

06-Ker-5, PM 62.5/73.1
20.10.201.121
EA 06-0P140K
ID 0612000091
October 19, 2011

CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

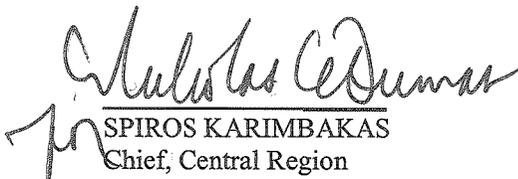
To

**Request Programming in the 2012 SHOPP
And
Provide Project Approval**

On Route 5

Between Lerdo Overcrossing and Route 5/ 46 Separation

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


SPIROS KARIMBAKAS
Chief, Central Region
Right of Way

APPROVAL RECOMMENDED:


FRANK MOMEN, Project Manager

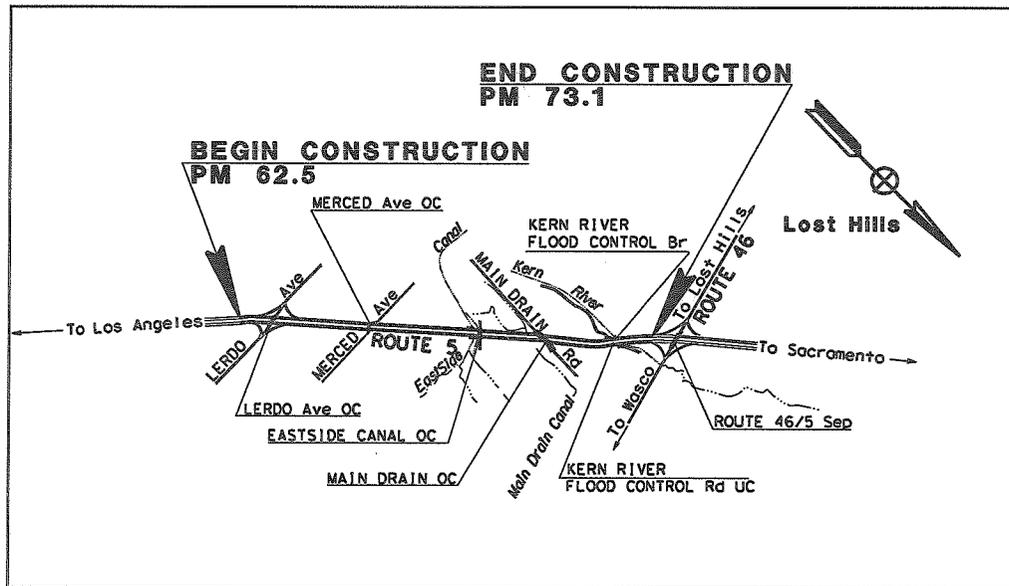
APPROVED:


SHARRI BENDER EHLERT
Interim District Director
District 6 – Central Region

10/25/2011
DATE

06 - Ker - 5, PM 62.5/73.1
20.10.201.121
EA 06-0P140K
October 19, 2011

Vicinity Map



On Route 5 Between Lerdo Avenue Overcrossing
and Junction of Route 5/46 Separation

06-Ker-5, PM 62.5/73.1

This Capital Preventive Maintenance 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.



REGISTERED CIVIL ENGINEER

10/19/2011

DATE



1. INTRODUCTION AND BACKGROUND

It is proposed to replace failed PCC panels and grind concrete pavement and crack seal AC shoulders.

Project Limits	06-Ker-5-PM 62.5/73.1
Capital Costs:	\$4,882,000
Type of Facility	Freeway
Environmental Determination/Document and date approved:	CE Dated: 9/15/2011

2. RECOMMENDATION

It is recommended that this project report be approved and proceed to design phase.

3. PURPOSE AND NEED STATEMENT

Need:

The pavement within the project limits is exhibiting minor distress and unacceptable ride quality, which if left uncorrected, will deteriorate to a major roadway rehabilitation need.

Purpose:

The purpose of this project is to improve the ride and extend the life of the existing pavement of this segment of Interstate 5 in Kern County. Interstate 5 is a major North/South arterial in Kern County with a high level of truck traffic.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

4A. Roadway Geometric Information

Facility	Minimum	Through Traffic Lanes			Paved Shoulder Width		Median Width	Bicycle / Ped Path Separated from the Roadbed	Bridge Approach Slab Work
		No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite)	Left	Right			
Location (Post Miles)	Curve Radius	No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite)	Left	Right	Width	Work Required?	# Slabs
62.5/73.1	3000	4	12	Rigid	5	10	84	No	2

4B. Condition of Existing Facility (Repeat info for each homogeneous segment):

(1) Traveled Way Data
PMS Category (1-29) 7 Priority Classification (.1-.4) 0.3

International Ride Index 197

Rigid Pavement:

3rd Stage Cracking % 18

Faulting% N/A

Joint Spalls N/A

Pumping N/A

Corner Breaks % 34

(2) Locations(s) of subsurface or ponded surface-water:

There are no reports of ponding or subsurface problem.

(3) Pedestrian Facility Data

No pedestrian facility within the project limits.

4C. Structure Information

Structures	Vertical Clearance		
	Name/No.	Exist	3R Std
50-0310	17	16	N/A
50-0311	16.5	16	N/A
50-0312	16.5	16	N/A
50-0313	16.7	16	N/A

Remarks: Existing vertical clearances will not be changed.

4D. Vehicle Traffic Data
Traffic Volumes

Construction Year ADT 38,500

DHV 8,400

Trucks 33%

Safety Review Date: October 19, 2011.

5. CORRIDOR AND SYSTEM COORDINATION

A project is programmed (EA 0L2201) to install a median barrier from PM 69.6/73.1.

6. ALTERNATIVES

6A. CAPM Strategy:

It is proposed to replace failed PCC panels and grind concrete pavement and crack seal shoulders.

Enhancements: Existing traffic stripes and pavement markings will be replaced. Metal beam guard rails, end treatments, structure approach guard railing and CMS approach guard railing will be upgraded. ADA ramps are not required for this segment of the highway.

6B. Environmental Compliance:

This project is classified as a CE and exempt under CEQA and NEPA Compliance

6C. Hazardous waste disposal site required? If yes, where are sites?

Not required

6D. Other Agencies Involved (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.):

Not required

6E. Materials and or disposal site needs and availability?

Not required

6F. Right of way Issues (include utility issues):

There are no Right of Way issues. Underground utilities will be verified and positively identified during PS&E stage. No new right of way is required.

6G. Railroad Involvement:

Not involved.

6H. Recycled Materials:

Recycled materials are not required for this project.

6I. What are the consequences of not doing this entire project?

The pavement will continue to deteriorate resulting in escalated maintenance costs and unnecessary exposure of maintenance personnel to high-speed traffic.

6J. Life Cycle Cost Analysis

Life Cycle Cost Analysis has been waived for this project by Bill Farnbach, Chief, Office of Pavement Policy and Planning.

7. TRANSPORTATION MANAGEMENT

7A. Transportation Management Plan

The District Traffic Operations Branch has developed a Traffic Management Plan for this project and the cost for the plan has been included in the project cost estimate. One paved lane will be open in both directions for public traffic at all times during the construction of this project.

7B. Vehicle Detection Systems

None

8. FUNDING/SCHEDULING

8A. Cost Estimate

	Lane- miles/Number	Cost
Pavement Work		
Total Lane-Miles of CAPM Work	<u>42.4</u>	
PCC Grinding	<u> </u>	<u>\$1,350,000</u>
Individual PCC slab replacement	<u> </u>	<u>\$1,750,000</u>
AC shoulder crack seal	<u> </u>	<u>\$110,000</u>
Hot Recycled AC	<u>None</u>	
PCC Pavement Work (grind, Individual slab replacement)	<u> </u>	<u>(\$3,100,000)</u>
Drainage Improvement		<u>\$30,000</u>
COSTS	SUBTOTAL	<u>\$3,130,000</u>
	Does the Project Include? (Yes/No)	Cost
Non-pavement Work		
Railroad Agreements	<u>No</u>	
Traffic Control	<u>Yes</u>	<u>\$200,000</u>
Rumble Strips	<u>No</u>	
Correct Super elevation/ Cross slope	<u>No</u>	
	<u> </u>	<u> </u>

Traffic Stripes and Pavement Markings

Paint	Yes	\$75,000
Thermoplastic	Yes	\$25,000
Barrier Rail	Yes	\$25,000
Terminal End Sections	No	
Pavement Markers	Yes	\$85,000
Stormwater		
COSTS SUBTOTAL		\$410,000
	SUM OF SUBTOTALS	\$3,540,000
	20% Contingency	\$708,000
	Mobilization 10%	\$354,000
TOTAL PROJECT COST		\$4,602,000

8B. Cost Breakdown: SB 45 TABLE

CAPITAL and SUPPORT COST SUMMARY						
Project Cost Component	Fiscal Years					Total
	11/12	12/13	13/14	14/15		
R/W Capital		\$20				\$20
Const. Cap			\$4,882			\$4,882
PA&ED						
PS&E		\$487				\$487
R/W Sup		\$14				\$14
Const. Sup			\$683			\$683
Total		\$521	\$5,565			\$6,086

All cost (X) \$1000. Support Categories are the same as those identified by SB 45.
Support to Capital Ratio is 24%.

8C. Project Schedule:

Milestones	Delivery Date (Month, Day, Year)
CAPM PR	
PA &ED	11/1/11
Project PS&E	6/1/2013
Right of Way Certification	9/1/2013
Ready to List	9/15/2013
Approve Contract	6/01/2014
CCA	12/01/2014
End Contract	03/1/2017

9. SCOPING TEAM FIELD REVIEW ATTENDANCE ROSTER:

See Attachment

10. PROJECT REVIEWED BY:

District Maintenance: <u>Bill Moses</u>	<u>Date 9-30-11</u>
District Materials: <u>Ted Mooradian</u>	<u>Date 10-4-11</u>
HQ Design Coordinator/Reviewer: <u>Mike Janzen</u>	<u>Date 9-23-11</u>
HQ 121 Program Advisor: <u>Ron Jones</u>	<u>Date 9-28-11</u>

11. ATTACHMENTS

- A. Title Sheet
- B. Typical Cross Section
- C. PMS Inventory Data
- D. Environmental Document CE
- E. Right of Way Data Sheet
- F. Traffic TMP
- G. Storm Water Data Report
- H. Project Risk Management Plan
- I. Field Review Attendance Roster

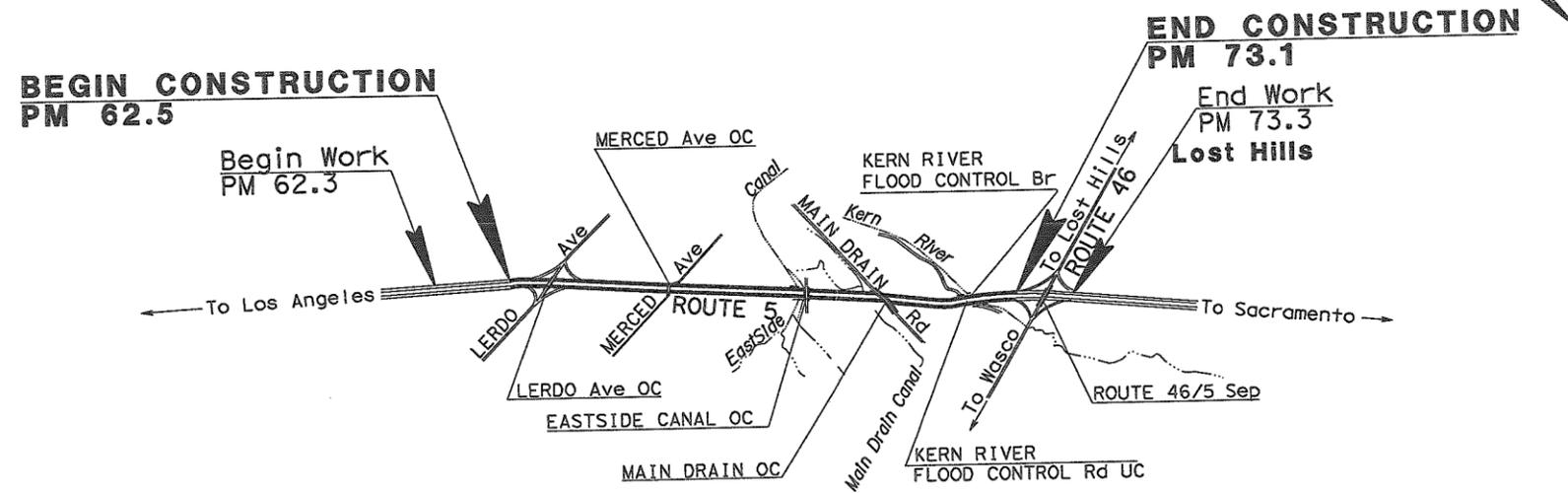
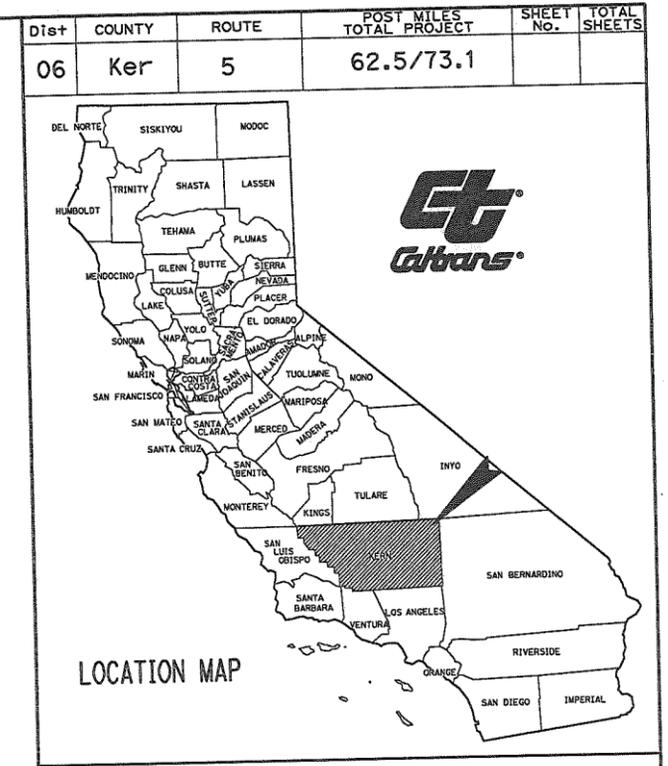
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FHWA – Dominic Hoang
HQ Division of Design -
HQ Program Advisor – Ron Jones
Division of Engineering Design Services
HQ Transportation Programming - Rick Guevel
HQ Environmental – Jay Norvell
HQ Traffic Ops/Traffic Safety Pgm – Shaila Chowdhury
Project Manger – Frank Momen
Design Manager – Gurbhay Brar
Resident Engineer – Amrit Brar
District Maintenance – John Liu
District Traffic Management – Benjamin Camarena
Region Traffic Design – Mohammed Qatami
District Traffic Operations – Albert Lee
Region Materials – Ted Mooradian
Region Environmental – Christine Cox
Region Right of Way – Nick Dumas
District Planning – Steven J. McDonald
PPM – Sarah Lesnikowski
Surveys – Giana Cardoza
HQ DES/OPPM – Peggy Lim
District Records – Victoria Pozuelo

INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY**
IN KERN COUNTY ON ROUTE 5 NEAR
LOST HILLS FROM LERDO OVERCROSSING TO
ROUTE 5/46 SEPARATION

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



PROJECT MANAGER
FRANK MOMEN

DESIGN ENGINEER
GURBHAY BRAR

ATTACHMENT A

PROJECT ENGINEER _____ DATE _____
REGISTERED CIVIL ENGINEER



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

CONTRACT No.	06-OP140K
PROJECT ID	0612000091

NO SCALE

RELATIVE BORDER SCALE IS IN INCHES

USERNAME => s112337
DGN FILE => 60P140ab001v8.dgn

UNIT 1437 PROJECT NUMBER & PHASE 0612000091K

DATE PLOTTED => 07-OCT-2011
TIME PLOTTED => 13:52
LAST REVISION 08-31-11

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	5	62.5/73.1		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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

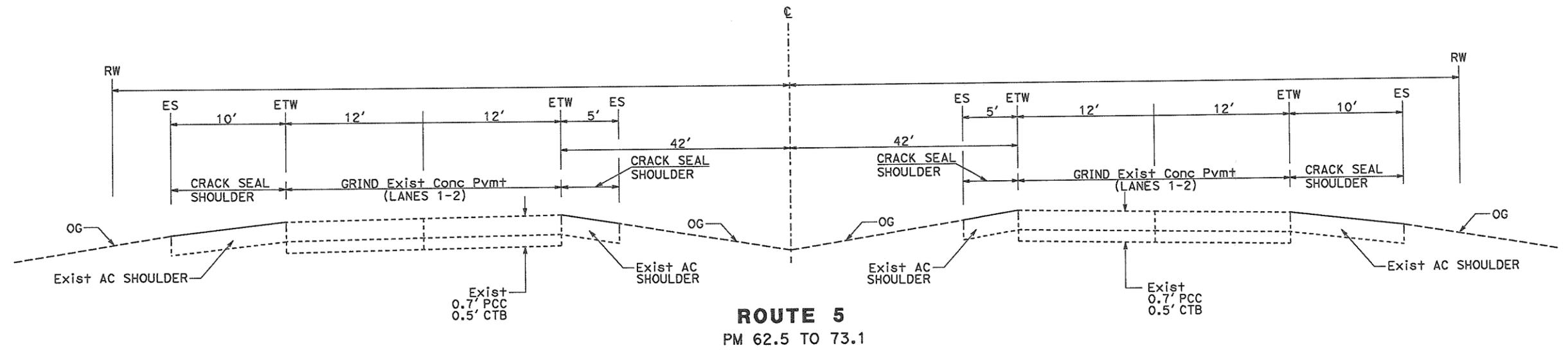


NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.

LEGEND

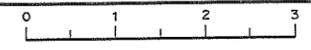
☒ REPLACE CONCRETE PAVEMENT



ROUTE 5
PM 62.5 TO 73.1

ATTACHMENT B
TYPICAL CROSS SECTIONS AND CONSTRUCTION DETAILS
X-1
NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
St. Gobans
DESIGN
FUNCTIONAL SUPERVISOR: GURBHAY BRAR
CHECKED BY: GURDEEP BRAR
DESIGNED BY: DAVID VELAZCO
REVISED BY: DAVID VELAZCO
DATE REVISED: GURDEEP BRAR



Collection Date: 05/28/2009
 Printed: 08/31/2011

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 6
 County KER
 Route 005
 Begin PM 62.000

District 6, KER, Rte 005, PM 62.5 - 73.1

District 6 County KER Route 005

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL	Alligator Cracking		Rutting, Bleeding	Slab Cracking			Faulting	Patching		Ride, IRI	Priority	Skid	Defect
						A %	B %		C (Y/N)?	1st %	3rd %		Corner %	Area %				
62.000 -	62.543	0.543	2.172	MLD	33	1												
L1	F-DG	0	0									5	63	99				NO DISTRESS OBSERVED
L2	F-DG	50	0									5	86	32				ALL. A, NO B, OPEN CRKS
R1	F-DG	0	0									5	66	99				NO DISTRESS OBSERVED
R2	F-DG	0	0									5	79	99				NO DISTRESS OBSERVED
62.543 -	62.558	0.015	0.060	MLD	33	1												
L1	F-DG	0	0										N/A	99				NO DISTRESS OBSERVED
L2	F-DG	50	0										N/A	32				ALL. A, NO B, OPEN CRKS
R2	R				31	10	14						N/A	7				THIRD ST.CRKNG
62.558 -	63.000	0.442	1.768	MLD	33	1												
L1	R											5	96	98				GOOD CONDITION
L2	R				21	1	1					7	127	31				SLAB CRACKING
R1	R											5	122	98				GOOD CONDITION
R2	R				31	10	14					29	184	7				THIRD ST.CRKNG
63.000 -	64.000	1.000	4.000	MLD	33	1												
L1	R											5	91	98				GOOD CONDITION
L2	R				16	0	15					14	145	33				UNSEALED CRACKS OR
R1	R											5	108	98				GOOD CONDITION
R2	R				28	3	18					13	144	31				SLAB CRACKING
64.000 -	65.000	1.000	4.000	MLD	33	1												
L1	R											5	93	98				GOOD CONDITION
L2	R				21	2	16					19	158	31				SLAB CRACKING
R1	R											6	124	98				GOOD CONDITION
R2	R				25	9	23					23	169	7				THIRD ST.CRKNG
65.000 -	66.000	1.000	4.000	MLD	33	1												
L1	R											5	98	98				GOOD CONDITION
L2	R				16	1	10					5	121	31				SLAB CRACKING
R1	R											10	134	98				GOOD CONDITION
R2	R				17	4	14					5	119	31				SLAB CRACKING

*Surface type of 'EB' is Enhanced Binder.

California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 274-6057

Collection Date: // : : AM
 Printed: 08/31/2011

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 6
 County KER
 Route 005
 Begin PM 66.000

District 6, KER, Rte 005, PM 62.5 - 73.1

District 6 County KER Route 005

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL	Alligator Cracking		Rutting, Bleeding	Slab Cracking			Faulting	Patching		Ride, IRI	Priority	Skid	Defect	
						A %	B %		C (Y/N)?	1st %	3rd %		Corner %	Area %					Poor Cond.?
66.000	- 67.000	1.000	4.000	MLD	33	1													
L1	R												5	101	98				GOOD CONDITION
L2	R			22	3	11							12	140	31				SLAB CRACKING
R1	R												5	119	98				GOOD CONDITION
R2	R			19	27	34							14	146	7				THIRD ST.CRKNG
67.000	- 67.954	0.954	3.816	MLD	33	1													
L1	R												5	108	98				GOOD CONDITION
L2	R			27	7	17							19	159	7				THIRD ST.CRKNG
R1	R												5	119	98				GOOD CONDITION
R2	R			11	3	22							8	131	31				SLAB CRACKING
67.954	- 67.960	0.006	0.024	MLD	33	1													
L2	B													N/A	0				N/A - Bridge
R2	B													N/A	0				N/A - Bridge
67.960	- 68.000	0.040	0.160	MLD	33	1													
L1	R												5	106	98				GOOD CONDITION
L2	R			27	7	17							28	181	7				THIRD ST.CRKNG
R1	R												6	125	98				GOOD CONDITION
R2	R			11	3	22							15	147	31				SLAB CRACKING
68.000	- 69.000	1.000	4.000	MLD	33	1													
L1	R												5	115	98				GOOD CONDITION
L2	R			24	10	22							24	171	7				THIRD ST.CRKNG
R1	R												5	121	98				GOOD CONDITION
R2	R			16	1	25							9	133	31				SLAB CRACKING
69.000	- 69.391	0.391	1.564	MLD	33	1													
L1	R												5	109	98				GOOD CONDITION
L2	R			22	8	15							20	161	7				THIRD ST.CRKNG
R1	R												5	113	98				GOOD CONDITION
R2	R			24	6	17							8	131	7				TSC & CORNER CRK

*Surface type of 'EB' is Enhanced Binder.

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 6
 County KER
 Route 005
 Begin PM 69.391

District 6, KER, Rte 005, PM 62.5 - 73.1

District 6 County KER Route 005

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AAADT (,000)	MSL										
Lane	Surface Type	Alligator Cracking			Rutting, Bleeding	Slab Cracking			Faulting	Patching		Ride, IRI	Priority	Skid	Defect
		A %	B %	C (Y/N)?		1st %	3rd %	Corner %		Area %	Poor Cond.?				
69.391	-	69.397	0.006	0.024	MLD	33	1								
L2	B											N/A	0		N/A - Bridge
R2	B											N/A	0		N/A - Bridge
69.397	-	70.000	0.603	2.412	MLD	33	1								
L1	R											5	105	98	GOOD CONDITION
L2	R				22	8	15					33	195	7	THIRD ST.CRKNG
R1	R											5	119	98	GOOD CONDITION
R2	R				24	6	17					26	177	7	TSC & CORNER CRK
70.000	-	71.000	1.000	4.000	MLD	33	1								
L1	R											5	105	98	GOOD CONDITION
L2	R				36	10	17					36	203	7	THIRD ST.CRKNG
R1	R											5	115	98	GOOD CONDITION
R2	R				39	4	10					20	161	31	SLAB CRACKING
71.000	-	71.556	0.556	2.224	MLD	33	1								
L1	R											5	110	98	GOOD CONDITION
L2	R				29	2	5					29	185	31	SLAB CRACKING
R1	R											5	112	98	GOOD CONDITION
R2	R				32	18	15					17	153	7	THIRD ST.CRKNG
71.556	-	71.565	0.009	0.036	MLD	33	1								
L2	B											N/A	0		N/A - Bridge
R2	R				32	18	15					N/A	7		THIRD ST.CRKNG
71.565	-	71.570	0.005	0.020	MLD	33	1								
L2	B											N/A	0		N/A - Bridge
R2	B											N/A	0		N/A - Bridge
71.570	-	71.579	0.009	0.036	MLD	33	1								
L2	R				29	2	5					N/A	31		SLAB CRACKING
R2	B											N/A	0		N/A - Bridge

*Surface type of 'EB' is Enhanced Binder.

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 6, KER, Rte 005, PM 62.5 - 73.1

District 6 County KER Route 005

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AAADT (,000)	MSL									
Lane	Surface Type	Alligator Cracking			Rutting, Bleeding	Slab Cracking			Faulting	Patching		Ride, IRI	Priority	Skid	Defect
		A %	B %	C (Y/N)?		1st %	3rd %	Corner %		Area %	Poor Cond.?				
71.579	-	71.616	0.037	0.148	MLD	33	1								
L2	R				29	2	5					N/A	31		SLAB CRACKING
R1	R											5 120	98		GOOD CONDITION
R2	R				32	18	15					27 180	7		THIRD ST.CRKNG
71.616	-	71.622	0.006	0.024	MLD	33	1								
L1	B											24 172	0		N/A - Bridge
L2	B											49 237	0		N/A - Bridge
R2	B											N/A	0		N/A - Bridge
71.622	-	71.641	0.019	0.076	MLD	33	1								
L2	R				29	2	5					N/A	31		SLAB CRACKING
R2	R				32	18	15					N/A	7		THIRD ST.CRKNG
71.641	-	71.662	0.021	0.084	MLD	33	1								
L2	B											N/A	0		N/A - Bridge
R2	R				32	18	15					N/A	7		THIRD ST.CRKNG
71.662	-	71.682	0.020	0.080	MLD	33	1								
L2	B											N/A	0		N/A - Bridge
R2	B											N/A	0		N/A - Bridge
71.682	-	71.703	0.021	0.084	MLD	33	1								
L2	R				29	2	5					N/A	31		SLAB CRACKING
R1	B											10 135	0		N/A - Bridge
R2	B											34 197	0		N/A - Bridge
71.703	-	72.000	0.297	1.188	MLD	33	1								
L1	R											5 110	98		GOOD CONDITION
L2	R				29	2	5					25 174	31		SLAB CRACKING
R1	R											5 119	98		GOOD CONDITION
R2	R				32	18	15					19 159	7		THIRD ST.CRKNG

*Surface type of 'EB' is Enhanced Binder.

Caltrans Maintenance Program 2008 Pavement Condition Survey Inventory Caltrans Drive Order

District 6
 County KER
 Route 005
 Begin PM 72.000

District 6, KER, Rte 005, PM 62.5 - 73.1

District 6 County KER Route 005

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)			MSL	Ride, IRI		Priority	Skid	Defect		
Lane	Surface Type	Alligator Cracking			Rutting, Bleeding	Slab Cracking			Faulting	Patching		Ride, IRI	Priority	Skid	Defect
		A %	B %	C (Y/N)?		1st %	3rd %	Corner %		Area %	Poor Cond.?				
72.000	-	72.894	0.894	3.576	MLD	33	1								
L1	R									5	117	98			GOOD CONDITION
L2	R					11	4	3		22	166	31			SLAB CRACKING
R1	R									5	120	98			GOOD CONDITION
R2	R					27	2	7		15	149	31			SLAB CRACKING
72.894	-	72.952	0.058	0.232	MLD	33	1								
L1	F-DG	0	0							17	134	98			GOOD CONDITION
L2	F-DG	0	0							23	159	98			GOOD CONDITION
R1	R									8	130	98			GOOD CONDITION
R2	R					27	2	7		23	169	31			SLAB CRACKING
72.952	-	72.959	0.007	0.028	MLD	33	1								
L1	F-DG	0	0							N/A		98			GOOD CONDITION
L2	F-DG	0	0							N/A		98			GOOD CONDITION
R1	F-DG	0	0							N/A		98			GOOD CONDITION
R2	F-DG	0	0							N/A		33			MISC. UNSEALED CRACKS
72.959	-	74.000	1.041	4.164	MLD	33	1								
L1	F-DG	0	0							5	80	33			MISC. UNSEALED CRACKS
L2	F-DG	0	0							5	82	33			MISC. UNSEALED CRACKS
R1	F-DG	0	0							5	75	98			GOOD CONDITION
R2	F-DG	0	0							9	102	33			MISC. UNSEALED CRACKS

*Surface type of 'EB' is Enhanced Binder.

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

06-KER-5 62.5/73.1 0P1400
 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.)

Caltrans proposes on I-5 in Kern County to grind existing PCC lanes, replace failed concrete slabs, cold plane and overlay HMA shoulders up to a depth of 0.20. Metal beam guardrails will also be reconstructed where needed. No additional right-of-way will be required.

Note: See attached Environmental Commitments Record

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 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])]

Kelly Hobbs

Print Name: Environmental Branch Chief

Kelly Hobbs 9/15/2011
 Signature Date

Frank Momen

Print Name: Project Manager/DLA Engineer

Frank Momen 9/15/11
 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) ()
- 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.

Kelly Hobbs

Print Name: Environmental Branch Chief

Kelly Hobbs 9/15/2011
 Signature Date

Frank Momen

Print Name: Project Manager/DLA Engineer

Frank Momen 9/15/11
 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

Memorandum

To: FRANK MOMEN

Date: 9/12/2011

File: CD 06 EA 0P140K Alt NA

Attn

Co KER RTE 5

DESCRIPTION:
GRIND PAVEMENT & OVERLAY CAPM

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

Subject: RIGHT OF WAY DATA SHEET

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 9/1/2011

The following assumptions and limiting conditions were identified:

Appraisal

Utility

According to the Right of Way Data Sheet request, Utility involvement is required. Positive location of buried facilities is recommended per Design Engineer, Sam Shankar. There are no manholes, valves, etc. that need adjustment to grade per Designer. No Permit Search was provided.

Right of Way Lead Time will require a minimum of 6 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.

Nicholas G. Dumas
for NICHOLAS G DUMAS
Assistant Region Division Chief, Right of Way
(559) 445-6195

Right Of Way Cost Estimate	Current Year 2012	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2012
Acquisition:	\$0	25%	5%	\$0
Mitigation:	\$0	25%	5%	\$0
State Share of Utilities:	\$18,750	25%	5%	\$19,688
Expert Witness:	\$0	25%	5%	\$0
Relocation Assistance:	\$0	25%	5%	\$0
Demolition and Clearance:	\$0	25%	5%	\$0
Title and Escrow:	\$0	25%	5%	\$0
Ad Signs:	\$0	25%	5%	\$0
Total Current Value:	\$18,750			\$19,688

If RW Cost Est fields are blank, Costs = \$0

Estimated Construction Contract Work (CCW): R/W LEAD TIME/Mo. 6

Cost Break Down	
Pot Hole	15,000
Mitigation	
Land	
Bank	
Permit Fee	

RR Involvement

Railroad Facilities or Right of Way Affected? NO

Const/Maint Agreement:

Service Contract:

Right of Entry:

Clauses:

Estimated Lead-time

Parcel Data

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

of Excess Parcels:

Misc R/W Work

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

Utilities

U4-1: Owner Expense	
U4-2: State Expense, Conventional no Fed Aid	
U4-3: State Expense, Freeway no Fed Aid	7
U4-4: State Expense, both with Fed Aid	
U5-7: Utility verification, no relocation/potholing	
U5-8: Utility verification, w/ some relocation/potholing	
U5-9: Utility verifications, relocation/potholing required	7

Department of Transportation
District 6

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

06-Ker 5-PM 62.5/73.1

KER 5 CAPM

PROJECT NUMBER: 06-0P140K

September 08, 2011

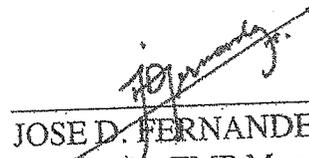
Prepared For: GURBHAY BRAR, Design Senior
Office of Design IV, Branch C

Prepared By: JOSE FERNANDEZ, JR.

Concurred By:

Approved By:


BENJAMIN C. CAMARENA
District 6 – District Traffic Manager


JOSE D. FERNANDEZ, JR., P.E.
District 6 – TMP Manager

This Transportation Management Plan (TMP) data sheet is prepared in response to a request from Office of Design IV, Branch C dated September 30, 2011.

Attached is the TMP Data Sheet for the above referenced project. Per Deputy Directive 60, TMP must be considered at the early stage of all projects and activities performed on the State Highway System. The following items shall be included in the project initiation document (PID):

- 1) The TMP Data Sheet shall be attached to the project initiation document (PID).
- 2) Any costs associated with the traffic impact mitigation measures listed in the TMP Data Sheet shall be included in the PID estimate.
- 3) The following statements shall be included in the body of the PID:

“Preliminary traffic impacts and mitigation for this project have been outlined in the attached Transportation Management Plan Data Sheet (TMP Data Sheet). Costs associated with the traffic impact mitigation measures listed in the TMP Data Sheet have been included in this documents estimate.”

ATTACHMENT F

TMP Data Sheet
Design Senior: Gurbhay Brar
Date: September 08, 2011

Project No. 06-0P140K

Cty/Rte/PM: Ker 5-PM 62.5/73.1
Office of Design IV, Branch C
Page 2 of 2

“A TMP for this project is required and should be requested when the design is complete enough to determine specific traffic impacts; but yet early enough to make design changes/additions required for traffic mitigation.”

“Lane closure charts and detailed TMP will be provided during PS&E stage.”

“Lane closures are not allowed when the traffic volume is beyond the capacity of the remaining lanes. Nighttime work outside peak hours is anticipated for this project.”

If you have any questions, please contact me at 559-444-2492.

Attachments:

– TMP Data Sheet

DISTRICT 6 - TRANSPORTATION MANAGEMENT PLAN

DATA SHEET

(TMP Elements and Costs)

CO/RTE/PM	KER 5	PM	62.5/73.1	PROJ. NO.	0P140K
PROJECT NAME	KER 5 CAPM				
PROJECT LIMIT	On State Route 5 in Kern County from 0.1 Mile South of Lerdo Avenue OC 50-310 to 0.1 Mile North of Jct 46/5 Separation 50-316				
PROJECT DESCRIPTION	Rehabilitate the Existing Pavement				

A) **The project includes the following:**
(Check all that applicable type of facility closures.)

- | | |
|--|---|
| <input checked="" type="checkbox"/> Highway or Freeway Lanes | <input checked="" type="checkbox"/> Freeway Off-ramps |
| <input checked="" type="checkbox"/> Highway or Freeway Shoulders | <input checked="" type="checkbox"/> Freeway On-ramps |
| <input type="checkbox"/> Freeway Connectors | <input type="checkbox"/> Local Streets |

B) **Are there any construction strategies that can restore existing number of lanes?**
 No Yes (Check all applicable strategies.)

- | | | |
|--|------------------------------|--|
| <input type="checkbox"/> Temporary Roadway Widening Structure Involvement? | <input type="checkbox"/> Yes | <input type="checkbox"/> No (If yes, notify Project Manager) |
| <input type="checkbox"/> Lane Restriping (Temporary narrow lane widths) | | |
| <input type="checkbox"/> Roadway Realignment (Detour around work area) | | |
| <input type="checkbox"/> Median and/or Right Shoulder Utilization | | |
| <input type="checkbox"/> Use of HOV lane as Temporary Mixed Flow Lane | | |
| <input type="checkbox"/> Staging Alternatives (Explain Below) | | |

C) **Calculated Delay**
(To be performed if construction strategies in Item B do not mitigate congestion resulting from Item A or on all projects along Interstate 5 and Route 99)

- | | |
|--|-----------------|
| 1. Estimated Maximum Individual delay | _____ minutes |
| 2. Existing or Acceptable Individual Vehicle Delay | _____ minutes |
| 3. Estimated Individual Vehicle Delay Requiring Mitigation | _____ minutes |
| 4. Estimate Delay Cost (Most Applicable) | |
| <input type="checkbox"/> Extended Weekend Closure | _____ |
| <input type="checkbox"/> Weekly (7 days) | _____ |
| 5. Estimated Duration of Project Related Delays | _____ # of Days |
| 6. Cost of Construction Related delays | _____ |

TMP Estimates based on X-Number of Working Days
 requiring Lane/Shoulder/Ramp/Freeway/Highway Closures: 60 Working Days

TMP DATASHEET

PAGE 2 OF 2

Date: September 8, 2011
 Design Senior: Garbhay Brar
 Branch: C

Office of Design: IV

Cnty/Rte: KER 5
 PM: 62.5/73.1
 Project No: OP140K

D) Preliminary TMP Elements and cost: (Identify all elements and estimated costs that will be used to mitigate congestion resulting from the proposed construction activities.)

<p>1. Public Information - Bees # 066063</p> <ul style="list-style-type: none"> <input type="checkbox"/> Brochures & Mailers <input checked="" type="checkbox"/> Press Release/Media Alerts <input type="checkbox"/> Paid Advertisements <input type="checkbox"/> Public Information Center/Kiosks <input type="checkbox"/> Telephone Hotline <input checked="" type="checkbox"/> Planned Lane Closure Website <input type="checkbox"/> Project Website <input type="checkbox"/> Pubic Meetings <input checked="" type="checkbox"/> Freight Travel Information 	<p>\$3,000</p> <p>\$0</p> <p>\$0</p>	<p>4. Construction Strategies (In Addition to Elements Identified on Item B)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Two-way Traffic On One Side <input type="checkbox"/> Reversible Lanes <input checked="" type="checkbox"/> Ramp/Connector Closure <input checked="" type="checkbox"/> Night Work <input type="checkbox"/> Extended Weekend Work <input type="checkbox"/> Ped/Bicycle Access Improvements <input type="checkbox"/> Maintain Business Access <input type="checkbox"/> A + B Bidding <input type="checkbox"/> Innovative Const. Techniques <input checked="" type="checkbox"/> Coordination w/ Adj. Const. Site <input type="checkbox"/> Speed Limit Reduction <input type="checkbox"/> Traffic Screens 	<p>\$0</p> <p>\$0</p> <p>\$0</p> <p>\$0</p> <p>\$0</p> <p>\$0</p> <p>\$0</p>
<p>2. Motorist Information Strategies</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Traffic Radio Announcements <input type="checkbox"/> Fixed CMS <input checked="" type="checkbox"/> Portable CMS BEES 128650 <input type="checkbox"/> Temporary Motorist Information Signs <input type="checkbox"/> Ground Mounted Signs (Detour) <input type="checkbox"/> Dynamic Speed Message Sign <input type="checkbox"/> Highway Advisory Radio <input checked="" type="checkbox"/> CT Hwy Infom. Network (CHIN) 	<p>\$0</p> <p>\$21,000</p> <p>\$0</p>	<p>5. Demand Management</p> <ul style="list-style-type: none"> <input type="checkbox"/> HOV Lane/Ramps <input type="checkbox"/> Variable Work Hours <input type="checkbox"/> Telecommuting <input type="checkbox"/> Truck/Heavy Vehicle Restrictions <input type="checkbox"/> Rideshare Promotions <input type="checkbox"/> Ramp Metering <input type="checkbox"/> Transit Incentives <input type="checkbox"/> Shuttle Services <input type="checkbox"/> Ridesharing/Carpooling Incentives <input type="checkbox"/> Park & Ride Promotion 	<p>\$0</p> <p>\$0</p> <p>\$0</p> <p>\$0</p> <p>\$0</p> <p>\$0</p> <p>\$0</p>
<p>3. Incident Management</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Transportation Management Center <input type="checkbox"/> Traffic Management Team (TMT) <input type="checkbox"/> Intelligent Transportation Systems <input type="checkbox"/> Traff. Surveillance (Loop & CCTV) <input type="checkbox"/> Helicopter Surveillance <input type="checkbox"/> Tow/Freeway <input checked="" type="checkbox"/> COZEEP BEES 066062 	<p>\$0</p> <p>\$102,000</p>	<p>6. Alternative Route Strategies</p> <ul style="list-style-type: none"> <input type="checkbox"/> Off-site Detours/Use of Alt. Rtes <input type="checkbox"/> Signal Timing/Coord. Improvements <input type="checkbox"/> Temporary Traffic Signals <input type="checkbox"/> Signal Retiming <input type="checkbox"/> Street/Intersection Improvements <input type="checkbox"/> Turn Restrictions <input type="checkbox"/> Parking Restrictions 	<p>\$0</p> <p>\$0</p> <p>\$0</p> <p>\$0</p> <p>\$0</p> <p>\$0</p>
<p>4. Construction Strategies (In Addition to Elements Identified on Item B)</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Lane Requirement Chart <input type="checkbox"/> Construction Staging <input type="checkbox"/> Traffic Handling Plans <input type="checkbox"/> Full Facility Closures <input type="checkbox"/> Local Road Closures <input type="checkbox"/> Lane Modifications <input type="checkbox"/> One-Way Reversing Operation 	<p>\$0</p>	<p>7. Other Considerations</p> <ul style="list-style-type: none"> <input type="checkbox"/> Application of New Technologies <input type="checkbox"/> Other 	<p>\$0</p>

TOTAL ESTIMATED COST OF TMP \$126,000

PROJECT NOTES:

1. Current dollar values used. Inflation was not factored into the estimate.
2. There are no noise restrictions / moratoriums for night work.
3. Traffic Control/Maintain Traffic costs was not provided. Please consult with the OE or construction office for this estimate.
4. Portable CMS specified for this project by this estimate is designed for congestion relief as outlined by DD-60. Portable CMS required for other purposes should be included under other specifications.
5. COZEEP specified for this project by this estimate is designated for congestion relief as outlined by DD-60. COZEEP required for other purposes should be included under other specifications.
6. The TMP is a living document that is subject to change if material changes take place in the final version of the project phase or if changes are required during construction to respond to excessive levels of congestion.

PREPARED BY: Jose D. Fernandez, Jr.	OFFICE OF TRAFFIC MANAGEMENT	DATE: September 8, 2011
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Dist - E.A 06-0P140_

Project Name

Co-Rte-PM Ker-5 - 62.5/73.1

Date 9/15/2011

Project Mngr Frank Momen

Telephone Number (559) 243-3444

PROJECT RISK MANAGEMENT PLAN																	
Priority	Identification						Qualitative Analysis				OPTIONAL Quantitative Analysis			Risk Response Plan		Monitoring and Control	
	Status	ID #	Date Identified Project Phase	Functional Assignment	Threat/Opportunity Event	Risk Trigger	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact (\$ or days)	Effect or days (\$)	Strategy	Response Actions including advantages and disadvantages	Responsibility (Risk Manager)	Last date changes made to risk and Comments
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14) = (12)x(13)	(15)	(16)	(17)	(18)
			9/15/2011 PID		The team discussed and identified no risk at this stage. The team will re-evaluate the Risk Management Plan at the next phase after programming.					VH H M L VL VL L M H VH Impact	0%						
										VH H M L VL VL L M H VH Impact							
										VH H M L VL VL L M H VH Impact							
										VH H M L VL VL L M H VH Impact							
										VH H M L VL VL L M H VH Impact							
										VH H M L VL VL L M H VH Impact							
										VH H M L VL VL L M H VH Impact							

FIELD REVIEW ROSTER

Ron Jones	HQRS Pavement Management Engineer	August 2, 2011
Rene Sanchez	Dist-06 Maintenance	August 2, 2011
Bill Moses	Dist-06 Maintenance	August 2, 2011
Jagannath Sarkar	Dist-06 Hydraulics	September 6, 2011
Gurdeep Brar	Dist-06 Design	September 6, 2011
Udaya Shankar	Dist-06 Design	September 6, 2011
J. R. Gonzales	Dist-06 Maintenance	September 6, 2011