06 - Kin - 198 - PM 0.0/7.2
20.20.201.122
EA 06-0P150K
Project ID 0612000099
September 2011

PROJECT SCOPE SUMMARY REPORT (ROADWAY REHABILITATION)

To

Request Programming in the 2012 SHOPP And Provide Project Approval

On Route 198

From Fresno/Kings County Line

To 0.04 Mile East of the South Rossi Overhead

I have reviewed the right of way information contained in this Project Scope Summary 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:

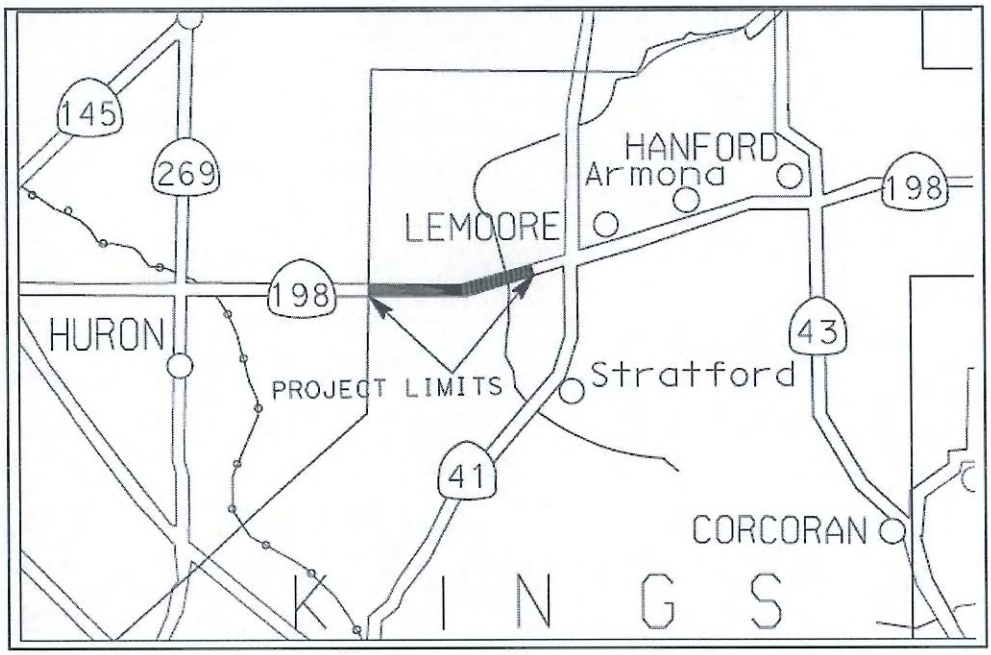
MINERVA RODRIGUEZ
PROJECT MANAGER

APPROVED: Sharri Bender Ehlert 9/22/2011

SHARRI BENDER EHLERT
INTERIM DISTRICT 6 DIRECTOR

DATE

VICINITY MAP



On Route 198

From Fresno/Kings County Line

To 0.04 Mile East of South Rossi Overhead

This Project Scope Summary 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.

Sept 22, 2011

MARY J. STEVENS
REGISTERED CIVIL ENGINEER

DATE

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1. INTRODUCTION AND BACKGROUND

Brief Project Description:

The Safety Screening (Attachment I) has identified that this is a "pavement focused" (2R) project that proposes to rehabilitate the existing pavement on State Route 198 in Kings from the Fresno/Kings County line to 0.04 Mile East of South Rossi Overhead (PM 0.0 to PM 7.2; see Attachment A). State Route 198 within the project limits is a two-lane undivided highway from PM 0.0 to 2.9 and a four-lane divided freeway from PM 2.9 to 7.2 (See Attachment B).

It is proposed for the existing pavement to be rehabilitated by digging out and replacing failed areas with HMA (Type A) then placing a layer of Rubberized Asphalt Concrete (Type G). See Alternative 1 of this report for a specific Scope of Work.

All work will be within the existing State right of way.

Project Limits [Dist., Co., Rte., PM]	06-Kin-198-PM 0.0/7.2
Capital Costs:	$10,373,300.00
Right of Way Costs:	N/A
Funding Source:	Roadway Rehabilitation 20.20.201.122
Number of Alternatives:	1
Recommended Alternative (for programming and scheduling):	Alternative 1
Type of Facility (conventional, expressway, freeway):	Undivided Highway (PM 0.0/2.9) Divided Freeway (PM 2.9/7.2)
Number of Structures:	3
Anticipated Environmental Determination/Document:	Categorical Exemption (CEQA)/Programmatic Exclusion (NEPA) 11-19-10

2. RECOMMENDATION

It is recommended that the project be approved and programmed in the 2012 SHOPP, Pavement Rehabilitation Program (20.10.201.122) cycle and funded for the 2013/14 fiscal year.

3. PURPOSE AND NEED STATEMENT

Need:

The condition of the pavement within the project limits is severely deteriorated due to extensive surface and subsurface pavement failure. This has resulted in increasing cost of maintaining the existing pavement and the inability of state forces to continually maintain this section of freeway in good condition for the traveling public.

Purpose:

The purpose of this project is to restore the facility to a state of good repair by rehabilitating the roadway such that there are minimal maintenance expenditures by the Department.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

4A. ROADWAY GEOMETRIC INFORMATION

	Facility (1)	Minimum	Through Traffic Lanes (2)			Paved Shoulder Width (3)		Median (4)	Shoulder is a Bicycle Lane (Y/N) (5)	Other Bicycle Lane Width (6)	Bicycle Route (7)	Facilities Adjacent to the Roadbed (8)
	Location	Curve Radius	No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite))	Left	Right	Width	Width	Width	(Y/N)	(Code/Width)
Existing	0.0/2.9	N/A	2	12	Flex	0	6	N/A	N	N/A	N	N/A
Proposed	0.0/2.9	N/A	2	12	Flex	0	6	N/A	N	N/A	N	N/A
Existing	2.9/7.2	N/A	4	12	Flex	5	8	Varies	N	N/A	N	N/A
Proposed	2.9/7.2	N/A	4	12	Flex	5	8	Varies	N	N/A	N	N/A

Column "Other Bicycle Lane Width": Width of a bicycle lane that is outside the shoulder and is part of the traveled way.
Code for Column "Facilities Adjacent to the Roadbed":
B: Bicycle Path
P: Pedestrian Walkway
B/P: Shared Bicycle and Pedestrian Path
L: Landscaped area between the curb and sidewalk

* *Enter EXISTING Post Mile limits (Expand as needed, for varied geometrics.)*

** *Enter PROPOSED Post Mile (Expand as needed, for varied geometrics.)*

4B. CONDITION OF EXISTING FACILITY
(Repeat info for each homogeneous segment):

(1) Traveled Way Data

PMS Category (1-29) 7 Priority Classification (.1-.4) .4

Ride Score 171

*Rigid Pavement: N/A *Flexible Pavement:
* From latest PMS-Pavement Condition Inventory Survey Data.

3rd Stage Cracking % N/A Alligator B Cracking % 100

Faulting N/A Patching % Yes

Joint Spalls N/A Rutting Yes

Pumping N/A Bleeding No

Corner Breaks % N/A Raveling No

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

Deflection Study Results (if available):

Remarks: Due to time constraints associated with the acceleration of this project, a Deflection Study has been waived. HQ Pavement, District 6 SHOPP Manager and District 6 Maintenance has given concurrence of the waiver. A Deflection Study will be performed at PS&E.

(2) Pedestrian Facility Data

This project is compliant with ADA standards.

(3) Bicycle Path Data

Is not applicable.

4C. STRUCTURES INFORMATION

Structures	Replace Bridge Railings	Work Identified in STRAIN	Replace Bridge Approach Rail	Replace Bridge Approach Slab	
Name/No.	(Y or N)	(Y or N)	(Y or N)	(Y/N)	#
Avenal Cutoff Overcrossing (Br No. 45-59)	N/A	N/A	Y	N	N/A
Kings River Bridge (Br No. 45-47)	N/A	N/A	Y	N	N/A
So Rossi Overhead (Br No. 45-58)	N/A	N/A	Y	N	N/A

4D. VEHICLE TRAFFIC DATA

Present Year ADT 2010 (0.0/2.95) 5,000
Present Year ADT 2010 (2.95/7.20) 17,000

% Trucks 14% of ADT

*T.I. (10-Year) 10.5

*T.I. (20-Year) 12.5

Safety Field-Review 09-15-11
(date)

Latest 3-Year Accident Data (04-01-2007 to 3-31-2010):

Segment	Actual (MVM)			Statewide Average (MVM)		
	Fatal	F+I	Total	Fatal	F+I	Total
Kin 198 Westbound/Eastbound (PM 0.0/2.95)	0.000	0.12	0.36	0.026	0.35	0.82
Kin 198 Eastbound (PM 2.95/7.2)	0.000	0.00	0.10	0.010	0.17	0.44
Kin 198 Westbound (PM 2.95/7.2)	0.025	0.15	0.50	0.010	0.17	0.44

Location(s) of Accident Concentration:
Kin 198 Westbound/Eastbound (PM 0.0/2.95), 6 accidents
Kin 198 Eastbound (PM 2.95/7.2), 4 accidents
Kin 198 Westbound (PM 2.95/7.2), 20 accidents including 1 fatality

The accident analysis does not indicate that there are any identifiable collision patterns that are correctable, or any other issues requiring general geometric improvements (See Attachment I).

5. CORRIDOR AND SYSTEM COORDINATION

This project is consistent with the Caltrans Maintenance Program. There are presently no projects planned in the vicinity of this project.

6. ALTERNATIVES

ALTERNATIVE 1

The scope of work for the two-lane portion of the highway will include cold planing 0.10', dig outs, repair of localized failures with HMA (Type A), crack seal and overlay of 0.20' of RHMA (Type G) and a non-structural wearing course with RHMA (Type G) for the roadway and shoulders.

The scope of work for the four-lane portion is the following:

- The westbound No. 2 lane will be cold planed 0.25', dig outs and repair localized failures with HMA (Type A), crack seal, pave back with HMA (Type A), an overlay of 0.20' with RHMA (Type G) and a 0.10' non-structural wearing course with RHMA (Type G).
- The westbound No. 1 lane and shoulders will include dig outs and repair of localized failures with HMA (Type A), crack seal and an overlay of 0.20' with RHMA (Type G) and a 0.10' non-structural wearing course with RHMA (Type G).
- The eastbound No. 2 lane from PM 2.9 to the Kings River Bridge (Bridge No. 45-47, PM 5.7) will be cold planed 0.25', dig outs and repair of localized failures with HMA (Type A), crack seal, pave back with HMA (Type A), an overlay of 0.20' with RHMA (Type G) and a 0.10' non-structural wearing course with RHMA (Type G).
- The eastbound No. 1 lane and shoulders from PM 2.9 to the Kings River Bridge (Bridge No. 45-47, PM 5.7) will include dig outs and repair of localized failures with HMA (Type A), crack seal and an overlay of 0.20' with RHMA (Type G) and a 0.10' non-structural wearing course with RHMA (Type G).
- No work will be performed on the eastbound lanes and shoulders from the Kings River Bridge (Bridge No. 45-47, PM 5.7) to the end of the project PM 7.0.
- The four ramps at Avenal Cutoff Overcrossing (Bridge No. 45-59) and two ramps at the South Rossi Overhead (Bridge No. 45-58) will be cold planed 2" and overlayed with 2" of RHMA (Type G).

Transition lengths will be utilized at the beginning and end of project to ensure a smooth ride. Imported shoulder backing will be placed and metal beam guardrail reconstructed where needed (See Attachment B for typical cross sections.) Thermoplastic striping, dikes and detection loops will be replaced throughout the project where needed. Signal lighting at SR 198/25th Avenue and traffic count stations may need to be modified or replaced. All work will be within the existing

State right of way. See the Cost Estimate for specific work items included in this project.

ALTERNATIVE 2
The "No-Build" alternative is not considered viable because without rehabilitation, deterioration of the pavement will continue and will result in costly maintenance and on-going impact to the traveling public.

6A. DESIGN EXCEPTIONS:

Not applicable.

6B. ENVIRONMENTAL COMPLIANCE:

The project is Categorically Exempt under Class 1 of the California Environmental Quality Act (CEQA) guidelines and a 6004 Categorical Exclusion under National Environmental Policy Act (NEPA). See Attachment D.

6C. HAZARDOUS WASTE DISPOSAL SITE REQUIRED? IF YES, WHERE ARE SITES?

Disposal of thermoplastic traffic and marking material, aerial deposited lead will be addressed in the Caltrans Standard Specifications and Special Provisions.

6D. OTHER AGENCIES INVOLVED (PERMITS/APPROVALS FROM FISH & GAME, CORPS OF ENGINEERS, COASTAL COMMISSION, ETC.):

No other agencies are involved in this project.

6E. MATERIALS AND OR DISPOSAL SITE NEEDS AND AVAILABILITY?

Disposal of asphalt concrete grindings will be addressed in the Caltrans Standard Specifications and Special Provisions.

6F. HIGHWAY PLANTING AND IRRIGATION:

Not applicable.

6G. ROADSIDE DESIGN AND MANAGEMENT:

Not applicable.

6H. STORMWATER COMPLIANCE:

A short form Storm Water Data Report (SWDR) has been prepared and approved for this project (See Attachment E). No soil disturbance is anticipated. A National Pollutant Discharge Elimination System (NPDES) permit will not be required.

6I. RIGHT OF WAY ISSUES: INCLUDE UTILITY ISSUES IN GUIDANCE:

All work will be performed within the existing right of way and no additional right of way will be required. It is anticipated that there will not be any utility involvement, however, due to the time constraints associated with developing this project report, a utility search has not been conducted. This will be performed at PS&E.

6J. RAILROAD INVOLVEMENT:

Not applicable

6K. SALVAGING AND RECYCLING OF HARDWARE AND OTHER NON-RENEWABLE RESOURCES:

Not applicable.

6L. PROLONGED TEMPORARY RAMP CLOSURES:

Not applicable.

6M. RECYCLED MATERIALS:

Asphalt concrete grindings will be considered for recycling during design phase.

6N. LOCAL AND REGIONAL INPUT:

Not applicable.

6O. WHAT ARE THE CONSEQUENCES OF NOT DOING THIS ENTIRE PROJECT?

The roadway will continue to deteriorate resulting in increasing maintenance and exposing maintenance workers to high-speed traffic and potentially causing delay to motorists.

6P. LIST ALL ALTERNATIVES STUDIED, COST, REASONS NOT RECOMMENDED, ETC.:

- CAPM Project: This alternative was rejected because of the areas high temperature, truck traffic, and high amount of distress.
- Complete Pavement Removal: This alternative was rejected due to the fact that the pavement has not shown deterioration to the point that complete removal is warranted.
- Do nothing: Do nothing will allow deterioration to continue which will result in a more costly and severe alternative in the future.

7. TRANSPORTATION MANAGEMENT

7A. TRANPORTATION MANAGEMENT PLAN

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

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

Lane closure charts and detailed TMP will be provided during the PS&E stage. Daytime work is anticipated for this project. Alternate one-way (reversing) traffic control will be implemented on the 2-lane conventional highway section.

7B. VEHICLE DETECTION SYSTEMS

Existing vehicle detection systems which are within the project limits will be perpetuated. Exact locations will be determined at PS&E.

8. ENVIRONMENTAL DETERMINATION/DOCUMENT

The project is Categorically Exempt under Class 1 of the California Environmental Quality Act (CEQA) guidelines and a 6004 Categorical Exclusion under National Environmental Policy Act (NEPA). See Attachment D.

Date Approved: 09-14-11

9. FUNDING/SCHEDULING

9A. COST ESTIMATE

Pavement Work	Lane-Miles/Number	*Cost
Lane Miles	23	
RHMA (Type G)	49,000 TON	$3,920,000
Cold Plane AC Pavement	49,300 SY	90,000
HMA (Type A)	4,750 TON	$ 360,000
Dig Outs	30%	3,200,000
Crack Seal	23 LNMI	60,000
Tack Coat	108 TON	75,000
Remove Metal Beam Guard Rail	lump sum	15,000
Metal Beam Guard Rail	lump sum	50,000
Shoulder Backing	lump sum	50,000
Stormwater Items	lump sum	80,400
Electrical	lump sum	60,000
Transportation Management Plan	lump sum	19,000
	COSTS SUBTOTAL	$7,979,400
Supplemental Work (10%)		798,000
Contingencies (20%)		1,595,900
	COSTS SUBTOTAL	$2,393,900
	COSTS TOTAL	$10,373,300

Notes:
1. Include cost to remove and replace localized failed areas.
2. Include cost of shoulder backing material for increased thickness at shoulder edge, as needed.

* If duplicated in other items, show cost in parenthesis.

** Add additional lines as necessary.

9B. FUNDING

This project will be programmed in the 2012 SHOPP cycle and funded for the 2013/14 fiscal year from the Pavement Rehabilitation Program (201.122).

9C. PROJECT SUPPORT:

Project Cost Component	Fiscal Years						Total
	11/12	12/13	13/14	14/15			
R/W Capital							$0
Const. Capital**			$11,005				$11,005
PA&ED*							$ -
PS&E*		$1,062					$ 1,062
R/W Support*		$4					$ 4
Const.Support*			$1,490				$ 1,490
Total	$ -	$ 1,066	$ 12,495	$ -	$ -	$ -	$ 13,561

Notes:
All costs X 1000. R/W Capital is escalated at 3% per year. Construction capital is escalated at 3% per year. Support costs are escalated at 3.1%. Capital to support ratio is 23%

9D. PROJECT SCHEDULE:

Milestones	Delivery Date (Month, Day, Year)
PA & ED	10-01-11
Project PS&E to DOE	02-01-13
Right of way Certification	08-01-13
Ready to List	08-15-13
Headquarters Advertise	11-01-13
Award	01-01-14
Approve Contract	02-01-14
Contract Acceptance	08-01-15
Final Report	08-01-16
End Project	08-01-17

10. FEDERAL COORDINATION

Federal aid funding is anticipated. This project is considered STATE authorized under the current FHWA Stewardship Agreement.

11. SCOPING TEAM FIELD REVIEW ATTENDANCE ROSTER:

Attachment H Date 9-15-11

12. PROJECT REVIEWED BY:

Field Review		Date
District Maintenance	Bill Moses, Rene Sanchez	Date 9-15-11
District Safety	District 6 Safety Review Committee	Date 9-22-11
District Materials		Date
HQ Design Coordinator/Reviewer		Date
HQ Maintenance Program	Ron Jones	Date 9-15-11
FHWA		Date
Others		Date

13. ATTACHMENTS

A. Title Sheet
B. Typical Cross Section
C. PMS Inventory Data
D. Environmental Document
E. Stormwater Data Sheet
F. Right of Way Data Sheet
G. Transportation Management Plan
H. Scoping Team Field Review Attendance Roster
I. Safety Certification
J. Risk Management Plan
K. Conceptual Report

ATTACHMENT A
LOCATION MAP

Dist	COUNTY	ROUTE	TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Kin	198	0.0/7.2		

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

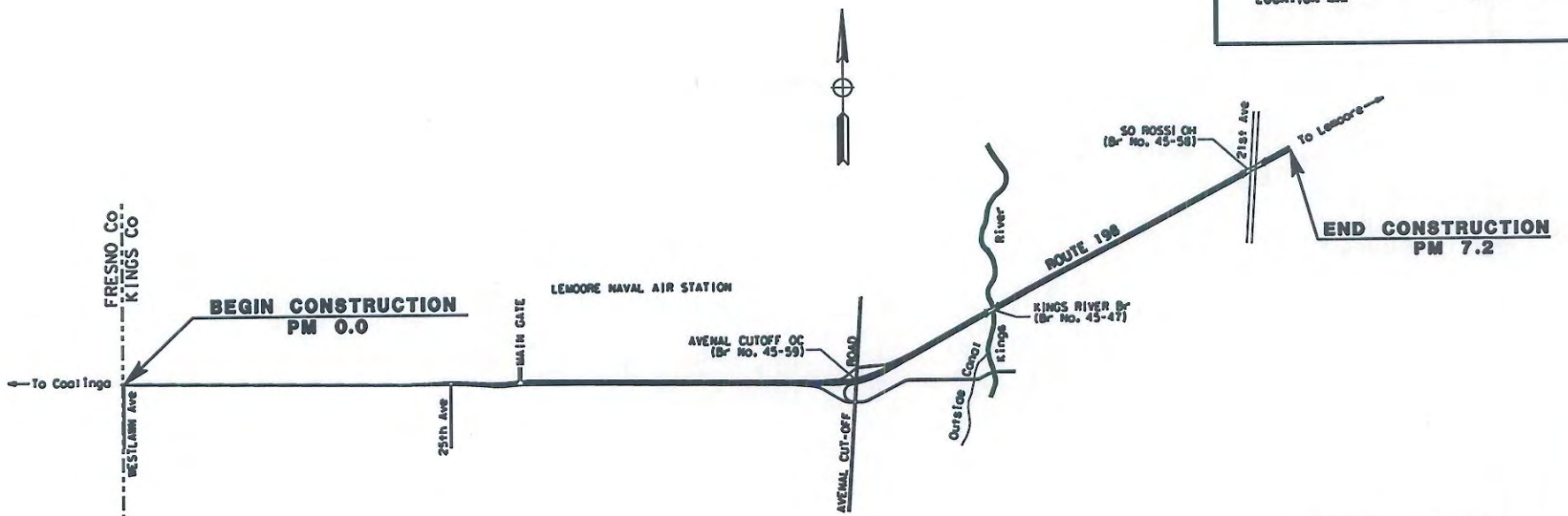
IN KINGS COUNTY

FROM THE FRESNO/KINGS COUNTY LINE

TO 0.04 MILE EAST OF SOUTH ROSSI OVERHEAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

LOCATION MAP



PROJECT MANAGER	MINERVA RODRIGUEZ
DESIGN ENGINEER	JOSE RIVERA

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.

DATE PLOTTED => DATE	09-01-11
TIME PLOTTED => TIME	

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

CONTRACT No.	06-0P150K
PROJECT ID	0612000099

BORDER LAST REVISED 7/2/2010 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => USER DGN FILE => UNREQUEST | 1443 | 06-0P150K | 0612000099

TITLE SHEET 06-0P150K.dgn 9/23/2011 1:27:53 PM

ATTACHMENT B
TYPICAL CROSS SECTION

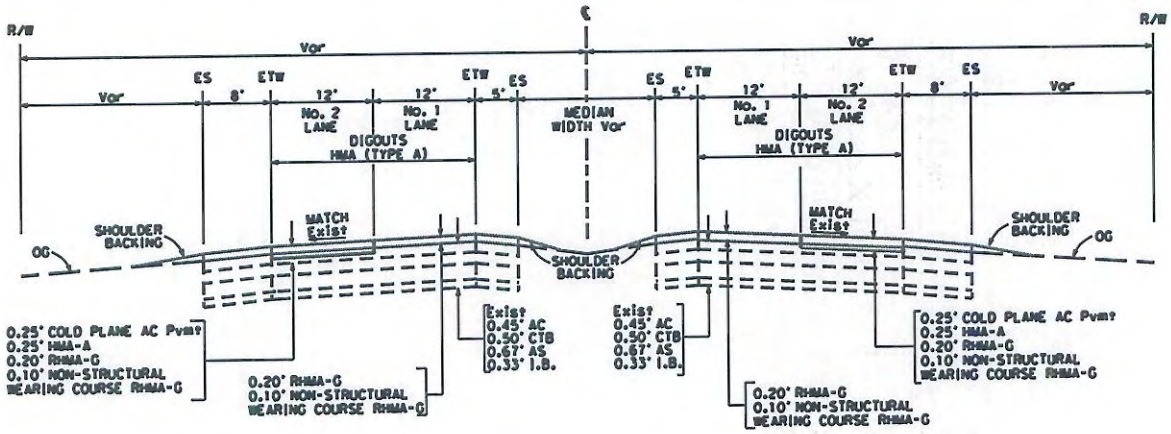
Dist	County	Route	Post Miles Total Project	Sheet No.	Total Sheets
06	Kin	198	0.0/7.2		

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.

REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA



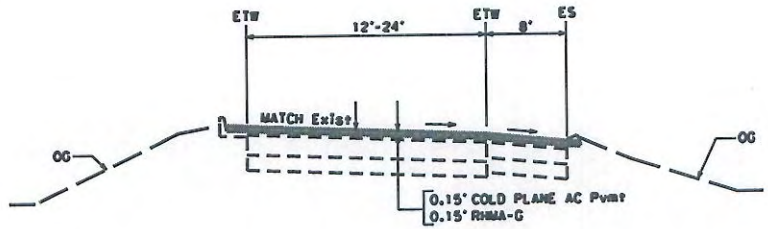
WB

PM 2.9 TO PM 7.2

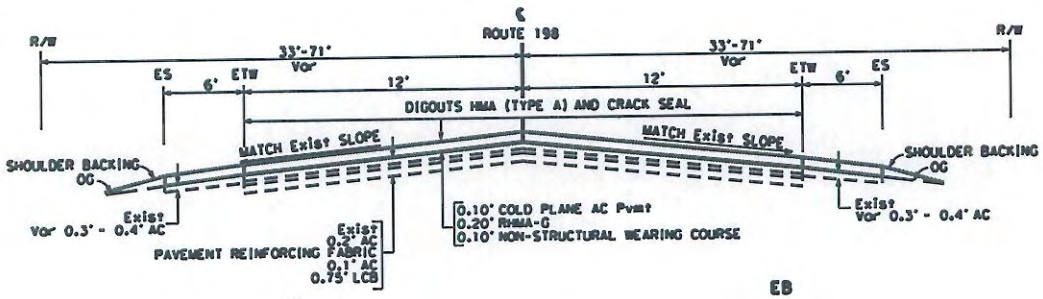
ROUTE 198

EB

PM 2.9 TO PM 5.7



ROUTE 198
RAMPS (TYPICAL)



WB

EB

ROUTE 198
PM 0.0 TO PM 2.9

TYPICAL CROSS SECTIONS

NO SCALE X-1

REVISED BY | DATE REVISED | CALCULATED-DESIGNED BY | CHECKED BY | FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BORDER LAST REVISED 4/11/2008

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => %USER
DGN FILE => %REQUEST

CU

EA 0P150K

cross section.dgn 9/23/2011 1:21:55 PM

ATTACHMENT C
PMS INVENTORY DATA

Collection Date: 05/29/2009
Printed: 08/31/2011

Caltrans Maintenance Program
2008 Pavement Condition Survey Inventory
Caltrans Drive Order

District 6, KIN, Rte 198, PM 0 - 7.2

District	6
County	KIN
Route	198
Begin PM	0.000

District 6 County KIN Route 198

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL							
Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
0.000 - 1.000	1.000	2.000	2LNU	7	1										
L1	F-DG	0	0							100		10 106	98		GOOD CONDITION
R1	F-DG	0	0							100		13 119	33		MISC. UNSEALED CRACKS
1.000 - 2.000	1.000	2.000	2LNU	7	1										
L1	F-DG	0	0									5 88	99		NO DISTRESS OBSERVED
R1	F-DG	23	0							27		15 125	32		ALL. A, NO B, OPEN CRKS
2.000 - 3.000	1.000	2.000	2LNU	7	1										
L1	F-DG	0	0									11 111	33		MISC. UNSEALED CRACKS
R1	F-DG	0	1									11 111	32		NO ALL. A, LOW ALL. B
3.000 - 4.000	1.000	4.000	MLD	14	1										
L1	F-DG	0	93	Yes								5 87	7		HIGH ABC
L2	F-DG											14 121	98		GOOD CONDITION
R1	F-DG	10	0	Yes								12 113	32		ALL. A, NO B, OPEN CRKS
R2	F-DG	0	67	Yes								7 93	7		HIGH ABC
4.000 - 5.000	1.000	4.000	MLD	18	1										
L1	F-DG	0	0									5 84	33		MISC. UNSEALED CRACKS
L2	F-DG	34	1									12 113	32		ALL. A, NO B, OPEN CRKS
R1	F-DG	3	0									10 108	32		ALL. A, NO B, OPEN CRKS
R2	F-DG	13	4									8 100	32		LOW A & B, OPEN CRKS
5.000 - 5.709	0.709	2.836	MLD	18	1										
L1	F-DG	0	0									9 102	33		MISC. UNSEALED CRACKS
L2	F-DG	0	34									17 134	7		HIGH ABC
R1	F-DG	0	0									13 118	33		MISC. UNSEALED CRACKS
R2	F-DG	1	27	Yes								25 166	9		MOD ABC
5.709 - 5.748	0.039	0.156	MLD	18	1										
L1	B											N/A	0		N/A - Bridge
L2	B											N/A	0		N/A - Bridge
R1	B											N/A	0		N/A - Bridge
R2	B			Yes								N/A	0		N/A - Bridge

*Surface type of 'EB' is Enhanced Binder.

Collection Date: 05/30/2009
Printed: 08/31/2011

Caltrans Maintenance Program
2008 Pavement Condition Survey Inventory
Caltrans Drive Order

District 6, KIN, Rte 198, PM 0 - 7.2

District	6
County	KIN
Route	198
Begin PM	5.748

District 6 County KIN Route 198

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL							
Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
5.748 - 5.900			**0.152**	**0.608**	**MLD**	**18**	**1**								
L1	F-DG	0	0									6 92	33		MISC. UNSEALED CRACKS
L2	F-DG	0	34									14 123	7		HIGH ABC
R1	F-DG	0	0									12 116	33		MISC. UNSEALED CRACKS
R2	F-DG	1	27	Yes								26 171	9		MOD ABC
5.900 - 6.000			**0.100**	**0.400**	**MLD**	**18**	**1**								
L1	F-DG	0	0									5 87	33		MISC. UNSEALED CRACKS
L2	F-DG	0	96	Yes								17 132	7		HIGH ABC
R1	F-DG	0	0									10 106	33		MISC. UNSEALED CRACKS
R2	F-DG	1	27	Yes								11 112	9		MOD ABC
6.000 - 7.000			**1.000**	**4.000**	**MLD**	**18**	**1**								
L1	F-DG	0	0									6 89	33		MISC. UNSEALED CRACKS
L2	F-DG	0	96	Yes								20 147	7		HIGH ABC
R1	F-DG	0	0									6 91	33		MISC. UNSEALED CRACKS
R2	F-DG	7	66	Yes								14 121	7		HIGH ABC
7.000 - 7.167			**0.167**	**0.668**	**MLD**	**18**	**1**								
L1	F-DG	0	0									7 96	33		MISC. UNSEALED CRACKS
L2	F-DG	0	100	Yes								24 160	7		HIGH ABC
R1	F-DG	0	0									10 106	33		MISC. UNSEALED CRACKS
R2	F-DG	0	93	Yes								17 134	7		HIGH ABC
7.167 - 7.210			**0.043**	**0.172**	**MLD**	**18**	**1**								
L1	B											5 105	0		N/A - Bridge
L2	B			Yes								7 127	0		N/A - Bridge
R1	B											5 121	0		N/A - Bridge
R2	B			Yes								20 160	0		N/A - Bridge

*Surface type of 'EB' is Enhanced Binder.

ATTACHMENT D
CATEGORICAL EXEMPTION

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

06-KIN-198	0.0/7.2	0P150	
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 to rehabilitate the existing pavement on State Route 198 in Kings from the Fresno/Kings County line to 0.04 mile east of South Rossi Overhead. 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		Minerva Rodriguez	
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
Kelly Hobbs	9/13/2011	Minerva Rodriguez	9/13/11
Signature	Date	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.

Kelly Hobbs		Minerva Rodriguez	
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
Kelly Hobbs	9/13/2011	Minerva Rodriguez	9/13/11
Signature	Date	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

ATTACHMENT E
STORMWATER DATA REPORT

Dist-County-Route: 06-Kin-198
Post Mile Limits: 0.0/7.2
Project Type: Pavement Rehabilitation
Project ID (or EA): 06-0P150K
Program Identification: 201.122
Phase: ☒ PID
☐ PA/ED
☐ PS&E

Regional Water Quality Control Board(s): Central Valley Region (5F)

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: July 1, 2013 Construction Completion Date: Sept. 1, 2013

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.

Mary J Stevens, Registered Project Engineer — Date 9-15-11

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

Marissa Nishikawa, District/Regional SW Coordinator — Date 9-15-11

(Stamp Required for PS&E only)

ATTACHMENT F
RIGHT OF WAY DATA SHEET

State of California Business, Transportation and Housing Agency

Memorandum

To: Minerva Rodriguez

Date: 9/13/2011

File: CD 06 EA 0P150K Alt NA
Co KIN RTE 198

Attn

DESCRIPTION:
OVERLAY 2R

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 9/6/2011

The following assumptions and limiting conditions were identified:

Appraisal

Utility
According to Right of Way Data Sheet request and e-mail from Project Engineer, Jeannie Stevens, no utility involvement is required. No manholes or valve adjustments are required either. No potholing will be performed after certification by R/W Utility Department.

Right of Way Lead Time will require a minimum of 1 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
Assistant Region Division Chief, Right of Way
(559)445-6195

EA: 06-0P150K CO/RTE/PM-PM (Rte 1 and Rte 2) : KIN/198/0-7.2 & //-

ALT: NA

Request Date: 9/6/2011

Revised Date:

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:	$0	25%	5%	$0
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: If RW Cost Est fields are blank, Costs = $0	$0			$0

Estimated Construction Contract Work (CCW):

R/W LEAD TIME/Mo. 1

Cost Break Down
Pot Hole
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:

Utilities

U4-1: Owner Expense	
U4-2: State Expense, Conventional no Fed Aid	
U4-3: State Expense, Freeway no Fed Aid	
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	

Misc R/W Work

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

EA: 06-0P150K ALT: NA

Parcel Area

Total R/W Required:
Total Excess Area:

General Description of R/W and Excess Lands Required (zoning, use, major improvements, critical or sensitive parcels, etc.):

General Description of Utility Involvement:
In Kings County from Dickenson Avenue 0.28 miles North of 2nd Avenue. The project consists of a Project Overlay.

Is there a significant effect on assessed valuation: No

Were any previously unidentified sites with hazardous waste or material found: No

Are RAP displacements required: No

# of single family: # of muliti-family: # of business/nonprofit: # of farms:

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required: No

Are there potential relinquishments or abandonments: No

Are there any existing or potential airspace sites: No

Are environmental mitigation parcels required: No

Data for evaluation provided by:

Estimator:		
Railroad Liaison Agent:	Maria Toles	9/8/2011
Utiltiy Relocation Coordinator:	Stephanie Rendon-Fuentes	9/12/2011

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

Date

ENTERED PMCS 9/13/2011

BY: H. Yang

NICHOLAS G DUMAS
Assistant Region Division Chief, Right of Way

ATTACHMENT G
TRANSPORTATION MANAGEMENT PLAN

Department of Transportation
District 6

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

06-Kin 198-PM R14.7/R17.9

KIN 198 PAVEMENT REHABILITATION

PROJECT NUMBER: 06-0P1600

September 12, 2011

Prepared For: JEANNIE STEVENS, Design Engineer
Office of Program Management

Prepared By: JOSE FERNANDEZ, JR.

Concurred By:

BENJAMIN C. CAMARENA
District 6 – District Traffic Manager

Approved By:

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 Jeannie Stevens, Design Engineer dated September 08, 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."

"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."

"Daytime work is anticipated for this project. Ramp closures will be involved."

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	KIN 198	PM	R14.7/R17.9	PROJ. NO.	0P1600
PROJECT NAME	KIN 198 PAVEMENT REHAB				
PROJECT LIMIT	On State Route 198 near Hanford in Kings County from 14th Avenue UC 45-79 to 11th Avenue UC 45-38				
PROJECT DESCRIPTION	Rehabilitate the Existing Pavement				

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

- [x] Highway or Freeway Lanes
- [x] Highway or Freeway Shoulders
- [ ] Freeway Connectors
- [x] Freeway Off-ramps
- [x] Freeway On-ramps
- [ ] Local Streets

B) ***Are there any construction strategies that can restore existing number of lanes?***

- [x] No
- [ ] Yes *(Check all applicable strategies.)*

- [ ] Temporary Roadway Widening
  Structure Involvement? [ ] Yes [ ] No (If yes, notify Project Manager)
- [ ] Lane Restriping (Temporary narrow lane widths)
- [ ] Roadway Realignment (Detour around work area)
- [ ] Median and/or Right Shoulder Utilization
- [ ] Use of HOV lane as Temporary Mixed Flow Lane
- [ ] 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)
   - [ ] Extended Weekend Closure
   - [ ] 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: 45 Working Days

TMP DATASHEET

PAGE 2 OF 2

Date: September 12, 2011
Design Senior: Jeannie Stevens
Branch: Office of Project Management

Cnty/Rte: KIN 198
PM: R14.7/R17.9
Project No: 0P1600

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.)

1. Public Information - Bees # 066063

☐	Brochures & Mailers	
☑	Press Release/Media Alerts	$2,000
☐	Paid Advertisements	
☐	Public Information Center/Kiosks	
☐	Telephone Hotline	
☑	Planned Lane Closure Website	$0
☐	Project Website	
☐	Pubic Meetings	
☑	Freight Travel Information	$0

2. Motorist Information Strategies

☑	Traffic Radio Announcements	$0
☐	Fixed CMS	
☑	Portable CMS BEES 128650	$17,000
☐	Temporary Motorist Information Signs	
☐	Ground Mounted Signs (Detour)	
☐	Dynamic Speed Message Sign	
☐	Highway Advisory Radio	
☑	CT Hwy Infom. Network (CHIN)	$0

3. Incident Management

☑	Transportation Management Center	$0
☐	Traffic Management Team (TMT)	
☐	Intelligent Transportation Systems	
☐	Traff. Surveillance (Loop & CCTV)	
☐	Helicopter Surveillance	
☐	Tow/Freeway	
☐	COZEEP BEES 066062	

4. Construction Strategies (In Addition to Elements Identified on Item B)

☑	Lane Requirement Chart	$0
☐	Construction Staging	
☐	Traffic Handling Plans	
☐	Full Facility Closures	
☐	Local Road Closures	
☐	Lane Modifications	
☐	One-Way Reversing Operation	

4. Construction Strategies (In Addition to Elements Identified on Item B)

☐	Two-way Traffic On One Side	$0
☐	Reversible Lanes	
☑	Ramp/Connector Closure	
☐	Night Work	
☐	Extended Weekend Work	
☐	Ped/Bicycle Access Improvements	
☐	Maintain Business Access	
☐	A + B Bidding	
☐	Innovative Const. Techniques	
☑	Coordination w/ Adj. Const. Site	$0
☐	Speed Limit Reduction	
☐	Traffic Screens	

5. Demand Management

☐	HOV Lane/Ramps	
☐	Variable Work Hours	
☐	Telecommuting	
☐	Truck/Heavy Vehicle Restrictions	
☐	Rideshare Promotions	
☐	Ramp Metering	
☐	Transit Incentives	
☐	Shuttle Services	
☐	Ridesharing/Carpooling Incentives	
☐	Park & Ride Promotion	

6. Alternative Route Strategies

☐	Off-site Detours/Use of Alt. Rtes	
☐	Signal Timing/Coord. Improvements	
☐	Temporary Traffic Signals	
☐	Signal Retiming	
☐	Street/Intersection Improvements	
☐	Turn Restrictions	
☐	Parking Restrictions	

7. Other Considerations

☐	Application of New Technologies	
☐	Other	

TOTAL ESTIMATED COST OF TMP	**$19,000**

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:	OFFICE OF TRAFFIC MANAGEMENT	DATE:
Jose D. Fernandez, Jr.		September 12, 2011

ATTACHMENT H
SCOPING TEAM FIELD REVIEW
ATTENDANCE ROSTER

06-OP150K
06-OP1600
Sept. 15, 2011

Field Review
Roster-

1. Jeannie Stevens Design 559-243-8051
2. Rene Sanchez Maint Eng. 559-488-4225
3) Ron Jones HQ Pavement 916-221-0909
4) Bill Moses Maint 559-445-6514

ATTACHMENT I
SAFETY SCREENING

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: BILL MOSES
District 6 - Maintenance Engineer

Attn: Akmal Mostafa

Date: September 14, 2011

File: 06-Kin-198
PM 0.0/7.2
EA 0P150

From: ALBERT LEE, Chief
District 6 - Office of Traffic Operations

Subject: Safety Screening for 2R Project

This is in response to your request for safety screening for the proposed 2R project on State Route (SR) 198 in Kings County. The project proposes to resurface and restore existing pavement on SR 198 with HMA (Type A) and Rubberized Asphalt Concrete (Type G) from Fre/Kin County Line to 0.04 miles east of So Rossi OH.

Existing Conditions:

This segment of SR 198 is a rural 2-lane highway with 12-foot lanes and 6-foot shoulders from post mile (PM) 0.0 to 2.95, and a rural 4-lane divided freeway with 12-foot lanes, 5-foot inside shoulders and 8-foot outside shoulders from post mile (PM) 2.95 to 7.20. The posted speed limit is 55mph from PM 0.0 to 2.95 and 65mph from PM 2.95 to 7.20. The current (2010) ADT on Route 198 from PM 0.0 to 2.95 is 5,000 and the current (2010) ADT from PM 2.95 to 7.20 is 17,000.

The accident rates for the project segments for the most recent three-year study period (between 04-01-2007 and 03-31-2010) as indicated in the Table B in number of accidents per million-vehicle-miles (MVM) are as shown below:

Segment	Actual (MVM)			Statewide Average (MVM)		
	Fatal	F+I	Total	Fatal	F+I	Total
Kin 198 Westbound/Eastbound (PM 0.0/2.95)	0.000	0.12	0.36	0.026	0.35	0.82
Kin 198 Eastbound (PM 2.95/7.2)	0.000	0.00	0.10	0.010	0.17	0.44
Kin 198 Westbound (PM 2.95/7.2)	0.025	0.15	0.50	0.010	0.17	0.44

Safety Screen 1.0: Fatal plus Injury (F + I) Accident Rate:

Safety Screen 1.1.

- Kin 198 Eastbound (PM 2.95/7.2), the actual F + I accident rate is 0.00 acc/mvm, which is below the statewide average F + I rate of 0.17 acc/mvm.

  >>>>> passes Safety Screen 1.1

- Kin 198 Westbound (PM 2.95/7.2), the actual F + I accident rate is 0.15 acc/mvm, which is below the statewide average F + I rate of 0.17 acc/mvm.

  >>>>> passes Safety Screen 1.1

Safety Screen 1.2.

- Kin 198 Westbound/Eastbound (PM 0.0/2.95), the actual F + I accident rate is 0.12 acc/mvm, which is below the statewide average F + I rate of 0.35 acc/mvm and 1.0 acc/mvm

  >>>>> passes Safety Screen 1.2

Safety Screen 2.0: Highway Width F + I screen:

- Kin 198 Westbound/Eastbound (PM 0.0/2.95), the existing 6ft shoulder is more than the minimum standard of 4ft per DIB 79.

  >>>>> passes Safety Screen 2.0

- Kin 198 Westbound/Eastbound (PM 2.95/7.2), Safety Screen 2.0 is not applicable for freeway facility.

Safety Screen 3.0: Safety Analysis

Safety Screen 3.1.

An analysis of the accident history for the three-year period between 4/1/2007 and 3/31/2010 indicates that out of the total of 30 accidents that occurred within project limits.

- Kin 198 Westbound/Eastbound (PM 0.0/2.95), 6 accidents (0 F, 2 I, 4 PDO):

Primary Collision Factor	Type of Collision			
	Side Swipe	Broadside	Hit Object	Overturn
Influence of Alcohol				1
Improper Turn		1	1	1
Other Violation	2			
Total	2	1	1	2

The objects struck from the 1 hit object accidents are the following:

Object Struck	No. of Occurrences
Traffic Sign/Sign Post	1
Total	1

- Kin 198 Eastbound (PM 2.95/7.2), 4 accidents (0 F, 0 I, 4 PDO):

Primary Collision Factor	Type of Collision		
	Side Swipe	Rear End	Hit Object
Improper Turn			1
Speeding	1	1	
Other Violation			1
Total	1	1	2

The objects struck from the 2 hit object accidents are the following:

Object Struck	No. of Occurrences
Traffic Sign/Sign Post	1
Fence	1
Total	2

- Kin 198 Westbound (PM 2.95/7.2), 20 accidents (1 F, 5 I, 14 PDO). The single fatal accident occurred at PM 4.16. The vehicle went over the embankment beyond the left shoulder and overturned. "Speeding" was the primary collision factor. It happened during clear, dark-streetlight, and dry surface conditions:

Primary Collision Factor	Type of Collision				
	Rear End	Broadside	Hit Object	Overturn	Other
Influence of Alcohol			1		
Improper Turn			5	3	
Speeding	1			2	
Other Violation		2	2	1	
Other Than Driver			1		1
Unknown		1			
Total	1	3	9	6	1

The objects struck from the 9 hit object accidents are the following:

Object Struck	No. of Occurrences
Guardrail	1
Over Embankment	1
Drainage Ditch	1
Fence	2
Trees	1
No object Involved	1
Other Vehicle (V1 through V9)	2
Total	9

The accident analysis does not indicate that there are any identifiable collision patterns that are correctable, or any other issues requiring general geometric improvements.

>>>>> passes Safety Screen 3.1

Safety Screen 3.2.

Accident data indicated that collisions are spread throughout the project limit; spot locations for roadway improvements could not be identified.

>>>>> passes Safety Screen 3.2

Safety Screen 4.0: Pedestrian and Bicycle Needs in or near Communities

- Kin 198 Westbound/Eastbound (PM 0.0/2.95), the existing 6ft shoulders are more than the 4ft per DIB 79.

  >>>>> passes Safety Screen 4.0

- Kin 198 Westbound/Eastbound (PM 2.95/7.2), Safety Screen 4.0 is not applicable for freeway facility.

In summary, this project passes the safety screens in accordance with procedures developed in conjunction with the updated DIB 79-03.

If you have any questions, please call Jason Miao at 559-445-5999.

06 –Kin–198
PM 0.0/7.2
Project EA 06-0P1500

2R PROJECT CERTIFICATION [1, 2]

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

REGISTERED PROFESSIONAL ENGINEER
ALBERT M. LEE
No. 42472
Exp. 3/31/2012
CIVIL
STATE OF CALIFORNIA

ALBERT LEE, Chief, District Traffic Operations Branch

Date: 9/21/2011

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

Kim E. Anderson

KIM E. ANDERSON, Chief, Central Region Proj. Development

Date: 9/21/11

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

CHRISTINE C. INOUYE, Design Coordinator

Date: 9/22/11

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

for JOHN LIU

JOHN LIU, District Deputy for Maintenance and Operations [3]

Date: 9/21/2011

Notes:
1. This certification document shall be filed in the district project history files.
2. A copy of this Certification shall be sent to Headquarters Division of Design, attention Design Report Routing.
3. District organizations with separate Deputies for Maintenance and Operations need the signatures of both individuals.

ATTACHMENT J
RISK MANAGEMENT PLAN

Risk Input Sheet

DIST- EA 06-0P150K				Project Name: Near Lemoore Naval Station 2R						Project Manager: Minerva Rodriguez								Date Register Created: September 15, 2011				Date Register Last Updated: December 21, 2007			
				CO - RTE - PM KIN - 198 - 0/7.2						Telephone: (559) 243-3518															
Item	Risk ID	Status of Risk	Opportunity or Threat	RBS Risk Category	Date Risk Identified	Risk Description	Root Cause(s)	Objective	Probability (P)	L/NL	Cost/Time Impact Value	Impact (I)	Overall Risk Rating	Risk Owner	Risk Owner Phone	Risk Owner Mobile Phone	Risk Owner Email Address	Risk Trigger(s)	Strategy	Response Actions	Adjusted Cost/Time Impact Value	Primary WBS	Additional WBS	Status Date & Review Comments	Next Review Date
AUTO	AUTO	DROP DOWN	DROP DOWN	DROP DOWN	POP UP on DBL CLICK	MANUAL ENTRY	MANUAL ENTRY	DROP DOWN	DROP DOWN		OPTIONAL	DROP DOWN	AUTO	MANUAL ENTRY	MANUAL ENTRY	MANUAL ENTRY	MANUAL ENTRY	MANUAL ENTRY	DROP DOWN	MANUAL ENTRY	OPTIONAL	PULL DOWN SELECTION	MANUAL ENTRY	MANUAL ENTRY	POP UP on DBL CLICK
1	06-0P150K-01	Active	Threat	R/W	09/15/11	Possibility of Potholing		COST	3=Med (20-39%)	Nonlinear		4 =Med	Med	Minerva Rodriguez	(559) 243-3518	(559) 917-5109	Minerva Rodriguez@dot.ca.gov	Will reevaluate during PS&E	ACCEPT						
2	06-0P150K-02	Active	Threat	DESIGN	09/15/11	Due to accelerated PID schedule, the project's cost scope and schedule		QUALITY	3=Med (20-39%)	Nonlinear		4 =Med	Med	Minerva Rodriguez	(559) 243-3518	(559) 917-5109	Minerva Rodriguez@dot.ca.gov	Will reevaluate during PS&E	ACCEPT						
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ATTACHMENT K
CONCEPTUAL REPORT

06-0P150K
Kin-198-PM 0.0/7.2

CONCEPTUAL REPORT

It is proposed to rehabilitate (2R) State Route 198 in Kings County with HMA (Type A) and Rubberized Asphalt Concrete (Type G) from the Fre/Kin Co Line to 0.04 mile East of So Rossi OH.

The 2R project is estimated at $6,700,000 and it is proposed to be funded from the 2012 SHOPP, Pavement Rehabilitation Program (20.10.201.122) in the 2013/14 FY.

BACKGROUND AND DEFICIENCY

State Route 198 is a major arterial for agricultural business. It services Fresno and Kings Counties and it runs East and West with 14% truck traffic. State Route 198 within the project limits is a two lane undivided conventional highway from PM 0.0 to 2.9 and four lane divided highway from PM 2.9 to 7.2 with asphaltic concrete pavement. The distress of the existing pavement warrants the proposed project.

PROPOSAL

It is proposed for the existing pavement to be rehabilitated by digging out and replacing failed areas with HMA (Type A) then placing a layer of Rubberized Asphalt Concrete (Type G) for the full width of the pavement as is recommended by material report and Deflection Study Report. This strategy is in compliance with Caltrans policies of pavement rehabilitation reducing costs and impacts to the traveling public and the transportation of goods.

Other alternatives that have been considered and not accepted were:

1. A CAPM project. This alternative was rejected because of the areas high temperature, truck traffic, and high amount of distress.
2. Complete Pavement Removal. This alternative was rejected due to the fact that the pavement has not shown deterioration to the point that complete removal is warranted.
3. Do nothing. Do nothing will allow deterioration to continue which will result in a more costly and severe alternative in the future.

ENVIRONMENTAL AND RIGHT-OF-WAY CONCERNS

There is no additional right-of-way required for this project. No significant environmental impacts are known at this time.

PROJECT PERSONNEL

District 06 (201.120) Coordinator	Akmal Mostafa	559-488-4114

APPROVAL RECOMMENDED BY

Bill Moses, District 06 Maintenance Engineer

8-21-2011
Date

Attachment: Pavement Condition Survey