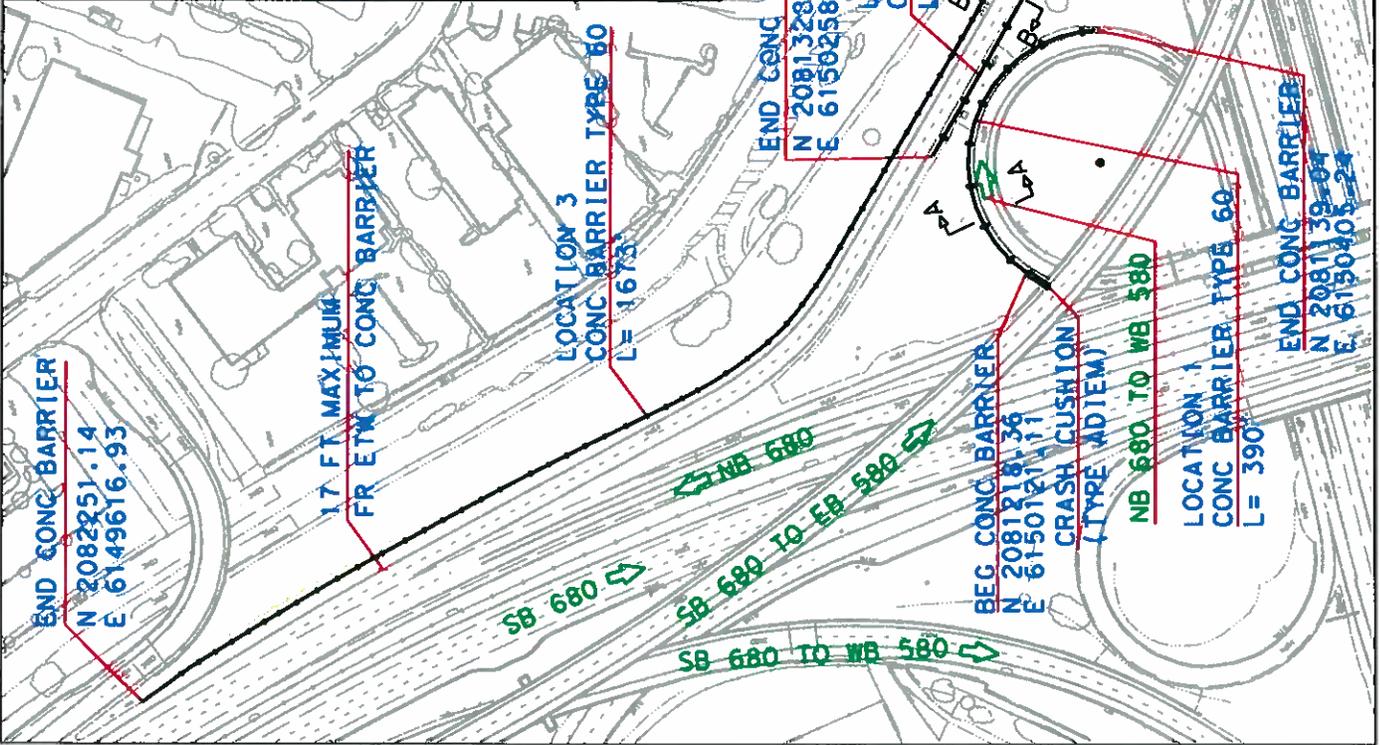
- A. Layout and Cross Sections
- B. Preliminary Project Cost Estimate Summary
- C. Hydraulics Recommendation
- D. Storm Water Data Report
- E. Right of Way Data Sheet
- F. Transportation Management Plan Data Sheet
- G. Risk Management Plan
- H. Categorical Exemption/Exclusion Determination

Attachment A

Layout and Cross Sections



CROSS SECTIONS
NO SCALE



LAYOUT
NO SCALE

NOTE: N/E REF. TO CCS 1929

Attachment B

Preliminary Project Cost Estimate

ATTACHMENT C
PRELIMINARY PROJECT COST ESTIMATE

04-Ala-680

PM: 19.97/20.28

EA: 2G410K

Program Code: SHOPP 201.015

Project Description: Replace MBGR with Concrete barrier

Limits: On Interstate 680 at the 580/680 IC

Proposed Improvement (Scope): Replace MBGR with Concrete barrier

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	<u>\$ 1,112,000</u>
TOTAL STRUCTURE ITEMS	<u>\$ 0</u>
SUBTOTAL CONSTRUCTION COSTS	<u>\$ 1,112,000</u>
TOTAL RIGHT OF WAY ITEMS	<u>\$ 5,000</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS	<u>\$ 1,117,000</u>

Reviewed by:



Roland Au-Yeung, District Program Advisor

Date: 7/29/2011

Approved by:



Patrick K. Pang, Project Manager

Date: 8/1/11

04-Ala-680

PM: 19.97/20.28

EA: 2G410K

Program Code: SHOPP 201.015

I. ROADWAY ITEMS

Section 1 - Earthwork

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Roadway Excavation (ADL) (Type Z-2)	30	Yd2	\$ 200	\$ 6,000	
Clearing & Grubbing	1	LS	\$ 10,000	\$ 10,000	
					<i>Subtotal Earthwork</i> \$ 16,000

Section 2 - Pavement Structural

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
<u>Section</u>					
Hot Mix Asphalt	87	ton	\$ 100	\$ 8,700	
Aggregate Sub-Base, AS (Class 4)					
Cement Treated Base, CTB (Class A)					
					<i>Subtotal Pavement Structural Items</i> \$ 8,700

Section 3 - Drainage

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Remove Inlet	1	LS	\$ 2,000	\$ 2,000	
Remove Pipe	1	LS	\$ 3,000	\$ 3,000	
New Inlets	1	LS	\$ 4,500	\$ 4,500	
18" APC	1	LS	\$ 7,000	\$ 7,000	
Minor Grading	1	LS	\$ 5,000	\$ 5,000	
					<i>Subtotal Drainage</i> \$ 21,500

04-Ala-680

PM: 19.97/20.28

EA: 2G410K

Program Code: SHOPP 201.015

Section 4 - Specialty Items

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Place HMA (Miscellaneous Area)	<u>450</u>	<u>yd2</u>	<u>\$ 50</u>	<u>\$ 22,500</u>	
Salvage MBGR	<u>2320</u>	<u>ft</u>	<u>\$ 10</u>	<u>\$ 23,200</u>	
Remove AC Dike	<u>1680</u>	<u>ft</u>	<u>\$ 3</u>	<u>\$ 5,040</u>	
Concrete Barriers (Type 60)	<u>2320</u>	<u>ft</u>	<u>\$ 72</u>	<u>\$ 167,040</u>	
Temporary Railing (Type K)	<u>2820</u>	<u>ft</u>	<u>\$ 30</u>	<u>\$ 84,600</u>	
Crash Cushion	<u>5</u>	<u>Ea</u>	<u>\$ 25,000</u>	<u>\$ 125,000</u>	
Electrical/Safety/Support Work	<u>1</u>	<u>LS</u>	<u>\$ 5,000</u>	<u>\$ 5,000</u>	
Prepare Storm Water Pollution Prevention I	<u>1</u>	<u>LS</u>	<u>\$ 3,000</u>	<u>\$ 3,000</u>	
Lead Compliance Plan	<u>1</u>	<u>LS</u>	<u>\$ 5,000</u>	<u>\$ 5,000</u>	
Hazardous Waste Investigation	<u>1</u>	<u>LS</u>	<u>\$ 15,000</u>	<u>\$ 15,000</u>	
Temporary Construction Site WPC	<u>1</u>	<u>LS</u>	<u>\$ 25,000</u>	<u>\$ 25,000</u>	

Subtotal Specialty Items \$ 480,380

Section 5 - Traffic Items

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Trans Mgmt Plan (TMP) incl COZEEP	<u>1</u>	<u>LS</u>	<u>\$ 110,000</u>	<u>\$ 110,000</u>	
Constuction Area Signs	<u>1</u>	<u>LS</u>	<u>\$ 15,000</u>	<u>\$ 15,000</u>	
Traffic Control Sys (incl Lane Closure)	<u>1</u>	<u>LS</u>	<u>\$ 60,000</u>	<u>\$ 60,000</u>	

Subtotal Traffic Items \$ 185,000

**Section 6 - Planting and Irrigation
and Safety**

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
				<u>\$ -</u>	

***Subtotal Planting & Irrigaton
and Safety Item*** \$ -

Section 7 - Roadside Management

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Erosion Control	<u>1</u>	<u>LS</u>	<u>\$ 10,000</u>	<u>\$ 10,000</u>	

Subtotal Roadside Management & Safety \$ 10,000

TOTAL SECTIONS: 1 thru 7 \$ 721,580

Use \$ 722,000

04-Ala-680

PM: 19.97/20.28

EA: 2G410K

Program Code: SHOPP 201.015

Section 8 - Minor Items

\$ 722,000 x 10% = \$ 72,200
(Subtotal Section 1-7)

Total Minor Items \$ 72,200

Section 9 - Roadway Mobilization

Subtotal Section (1-7) \$ 722,000
Minor Items (8) \$ 72,200
Sum (1-8) \$ 794,200 x 10% = \$ 79,420

Total Roadway Mobilization \$ 79,420

Section 10 - Roadway Additions

Supplemental Work

Subtotal Section (1-7) \$ 722,000
Minor Items (8) \$ 72,200
Sum (1-8) \$ 794,200 x 10% = \$ 79,420

Contingencies

Subtotal Section 1-7 \$ 722,000
Minor Items (8) \$ 72,200
Sum \$ 794,200 20 \$ 158,840

Total Roadway Additions \$ 238,000

TOTAL ROADWAY ITEMS (Total of Sections 1-8) \$ 1,112,000

Estimate Prepared By: Amalio Angeles

Date: 9/8/2011
Phone #: 510-622-1668

Estimate Checked By: Robert Blanco

Date: 9/8/2011
Phone #: 510-286-5676

04-Ala-680

PM: 19.97/20.28

EA: 2G410K

Program Code: SHOPP 201.015

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name	_____	_____	_____
Structure Type	_____	_____	_____
Width (out to out) - (ft)	_____	_____	_____
Span Lengths - (ft)	_____	_____	_____
Total Area - (ft)	_____	_____	_____
Footing Type (pile/spread)	_____	_____	_____
Cost per ft2	_____	_____	_____
Total Cost for Structure	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

Subtotal Structures Items \$ -
(Sum of Total Cost for Structures)

Railroad Related Costs: _____

Subtotal Railroad Items \$ -

(Structures % Contingency and % Mobilization) \$ -

TOTAL STRUCTURES ITEMS \$ -
(Sum of Structures Items & railroad Items)

Estimate Prepared By: _____ N/A

Date: _____
Phone #: _____

COMMENTS:

04-Ala-680
 PM: 19.97/20.28
 EA: 2G410K
 Program Code: SHOPP 201.015

III. RIGHT OF WAY ITEMS

	Escalated Value
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$ _____
B. Utility Relocation (State Share)	\$ _____
C. Relocation Assistance	\$ _____
D. Clearance/Demolition	\$ _____
E. Title and Escrow Fees	\$ _____
TOTAL RIGHT OF WAY ITEMS	\$ 5,000
	<i>(Escalated Value)</i>

Anticipated Date of R/W Cert \$ _____
(Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work:

Right of Way Branch Cost Estimate for Work * \$ _____

** This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items.*

Estimate Prepared By: _____ N/A

Date: _____
 Phone #: _____

COMMENTS:

Attachment C

Hydraulics Recommendation

Memorandum

*Flex your power!
Be energy efficient!*

To: AMALIO ANGELES
PSR 2
Office of Advanced Planning

Date: April 28, 2011

File: 04-ALA-680, PM 19.97/20.28
04-2G410K
0400020752

From: CARLOS MORA
Engineering Services II
Hydraulics

CRAIG TOMIMATSU
District Branch Chief
Engineering Services II
Hydraulics

Subject: Replace existing MBGR with Concrete Barrier

Per your request, Hydraulics has performed a drainage investigation in order to provide drainage input in the preparation of a PSR/PR for a project to replace 2320 linear feet of Metal Beam Guardrail (MBGR) with concrete barrier at the 580/680 IC. The three sets of existing MBGR are all located within the NE quadrant of the IC.

As part of our investigation, Hydraulics inspected the site on April 27th, 2011 and reviewed available As-built plans.

At the first location, Westbound 580 to Northbound 680 onramp, there are two locations of existing guardrail. These MBGRs will be replaced with new concrete barrier sections. Our site visit and as-built research revealed that along the inside shoulder of this ramp there are two inlets that will be in conflict with the proposed concrete barrier. These inlets will need to be removed and replaced with new inlets at the new edge of shoulder adjacent to the new barrier face. Furthermore, at the inlet location, near the gore between Westbound 580 and the Northbound 680 connector ramp, the outlet pipe will also need to be replaced with a new pipe. It appears that the existing inlet at this location is not at the SAG point for proper drainage relief. So the inlet location, as stated above, will need to be placed at the actual SAG location with a new inlet and its corresponding outlet pipe will need to be moved to the SAG location for proper drainage relief.

At the second location, Northbound 680 to Westbound 580 loop ramp, the existing guardrail located on the high side of the supered ramp is to be replaced with new concrete barrier. The existing drainage pattern flows into the loop and is relieved by an existing inlet within the loop ramp. At this point, there does not appear to be a need to revise any of the drainage inlets or pipes in this loop ramp. However, during the design phase a more detailed analysis will be performed in regards to the existing outlet pipe in the loop

to assess if this pipe will need to be replaced. Also, it was observed that some flow will be trapped between the loop ramp and the Westbound 580 ramp that will require some minor grading and possibly a new swale to insure proper drainage of the area.

Hydraulics recommends that a full survey be requested in order to get needed cross sections of the ramps in order for Hydraulics to perform spread calculations along these ramps and to have the needed information in order to properly locate new inlets and outfalls. The survey should include pavement elevations, existing inlet and outlet locations and survey of the existing drainage gutter along the toes of slope at these two locations.

Below is a preliminary cost estimate for this project. This estimate does not include any roadway items associated with removing and installing new drainage features. Also, a pipe camera study will need to be performed on ALL drainage culverts with the project limits to assess if such culverts (e.g. loop ramp outlet pipe) will need to be replaced.

PRELIMINARY DRAINAGE COST ESTIMATE

Item	Cost
Remove Inlet	\$2000
Remove Pipe	\$3000
New Inlets	\$4500
18"APC	\$7000
Minor Grading	\$5000
Subtotal	\$21,500
Contingency (20%)	\$4,300
Total Estimate	+/- 26,000

If you have any questions or require additional information, please contact Carlos M. Mora at 510-286-4869.

c: Project File
CM/cmm

Attachment D

Storm Water Data Report



Dist-County-Route: 04-ALA-680
 Post Mile Limits: 19.97/20.28
 Project Type: Replace existing MBGR with Concrete Guardrail
 Project ID (or EA): **2G410K**
 Program Identification: SHOPP 201.015
 Phase: PID
 PA/ED
 PS&E

Regional Water Quality Control Board(s): San Francisco Region 2

- 1. Is the project required to consider incorporating Treatment BMPs? Yes No
- 2. Does the project disturb 5 or more acres of soil? Yes No
- 3. Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver? Yes No
- 4. Does the project potentially create permanent 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.

Estimate Construction Start Date:09/01/2013 Construction Completion Date:05/01/20014

Separate Dewatering Permit (if yes, permit number) Yes Permit # No

Erosivity Waiver Yes Date: No

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.

Amalio Angeles 4/14/11
 Amalio Angeles, Registered Project Engineer/Landscape Architect Date

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

Norman Gonsalves 05/13/2011
 Norman Gonsalves, District/Regional SW Coordinator or Designee Date

[Stamp Required for PS&E only]

Evaluation Documentation Form

DATE: 04/13/2011

Project ID (or EA):2G410k

NO.	CRITERIA	YES ✓	NO ✓	SUPPLEMENTAL INFORMATION FOR EVALUATION
1.	Begin Project Evaluation regarding requirement for consideration of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Go to 2
2.	Is this an emergency project?		✓	If Yes, go to 10. If No, continue to 3.
3.	Have TMDLs or other Pollution Control Requirements been established for surface waters within the project limits? Information provided in the water quality assessment or equivalent document.		✓	If Yes, contact the District/Regional NPDES Coordinator to discuss the Department's obligations under the TMDL (if Applicable) or Pollution Control Requirements, go to 9 or 4. _____ (Dist./Reg. SW Coordinator initials) If No, continue to 4.
4.	Is the project located within an area of a local MS4 Permittee?		✓	If Yes. (write the MS4 Area here), go to 5. If No, document in SWDR go to 5.
5.	Is the project directly or indirectly discharging to surface waters?	✓		If Yes, continue to 6. If No, go to 10.
6.	Is it a new facility or major reconstruction?		✓	If Yes, continue to 8. If No, go to 7.
7.	Will there be a change in line/grade or hydraulic capacity?		✓	If Yes, continue to 8. If No, go to 10.
8.	Does the project result in a <u>net increase of one acre or more of new impervious surface</u> ?			If Yes, continue to 9. If No, go to 10. _____ (Net Increase New Impervious Surface)
9.	Project is required to consider approved Treatment BMPs.			See Sections 2.4 and either Section 5.5 or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E.
10.	Project is not required to consider Treatment BMPs. BFL (Dist./Reg. Design SW Coord. Initials) ____ (Project Engineer Initials) ____ (Date)	✓		Document for Project Files by completing this form, and attaching it to the SWDR.

1 See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs

Attachment E

Right of Way Data Sheet

TO: Office of Advance Planning, PSR II

Date June 7, 2011
Dist 4 Co Ala Rte 680
PM 19.97/20.28

Attention: Robert Blanco
District Branch Chief

Project ID: 04-00020752 (2G410K)

From: ENID LAU
Right of Way Resource Manager

Replace MGBR w/ Concrete Barrier

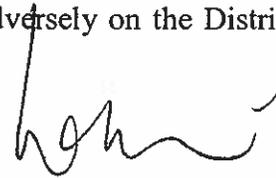
D.S. #5921

Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on maps we received from you on April 19, 2011 and the following assumptions and limiting conditions.

- 1. The mapping did not provide sufficient detail to determine the limits of the right of way required.
- 2. The transportation facilities have not been sufficiently designed so our estimator could determine the damages to any of the remainder parcels affected by the project.
- 3. Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the early design requirements.
- 4. This estimate does not include \$ _____ right of way costs previously incurred on the project, which may affect the total project right of way costs for programming purposes.
- 5. We have determined there are no right of way functional involvements in the proposed project at this time, as designed.

Right of Way Lead Time will require a minimum of 6 months after we begin receiving final right of way requirements (PYPSAN node No. 224), necessary environmental clearance has been obtained, and freeway agreements have been approved. From the date of receipt of final right of way requirements (PYPSAN node No. 265), we will require a minimum of 4 months prior to the date of certification of the project. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed. Either of these actions may reflect adversely on the District's other programs or our public image generally.



Right of Way Resource Manager

Attachments:

- Right of Way Data Sheet – Page One (always required)
- Right of Way Data Sheet – All Pages (required when interest in real property is being acquired)
- Utility Information Sheet
- Railroad Information Sheet

RIGHT OF WAY DATA SHEET

TO: Office of Advance Planning,
 PSR II

Date 5/5/2011 D.S. # 5921
 Dist. 04 Co. Ala Rte 680 PM 19.97/20.28
 EA 04-00020752 (2G410K)
 Project Description: Replace MBGR w/Concrete Barrier

ATTN: ROBERT BLANCO

SUBJECT: Right of Way Data - Alternate No. _____
 1. Right of Way Cost Estimate:

	Current Value (Future Use)	Escalation Rate	Escalated Value
A. Acquisition, including Excess Lands, Damages, and Goodwill	<u>\$0.00</u>	%	<u>\$0.00</u>
Project Permit Fees			<u>\$0.00</u>
Grantor's Appraisal Cost			<u>\$0.00</u>
B. Utility Relocation (State Share)	<u>\$5,000.00</u>	%	<u>\$5,000.00</u>
C. Railroad (from page 6)			<u>\$0.00</u>
D. Relocation Assistance	<u>\$0.00</u>	%	<u>\$0.00</u>
E. Clearance Demolition	<u>\$0.00</u>	%	<u>\$0.00</u>
F. Title and Escrow Fees	<u>\$0.00</u>	%	<u>\$0.00</u>
G. <u>TOTAL ESCALATED VALUE</u>			<u>\$5,000.00</u>
H. Construction Contract Work	<u>\$0.00</u>		

2. Anticipated Date of Right of Way Certification _____

3/2013

3. Parcel Data:

Type	Dual/Appr	Utilities	RR Involvements
X _____		U4-1 _____	None _____
A _____		-2 _____	C&M Agrmt _____
B _____		-3 _____	Svc Cont. _____
C _____		-4 _____	Design _____
D _____		U5-7 <u>2</u>	Const. _____
E <u>XXXX</u>		-8 _____	Lic/RE/Clauses _____
F <u>XXXX</u>		-9 _____	
Total <u>0</u>			Misc R/W Work
			RAP Displ <u>0</u>
			Clear Demo <u>0</u>
			Const. Permits <u>0</u>
			Condemnation <u>0</u>

Areas: Right of Way _____

No. Excess Parcels _____

Excess _____

Enter PMCS Screens 5/6/11

By AB

Enter AGRE Screen (Railroad Data Only) _____

By _____

4. Are there any major items of construction contract work?
Yes No (If yes, explain)
5. Provide a general description of the right of way and excess lands required(zoning, use, major improvements critical or sensitive parcels, etc.).
No right of way required.
6. Is there an effect on assessed valuation? (If yes explain)
Yes Not Significant No
7. Are utility facilities or rights of way affected? Yes No
If yes, attach Utility Information Sheet Exhibit 01-01-05)
8. Are railroad facilities or rights of way affected? Yes No
If yes, attach Railroad Information Sheet Exhibit 01-01-06)
9. Were any previously unidentified sites with hazardous waste and/or material found?
Yes None evident
(If yes, attach memorandum per Procedural Handbook Volume 1, Section 101.011)
10. Are RAP displacements required? Yes No
(If yes, provide the following information)
- No. of single family _____ No. of business/non profit _____
No. of multi-family _____ No. of farms _____
- Based on Draft / Final Relocation Impact Statement / Study dated _____, it is anticipated that sufficient replacement housing will / will not be available without Last Resort Housing.
11. Are material borrow and / or disposal sites required? Yes No
(If yes, explain)
12. Are there potential relinquishments / abandonments? Yes No
(If yes, explain)
13. Are there any existing and/or potential Airspace sites? Yes No
(If yes, explain)

14. Are there Environmental Mitigation costs? Yes No
(If yes, explain)

15. Indicate the anticipated Right of Way schedule and lead time requirements. (Discuss if District proposes less than PMCS lead time and / or if significant pressures for project advancement are anticipated.)

PYPSCAN lead time (from Regular R/W to project certification) 10 months.

16. Is it anticipated that all Right of Way work be performed by CALTRANS staff?
Yes No (If no, discuss)

Assumptions and Limiting Conditions

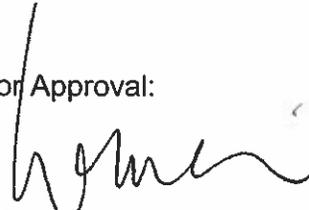
- This data sheet was completed without a hazardous waste/materials report.
- Information on this data sheet was based on maps provided by Robert Blanco on 4/11/2011

Evaluation Prepared By: Renata Frey

Right of Way: Name Renata Frey Date 5/5/11

Railroad: Name Pete E... Date 5/5/11

Utilities: Name Dan Approgera Date 5-5-11

Recommended for Approval:


Right of Way Capital Cost Coordinator

I have personally reviewed this Right of Way Data Sheet and all supporting information. It is my opinion that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper subject to the limiting conditions set fourth, and find this Data Sheet complete and current.



Chief, R/W Appraisal Services

5.13.11

Date

cc: Program Manager
Project Manger

RAILROAD INFORMATION SHEET

1. Describe railroad facilities or right of way affected.
 BART

2. When branch lines or spurs are affected, would acquisition and/or payment of damages to businesses and/or industries served by the railroad facility be more cost effective than construction of a facility to perpetuate the rail services? (See Procedural Handbook Volume 4a, Chapter 440 for further detail.)
 Yes No (If yes, explain)

3. Discuss types of agreements and rights required from the railroads. Are grade crossings requiring service contracts, or grade separations requiring construction and maintenance agreements involved?

4. Remarks (Nonoperating railroad right of way involved?)

5. PMCS Input Information

	<u>RR Involvements</u>	<u>Estimated Cost</u>
None		
C&M Agreement	_____	\$ _____
Svc Contract	_____	\$ _____
	_____	_____
	Design _____	
	Const. _____	
Lic/RE/Clauses	_____ X _____	

TOTAL ESTIMATED COST \$ _____

Prepared by: Pat Coggins


 Right of Way Railroad Coordinator

Date 5.5.11

Attachment F

Transportation Management Plan
(TMP) Data Sheet

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

(Preliminary TMP Elements and Costs)

Co/Rte/PM ALA-680-19.97/20.28 EA 2G410K Project Engineer Amalio Angeles
 Project Limit ALA-680-PM 19.97/20.28
 Project Description The build alternative proposes to replace existing MBGR with concrete barrier Type 60 at 3 locations within the 580/680 IC vicinity.

1) Public Information

<input checked="" type="checkbox"/> a. Brochures and Mailers	\$5,000
<input checked="" type="checkbox"/> b. Press Release	
<input type="checkbox"/> c. Paid Advertising	\$
<input type="checkbox"/> d. Public Information Center/Kiosk	\$
<input type="checkbox"/> e. Public Meeting/Speakers Bureau	
<input type="checkbox"/> f. Telephone Hotline	
<input type="checkbox"/> g. Internet, E-mail	
<input type="checkbox"/> h. Notification to impacted groups (i.e. bicycle users, pedestrians with disabilities, others...)	
<input type="checkbox"/> i. Others	\$

2) Motorist Information Strategies

<input type="checkbox"/> a. Changeable Message Signs (Fixed)	\$
<input checked="" type="checkbox"/> b. Changeable Message Signs (Portable)	\$20,000
<input checked="" type="checkbox"/> c. Ground Mounted Signs	\$10,000
<input type="checkbox"/> d. Highway Advisory Radio	\$
<input type="checkbox"/> e. Caltrans Highway Information Network (CHIN)	
<input type="checkbox"/> f. Detour maps (i.e. bicycle, vehicle, pedestrian...etc)	
<input type="checkbox"/> g. Revised Transit Schedules/maps	
<input type="checkbox"/> h. Bicycle community information	
<input type="checkbox"/> i. Others	

\$

3) Incident Management

<input checked="" type="checkbox"/> a. Construction Zone Enhanced Enforcement Program (COZEEP)	\$75,000
<input type="checkbox"/> b. Freeway Service Patrol	\$
<input type="checkbox"/> c. Traffic Management Team	
<input type="checkbox"/> d. Helicopter Surveillance	\$
<input type="checkbox"/> e. Traffic Surveillance Stations (Loop Detector and CCTV)	\$
<input type="checkbox"/> f. Others	\$

TMP Data Sheet (cont.)

4) Construction Strategies

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

5) Demand Management

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

6) Alternate Route Strategies

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

7) Other Strategies

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

TOTAL ESTIMATED COST OF TMP ELEMENTS = \$110,000

*Please note that any change in project scope, schedule, or cost will require resubmittal of TMP Data Sheet request.

PREPARED BY Shein Lin DATE 3/22/11

APPROVAL RECOMMENDED BY Lenka Pleskotova DATE 3/22/11

Attachment G

Risk Management Plan

Risk Management Plan

DIST-EA 04-2G410K		Project Name: Replace MBGR with Concrete Barrier Co - Rte - PM: ALA - 680 -			Project Manager: Patrick K. Pang Telephone: 510-286-5566			Date Created: 5/11/2011						
ID #	Status	Threat / Opportunity	Category	Date Risk Identified	Risk Description	Root Causes	Primary Objective	Overall Risk Rating	Cost/Time Impact Value	Risk Owner	Risk Trigger	Strategy	Response Actions w/ Pros & Cons	WBS Item
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(p)
1	Active	Threat	DESIGN	03/15/11	Embankment failure (Location 3)	Design	SCOPE	Probability 1=Very Low (1-9%) Med Impact 8 =High	Cost/Time Impact Value	PM	Conc Barrier Settlement	MITIGATE	monitor /fix embankment	270 CONSTRUCTION ENGINEERING AND GENERAL CONTRACT ADMINISTRATION Additional WBS
2	Active	Threat	ORG	03/15/11	Project not programmed in the next SHOFP	PM	TIME	Probability 3=Med (20-39%) Med Impact 4 =Med		PM	Project not a priority	ACCEPT	Project cost estimate should be refreshed	165 PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT
3	Active	Threat	DESIGN	05/12/11	Drainage work would delay project delivery	Design	TIME	Probability 2=Low (10-19%) Low Impact 2 =Low		PM	Conflict with utilities	ACCEPT	Verify in the next phase	200 UTILITY RELOCATION

Attachment H

**Categorical Exemption/
Categorical Exclusion**

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

04- ALA-680

19.97/20.28

2G410K

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

P.M/P.M.

E.A. (State project)

Federal-Aid Project No. (Local project)/ Proj. No.

PROJECT DESCRIPTION:

(Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)

Enter project description in this box. Use Continuation Sheet, if necessary

Replace MBGR with concrete guardrail at 3 locations in the City of Dublin at the 680/580 interchange. The work will all be down within the State Right-of-Way.

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 (Check one)

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

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

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

Categorically Exempt. General Rule exemption. [This project does not fail 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])]

Valerie Shearer

Print Name: Environmental Branch Chief

Valerie Shearer 7/29/11
Signature Date

PATRICK LANGT

Print Name: Project Manager/DLA Engineer

Patrick Langt 7/29/11
Signature Date

NEPA COMPLIANCE

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

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b)
(<http://www.fhwa.dot.gov/hep/23cfr771.htm> - sec.771.117).

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

CALTRANS NEPA DETERMINATION (Check one)

Section 6004: The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2010, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

23 CFR 771.117(c): activity (c) (___)

23 CFR 771.117(d): activity (d) (1_)

Activity ___ listed in the MOU between FHWA and the State

Section 6005: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under Section 6005 of 23 U.S.C. 327.

Valerie Shearer

Print Name: Environmental Branch Chief

Valerie Shearer 7/29/11
Signature Date

PATRICK LANGT

Print Name: Project Manager/DLA Engineer

Patrick Langt 7/29/11
Signature Date

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if Section 6005 project; §106 commitments; §4(f); §7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). **Revised June 7, 2010**

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

04-ALA-680

19.97/20.28

2G410K

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

P.M/P.M.

E.A. (State project)

Federal-Aid Project No. (Local project)/ Proj. No.

Continued from page 1:

Conditons:

Work with the paved roadway as much as possible.
All staging will stay within the State Right of Way.

Biology

- 1) A biologist will conduct a pre-construction survey for burrowing owls.
- 2) A biologist will conduct a pre-construction bird survey if there will be any work done in the nesting season, from February 1st to August 31st.