6 – Kin - 198, PM R14.7/R17.9
20.10.201.121
06-0P1600
Project ID 0612000100
Sepember 2011

CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

To

Request Programming in the 2012 SHOPP And Provide Project Approval

On Route 198 in Hanford

From 14th Avenue Undercrossing

To 11th Avenue Undercrossing

I have reviewed the right of way information contained in this CAPM Project 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

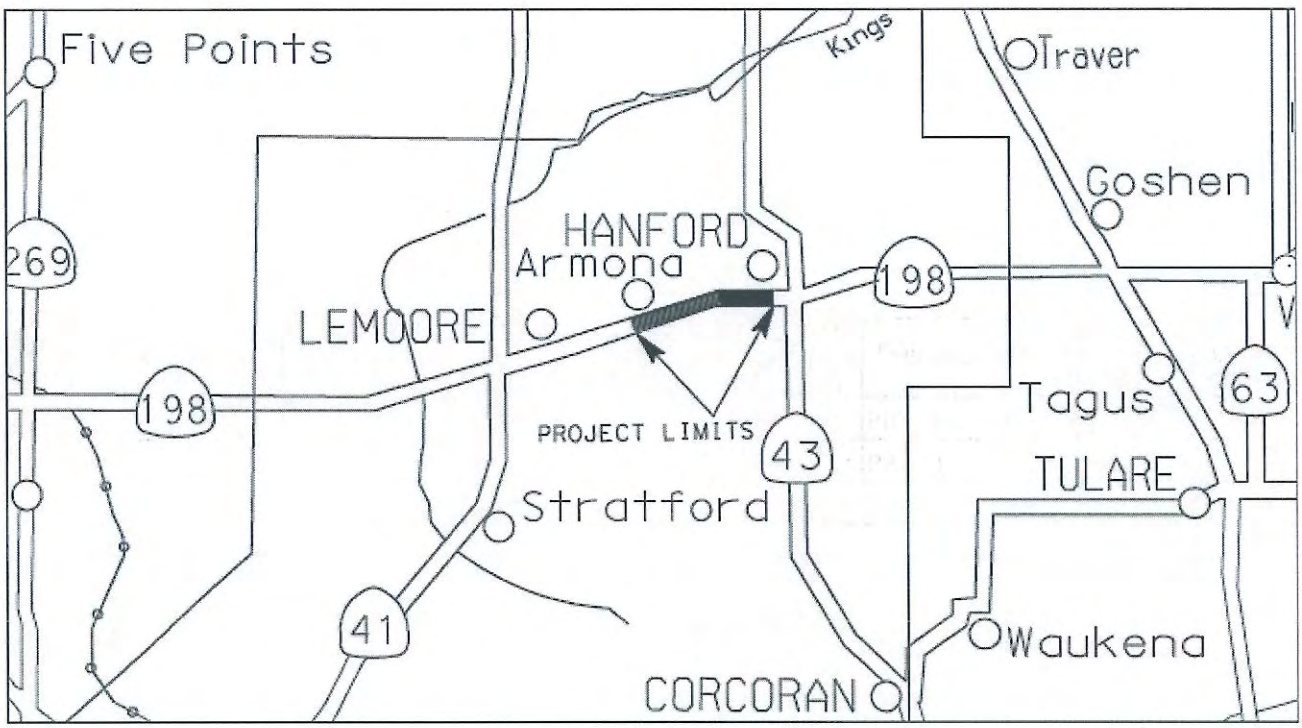
APPROVED:

SHARRI BENDER EHLERT
INTERIM DISTRICT 6 DIRECTOR

9/22/2011
DATE

06 - Kin - 198 – PM R14.7/R17.9
20.10.201.121
06-0P1600
Project ID 0612000100
September 2011

VICINITY MAP



On Route 198 in Hanford

From 14th Avenue Undercrossing

To 11th Avenue Undercrossing

06-Kin-198-PM R14.7/R17.9
06-0P1600
Project ID 0612000100

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.

Sept 22, 2011

Mary J. Stevens
REGISTERED CIVIL ENGINEER

DATE

REGISTERED PROFESSIONAL ENGINEER
MARY J. STEVENS
No. 75552
6-30-12
CIVIL
STATE OF CALIFORNIA

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5. Corridor and System Coordination 3
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1. INTRODUCTION AND BACKGROUND

Brief Project Description:
This is a Capital Preventative Maintenance Project (CAPM) that proposes to extend the service life of the pavement on State Route 198 in Kings County, near Hanford from 14th Avenue Undercrossing to 11th Avenue Undercrossing (Post Miles 14.7 to 17.9) (Attachment A). State Route 198 within the project limits is a four-lane divided freeway.

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

The ramps at the four interchanges within the project limits will be cold planed 2" and overlayed with 2" of RHMA (Type G). Imported shoulder backing will be placed and metal beam guardrail reconstructed where needed. Thermoplastic striping, dikes and detection loops will be replaced throughout the project (See Attachment B for typical cross sections.) All work will be within the existing State right of way.

Project Limits [Dist., Co., Rte., PM]	06 - Kin - 198 – PM 14.7/17.9
Capital Costs:	$6,901,700
Type of Facility (conventional, expressway, freeway):	Freeway
Environmental Determination/Document and date approved:	Categorical Exemption (CEQA)/Programmatic Exclusion (NEPA) 11-19-10

2. RECOMMENDATION

It is recommended that the project be approved and programmed into the 2012 SHOPP cycle and funded for the 2013/14 fiscal year. This is a Capital Preventative Maintenance Project (CAPM) that will be funded by the Pavement Preservation Program 201.121.

3. PURPOSE AND NEED STATEMENT

Need:
The Pavement Condition Survey for this section of road has a PCS/PMS priority number 7 which characterizes major pavement distress and an IRI 174.

Purpose:
The purpose of this project is to improve the ride and extend the life of the existing pavement.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

4A. Roadway Geometric Information

Facility	Minimum	Through Traffic Lanes			Paved Shoulder Width		Median	Bicycle / Ped Path Separated from the Roadbed	Bridge Approach Slab Work
Location (Post Miles)	Curve Radius	No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite))	Left	Right	Width	Work Required?	# Slabs
14.7/17.9	N/A	4	12	Flex	5	8	Varies	N/A	N/A

4B. Condition of Existing Facility (Repeat info for each homogeneous segment – see Attachment C)

(1) Traveled Way Data
PMS Category (1-29) 7 Priority Classification (.1-.4) 0.4

International Ride Index 174

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

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

Faulting% N/A Patching % Yes

Joint Spalls N/A Rutting Yes

Pumping N/A Bleeding NA

Corner Breaks % N/A Raveling NA

Locations(s) of subsurface or ponded surface-water: No ponding identified

(2) Pedestrian Facility Data

ADA improvements at ramp intersections will be identified and addressed during PS&E.

4C. Structure Information

Structures	Vertical Clearance		
Name/No.	Exist	3R Std	Proposed
14th Avenue Undercrossing	14.8	16.0	14.8
Hanford-Armona Undercrossing	14.6	16.0	14.6
12th Street Undercrossing	16.7	16.0	16.7
11th Avenue Undercrossing	16.0	16.0	16.0

4D. Vehicle Traffic Data

Traffic Volumes

Construction Year ADT 32,000

DHV 3,000 % Trucks 14

Construction FY 13/14

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

6A. CAPM Strategy

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

The ramps at the four interchanges within the project limits will be cold planed 2" and overlayed with 2" of RHMA (Type G).

Transition lengths will be utilized at the beginning and end of the project to

ensure a smooth ride. Vertical clearance of structures will be maintained. Imported shoulder backing will be placed and metal beam guardrail reconstructed where needed. Thermoplastic striping, dikes and detection loops will be replaced throughout the project (See Attachment B for typical cross sections.) All work will be within the existing State right of way.

Life Cycle Cost Analysis
Not applicable.

Enhancements
Identification of specific enhancements will be deferred to the design phase.

Date of Traffic Operational Review Report: None

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 with 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. Roadside Design and Management

Roadside design is not applicable to this project.

6G. Storm Water Compliance

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

6H. Right of way Issues (include utility issues)

All work will be performed within the existing right of way and no additional right of way will be required (see Attachment F).

6I. Railroad Involvement

No railroad involvement.

6J. Recycled Materials

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

6K. Local and Regional Input

Local input has not considered due to Route 198 being an access controlled freeway with no work being done on the local roads. Traffic impacts will be addressed in the Traffic Management Plan (TMP).

6L. 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.

7. TRANSPORTATION MANAGEMENT

7A. Transportation 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. FUNDING/SCHEDULING

8A. Cost Estimate

	Lane-miles/Number	Cost[3]
Pavement Work		
Total Lane-Miles of CAPM Work	12.80	
AC Overlay of AC Pavement	30,400 Tons	$ 2,432,000
RHMA 0.30'		
Dig Outs	30% of cost	2,100,000
AC Cold Plane	180,000 yd^2	315,000
ADA Compliance on Ramps	1 LS	100,000
Rumble Strip	676 STA	25,000
Remove MBGR	1 LS	30,000
Replace MBGR Wood Post	1 LS	80,000
Tack Coat	76 Tons	53,000
Shoulder Backing	1 LS	20,000
Remove AC Dike - Ramps	20,000 lf	24,000
Replace AC Dike Ramps	20,000 lf	80,000
Stormwater Items	1 LS	86,200
Electrical	1 LS	100,000
Delineation	1 LS	20,000
Transportation Management Plan	1 LS	44,000
COSTS	**SUBTOTAL**	$ 5,309,000
Supplemental Work (10%)	1 LS	530,900
Contingencies (20%)	1 LS	1,061,800
COSTS	**SUBTOTAL**	$ 1,592,700
COSTS	**TOTAL**	$ 6,901,700

8B. Project Cost:

Project Cost Component	Fiscal Years						Total
	11/12	12/13	13/14	14/15			
R/W Capital							
Const. Capital**			$7,322				$7,322
PA&ED*							$ -
PS&E*		$804					$ 804
R/W Support*		$4					$ 4
Const.Support*			$1,304				$ 1,304
Total	$ -	$ 808	$ 8,626	$ -	$ -	$ -	$ 9,434

Notes:
All costs X 1000. Construction capital is escalated at 3% per year. Support costs are escalated at 3.1%. Capital to support ratio is 29%

8C. Funding

This project will be programmed into the 2012 SHOPP in the 2013/14 Fiscal Year. This is a Capital Preventative Maintenance Project (CAPM) that will be funded by the Pavement Preservation Program 201.121.

8D. FHWA Coordination

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

8E. 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

9. SCOPING TEAM FIELD REVIEW ATTENDANCE ROSTER

Attachment H Date 09-15-11

10. PROJECT REVIEWED BY

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 121 Program Advisor Ron Jones Date 9-15-11

FHWA (as appropriate)_____ Date_____

11. 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. Risk Management Plan
J. Conceptual Report

ATTACHMENT A
LOCATION MAP

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Kin	198	14.7/17.9		

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON

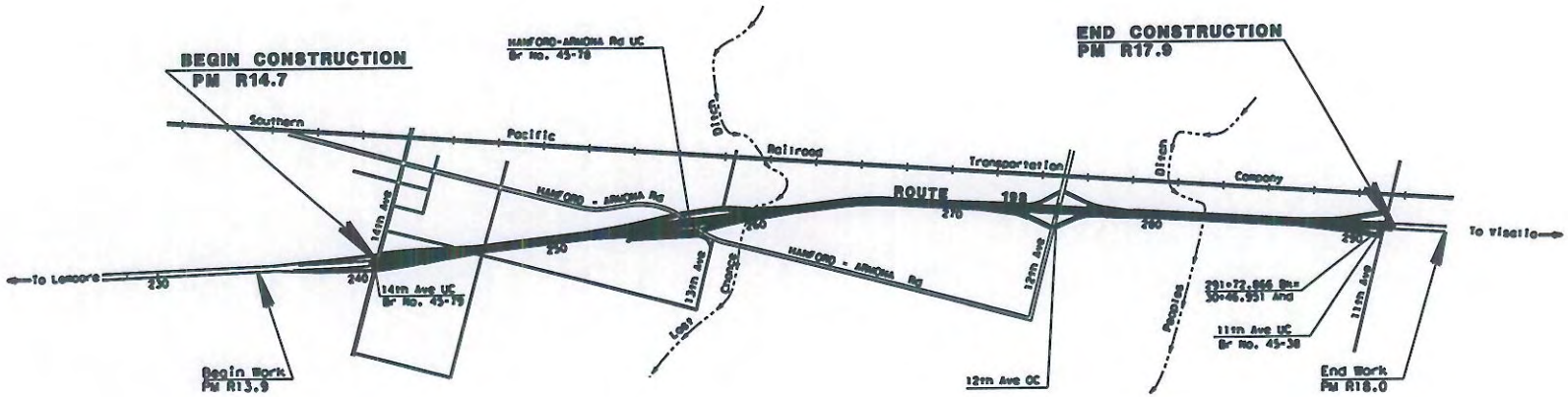
STATE HIGHWAY

IN KINGS COUNTY NEAR HANFORD

FROM 14TH AVENUE UNDERCROSSING TO

11TH AVENUE UNDERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



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.	06-0P1600
PROJECT ID	0612000100

PROJECT MANAGER: MINERVA RODRIGUEZ

DESIGN ENGINEER: JOSE HUERTA

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

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09-01-11

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ATTACHMENT B
TYPICAL CROSS SECTION

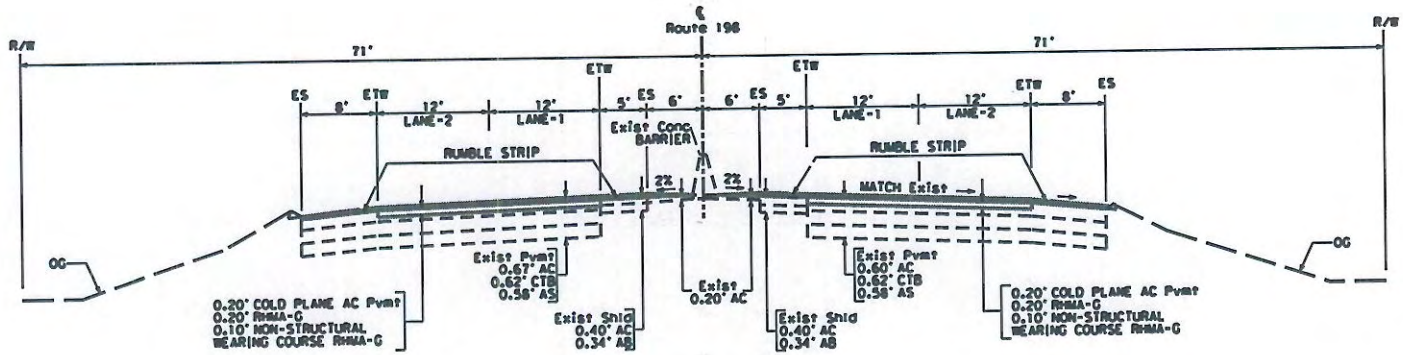
Dist	County	Route	Post Miles Total Project	Sheet No.	Total Sheets
06	Kin	198	14.7/17.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

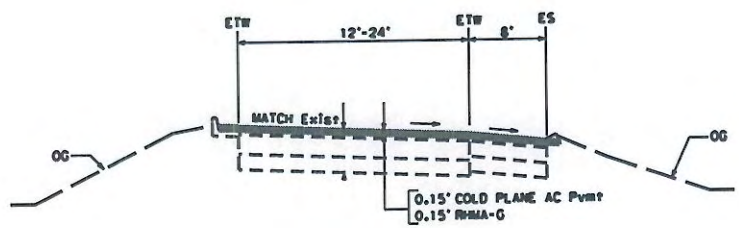
REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

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.



ROUTE 198

PM 14.7 TO PM 17.9



ROUTE 198

RAMPS (TYPICAL)

TYPICAL CROSS SECTIONS

NO SCALE

X-1

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

DATE PLOTTED => DATE
TIME PLOTTED => TIME

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ATTACHMENT C
PMS INVENTORY DATA

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

Caltrans Maintenance Program
2008 Pavement Condition Survey Inventory
Caltrans Drive Order

District 6
County KIN
Route 198
Begin PM R 14.000

District 6, KIN, Rte 198, PM 14.7 - 17.9

District 6 County KIN Route 198

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
R 14.000	- R 14.767	0.767	3.068	MLD	29	1
R 14.767	- R 14.796	0.029	0.116	MLD	32	1
R 14.796	- R 15.000	0.204	0.816	MLD	32	1
R 15.000	- R 15.124	0.124	0.496	MLD	32	1
R 15.124	- R 15.745	0.621	2.484	MLD	32	1
R 15.745	- R 15.782	0.037	0.148	MLD	32	1

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
R 14.000 - R 14.767															
L1	F-DG	0	17									5 75	9		MOD ABC
L2	F-DG	0	76	Yes								9 104	7		HIGH ABC
R1	F-DG	0	7									6 92	31		ALL. B, OPEN CRKS
R2	F-DG	0	87									12 113	7		HIGH ABC
R 14.767 - R 14.796															
L1	B											N/A	0		N/A - Bridge
L2	B			Yes								N/A	0		N/A - Bridge
R1	B											N/A	0		N/A - Bridge
R2	B											N/A	0		N/A - Bridge
R 14.796 - R 15.000															
L1	F-DG	0	17									5 67	9		MOD ABC
L2	F-DG	0	76	Yes								10 105	7		HIGH ABC
R1	F-DG	0	7									10 108	31		ALL. B, OPEN CRKS
R2	F-DG	0	87									27 174	7		HIGH ABC
R 15.000 - R 15.124															
L1	F-DG	0	96									5 70	7		HIGH ABC
L2	F-DG	0	100	Yes								9 102	7		HIGH ABC
R1	F-DG	0	7									5 84	31		ALL. B, OPEN CRKS
R2	F-DG	0	87									8 99	7		HIGH ABC
R 15.124 - R 15.745															
L1	F-DG	0	96									5 75	7		HIGH ABC
L2	F-DG	0	100	Yes								9 102	7		HIGH ABC
R1	F-DG	0	10									7 95	31		ALL. B, OPEN CRKS
R2	F-DG	0	87									13 118	7		HIGH ABC
R 15.745 - R 15.782															
L1	B											5 69	0		N/A - Bridge
L2	B			Yes								5 105	0		N/A - Bridge
R1	B											5 108	0		N/A - Bridge
R2	B											23 170	0		N/A - Bridge

*Surface type of 'EB' is Enhanced Binder.

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

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 14.7 - 17.9

District	6
County	KIN
Route	198
Begin PM	R 15.782

District 6 County KIN Route 198

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
R 15.782 - R 15.962		0.180	0.720	MLD	32	1
R 15.962 - R 16.021		0.059	0.236	MLD	32	1
R 16.021 - R 16.029		0.008	0.032	MLD	32	1
R 16.029 - R 16.125		0.096	0.384	MLD	32	1
R 16.125 - R 17.000		0.875	3.500	MLD	32	1
R 17.000 - R 17.912		0.912	3.648	MLD	28	1

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
R 15.782 - R 15.962																
L1	F-DG	0	96									5	75	7		HIGH ABC
L2	F-DG	0	100	Yes								5	74	7		HIGH ABC
R1	F-DG	0	10									8	97	31		ALL. B, OPEN CRKS
R2	F-DG	0	87									9	103	7		HIGH ABC
R 15.962 - R 16.021																
L1	F-DG	0	51										N/A	7		HIGH ABC
L2	F-DG	0	82	Yes									N/A	7		HIGH ABC
R1	F-DG	0	10										N/A	31		ALL. B, OPEN CRKS
R2	F-DG	0	87										N/A	7		HIGH ABC
R 16.021 - R 16.029																
L1	B												N/A	0		N/A - Bridge
L2	B			Yes									N/A	0		N/A - Bridge
R1	B												N/A	0		N/A - Bridge
R2	B												N/A	0		N/A - Bridge
R 16.029 - R 16.125																
L1	F-DG	0	51									5	72	7		HIGH ABC
L2	F-DG	0	82	Yes								6	92	7		HIGH ABC
R1	F-DG	0	10									5	87	31		ALL. B, OPEN CRKS
R2	F-DG	0	87									16	129	7		HIGH ABC
R 16.125 - R 17.000																
L1	F-DG	0	51									7	94	7		HIGH ABC
L2	F-DG	0	82	Yes								7	95	7		HIGH ABC
R1	F-DG	0	6									9	102	31		ALL. B, OPEN CRKS
R2	F-DG	0	100	Yes								13	119	7		HIGH ABC
R 17.000 - R 17.912																
L1	F-DG	0	0									5	82	33		MISC. UNSEALED CRACKS
L2	F-DG	0	92	Yes								11	111	7		HIGH ABC
R1	F-DG	0	37									6	92	7		HIGH ABC
R2	F-DG	0	73									16	131	7		HIGH ABC

*Surface type of 'EB' is Enhanced Binder.

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

ATTACHMENT D
CATEGORICAL EXEMPTION

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

06-KIN-198	PM 14.7/17.9	06-0P160	
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

Caltrans proposes to cold plane the structural section of State Route 198 at post miles 14.7/17.9, near the City of Hanford. Construction would include digging out and replacing failed areas with HMA (Type A), then placing a layer of Rubberized Asphalt Concrete (Type G) where necessary. The project would not require new right-of-way and does not propose to conduct any work outside of the immediate area of the existing highway alignment.

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

Caltrans

Dist-County-Route: 06-Kin-198
Post Mile Limits: 14.7/17.9
Project Type: CAPM
Project ID (or EA): 06-0P160K
Program Identification: 201.121
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: August 2013 Construction Completion Date: Sept. 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 9-15-11 *Date*

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

Marissa Nishikawa District/Regional SW Coordinator or Designee 9-15-11 *Date*

(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 0P1600 Alt NA
Co KIN RTE 198

Attn

DESCRIPTION:
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 9/8/2011

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: 06-0P1600 CO/RTE/PM-PM (Rte 1 and Rte 2) : KIN/198/14.7-17.9 & //- Request Date: 9/8/2011

ALT: NA 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?	Yes
Const/Maint Agreement:	No
Service Contract:	No
Right of Entry:	No
Clauses:	Yes
Estimated Lead-time	1 month

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: 06-0P1600 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 and Hanford from 14th Avenue Overcrossing to 11th Avenue. This project consists of a Project Overlay CAPM.

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

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
- [x] Press Release/Media Alerts — $2,000
- [ ] Paid Advertisements
- [ ] Public Information Center/Kiosks
- [ ] Telephone Hotline
- [x] Planned Lane Closure Website — $0
- [ ] Project Website
- [ ] Pubic Meetings
- [x] Freight Travel Information — $0

2. Motorist Information Strategies

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

3. Incident Management

- [x] 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)

- [x] 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
- [ ] Reversible Lanes
- [x] Ramp/Connector Closure — $0
- [ ] Night Work
- [ ] Extended Weekend Work
- [ ] Ped/Bicycle Access Improvements
- [ ] Maintain Business Access
- [ ] A + B Bidding
- [ ] Innovative Const. Techniques
- [x] 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

06-4P150K
06-0P1600
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
RISK MANAGEMENT PLAN

Risk Input Sheet

DIST- EA 06-0P160K	Project Name: Hanford CAPM	Project Manager: Minerva Rodriguez	Date Register Created: December 20, 2007	Date Register Last Updated: December 21, 2007
	CO - RTE - PM KIN - 198 - 14.7/17.9	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	06-0P160K-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	06-0P160K-02	Active	Threat	DESIGN	09/15/11	Due to accelerated PID schedule, the project's cost scope and schedule may be impacted.		QUALITY	4=High (40-59%)	Nonlinear		8 =High	High	Minerva Rodriguez	(559) 243-3518	(559) 917-5109	Minerva Rodriguez@dot.ca.gov	Will reevaluate during PS&E	ACCEPT						
3										Nonlinear															
4										Nonlinear															
5										Nonlinear															
6										Nonlinear															
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ATTACHMENT J
CONCEPTUAL REPORT

06-0P160K
Kin-198-PM 14.7/17.9

CONCEPTUAL REPORT

It is proposed to extend and preserve the life of State Route 198 in Kings County by removing part of the existing asphaltic concrete and overlaying the full width of pavement with Rubberized Asphalt Concrete near Hanford from 14th Ave Undercrossing to 11th Ave Undercrossing.

The project is estimated at $5,700,000 and it is proposed to be funded from the 2012 SHOPP, Pavement Preservation Program (20.10.201.121) in the 2014/15 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 18% truck traffic. State Route 198 within the project limit is a four lane divided conventional highway with asphaltic concrete pavement. The distress of the existing pavement warrants this type of project.

PROPOSAL

It is proposed for State Route 198 within the project limits to be improved by cold planing a portion of the structural section, replacing the failed areas with HMA (Type A), then placing a layer of Rubberized Asphalt Concrete (Type G) as is recommended by the Deflection Study Report.

This strategy is in compliance with Caltrans policies regarding pavement preservation reducing costs and impacts to the traveling public and the transportation of goods.

Other alternatives that have been considered and not accepted were:

1. Roadway rehabilitation. This alternative was rejected due to the fact that the road pavement has not yet deteriorated to the point that would warrant such a strategy.
2. Do nothing. This alternative was rejected because doing nothing will allow deterioration of the ride and pavement to continue which will result in costly maintenance and will impacting the traveling public.

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 6 (201.121) Coordinator	Akmal Mostafa	559-488-4114

APPROVAL RECOMMENDED BY

Bill Moses

Bill Moses, District 06 Maintenance Engineer

8-21-2011

Date

Attachment: Pavement Condition Survey