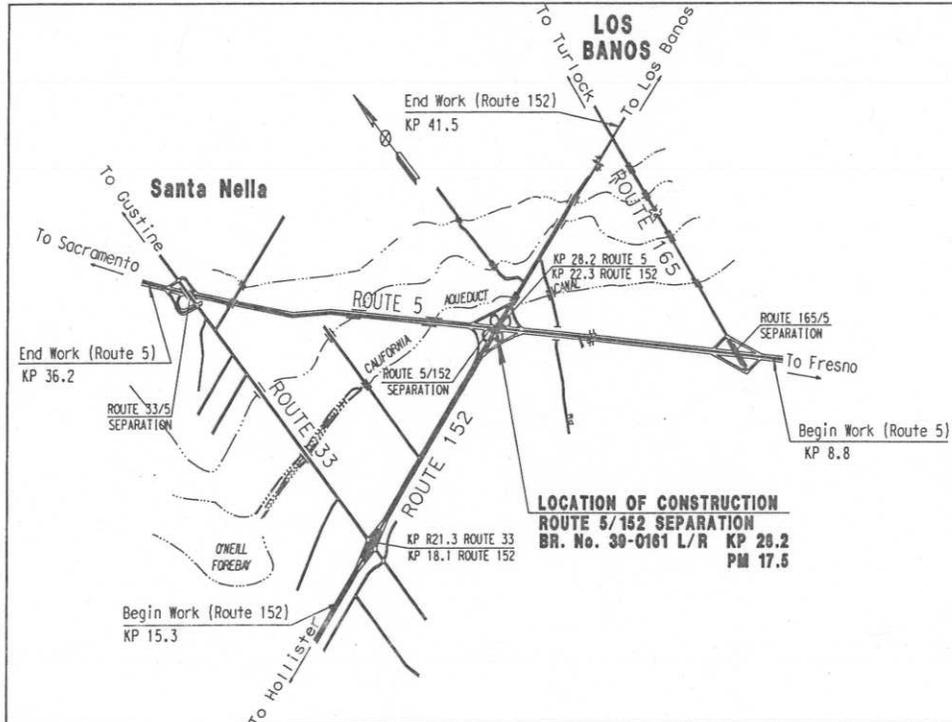




10- Mer - 5, KP 28.2(PM 17.5)  
 06260 - EA 0F740K  
 HA21 - 20.10.201.110  
 AUGUST 2005

## PROJECT SCOPE SUMMARY REPORT (Structure Rehabilitation)



On Route 5

At Route 5/152 Separation at Bridge 39-0161 R & L

*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, ACTING CHIEF, CENTRAL REGION RIGHT OF WAY

APPROVAL RECOMMENDED:

PETER E. JEMERIGBE, PROJECT MANAGER

APPROVED:

Kome Ajise 9/23/05  
 KOME AJISE, DISTRICT 10 DIRECTOR DATE

PROJECT SCOPE & TECHNICAL DATA ARE VALID THROUGH: 9/23/08  
 COST & WORK PLAN MUST BE UPDATED PRIOR TO USE FOR PROGRAMMING

This Project Scope Summary Report has been prepared under the direction of the following registered Civil Engineer. The registered Civil Engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

*Mark Taketa*

REGISTERED CIVIL ENGINEER

*9/1/05*

DATE



## PROJECT SCOPE SUMMARY REPORT (Structure Rehabilitation)

1. Project Limits 10-Mer-5, KP 28.2 (PM 17.5)
2. Brief Project Description:

This project proposes to modify the existing cross frame members located between the bridge girder diaphragms. New cross frame members will be placed as shown on the Framing Plans. Additional work involves upgrading Metal Beam Guard Railing and replacing signs. The bridge deck and roadway surface will not be altered on I-5. The roadway surface on SR 152 will not be altered.

3. Priority Index Number (PIN): 40.8
4. Environmental Status:  
 Categorical Exemption (CE)/ Programmatic Categorical Exclusion (PCE)

Date Approved: March 3, 2003

5. Traffic Data

Present ADT 26,900

10-Year ADT 37,000

DHV Future 5100

% Trucks 26

T.I. (10 Year) 13.5

Safety Field Review Feb. 1, and 7, 2005  
 (date)

Latest 3-Year Accident Data: (from 01/01/01 to 12/31/03)

Location	Actual (Accidents per Million Vehicle Miles)			Average (Accidents per Million Vehicle Miles)		
	Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
N/B I-5	0.00	0.28	0.99	0.016	0.22	0.51
S/B I-5	0.00	0.28	0.71	0.016	0.22	0.51
E/B SR 152	0.00	0.29	0.87	0.018	0.31	0.68
W/B SR 152	0.00	0.15	0.58	0.018	0.31	0.68

Location(s) of Accident Concentration: N/B I5 at KP 28.1,  
E/B SR152 at KP 22.3

Corrective Strategy: Remove existing cross frame members and place new cross frame members as shown on the Framing Plans.

## 6. Roadway Geometric Information

Facility	Minimum Curve	Through Traffic Lanes			Paved Shoulder Width		Median Width	Median Barrier
		No. of Lanes	Lane Width	Type (AC, PCC, or AC over PCC)	Left	Right		Yes or No
S/B I5	NA	2	3.66	AC	1.52	3.05	25.6	No
N/B I5	NA	2	3.66	AC	1.52	3.05	25.6	No
W/B SR 152	NA	2	3.60	AC	1.5	3.0	10.4	No
E/B SR 152	NA	2	3.60	AC	1.5	3.0	10.4	No
Min. 3R Stds.			3.60	AC	--	3.0	3.6	No

The road work involves replacing metal beam guard railing on SR 152 and replacing signs to meet new MUTCD guidelines within the project limits. The roadway surface will not be altered on I-5 or SR-152.

## 7. Structures Information

Structure	Width Between Curbs			Standards Met?		Vertical Clearance Over Main-Line			Existing Condition	
				Bridge Rail	Bridge Approach Rail				Bridge Approach Slab	AC Overlay
Name/No.	Exist	3R Std	Prop	Yes or No		Exist	3R Std	Prop	Yes or No	
39-161L										
SB I5 Mainline	12.5	12.0	N/C	Yes	Yes	*5.1	5.1	N/C	No	No
SB Loop Ramp	7.0	6.0	N/C	Yes	Yes	*5.1	5.1	N/C	No	No
EB Loop Ramp	7.4	6.0	N/C	Yes	Yes	*5.1	5.1	N/C	No	No
39-161R										
NB I5 Mainline	12.5	12.0	N/C	Yes	Yes	*5.1	5.1	N/C	No	No
NB Loop Ramp	7.0	6.0	N/C	Yes	Yes	*5.1	5.1	N/C	No	No
WB Loop Ramp	6.9	6.0	N/C	Yes	Yes	*5.1	5.1	N/C	No	No

\*The true vertical clearance was not measured after previous project corrected the vertical clearance. This project will not alter the existing pavement profile on SR 152.

The type of work involves replacing cross frame members only. The structure work will only occur under bridge 39-161 L and R. There is no deck work or other type of work that alters the structure surface.

8. Background:

- Project History

The I-5/SR152 Separation has been placed in the STRAIN for repair of existing cracks and to eliminate the potential for additional damage to the superstructure. Two other projects at this location (EA 10-495404 and EA10-2A6904) have been completed. The initial project (EA 10-495404) modified the electrolier, the lighting, and the sign illumination. It also included repairing the girders on both bridges. The project (10-2A6904) lowered the grade on SR152 mainline and the four on/off ramps to provide the required minimum clearance under bridge #39-0161 L & R.

The initial Minor A project was prepared to incorporate the work required in the STRAIN report to complete the girder diaphragm retrofit for Bridge number 39-0161 L and R. The cost to girder diaphragm retrofit both Bridges exceeded the Minor A limit. The PDT decided to divide the project into two EAs 10-0F7400 and 10-0L4300. The separate projects still went over the Minor A limit. It was then decided by PDT to recombine the two projects into a major SHOPP project.

9. Need and Project Proposal:

A. Problem, Deficiencies, Justification

This project is needed to prevent possible major repair or future failure of the bridge superstructure at I-5/SR152 Separation. Both structures at this location have staggered intermediate diaphragms, which are fracture prone. Differential girder movement causes out of plane bending in the girder webs resulting in cracked web conditions in spans 2 and 3 of both structures. If the superstructure continues to deteriorate, a project may be required in the future to perform more extensive repairs to preserve the structural integrity of both structures.

10. Environmental Issues:

The environmental document received for this project is a Categorical Exemption/ Programmatic Categorical Exclusion. A lead paint and asbestos survey was conducted on the bridge. Results indicate concern for elevated concentrations of lead and chromium in the lead based red primer and alkyd green outer coat. Non-friable asbestos was identified in the barrier rail shims.

Lead paint removed from the weld joint connections will be vacuum contained, and disposed to an appropriate permitted facility.

Asbestos was only found in the barrier rail shims, the volume estimated at 1.7 cubic meters. Although the barrier rails are unlikely to be disturbed by the proposed work, notification of structural demolition to the Regional Air Resources Board will be needed from the contractor. Locations where asbestos may be present, that were not addressed by the asbestos sampling, will be identified during the preconstruction meeting by structure maintenance or their designated representative. Handling of asbestos containing material and health and safety considerations for the contractor will be addressed by the construction safety officer.

11.		Cost Estimate Breakdown	
STRAIN and other Structural Work (by Structure)		<u>Yes/No</u>	<u>Cost</u>
(A)	Replace	<u>No</u>	<u>                    </u>
(B)	Rehab		
	(a) Deck	<u>No</u>	<u>                    </u>
	(b) Superstructure	<u>No</u>	<u>                    </u>
	(c) Substructure	<u>Yes</u>	<u>\$1,398,700</u>
	(d) Joints	<u>No</u>	<u>                    </u>
	(e) Bearings	<u>No</u>	<u>                    </u>
	(f) Other	<u>Yes</u>	<u>\$80,000</u>
(C)	Scour Correction	<u>No</u>	<u>                    </u>
(D)	Painting	<u>No</u>	<u>                    </u>
(E)	Widening	<u>No</u>	<u>                    </u>
(F)	Rail Replacement (without widening)	<u>No</u>	<u>                    </u>
(G)	Strengthen	<u>No</u>	<u>                    </u>
(H)	Seismic Retrofit	<u>No</u>	<u>                    </u>
(I)	Vertical Clearance Adjustment	<u>No</u>	<u>                    </u>
(J)	Drainage Rehab	<u>No</u>	<u>                    </u>
(K)	Mobilization	<u>Yes</u>	<u>\$164,300</u>
<b>STRUCTURE COSTS SUBTOTAL</b>			<u>\$1,643,000</u>
District Work			
(A)	Traffic Control (Detour and Traffic Handling)	<u>Yes</u>	<u>\$199,000</u>
(B)	Pavement (include remove and replace)	<u>No</u>	<u>                    </u>
(C)	Bridge Approach Slab	<u>No</u>	<u>                    </u>
(D)	Bridge Approach Guardrail	<u>Yes</u>	<u>\$35,000</u>
(E)	Drainage Adjustment and Rehab	<u>No</u>	<u>                    </u>
(F)	Utility Relocation	<u>No</u>	<u>                    </u>
(G)	Environmental Mitigation	<u>Yes</u>	<u>\$30,000</u>
(H)	Transportation Management Plan	<u>Yes</u>	<u>\$246,000</u>
(I)	Storm Water	<u>Yes</u>	<u>\$48,000</u>
(J)	Right of Way	<u>No</u>	<u>                    </u>
(K)	Other (i.e., Resident Engineer Office, etc.)	<u>Yes</u>	<u>\$50,000</u>
<b>DISTRICT COSTS SUBTOTAL</b>			<u>\$608,000</u>
-----			
<b>SUM OF SUBTOTALS</b>			<u>\$2,251,000</u>
10% Contingency			<u>\$225,100</u>
<b>TOTAL PROJECT COST</b>			<u>\$2,476,100</u>

12. Other Agencies Involved (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.):  
The contractor will be required to obtain an Air Resource Board demolition permit in case asbestos is found other than the specified barrier rail.  
As required by Caltrans permit for Storm Water Quality, a Storm Water Data Report was prepared. A Notification of Construction will be sent at least 30 days prior to construction to the appropriate Regional Water Quality Control Board in charge of the project area.

13. Other Considerations:

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

All removed paint will require disposal to a permitted Class I facility. Any asbestos encountered during construction will require handling by a certified asbestos technician, and disposal to a permitted Class II facility. Removal, handling, and disposal of asbestos will be addressed with emergency construction funds, at an estimated cost of \$30,000.

Materials and or disposal site needs and availability?

None

Utility Involvement:

There are no external utilities involved in this project. There are existing Caltrans electrical light fixtures and conduit, which Caltrans electrical must locate as a precaution. The electrical facilities are low risk.

Railroad Involvement :

There is no Railroad involvement.

Consistency with Other Planning :

There are no other project planned in this area nor does this project improve capacity or operation. The 20-year Ultimate Transportation Corridor for I-5 is 8-lane freeway and for SR-152 is a 6-lane expressway with a LOS "C".

Salvaging and recycling of hardware and other non-renewable resources :

The cross frame members may be used on other projects after the required preparation and testing on the members. Parts of the MBGR can be reused if they are not damaged and still meet the required standards. The damaged MBGR can be savaged as scrap metal.

Prolonged temporary ramp closures :

There may be potential ramp closures lasting up to 5 days. The majority of the planned work should be done within a 20-hour lane and ramp closure window. Full lane closure of W/B or E/B State Route 152 will be needed to ensure public safety. During construction operations, the traffic will be detoured to State Route 33 and State Route 165. Informational signs, using PCMS, will be placed ten days prior to any full lane closure. COZEEP will also be available for traffic control.

Effects on bicycle traffic :

Little to no impact is expected to bicycle traffic.

Recycling of AC :

There is no AC expected to be used on this project.

What are the consequences of not doing this entire project?

If this project is not constructed as proposed, the superstructure would continue to deteriorate and a major project would be required in the future to perform more extensive repairs to preserve the structural integrity of both structures.

Project will meet all design standards within the construction limits.

14A. The project has been field reviewed by:

District? John Fukano D10 Maint. Support Stephen Pozzo ESSC Date(s) 3/17/03

DES Bridge Program Advisor Roger Hunter Date 1/22/03

14B. Project Reviewed by :

District Maintenance Alvin Mangindin Date 6/2/05

District Safety Saravuth Phin and Mike Lane Date 2/1/05

DES Bridge Program Advisor Roger Hunter Date 5/28/04

HQ Design Mike Janzen Date 6/13/05

FHWA \_\_\_\_\_ Date \_\_\_\_\_

Type of federal involvement Exempt  
(Exempt, CA, or PxP)

Others \_\_\_\_\_ Date \_\_\_\_\_

15. Proposed Funding :

This project is proposed to be included in the 2006 SHOPP program for funding in the 2007/2008 fiscal year.

16. Project Support :

**Cost Breakdown:**

(Capital Cost Estimate provided by Design & R/W, Support Cost Estimate from XPM.)

Project Cost Component	Fiscal Years					Total
	2004/05	2005/06	2006/07	2007/08	2008/09	
R/W Capital			\$0			\$0
Constr Capital **				\$2,627		\$2,627
PA&ED*			\$119			\$119
PS&E*			\$310			\$310
R/W Support*			\$4			\$4
Constr Support*				\$499		\$499
<b>Total</b>	\$0	\$0	\$433	\$3,126	\$0	\$3,559

All costs X\$1000. Support Categories are the same as those identified by SB45

Construction Capital escalated at 3%. Right of Way Capital estimate is escalated.

Support cost escalated at 2.0%

Support Cost ratio: 35% [All Support Costs (\*) divided by the escalated Construction Capital (\*\*)]

**Project Schedule & Responsibilities:**

Milestone Dates	Month/Day/Year
PID Approval	8/31/2005
PA&ED	11/1/2006
R/W Cert	7/1/2007
RTL	11/1/2007
Approve Contract	2/1/2008
CCA	2/1/2009

17. Remarks :

18. List of Attachments

- A. Title Sheet
- B. Categorical Exemption/ Exclusion Form
- C. Right of Way Data Sheet
- D. STRAIN Data
- E. Advance Planning Study
- F. Storm Water Data Report
- G. Transportation Management Plan Checklist

CC:

HQ Division of Design (2) -  
HQ Transportation Programming (2) - Ross Chittenden & John Van Berkel  
FHWA (1) - Mahfoud Licha  
HQ Environmental (1) - Kelly Dunlap  
HQ Maintenance (1) - Roger Hunter  
Project Manager (1) - Peter E. Jemerigbe  
Design Manager (1) - Steve Sakata  
Resident Engineer (1) - Kewal Virk  
District Maintenance (1) - Alvin Mangindin  
District Traffic Management (1) - Laurie Jurgens  
Region Traffic Design (1) - Hassan Marei  
District Traffic Operations (1) - Vu H Nguyen  
District Traffic Safety (1) - Thomas Schriber  
Region Materials (1) - Dave Dhillon  
Region Environmental (1) - Christine Cox  
Region Right of Way (1) - Michael Rodrigues  
District Planning (1) - Ken Baxter  
PPM (2) - Teresa Rix & Rita Encinas  
District Single Focal Point (1) - Dennis Agar  
HQ DES/OPPM (1) - Peggy Lim  
District Records (1) - Renee Maragos  
Region Records (1) - Tami Cox

INDEX OF SHEETS

Sheet No.	Description
1	Title and Location Map

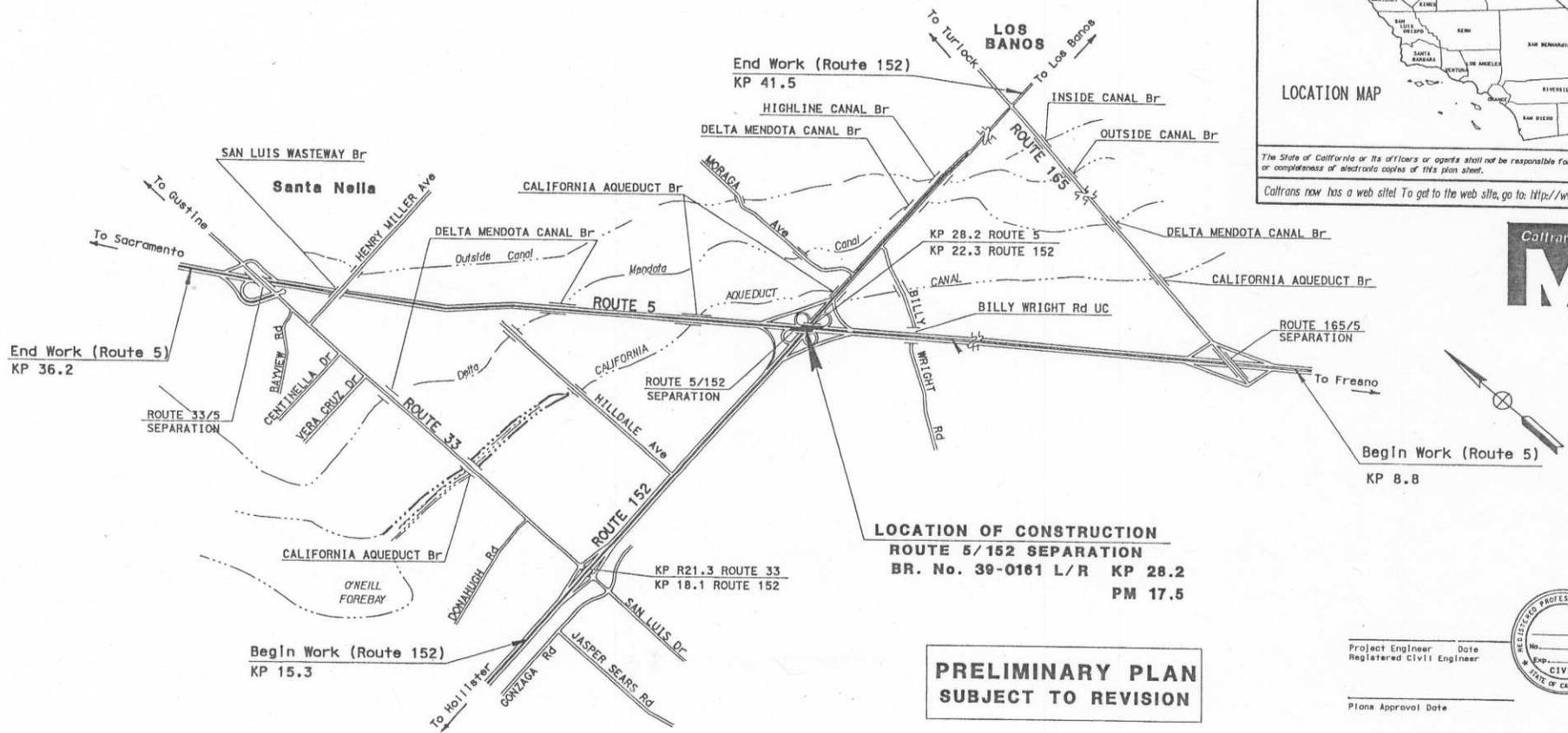
STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
 PROJECT PLANS FOR CONSTRUCTION ON  
 STATE HIGHWAY  
 IN MERCED COUNTY  
 NEAR LOS BANOS  
 AT THE ROUTE 5/152 SEPARATION

To be supplemented by Standard Plans dated July, 2004

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
10	Mer	5	28.2	1	



The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.  
 Caltrans now has a web site! To get to the web site, go to: <http://www.dot.ca.gov>



**LOCATION OF CONSTRUCTION**  
 ROUTE 5/152 SEPARATION  
 BR. No. 39-0161 L/R KP 28.2  
 PM 17.5

**PRELIMINARY PLAN**  
 SUBJECT TO REVISION

Project Engineer Date  
 Registered Civil Engineer  
 \_\_\_\_\_  
 Plans Approval Date



Contract No. **10-0F7404**

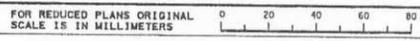
CU 06260 EA 0F740K

ATTACHMENT A

PROJECT NUMBER	DATE	PROJECT NUMBER	DATE
MARK TAETA	8/12/05	LOUIS MAROCCO	8/18/05

The Contractor shall possess the Class (or Classes) of license as specified in the "Notice to Contractors".

NO SCALE



USERNAME => f6nfoke  
 BDN FILE => A0F740001.dgn

CATEGORICAL EXEMPTION  
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION  
DETERMINATION FORM

10 MER 5

KP 28.2 (PM 17.5)

OF7401

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

K.P./(P.M.)

E.A. (State project)

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

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

Project proposes to retrofit the girder diaphragm connections (cross frame replacements) for Bridge Nos. 39-0161 L&R at Route 5/152 separation in Merced County near Los Banos. The cross frame member for span 2 and 3 are expect to be replaced or modified to correct hairline cracks developing under the present cross frame members. There will be no deck or ground disturbance work. *This project is categorically exempt/excluded unless 1) scope of project changes to include additional activities or areas, or 2) the unforeseen discovery of sensitive or cultural resources.*

**CEQA COMPLIANCE**

**STATE PROJECTS:**

Categorical Exemption (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** (for State Projects only)

Exempt by Statute (PRC 21080)

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

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

Signature: Environmental Office Chief 3-3-03 Date Hanna Fahmi Karim Signature: Project Manager 3-05-03 Date

**NEPA COMPLIANCE** (23 CFR 771.117)

**CATEGORICAL EXCLUSION**

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

**PROGRAMMATIC CATEGORICAL EXCLUSION**

Based on the evaluation of this project and supporting documentation in the project files, all the conditions of the September 7, 1990 Programmatic Categorical Exclusion have been met.

**CALTRANS NEPA DETERMINATION**

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

Categorical Exclusion

Programmatic Categorical Exclusion

Signature: Environmental Office Chief 3-3-03 Date Hanna Fahmi Karim Signature: Project Manager/DLA Engineer 3-5-03 Date  
(for all State & Local CEs) (PM: for all State CEs / DLAE: for Local Asst. PCEs)

**FHWA DETERMINATION** (if applicable)

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

Signature: FHWA Transportation Engineer Date

Additional information attached or referenced, as appropriate (e.g. studies and documentation of exemption from regional conformity or use of CO Protocol; §106 commitments.)

CATEGORICAL EXEMPTION  
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION  
DETERMINATION FORM  
CONTINUATION SHEET

10 MER 5

KP 28.2 (PM 17.5)

0F7401

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

K.P./P.M.)

E.A. (State project)

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

Project Purpose and Need:

The proposed retrofit work will extend service life and reduce maintenance of Bridge Nos. 39-0161 L&R.

Environmental Issues:

Biology:

Project Impacts

The potential impacts to natural resources within the project area were investigated and documented in order to comply with the provisions of various State and Federal environmental statutes, including the Endangered Species Act of 1973 (as amended), the California Endangered Species Act of 1985, the Clean Water Act (Sections 404 & 401), and various sections of the California Fish and Game Code. No impacts are expected to occur to sensitive species or habitats by the proposed project activities.

No threatened or endangered species were observed during the survey. Habitat for San Joaquin kit fox is present in the vicinity of the project area. No other sensitive habitats were observed.

Avoidance and Minimization Measures

No avoidance or minimization measures are required due to the scope of the project.

Permits Required

No permits are required due to the scope of work of the project.

Cultural:

Study Findings

No cultural resources were identified during the course of this study. Further archaeological studies should not be necessary unless project plans change to include unsurveyed areas.

No work will be done (including staging, storing, driving/parking) outside the unsurveyed area delineated as Archaeological Study Area in attached Map 3 (Archaeological Study Area Map). Note: Reference Report for Map 3 - Negative Archaeological Survey Report dated 2/26/02 - (R. Levy 2001 EA 10-2A6900).

If cultural remains are unearthed during the project construction, it is Caltrans policy that work in the area be immediately halted until a qualified archaeologist can assess the nature and significance of the material (Caltrans Environmental Handbook, Volume 2, Section 7-9.)

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

**10 MER 5**

**KP 28.2 (PM 17.5)**

**0F7401**

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

K.P./P.M.)

E.A. (State project)

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

**Architectural History:**

According to the Caltrans Historic Bridge Log, bridge # 390161 L&R, which this project proposes to retrofit, was built in 1966. Therefore, this bridge will not require evaluation for its historic significance at this time. If the project plans change to include any right of way takes then an Architectural History study may be needed.

**Hazardous Waste:**

Survey indicates there is significant hazardous waste concern. The scale and character of the undertaking is not specified, and may be considered bridge renovation. Current practice is to conduct a lead paint and asbestos survey during the PS&E stage (Stage 1). At the earliest, this investigation could be conducted in FY04. Costs for such an investigation rarely exceed \$15,000.

**Consultation, Public Review, and Permit Requirements:**

Due to the nature of this project there was no consultation or public review necessary. Permits are not required.

**Notes:**

*In order for the Categorical Exemption (CE)/Programmatic Categorical Exclusion (CE) to remain valid, the provisions discussed in the Cover Sheet Memo dated March 3, 2003 must be met.*

**List of Preparers:**

Mary Oliva	-	Environmental Coordinator
Rhianna Lee	-	Biological Analysis
Michael Robinson	-	Hazardous Waste Analysis
Claudia Gumbaro	-	Cultural Analysis
Laurie Welch	-	Architectural History

State of California

Business, Transportation and Housing Agency

## Memorandum

To: MARK TAKETA  
Design Engineer, Branch "T"  
Project Development

Date: July 28, 2003

File Reference: 10-MER-5-PM 17.5

EA: OF7400

R/W Req. No: 1

Alternate No: 1

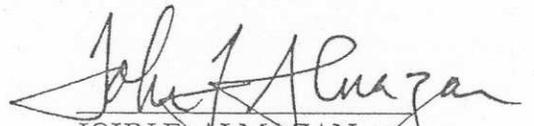
From: DEPARTMENT OF TRANSPORTATION  
Division of Right of Way, Central Region

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 3-19-03. The following assumptions and limiting conditions were identified:

None.

**Right of Way Lead Time** will require a minimum of -6- months after we receive certified Appraisal Maps, the necessary environmental clearance has been obtained, and freeway agreements have been approved.

  
JOHN F. ALMAZAN  
Stockton Office Project Coordinator

# RIGHT OF WAY DATA SHEET

DIST: 10    CO: MER    RTE: 5    KP: 28.2    EA: OF7400    ALTERNATE NO: 1    DATE: 7-28-03  
 PM: 17.5

REQUEST DATE: 3-15-03

1. Right of Way Cost Estimate:

	Current Value (Year 2004)	Rate of Escalation	Escalated Value (Year 2005)
Acquisition, including Excess Lands, Damages and Goodwill	\$0.00	0%	\$0.00
Utility Relocation (State share)	\$0.00	0%	\$0.00
Relocation Assistance	\$0.00	0%	\$0.00
Clearance/Demolition	\$0.00	0%	\$0.00
Title and Escrow Fees	\$0.00	0%	\$0.00
<b>TOTAL CURRENT VALUE</b>	<b>\$0.00</b>		<b>\$0.00</b>
Construction Contract Work	\$0.00		\$0.00

2. Items of construction contract work: YES  NO

3. ANTICIPATED RIGHT OF WAY LEAD TIME REQUIREMENTS: **-6- months.**

4. Parcel Data:

TYPE	NUMBER	DUAL/APPR	UTILITIES		RR INVOLVEMENT	
X	0		U4-1	0	None	X
A	0		-2	0	C & M Agmt	
B	0		-3	0	Service Contract	
C	0		-4	0	Lic/RE/Clauses	
D	0		U5-7	0	<b>MISC. R/W WORK</b>	
<b>TOTAL</b>	<b>0</b>		-8	0	RAP Displacement	0
			-9	0	Clear/Demo	0
<b>EXCESS</b>	<b>0</b>				Const Permits	0
					Cond	0

Parcel Area: Right of Way[0]

Excess [0]

5. Utility facilities or rights of way affected: YES  NO   
 Minimal utility impact. Possible potholing.

6. Railroad facilities or rights of way affected: YES  NO

7. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.): RIGHT OF WAY REQUIRED YES  NO   
 Temporary construction easement may be needed.

8. Effect on assessed valuation: NONE.

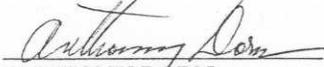
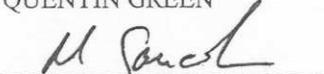
9. Previously unidentified sites with hazardous waste and/or material found: YES  NONE EVIDENT

RAP displacements required: YES  NO  If YES, provide the following information:

Number of single family residences: 0                      Number of business/nonprofit: 0  
Number of multifamily units: 0                              Number of farms: 0

Based on Draft/Final Relocation Impact Statement/Study dated \_\_, it is anticipated that sufficient replacement housing will not be available without Last Resort Housing.

- 11. Material borrow and/or disposal sites required: YES  NO
- 12. Potential relinquishments and/or abandonments: YES  NO
- 13. Existing and/or potential Airspace sites: YES  NO
- 14. Environmental mitigation parcels required: YES  NO
- 15. All Right of Way work will be performed by Caltrans staff: YES  NO
- 16. Data for evaluation provided by:

Estimator	 ANTHONY DORN	Date: <u>5/7/03</u>
Railroad Liaison	 QUENTIN GREEN	Date: <u>7-24-03</u>
Utility Relocation Coordinator	 <del>ANITA MORA</del> MARIO SAUCEDO	Date: <u>24 JULY 2003</u>

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

7/28/03  
Date

  
JOHN F. ALMAZAN  
Project Coordinator - Right of Way  
Stockton Branch

Entered PMCS (Event, Cost, Agree) By: J. Saucedo Date: 7-30-03

California Department of Transportation  
Office of Structure Maintenance Investigation  
**STRUCTURE REPLACEMENT AND IMPROVEMENT NEEDS REPORT**

District : 10

Bridge Number : 39 0161R	Total Length: 84.1	Permit Rating: P P P P P	Suff Rating : 84.10
Feat Intersected: SR 152	Total Width : 20.8	Rail Rating : 1110	Approach Width: 19.8
Structure Name : ROUTE 5/152 SEPARATION	Location : 10-MER-005-17.55		

Item	Recom. Date	Project Type	Urgency Factor	Cost	Status	Tech. rank
1	07/01/1999	11 - Super-Rehab	2 years	\$70,000	1 - Initiated	40.80

Project Details :

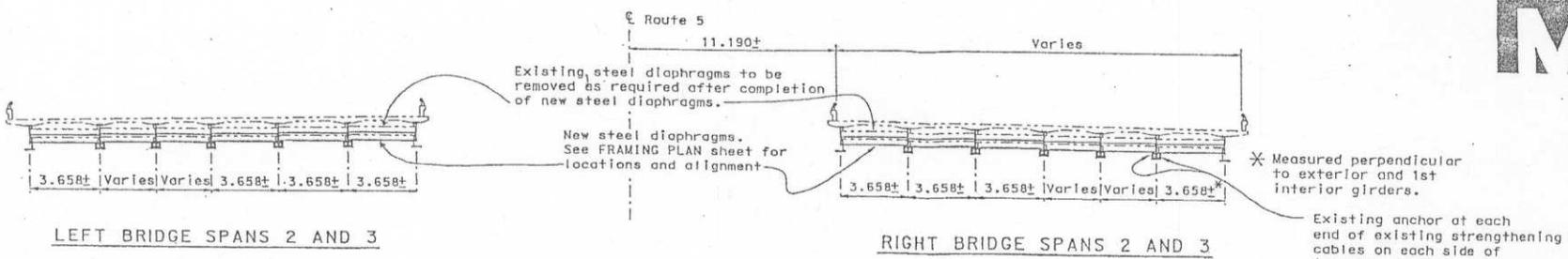
- 1 RETROFIT THE GIRDER DIAPHRAGM CONNECTION DUE TO THE CRACKED WEB CONDITION IN SPANS 2 AND 3. THIS STRUCTURE HAS STAGGERED INTERMEDIATE DIAPHRAGMS, WHICH ARE FRACTURE PRONE DETAILS. DIFFERENTIAL GIRDER MOVEMENT CAUSES OUT OF PLANE BENDING IN THE GIRDER WEBS.

Bridge Number : 39 0161L	Total Length: 84.1	Permit Rating: P P P P P	Suff Rating : 84.10
Feat Intersected: SR 152	Total Width : 20.8	Rail Rating : 1110	Approach Width: 19.8
Structure Name : ROUTE 5/152 SEPARATION	Location : 10-MER-005-17.55		

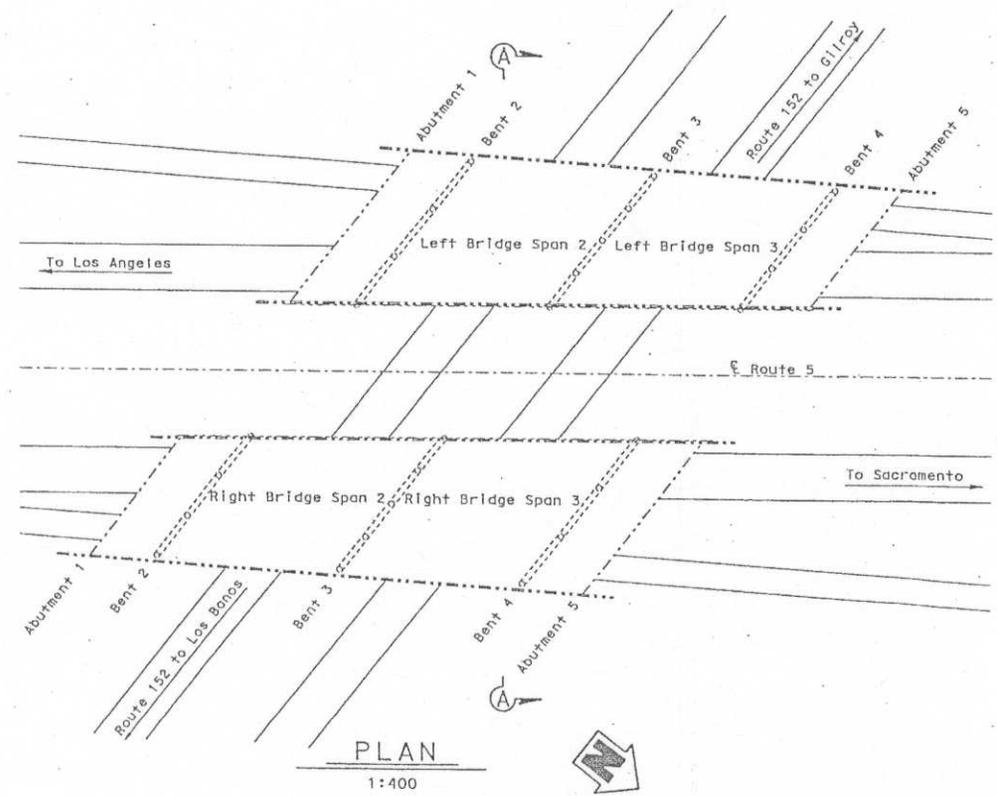
Item	Recom. Date	Project Type	Urgency Factor	Cost	Status	Tech. rank
1	07/01/1999	11 - Super-Rehab	2 years	\$70,000	1 - Initiated	40.80

Project Details :

- 1 Retrofit the girder diaphragm connection due to the cracked web condition in Spans 2 and 3. This structure has staggered intermediate diaphragms, which are fracture prone details. Differential girder movement causes out of plane bending in the girder webs.



SECTION A-A  
1:125



PLAN  
1:400

NOTES:

----- Indicates existing structure. (Replace steel diaphragms)

Working Days	= 120
DATE OF ESTIMATE	= 2-24-05
BRIDGE REMOVAL	= 80,000
STRUCTURE DEPTH	=
LENGTH	=
WIDTH	=
AREA	=
COST/□ INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	=
TOTAL COST	= 1,643,000

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE NOTED

DESIGNED BY A. Frank	DATE 2-8-05	STRUCTURE MAINTENANCE & INVESTIGATIONS  STRUCTURE MAINTENANCE DESIGN	<b>PLANNING STUDY</b>	
DRAWN BY M. Carlson	DATE 2-8-05		ROUTE 5/152 SEPARATION - REPLACE STEEL DIAPHRAGMS	
CHECKED BY X	DATE X		BRIDGE NO. 39-0161 R/L	CU 10
APPROVED <i>M. J. Zer</i> 2/05			SCALE: As Noted	EA OF 7401

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 1/23/98)

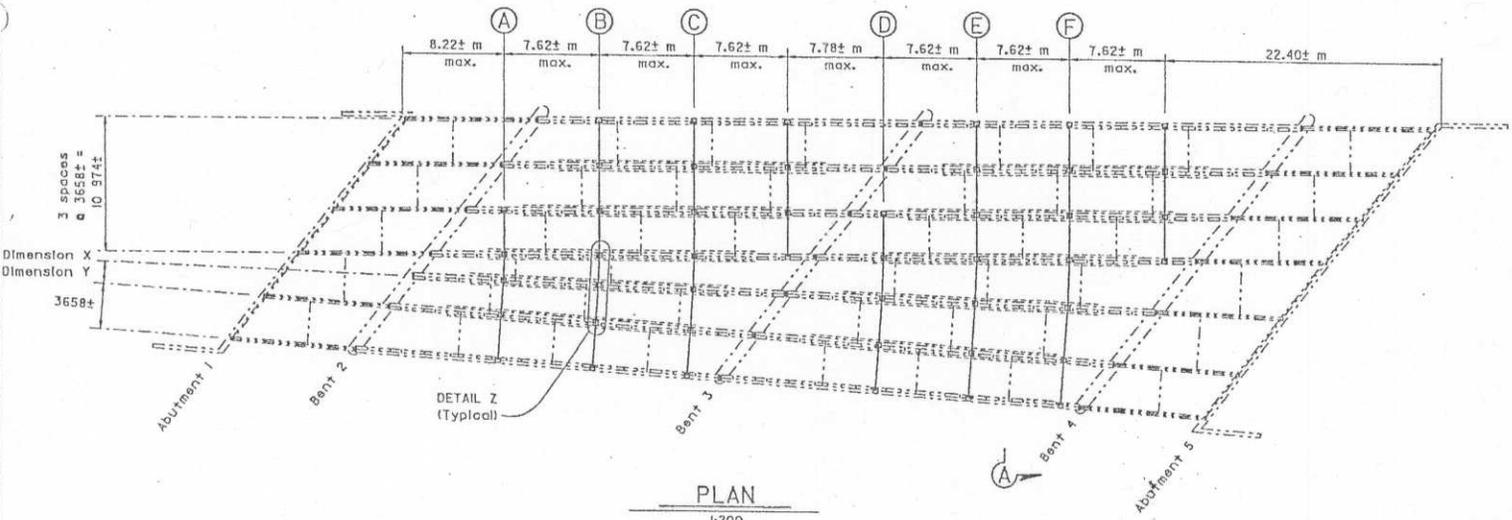
**NOTES:**

----- Indicates existing structure. (Replace steel diaphragms)

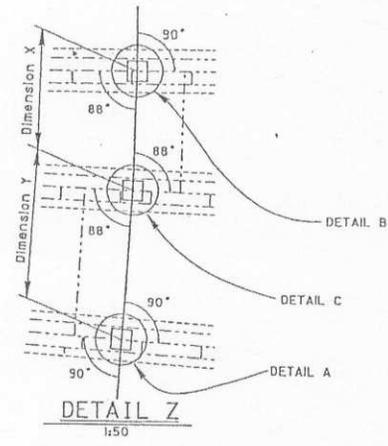
| Indicates location of new diaphragm



CENTER TO CENTER DISTANCES BETWEEN DECK OPENINGS (m)						
DIAPHRAGM LOCATION	(A)	(B)	(C)	(D)	(E)	(F)
Dimension X	2.103±	2.396±	2.689±	3.201±	3.574±	3.867±
Dimension Y	2.791±	3.030±	3.269±	3.752±	3.990±	4.229±



PLAN  
1:200



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE NOTED

DESIGNED BY A. Frank	DATE 2-8-05	STRUCTURE MAINTENANCE & INVESTIGATION  STRUCTURE MAINTENANCE DESIGN	<b>PLANNING STUDY</b>	
DRAWN BY M. Carlson	DATE 2-8-05			
CHECKED BY X	DATE X		ROUTE 5/152 SEPARATION - REPLACE STEEL DIAPHRAGMS	
APPROVED X	DATE X		BRIDGE NO. 39-0161 R/L	CU 10
FILE => 10_of7401_1_qp.dgn		SCALE: As Noted		EA OF7401



10	Mer	5	TOTAL PROJECT	No	SHEET
----	-----	---	---------------	----	-------

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

STATE OF CALIFORNIA

REGISTERED PROFESSIONAL CIVIL ENGINEER

ARLENE FRANK

No. 55582

Exp. 12-31-04

CIVIL

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

Caltrans now has a web site! To get to this site, go to <http://www.dot.ca.gov>

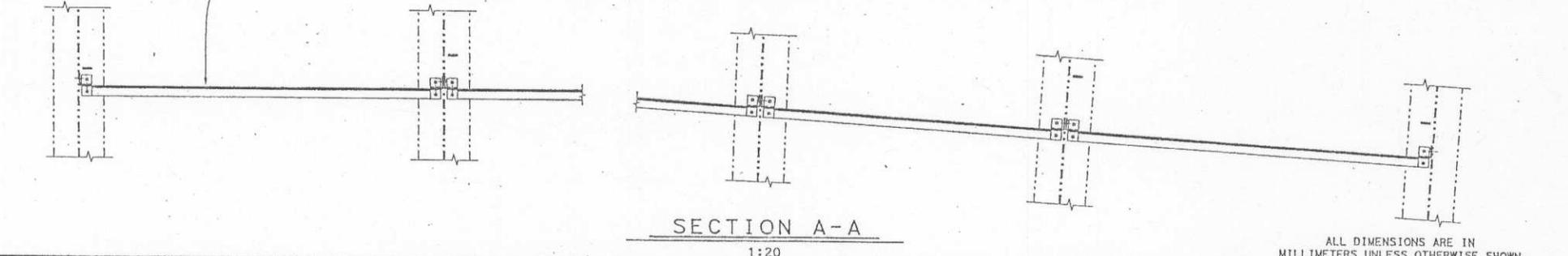
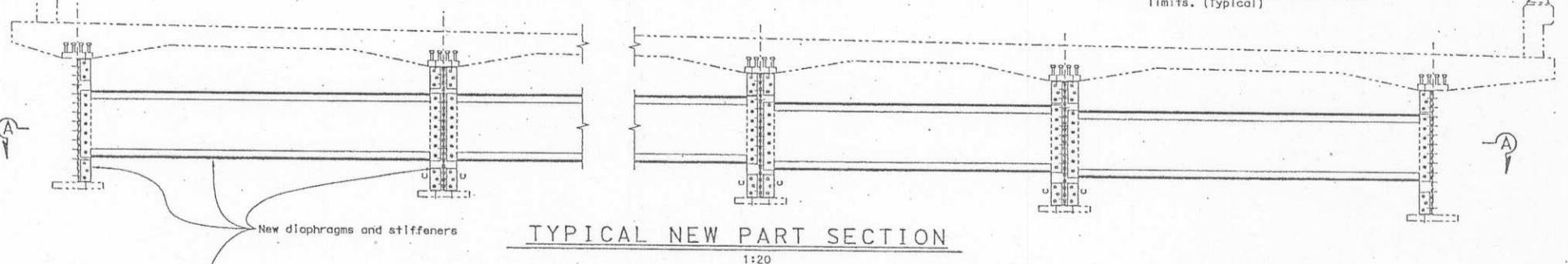
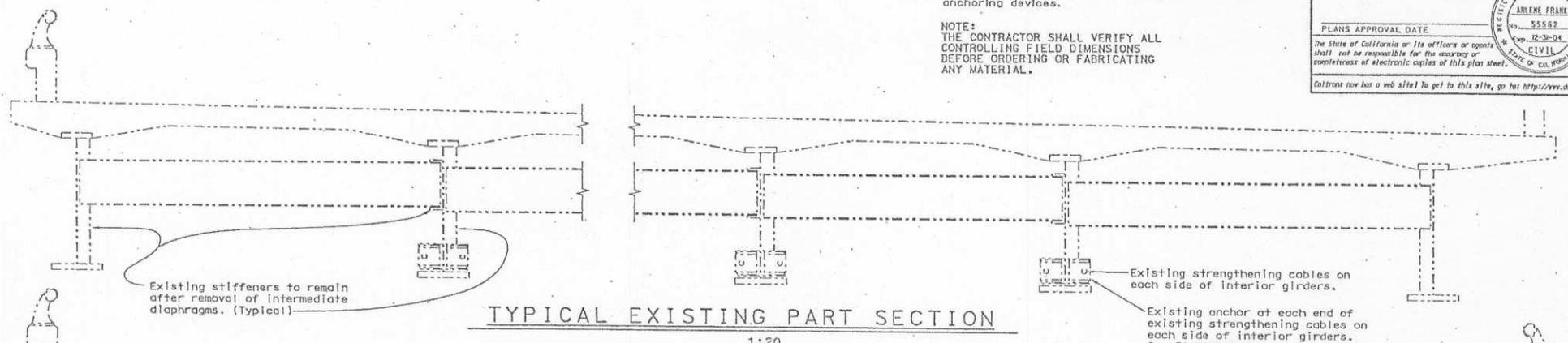
NOTES:

----- Indicates existing structure.

New Intermediate diaphragms shall have 25 mm minimum clearance from existing anchoring devices.

NOTE:

THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.



ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

DESIGN	BY A. Frank	5-03	CHECKED K. Truong	5-03	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF MAINTENANCE	BRIDGE NO.	ROUTE 5/152 SEPARATION - REPLACE STEEL DIAPHRAGMS
DETAILS	BY M. Carlson	5/03	CHECKED K. Truong	5-03		STRUCTURE MAINTENANCE DESIGN	39-0161 R	28.24
QUANTITIES	BY A. Frank	5-03	CHECKED K. Truong	5-03		CU 10260 EA OF 7401	FILE # 10 07401 3 fraobjects.dgn	FRAMING SECTIONS

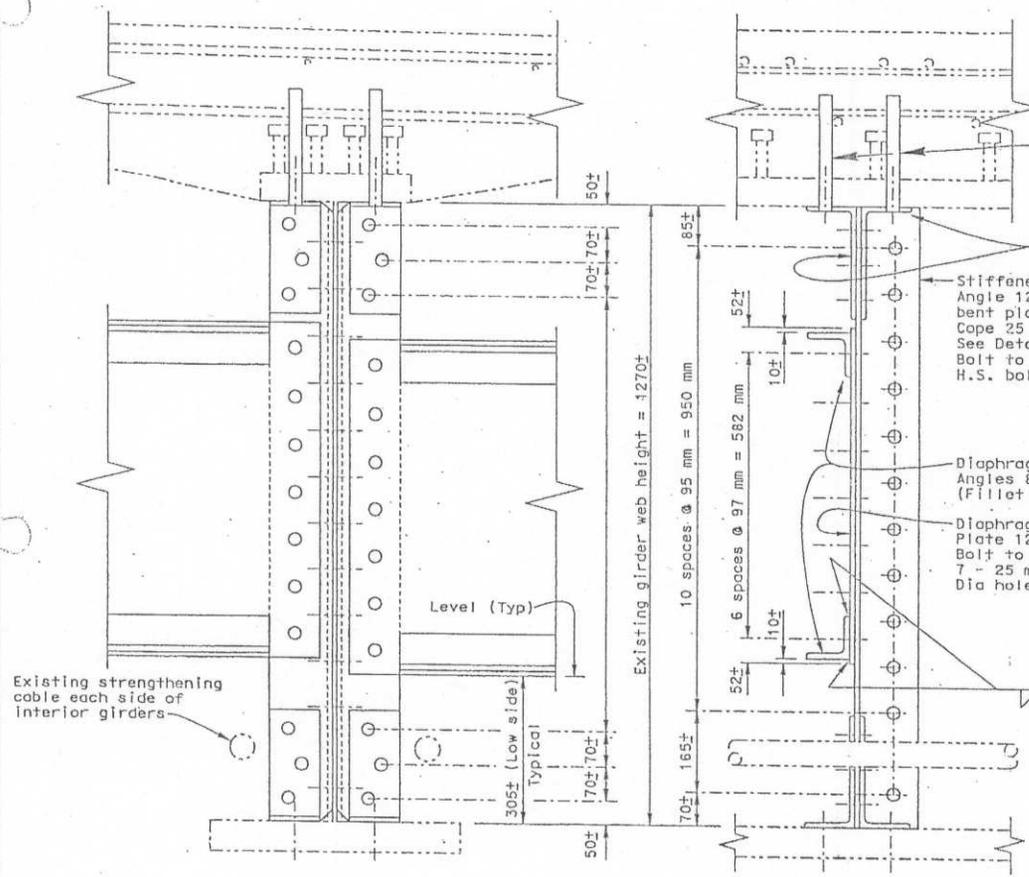
ORIGINAL SCALE IN MILLIMETERS FOR REWORKED PLANS

DISCARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

SHEET 3 OF 4



SECTION A-A  
Scale: 1:5

SECTION B-B  
Scale: 1:5

Existing strengthening cable each side of interior girders

NOTES:

--- Indicates existing structure.

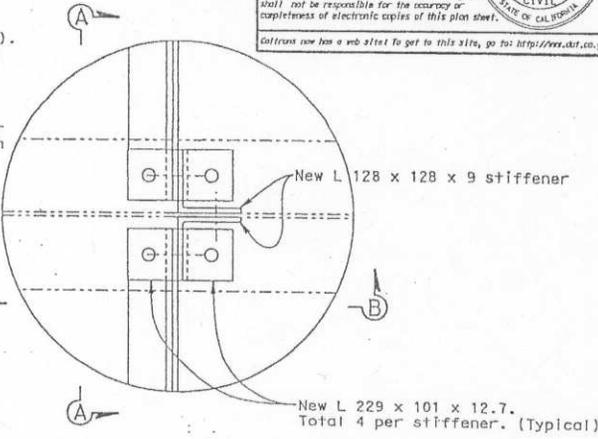
Bolt to top flange using 25 mm Dia drill and resin capsule. (1 per L 229 x 101). Double nut with washer and anaerobic locking system.

Angle 229 x 101 x 12.7 each side top and bottom. Bolt to stiffener using 3 - 25 mm Dia H.S. bolts in 26 mm Dia holes. Bolt to bottom flange using 1 - 25 mm Dia H.S. bolt in 26 mm Dia hole.

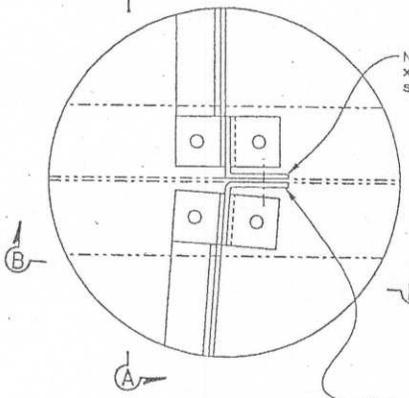
Stiffener  
Angle 128 x 128 x 9 x 1270± long or bent plate 128 x 128 x 9 x 1270± long. Cope 25 mm adjacent to existing girder web. See Details A, B and C for applicable use. Bolt to existing web using 12 - 25 mm Dia H.S. bolts in 26 mm Dia holes.

Diaphragm  
Angles 89 x 89 x 12.7 Top and bottom (Fillet weld both sides)

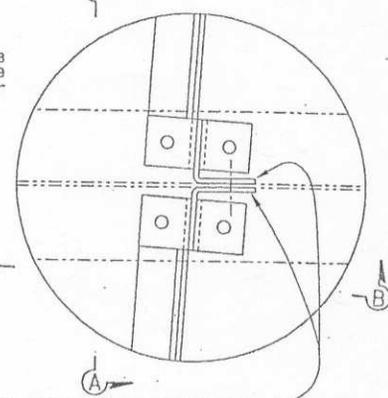
Diaphragm  
Plate 12.7 x 686  
Bolt to new stiffeners using 7 - 25 mm Dia H.S. bolts in 26 mm Dia holes (each end).



DETAIL A  
Scale: 1:5



DETAIL B  
Scale: 1:5

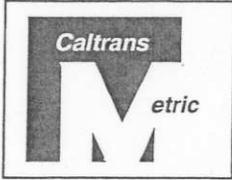


DETAIL C  
Scale: 1:5

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

DESIGN	BY A. Frank 5-03	CHECKED K. Truong 5-03	STATE OF CALIFORNIA	DIVISION OF MAINTENANCE	BRIDGE NO.	ROUTE 5/152 SEPARATION - REPLACE STEEL DIAPHRAGMS
DETAILS	BY M. Carlson 5/03	CHECKED K. Truong 5-03	DEPARTMENT OF TRANSPORTATION	STRUCTURE MAINTENANCE DESIGN	39-0161 R	
QUANTITIES	BY A. Frank 5-03	CHECKED K. Truong 5-03			KILOMETER POST	28.24
ORIGINAL SCALE IN MILLIMETERS FOR DIMENSIONS				CU 10260 EA OF 7401	REVISION DATES (PRELIMINARY STATE ONLY)	
FILE => 10_07401_4_Frandeta.dgn				DISREGARD PRINTS BEARING EARLIER REVISION DATES		SHEET 4 OF 4

Short Form – Storm Water Data Report



Dist-County-Route 10-Mer-05  
Kilometer Post (Post Mile) Limits 28.2, (17.5)  
Project Type : Girder Diaphragm Retrofit  
EA: 10-0F740K  
RU: 06-260  
Project Identification: 20.102.011.10  
Phases:  PID  
 PA/ED  
 PS&E

Regional Water Quality Control Board(s): Central Valley Region, Fresno Office ph.445-5116

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

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

Estimated Construction Start Date: MAY 2006 Construction Completion Date: AUG. 2007

Separate Dewatering Permit (if yes, permit number) Yes  Permit # \_\_\_\_\_ No  N/A

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

Mark Zuleta 12/7/04  
Registered Project Engineer/Licensed Landscape Architect Date

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

[Signature] 12/7/04  
Design District/Regional Storm Water Coordinator or Designee Date

STAMP  
[required for PS&E only]



# ATTACHMENT G

## D-10 TRANSPORTATION MANAGEMENT PLAN CHECKLIST

Project / EA: 10-0F740K  
 Date Prepared: January 13, 2005  
 Prepared By: Ed B Pausanos  
 Requested By: Mark Taketa

Co.Rte.-PM.(KP) MER-152-PM 17.5 (KP 28.2)  
 Location: Near Los Banos at the 1-5/152 separation

Stage of Project (X box)  PID  PSR  PR  PS&E

Description: To retrofit the girders for both Bridge structures

Date Signed \_\_\_\_\_  
 Date Signed \_\_\_\_\_  
 Date Signed \_\_\_\_\_  
 Date Signed \_\_\_\_\_

- 1.0 Public Information Strategies**
- 1.1 Brochures and Mailers
  - 1.2 Media Releases (& minority media sources)
  - 1.3 Paid Advertising
  - 1.4 Public Information Center
  - 1.5 Public Meetings/Speakers Bureau
  - 1.6 Project Telephone Hotline
  - 1.7 Internet, E-Mail
  - 1.8 Local cable TV and News
  - 1.9 Notification to Impacted groups  
(i.e. bicycle users, pedestrians with disabilities, others)
  - 1.10 Project Web Page
  - 1.11 Caltrans Public Information Office
  - 1.12 Consultant Public Information Office
  - 1.13 CHP Public Information Office

REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No.	COMMENTS	ITEM COST	REQUIRED IN SPEC.
X						
X						
	X					
	X					
	X		066063			
	X					
	X					
X						
	X					
X			066063		\$16K	X
X						

- 2.0 Traveler Information Strategies**
- 2.1 Changeable Message Signs (permanent)
  - 2.2 Changeable Message Signs (portable)
  - 2.3 Special Construction Signs
  - 2.4 Traveler Information Systems (CHIN/Internet)
  - 2.5 Highway Advisory Radio "HAR" (fixed or mobile)
  - 2.6 Radar Speed Sign
  - 2.7 Traffic Management Team
  - 2.8 Revised Transit Schedules/ Maps
  - 2.9 Bicycle community information
  - 2.10 Other item

	X			As supplementary only		
X			128650	As reflected on Traffic Handling drawings	\$60K	X
X			120690			
X			861985	TMC to advise HQ per RE's updates		
	X		860520			
	X		066064			
X				As required by the Engineer		
	X					
	X					
	X					

- 3.0 Incident Management**
- 3.1 COZEEP
  - 3.2 Freeway Service Patrol (tow truck service patrol)
  - 3.3 Traffic Surveillance Stations (loops or CCTV)
  - 3.4 Transportation Management Center
  - 3.5 Traffic Control Inspector (Caltrans)
  - 3.6 Traffic Management Team
  - 3.7 On-site Traffic Advisor (contractor)
  - 3.8 Other Items

X			066062		\$170K	X
	X		066065			
	X		066876			
	X					
	X					
X				As required by the Engineer		
	X					
	X					

- 4.0 Construction Strategies**
- 4.1 Delay damage clause
  - 4.2 Night work
  - 4.3 Weekend Work
  - 4.4 Extended Weekend Closures
  - 4.5 Planned Lane Closures
  - 4.6 Planned Ramp/Connector Closures
  - 4.7 Total Facility Closure
  - 4.8 Project Phasing
  - 4.9 Truck Traffic Restrictions
  - 4.10 Reduced Lane Widths

X				To be calculated		X
	X					
	X					
	X					
X				Per Lane Closure Charts		X
X				Per Lane Closure Charts		X
X				Per Lane Closure Charts		X
X						X
	X					
	X					

		REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No.	COMMENTS	ITEM COST	REQUIRED IN SPEC.
<b>4.0 Construction Strategies (Continued)</b>								
	4.11			X	129000			
	4.12			X	129150			
	4.13			X				
	4.14			X				
	4.15	X						X
	4.15.1			X				
	4.15.2	X						
	4.15.3			X				
	4.15.4			X				
	(In case of failure or major delays)							
	4.15.5	X						
	4.15.6	X						
	4.15.7			X				
	4.15.8			X				
	4.15.9	X						
	4.16			X				
	4.17	X						X
	4.18	X						
	4.19	X			066022			
	4.20			X				
<b>5.0 Demand Management</b>								
	5.1			X				
	5.2			X				
	5.3			X				
	5.4			X				
	5.5			X				
	5.6			X	066069			
	5.7			X	066066			
	5.8			X				
	5.9			X				
	5.10			X				
	5.11			X				
<b>6.0 Alternate Route Strategies</b>								
	6.1	X						
	6.2			X				
	6.3			X				
	6.4			X				
	6.5	X						
<b>7.0 Other Strategies</b>								
	7.1			X				
	7.2			X				

Comments: For item 1.1, to be distributed to concerned/affected businesses and pedestrians  
For items 1.2 & 1.10, RE to advise PIO of need, particularly at start of project & during full closures of mainline and connector ramps.  
For item 1.13, RE to update/advise local office of status of project  
For item 2.1, RE to advise TMC of need for supplementary overhead CMS  
For items 4.6, 4.7 & 6.5, 10 days notification required ( using PCMS on 4.7 )  
For item 4.1, Late pick-up damages ( to be calculated due to change of construction year )

Approved by:

*Caroline Reyes*  
 \_\_\_\_\_  
 DISTRICT TRAFFIC MANAGER

1/13/05  
 \_\_\_\_\_  
 DATE