

Memorandum

*Flex your power!
Be energy efficient!*

To: ROBERT CAMARGO
Program Advisor
Pavement Rehabilitation

Date: September 15, 2011

File: 04-ALA-580
PM R30.8/R41.5
SHOPP 201.121
EA 04-256-27010K
Project ID 0412000131

From: PATRICK PANG
Project Manager
Advance Planning

JERRY MA
Office Chief
Design East – Alameda

Subject: Project Initiation Document (PID) Refresher

The Project Scope Summary Report (PSSR) for this project was approved on November 14, 2000, with a construction cost of \$21,500,000 including a 25% contingency. A Categorical Exemption (CE) for the project was included in the approved PSSR.

The rehabilitation strategy for the project has been updated based on:

1. Field review with staff from District Field Maintenance, Traffic Safety, District Materials and Design.
2. Preliminary Materials Recommendation from District Materials
3. Consultation with Headquarters Pavement Rehabilitation Program staff.
4. Consultation with District Pavement Rehabilitation Program Advisor

The project cost estimate has been refreshed based on the proposed work as shown in the attached Scope Statement. The current total cost estimate (roadway and structure) is \$24,200,000 including a 5% time-related overhead (TRO), a 10% mobilization and a 15% contingency. It is recommended that the following two projects be programmed in the 2012 SHOPP in the 15/16 FY:

1. Roadway Rehabilitation (EA 27010K)	Capital Cost (9/2011)	\$ 20,200,000
	Escalated Cost (4%/per yr)	\$ 24,240,000
	Support Cost (28%)	\$ 5,656,000
	R/W Cost	\$ 40,000
	R/W Support Cost	\$ 20,000
2. Structure Rehabilitation (EA 27011K) (All Approach Slab Work)	Capital cost (9/2011)	\$ 4,000,000
	Escalated Cost (4% per yr)	\$ 4,800,000
	Support Cost (28%)	\$ 1,120,000
	R/W Cost	\$ 10,000
	R/W Support Cost	\$ 10,000

04-Ala 580-PM R30.8/R41.5
EA 04-27010K

Following items are attached with this PID Refresher:

1. Scope Statement (Pavement and Structure)
2. Cost Estimate Summary and back-up calculation (Pavement and Structure)
3. Structure Advance Planning Estimate
4. District Material Recommendations & Revised Recommendations
5. Cost Certificate
6. Right-of way Data Sheet
7. Preliminary Environmental Analysis Report (PEAR)
8. Transportation Management Plan (TMP) Data Sheet
9. Storm Water Data Report
10. Risk Register

04-ALA-580, PM R30.8/R41.5
04-256-27010K, Project ID 04-12000131
SHOPP 201.121&122 Program

ALA 580 ROADWAY REHABILITATION PROJECT

VICINITY MAP



September 15, 2011

ALA 580 ROADWAY REHABILITATION PROJECT

Project Limits:

In Alameda County, on Route 580 from I-580/I-238 Separation to Fruitvale Avenue I/C

Preliminary Scope Statement:

This project is to rehabilitate the mainline I-580 and ramps as CAPM.

A. Freeway:

1. Mainline PCC:

- Replace PCC pavement with 3rd stage cracking (approximately 1%)
- Full grind existing PCC pavement after slab replacement for the entire project limits
- Repair spalls and clean and seal all cracks and joints showing a wide separation

2. Shoulders/Median:

- Remove/replace existing AC pavement with 0.20' HMA(A)
- Reconstruct short sections of the outside shoulders with Full-depth 0.50' HMA(A)
- Remove and replace the existing retrofitted edge drains along the median with 0.50' HMA(A)

3. Approach/Departure Slabs:

- Remove/replace all older/distress approach/departure slabs, extending all the way to the outer edge of both median and outside shoulders.

B. Ramps:

- Based on a previous 2000 PSSR Deflection Study, remove/replace approximately 80% of ramps with 0.20' HMA(A) and remove/replace approximately 20% of ramps with 0.40' HMA(A)
- Remove Type E Curb and replace with 0.50' HMA(A)
- Reconstruct drainage inlets and probably other related drainage features
- Remove/replace shoulders within the limits of existing Type E Curb removal with 0.50' HMA(A)
- Install AC Dike within the limits of Type E Curb removal.
- Reconstruct MBGR to meet the standard height and safety features

- Construct/reconstruct curb ramps for ADA compliance at ramp termini with existing sidewalk

Traffic Safety Recommendation:

Replacement and upgrade of MBGR, adjust inlets, HMA dike replacement, and concrete paving at gore area. *(To be confirmed by Traffic-Safety).*

Proposed Schedule:

PS&E	2/1/2015
R/W Cert.	3/1/2015
RTL	6/1/2015
ADV	7/1/2015
Begin Const.	11/2/2015
End Const.	10/2/2017

Roadway Rehabilitation of Route 580, from 580/238 I/C to Fruitvale Avenue I/C

PAVEMENT REHABILITATION					
ITEM CODE	ITEM DESCRIPTION	UNIT	QUANTITY	PRICE	TOTAL
70018	Time Related Overhead	LS	LUMP SUM	\$1,000,000.00	\$1,000,000.00
153103	Cold Plane Asphalt Conc Pavement	SQYD	354000	\$1.75	\$619,500.00
153213	Remove Concrete Curb	LF	51000	\$5.00	\$255,000.00
250201	Class2 Aggregate Subbase	CY	7600	\$25.00	\$190,000.00
260201	Class 2 Aggregate Base	CY	7600	\$65.00	\$494,000.00
390132	Hot Mix Asphalt (Type A)	TON	69000	\$85.00	\$5,865,000.00
401108	Replace Concrete Pavement(Rapid Strength Conc)	CY	2100	\$550.00	\$1,155,000.00
420201	Grind Existing Concrete Pavement	SQYD	603000	\$4.00	\$2,412,000.00
413111	Repair Spalled Joints	SQYD	3100	\$400.00	\$1,240,000.00
832001	Metal Beam Guard Railing	LF	5900	\$50.00	\$295,000.00
	Curb Ramps (ADA)	EA	80	\$2,500.00	\$200,000.00
	New Inlets, Relocation or Capping of Existing Inlets	LS	LUMP SUM	\$700,000.00	\$700,000.00
	Drainage Items	LS	LUMP SUM	\$100,000.00	\$100,000.00
	SWPPP Items(Washout, DI Protection, Sweep)	LS	LUMP SUM	\$250,000.00	\$250,000.00
	Traffic Control System/Maintain Traffic	LS	LUMP SUM	\$450,000.00	\$450,000.00
	Traffic Items (Sign, stripping, Markings)	LS	LUMP SUM	\$150,000.00	\$150,000.00
999990	Mobilization 10%	LS	LUMP SUM		\$1,708,388.89
	SUBTOTAL				\$17,083,888.89
	TMP(COZEEP, Portable CMS, Ground Mounted Signs)				\$440,000.00
	PROJECT TOTAL				\$17,523,888.89
	CONTINGENCIES 15%				\$2,628,583.33
	PAVEMENT TOTAL COST				\$20,152,472.22
	FOR BUDGET PURPOSES - SAY				\$20,200,000.00

STRUCTURE REHABILITATION					
ITEM CODE	ITEM DESCRIPTION	UNIT	QUANTITY	PRICE	TOTAL
510087	Structural Concrete, Approach Slab (Type R)	LS	LUMP SUM	\$2,674,200.00	\$2,660,000.00
999990	Mobilization 10%	LS	LUMP SUM	297,133.33	295,555.56
	SUBTOTAL BRIDGE ITEMS				2,955,555.56
	CONTINGENCIES 35%				1,039,981.44
	STRUCTURE TOTAL COST				3,995,537.00
	FOR BUDGET PURPOSES - SAY				4,000,000.00

GENERAL PLAN ESTIMATE

ADVANCE PLANNING ESTIMATE

RCVD BY: _____

IN EST: _____

OUT EST: _____

BRIDGE: Varies BR. No.: Varies DISTRICT: 04

TYPE: Repair Existing & Install New Approach Slab RTE: 580

CU: _____ CO: Ala

EA: 270110K PM: 30.8/41.5

LENGTH: _____ WIDTH: _____ AREA (SQ. M)= _____

DESIGN SECTION: 04

OF STRUCTURES IN PROJECT : 19 EST. NO. 1

PRICES BY : _____ COST INDEX: _____

QUANTITIES BY: QZ DATE: 9/1/2011

QUANTITIES CHECKED BY: _____ DATE: _____

	CONTRACT ITEMS		TYPE	UNIT	QUANTITY	PRICE	AMOUNT
Bridge No. 33-0395R 164th Ave UC	1	Approach Slab	R (30)S	CY	132	\$1,200.00	\$158,400.00
	2	Joint Seal		FT	100	\$50.00	\$5,000.00
	3						
	4						

Bridge No. 33-0331 Joaquin Ave UC	1	Approach Slab	R (30)S	CY	137.5	\$1,200.00	\$165,000.00
	2	Joint Seal		FT	150	\$50.00	\$7,500.00
	3						
	4						
	5						
	6						

Bridge No. 33-0332 Estudillo Ave UC	1	Approach Slab	R (30)S	CY	72	\$1,200.00	\$86,400.00
	2	Joint Seal		FT	90	\$50.00	\$4,500.00
	3						

Bridge No. 33-0333 Dutton Ave UC	1	Approach Slab	R (30)S	CY	130	\$1,200.00	\$156,000.00
	2	Joint Seal		FT	120	\$50.00	\$6,000.00
	3						
	4						

Bridge No. 33-0334K Foothill Blvd UC	1	Paving Notch		FT	100	\$300.00	\$30,000.00
	2	Partial Deck Replacment		SQFT	480		\$47,388.00
	3						

Bridge No. 33-0335 Foothill Blvd UC	1	Approach Slab	R (30)S	CY	106	\$1,200.00	\$127,200.00
	2	Joint Seal		FT	140	\$50.00	\$7,000.00
	3						
	4						

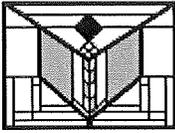
Bridge No. 33-0355 106th Ave UC	1	Approach Slab	R (30)S	CY	100	\$1,200.00	\$120,000.00
	2	Joint Seal		FT	90	\$50.00	\$4,500.00
	3			CY			
	4			FT			

Bridge No. 33-0354 Golf Links RD UC	1	Approach Slab	R (30)S	CY	100	\$1,200.00	\$120,000.00
	2	Joint Seal		FT	90	\$50.00	\$4,500.00
	3						
	4						

Bridge No. 33-0341 Edward Ave UC	1	Approach Slab	R (30)S	CY	100	\$1,200.00	\$120,000.00
	2	Joint Seal		FT	95	\$50.00	\$4,750.00
	3						
	4						

Bridge No. 33-0342 Kuhnle Ave UC	1	Approach Slab	R (30)S	CY	320	\$1,200.00	\$384,000.00
	2	Joint Seal		FT	240	\$50.00	\$12,000.00
	3			CY			
	4			FT			
Bridge No. 33-0343 Davenport Ave UC	1	Approach Slab	R (30)S	CY	100	\$1,200.00	\$120,000.00
	2	Joint Seal		FT	90	\$50.00	\$4,500.00
	3						
	4						
Bridge No. 33-0347S 580 Onramp / 13 Separation	1	Repair Bridge Rail		FT			\$2,600.00
	2	Paving Notch		FT	95	\$300.00	\$28,500.00
Bridge No. 33-0316 Bulle St / MacArthur Blvd UC	1	Approach Slab	R (30)S	CY	65	\$1,200.00	\$78,000.00
	2	Joint Seal		FT	65	\$50.00	\$3,250.00
	3						
	4						
Bridge No. 33-0317 MacArthur Blvd UC	1	Approach Slab	R (30)S	CY	70	\$1,200.00	\$84,000.00
	2	Joint Seal		FT	110	\$50.00	\$5,500.00
	3						
	4						
Bridge No. 33-0318 High St UC	1	Approach Slab	R (30)S	CY	160	\$1,200.00	\$192,000.00
	2	Joint Seal		FT	150	\$50.00	\$7,500.00
	3						
	4						
Bridge No. 33-0321 Maple Ave UC	1	Approach Slab	R (30)S	CY	160	\$1,200.00	\$192,000.00
	2	Joint Seal		FT	130	\$50.00	\$6,500.00
	3						
	4						
Bridge No. 33-0322 Coolidge Ave UC	1	Approach Slab	R (30)S	CY	155	\$1,200.00	\$186,000.00
	2	Joint Seal		FT	140	\$50.00	\$7,000.00
	3						
	4						
Bridge No. 33-0324 Fruitvale Ave UC	1	Approach Slab	R (30)S	CY	150	\$1,200.00	\$180,000.00
	2	Joint Seal		FT	135	\$50.00	\$6,750.00
	3						
	4						

SUBTOTAL	\$2,674,238
MOBILIZATION (@ 10 %)	\$297,138
SUBTOTAL BRIDGE ITEMS	\$2,971,376
CONTINGENCIES (@ 35%)	\$1,039,981
BRIDGE TOTAL COST	\$4,011,357
COST PER SQ. METER	
BRIDGE REMOVAL (CONTINGENCIES INCL.)	
WORK BY RAILROAD OR UTILITY FORCES	
GRAND TOTAL	\$4,011,357
FOR BUDGET PURPOSES - SAY	\$4,011,000



Craig
Tomimatsu/D04/Caltrans/CA
Gov

09/14/2011 04:32 PM

To Valentin L Sibal/D04/Caltrans/CAGov@DOT
cc Jerry P Ma/D04/Caltrans/CAGov@DOT, Nestor
Perez/D04/Caltrans/CAGov@DOT, Nicholas
Grgich/D04/Caltrans/CAGov@DOT

bcc

Subject Re: Ala 580 Roadway CAPM PM R30.8/R41.5 

History:  This message has been forwarded.

Assuming an average cost of \$1200 to either abandon/remove/cap each of those inlets, results in about \$97,200. Assuming each existing inlet is replaced by an inlet at the new edge of shoulder, and each inlet costs \$5000 = \$405,000. Total cost for inlet work on the ramps only is \$502,200. That amount does not include the cost of extending existing cross culverts or installing new longitudinal pipes between new inlets. This also does not include any costs to adjust any existing inlets along the mainline within the 11 mile project length. Nor does it include any costs to repair/replace any existing culverts, or address any deficiencies identified by Maintenance within that 11 mile project length. Finally, as this project will not be constructed until ???, the estimated costs should be adjusted for inflation. Given the lack of time to do any thorough investigations, it would seem to me that perhaps \$700k is a reasonable drainage cost estimate. You can cut back the estimate however you want, but as always, Hydraulics will provide a design that meets State design standards and provides a safe and maintainable roadway drainage system, regardless of what that final cost results in. Design, at their own discretion, can always choose to ignore our recommendations and delete whatever drainage they want during the PS&E phase..

Craig Tomimatsu
District Branch Chief
Engineering Services II - Hydraulics
Phone: (510) 286-6379
FAX: (510) 286-4882
Valentin L Sibal/D04/Caltrans/CAGov

Valentin L
Sibal/D04/Caltrans/CAGov
09/14/2011 01:12 PM

To Craig Tomimatsu/D04/Caltrans/CAGov@DOT
cc Jerry P Ma/D04/Caltrans/CAGov@DOT, Nestor
Perez/D04/Caltrans/CAGov@DOT, Nicholas
Grgich/D04/Caltrans/CAGov@DOT
Subject Re: Ala 580 Roadway CAPM PM R30.8/R41.5 

Hi Craig,

We counted the drop-inlets for this project and came up with 81 inlets.
Attached is the number of counts for the inlets.

Hope this will help in the breakdown of estimate.

Thanks,
Val



drainage_inlet_27010K.pdf
Craig Tomimatsu/D04/Caltrans/CAGov

Memorandum

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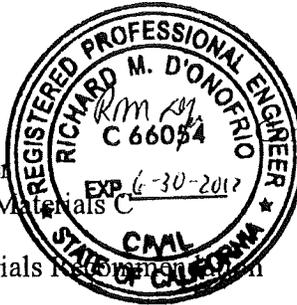
To: NESTOR PEREZ
District Branch Chief
Design East-Alameda

Date: August 22, 2011

Attention: Val Sibal

File: 04-ALA-580
PM R30.8/R41.5
04-27010K
Pavement Rehabilitation

From: RICK D'ONOFRIO, P.E.
Materials Design Engineer
Engineering Services I – Materials C



Current by:

TINU MISHRA, P.E.
District Materials Engineer
Branch Chief, Materials A

Subject: Preliminary Materials Rehabilitation

This memo is in response to your August 11, 2011 request for a preliminary pavement recommendation for a Supplemental Project Report to rehabilitate (2R) Route 580 in Oakland in Alameda County, from Route 580/238 Interchange to the Fruitvale Avenue Interchange. This project also includes providing the structural sections for 23 ramps (both directions). The estimated construction time is 2016.

The project is scoped as CAPM for the mainline (slab replacement and grinding) and 2R for the shoulders and ramps. 2R projects now require a minimum of a 20-year design life. However, as a means of providing a timely initial estimate, we will use the data from a Deflection Study conducted by Materials and Testing Services Personnel conducted in approximately the year 2000, which used a 10-year traffic index. Because of its age, a follow-up Deflection Study will need to be done on the ramps to allow us to update our recommendation.

Existing Conditions

Within the project limits, Route 580 generally consists of three to five lanes of 12-foot width in each direction, the inside and outside shoulders vary in width from 0-10'. The cross-slopes on the tangent section of the main line are 1.5%. A median barrier runs along the freeway center line except at locations where east and west bound pavements are grade separated, and retaining walls or structures with Type 1A barriers railings are present. Trucks weighing in excess of 9000 lbs. are prohibited between Grand Ave. and the south city limits of Oakland. All ramps are AC.

The most recently available (2008) Pavement Condition Survey (PCS) shows 3rd stage cracking in the 0-3% range. The pavement was mostly listed as "Good Condition". Approximately 81% of the IRI values are either in the "Poor" or "Unacceptable" ranges.

Nestor Perez
Attn: Val Sibal

The existing pavement Typical Cross-Sections, per the 11/14/2000 PSSR, consists of:

I. Full Roadbeds (STA 817+00 to 840+00):

Mainline: 0.67'-0.75' PCC/0.33' CTB(A)/1.00'-1.08' AS(2)/1.92'

Median/Outer Shoulders: 0.25' AC/0.50' AB/1.33' AS(2)/1.92' SM

II. Separated Roadbeds (STA 792+50 to 817+00)

Mainline: 0.67'-0.75' PCC/0.33' CTB(A)/1.00' AS(2)

Outer Shoulders: 2.08' AS(2)

A group site trip was conducted 8-15-11 with your Office, Materials, Maintenance and Maintenance and Toll Bridge Engineering personnel. Our observations are as follows:

- NB 580 just south of Carolyn Street (PM 31.3). Shoulder had dropped up to 5'' from the edge of the PCC pavement.
- NB Fairmont Drive/150th Ave. off-ramp at Fairmont Drive. Left hand lane has very badly settled and has longitudinal cracks and bumps. The guardrail has also dropped. A separate project apparently will be addressing this.
- SB 580, PM 37.2, consult with Geotech about slope indicator and possible water source.
- In general, pavement and outside shoulder problems seemed to often occur near DIs. Broken conduits may be partly responsible for some pavement damage and should be investigated by Hydraulics.
- Mainline PCC: The overall condition of the PCC slabs were good, with less than 5% 3rd stage cracking; which agrees with the PCS noted above. Therefore, no LCCA is required. Maintenance stated that no grinding has been done anywhere on the project.
- Shoulders/Median: The outside shoulders were in generally fair to poor condition. Short sections may have to be reconstructed.
- Approach/Departure: Many had settled and caused bumps.
- Ramps: All ramps need to be removed/replaced. They were in generally poor condition.

Nestor Perez
Attn: Val Sibal

Recommendations

- Mainline PCC: Given the good condition of most of the slabs, the relatively low 3rd stage cracking and the poor/unacceptable IRI values, we recommend precast slab replacement followed by grinding. Since this study is approximately 3 years-old, we recommend estimating an average 3rd stage cracking of 3% for the purpose of an initial estimate of required slab replacements. Use \$1200/cubic yd for a 0.9' thick slab and \$400/cubic yd for 0.35' thick Lean Concrete Base Rapid Set (LCBRS).
- Shoulders/Median: Remove/replace with 0.25' HMA(A). Several short sections may have to be reconstructed. Use 0.5' full-depth HMA(A). There may be retrofitted edge drains in the median. Please remove and do not replace them.
- Approach/Departure: We recommend replacing all older approach/departure slabs, extending them all the way to the outer edge of both median and outside shoulders.
- Ramps: The PSSR Deflection Study shows recommended remove/replace HMA(A) depths ranging from 0.15' to 0.65', with the average depth being 3.7". For estimating purposes, we recommend assuming 80% need a 0.25' HMA(A) remove/replace and 20% need a thicker, 0.4', HMA(A) remove/replace strategy. Also, Type E curbs should be removed and replaced with approximately 0.5' HMA(A).

Please contact Rick D'Onofrio at 622-1776 if you have any questions.

c: Route File, Daily File
R. D'Onofrio/

Memorandum

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Be energy efficient!*

To: NESTOR PEREZ
District Branch Chief
Design East-Alameda

Attention: Val Sibal

Date: September 15, 2011

File: 04-ALA-580
PM R30.8/R41.5
04-27010K
Pavement Rehabilitation

From: RICK D'ONOFRIO, P.E.
Materials Design Engineer
Engineering Services I – Materials



Current by:

TINU MISHRA, P.E.
District Materials Engineer
Branch Chief, Materials A

Subject: Revised Materials Recommendations

This memo is in response to comments from the 9-13-11 Program/Pavement Advisor meeting for Route 580 in Oakland in Alameda County, from Route 580/238 Interchange to the Fruitvale Avenue Interchange. This project also includes providing the structural sections for 23 ramps (both directions).

Revised Recommendations

- Mainline PCC: Estimating an average 3rd stage cracking of 1% for the purpose of an initial estimate of required pre-cast slab replacements. Use \$1200/cubic yd for a 0.9' thick slab and \$400/cubic yd for 0.35' thick Lean Concrete Base Rapid Set (LCBRS).
- Shoulders/Median: Remove/replace with 0.20' HMA(A) or RHMA-G (if possible). Several short sections may have to be reconstructed, use 0.50' full-depth HMA(A). There may be retrofitted edge drains in the median. Please remove and do not replace them.
- Approach/Departure: Structures will provide estimate.
- Ramps: The PSSR Deflection Study shows recommended remove/replace HMA(A) depths ranging from 0.15' to 0.65', with the average depth being 3.7". For estimating purposes, we recommend assuming 80% need a 0.20' HMA(A) remove/replace and 20% need a thicker, 0.40' HMA(A) remove/replace strategy. Also, Type E curbs should be removed and replaced with approximately 0.5' HMA(A).

Please contact Rick D'Onofrio at 622-1776 if you have any questions.

c: Route File, Daily File
R. D'Onofrio/

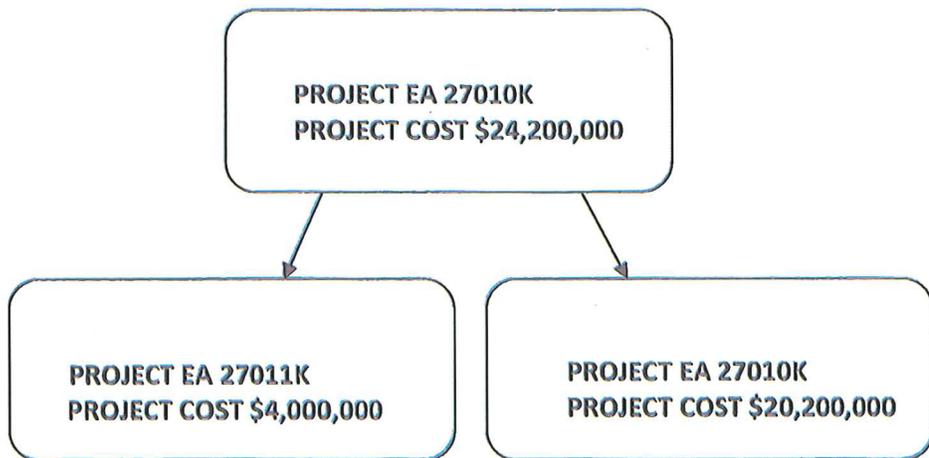
PID COST ESTIMATE CERTIFICATION (CERT) FORM (V.2—March 2, 2010)

DIST-UNIT-CO-RTE-PM	04-0733-Ala-580-30.8/41.5	1) Initial: <u>UT</u> Date: <u>9-15-11</u> DDD of Transportation Planning and Local Assistance, Maintenance, or Operations 2) Initial: <u>JMC</u> Date: <u>9/15/11</u> DDD of Design
DIST-EA	04-27010K	
PROJECT DESCRIPTION	Roadway Rehab	
PROGRAM TYPE	CAPM	
PROGRAM FISCAL YEAR	FY 15/16	
ESCALATED PROGRAM COST	\$29.4 M	
NUMBER OF WORKING DAYS	500 <i>2 sessions! 43 ramp to structures</i>	

PROJECT ROLE	PRINTED NAME	SIGNATURE
Project Engineer (QC)	Val Sibal	<i>[Signature]</i>
Design Senior (QA)	Nestor P. Perez	<i>Nicholas Perez</i>
Project Manager	Pat Pang	<i>[Signature]</i>
Design Office Chief (QA)	Jerry Ma	<i>[Signature]</i>
Design Division Chief (QA) (South, North, East Region)	Gary Pursell (East Region)	<i>[Signature]</i> DDC to approve CERT for all regional projects in 2 days.

DATE	WBS	PROJECT DELIVERABLE	COST ESTIMATE
9/16/11	150	PID (Current)	\$24.2 M
TBD	180	PA&ED	<i>21.5 M (2011)</i>

		Briefly provide details below.
Quality Control	Assumptions	This project is located within the City of Oakland in Alameda County, on Route 580, from Route 580/238 Interchange to Fruitvale Avenue Interchange. Location and Climate are not factors affecting the cost estimate. Current availability of construction materials required for this project is not a factor affecting or influencing the cost estimate.
	<i>How did assumptions about location (e.g., terrain, distance to construction site, etc.), relative availability of materials, weather conditions, etc. influence the cost estimate? What other elements influenced the estimate?</i>	



<p>Source of Unit Prices <i>What factors were considered to determine unit prices of major items? Provide EAs of projects considered, unit prices and quantities used. Add specialty items and costs as appropriate. Provide TRO cost.</i></p>	<p>Accounting for over 72.9% of the subtotal cost estimate are the following six items: Item # 070018 – Time Related Overhead – Lump Sum LS A unit price of \$1 M was used. 5% was applied to the cost of the bid items, excluding Mobilization, State Furnished Materials and Supplemental Work items.</p> <p>Item # 390132 – Hot Mix Asphalt (Type A) – 61000 TON</p> <table border="1"> <thead> <tr> <th>EA</th> <th>Quantity</th> <th>Unit Cost</th> <th>Bid Open Date</th> </tr> </thead> <tbody> <tr> <td>04-1G3104</td> <td>78,200</td> <td>60.73</td> <td>01/11</td> </tr> <tr> <td>04-264904</td> <td>15,800</td> <td>84.01</td> <td>03/11</td> </tr> <tr> <td>04-0A8404</td> <td>59,200</td> <td>72.00</td> <td>05/11</td> </tr> </tbody> </table> <p>A unit price of \$85.00 was used. Cost is based on average of awarded projects from 2009-2011. List includes quantities between 10,000 and 100,000 tons.</p> <p>Item # 401108 – Replace Concrete Pavement (Rapid Strength Concrete) – 2100 CY <i>1% max</i></p> <table border="1"> <thead> <tr> <th>EA</th> <th>Quantity</th> <th>Unit Cost</th> <th>Bid Open Date</th> </tr> </thead> <tbody> <tr> <td>04-272024</td> <td>2,350</td> <td>593.07</td> <td>06/09</td> </tr> <tr> <td>04-4470U4</td> <td>890</td> <td>507.76</td> <td>08/10</td> </tr> <tr> <td>04-268704</td> <td>990</td> <td>502.00</td> <td>05/11</td> </tr> </tbody> </table> <p>A unit price of \$550.00 was used. Unit cost based on the recommendation of Bill Farnbach.</p> <p>Item # 413111 – Repair Spalled Joints – 4600 SQYD</p> <table border="1"> <thead> <tr> <th>EA</th> <th>Quantity</th> <th>Unit Cost</th> <th>Bid Open Date</th> </tr> </thead> <tbody> <tr> <td>04-294914</td> <td>80</td> <td>746.27</td> <td>09/09</td> </tr> <tr> <td>04-263724</td> <td>70</td> <td>106.55</td> <td>10/09</td> </tr> <tr> <td>04-1A6814</td> <td>5,000</td> <td>82.29</td> <td>10/10</td> </tr> </tbody> </table> <p>A unit price of \$400.00 was used. Cost is based on average of awarded projects from 2009-2011.</p> <p>Item # 420201 – Grind Existing Concrete Pavement – 603000 SQYD</p> <table border="1"> <thead> <tr> <th>EA</th> <th>Quantity</th> <th>Unit Cost</th> <th>Bid Open Date</th> </tr> </thead> <tbody> <tr> <td>04-4470U4</td> <td>308,000</td> <td>3.67</td> <td>08/10</td> </tr> <tr> <td>04-1A6814</td> <td>99,300</td> <td>7.20</td> <td>10/10</td> </tr> <tr> <td>04-1A6814</td> <td>209,000</td> <td>3.55</td> <td>05/11</td> </tr> </tbody> </table> <p>A unit price of \$4.00 was used. Cost is based on average of awarded projects from 2009-2011. List includes quantities between 50,000 and 1,000,000.</p> <p>Item # 510087 – Structural Concrete, Approach Slab (Type R) – Lump Sum LS A unit price of \$2.67 M was used. Unit cost is based on the recommendation of HQ Structures.</p>	EA	Quantity	Unit Cost	Bid Open Date	04-1G3104	78,200	60.73	01/11	04-264904	15,800	84.01	03/11	04-0A8404	59,200	72.00	05/11	EA	Quantity	Unit Cost	Bid Open Date	04-272024	2,350	593.07	06/09	04-4470U4	890	507.76	08/10	04-268704	990	502.00	05/11	EA	Quantity	Unit Cost	Bid Open Date	04-294914	80	746.27	09/09	04-263724	70	106.55	10/09	04-1A6814	5,000	82.29	10/10	EA	Quantity	Unit Cost	Bid Open Date	04-4470U4	308,000	3.67	08/10	04-1A6814	99,300	7.20	10/10	04-1A6814	209,000	3.55	05/11
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<p>Traffic Management Plan Data Sheet <i>Some</i> (day v. night) <i>Summarize information on the data sheet (e.g., number of signs, public outreach component, night work, etc.).</i></p>	<p>TMP will be developed in the PS&E stage. There will be portable CMS and Ground Mounted Signs. The anticipated cost of these items is estimated to be \$440,000.00.</p>																																																																
<p>Risk Management Plan <i>Identify major risks relating to the development and management of the project and mitigation measures.</i></p>	<p>Potential risks for the development and management of the construction capital cost are spikes in oil prices that may adversely affect the cost of materials.</p>																																																																
<p>Escalation Factors Used <i>Justify if escalation rate is less than 5%. Provide mid-year of Construction and escalation rate.</i></p>	<p>No escalation was used in the individual cost prices. However, the uncertainty of the cost prices is factored in the contingency.</p>																																																																
<p>Contingencies <i>Justify if less than 25%.</i></p>	<p>Due to the uncertainty of prices projected several years into the future and the uncertain state of the economy, a contingency of 15% was used in obtaining a Grand Total of \$24.2 M. The contingency was based on an agreement with HQ Pavement Rehab Program staff.</p>																																																																
<p>DES Structures, Estimate and Quantities <i>From APS provide a name of a preparer of calculations, estimate assumptions (type of structure, cost per square foot), date calculated, name of checker, and date checked.</i></p>	<p>Structures preparer: Qi Zhao, PE, Office of Bridge Design West. Work limited to approach slab (\$9/CY), joint seal (\$50/location), paving notch, partial deck replacement, repair bridge rail. Bridge Total Cost: \$4,011,000. (See Attached.)</p>																																																																
<p>Constructability Review <i>What is the assumed construction method and what risks are associated with that method? Indicate when reviews occurred and major findings.</i></p>	<p>Assumed method of construction: Mainline PCC: Replace PCC Pavement, full grind existing PCC Pavement, repair spalls, clean and seal cracks. Shoulders and Median: Remove and Replace AC pavement (0.20' HMA(A). Short sections with 0.50' HMA(A), remove & replace edge drains with 0.50' HMA(A), Remove/Replace Approach Slabs. Ramps: remove/replace 80% with 0.20 HMA(A) and 20% with 0.40 HMA(A). Remove Type E Curb and replace with 0.50' HMA(A). Install AC Dike, Reconstruct MBGR.</p>																																																																
<p>Value Analysis Required? Yes/No <i>List target date.</i></p>	<p>Not available at this time.</p>																																																																
<p>DES Structural Liaison Review <i>List date, conclusions of Review, and name of reviewer.</i></p>	<p>Qi Zhao reviewed on 9/01/11</p>																																																																

Quality Assurance

	Independent Estimate Performed? Yes/No <i>List target date.</i>	Cost estimate reviewed by HQ Pavement Rehab Program staff.
	Kam Leung, District Cost Estimating Coordinator (DCEC) <i>Comments and Resolution.</i>	This cost certification was discussed with Kam Leung on 9/15/11 and his comments have been incorporated.
Status	Next cost estimate update (provide month and year) <i>Annual cost update is required.</i>	Next cost estimate update is 10/12.
		<i>AD ramp included</i>

TO: Design East, Alameda

Date

September 7 2011
 Dist 4 Co Ala Rte 580 PM
 30.8/41.5
 EA 27010K

Attention: Val Sibal
 Project Engineer

From: ENID LAU
 Right of Way Resource Manager

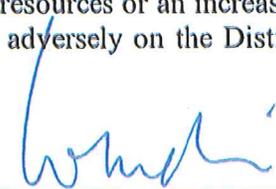
Pavement Rehabilitation
D.S. #5989 (UPDATED)

Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on maps we received from you on August 22, 2011 and the following assumptions and limiting conditions.

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

Right of Way Lead Time will require a minimum of 6 months after we begin receiving final right of way requirements (PYPSCAN node No. 224), necessary environmental clearance has been obtained, and freeway agreements have been approved. From the date of receipt of final right of way requirements (PYPSCAN node No. 265), we will require a minimum of 1 months prior to the date of certification of the project. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed. Either of these actions may reflect adversely on the District's other programs or our public image generally.


 Right of Way Resource Manager

Attachments:

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

Memorandum

*Flex your power!
Be energy efficient!*

To: SUNNIE STANTON
District Branch Chief
R/W Project Coordination

From: 
NESTOR P. PEREZ
Design Senior – Design East, Alameda
DEPARTMENT OF TRANSPORTATION – District 4

Date: August 22, 2011

File: 04 Ala 580 PM 30.8/41.5
EA 04-27010K
Pavement Rehabilitation

Subject: Request for R/W Data Sheet

Reference is made for the proposed pavement rehabilitation project located in Alameda County, on I-580 from Route 580/238 Interchange (PM 30.8) to Fruitvale Avenue Interchange (PM 41.5).

Please prepare a R/W Data Sheet. Design is preparing an updated Project Initiation Document (PID) to be programmed in the 2012 SHOPP. This project is identified as a Road Rehabilitation (2R) Project. The scope of work is to provide pavement rehabilitation to I-580 as well as the ramps. The preliminary scope of work is to provide pavement rehabilitation to I-580 as well as the ramps. The preliminary scope of the project is to replace concrete slabs, profile grinding of the mainline, mill and replace ramps and shoulders and reconstruct approach slabs. All work is within existing State right-of-way. No utility easement is necessary. There is no railroad involvement.

Management has requested that an approved PID (PSSR) by September 16, 2011 in order to submit for the 2012 SHOPP candidates. Delayed submittal may lose project funding. Please provide a R/W Data Sheet by August 31, 2011 so Design may include the data sheet in the PSSR District Circulation. Attached is a location map showing the project limits. EFIS number is not active, and Management informs functional units to charge to overhead project ID first and revise timesheet when EFIS is available. If you have any questions or need additional information, please contact me at (510) 286- 5633, or Val L Sibal, Project Engineer at (510) 286-5813.

C: PPang - Project Manager
JMa/NPPerez/VSibal - Design
P/DFile

Val Ignacio
(~~Emily L. Sibal - Lower~~)

RIGHT OF WAY DATA SHEET

TO: Design East, Alameda

Date 8/31/2011 D.S. # 5989

Dist. 04 Co. Ala Rte 580 PM 30.8/41.5

EA 04-27010K (04)

ATTN: NESTOR P. PEREZ

Project Description: Pavement Rehabilitation

SUBJECT: Right of Way Data - Alternate No. _____

1. Right of Way Cost Estimate:

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

2. Anticipated Date of Right of Way Certification _____

3. Parcel Data:

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

Areas: Right of Way _____ No. Excess Parcels _____ Excess _____

Enter PMCS Screens 8/31/11 By MP Hunt

Enter AGRE Screen (Railroad Data Only) _____ By _____

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

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

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

PYPSCAN lead time (from Regular R/W to project certification) 6 months.

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

Assumptions and Limiting Conditions

- This data sheet was completed without a hazardous waste/materials report.
- Information on this data sheet was based on maps provided by Nestor P. Perez on 8/22/2011

Evaluation Prepared By: Renata Frey

Right of Way: Name Renata Frey Date 8/31/11

Railroad: Name Port of ... Date 8-31-11

Utilities: Name Dan Aspregh Date 8-31-11

Recommended for Approval:
[Signature]
Right of Way Capital Cost Coordinator

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

[Signature]
Chief, R/W Appraisal Services
9-7-11
Date

cc: Program Manager
Project Manger

STATE OF CALIFORNIA · DEPARTMENT OF TRANSPORTATION
R/W DATA SHEET UPDATE MEMO
(Form #)

EXHIBIT
13-EX-14 (Rev. 9/96)

To: 1. R/W Planning & Management
2. R/W Utilities

Date: 9-7-11
04-ALM 30.8/41.5
EA: 27010K

From: R/W Utilities

Subject: R/W Utilities Budget Update

Please update Utilities budget information for the above-mentioned project as follows:

1. Workloads:

U4: 1 ___ U5: 7.2
2 ___ 8 ___
3 ___ 9 ___
4 ___

2. R/W Utility Capital Funding (total amount):

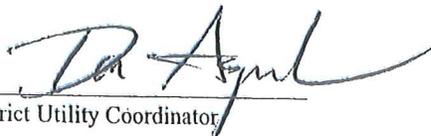
FY 12 \$ 50,000 -
FY ___ \$ ___
FY ___ \$ ___

3. Schedules:

Utility Maps to R/W ___/___/___

Recommended R/W Utility Leadtime: ___ months

4. Remarks: Discovered two joint poles in conflict
with a total redactions estimate of
50K


District Utility Coordinator

UTILITY INFORMATION SHEET

1. Utility owners located within project limits:

2. Facilities potentially impacted by project (if known, include Owners(s) & facility type(s)):

3. Anticipated Workload:
 - _____ Utility Verification required
 - _____ Positive Identification
 - _____ Utility Relocation
 - _____ Other (Specify)

4. Additional information concerning anticipated utility involvements (include limiting conditions and a narrative addressing likelihood that conflicts will occur);

_____ Involves possible relocation of electric transmission facilities
(If X'd, Data sheet should be forwarded to environmental)

5. PMCS input information

- U4-1 _____ Owner Expense Involvements
- U4-2 _____ State Expense Involvements
(Conventional, No Fed Aid)
- U4-3 _____ State Expense Involvements
(Freeway, No Fed Aid)
- U4-4 _____ State Expense Involvements
(Conventional or Freeway, Fed Aid)

- U5-7 _____ Verifications - without involvements
- U5-8 _____ Verifications - 50% involvements
- U5-9 _____ Verifications resulting in involvements

NOTE: The sum of U-4's must equal the sum of 1/2 of the U5-8's and all of the U5-9's.

ESTIMATED STATE SHARE OF COSTS \$ _____

Prepared by:



Right of Way Utility Coordinator

8-31-11

Date



PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT

Project Information

District 04	County ALA	Route 580	PM 30.8-41.5	EA 27010K
Project Title Roadway Rehabilitation				
Project Manager Patrick Pang			Phone # 510.286.5149	
Project Engineer Val Sibal			Phone # 510.286.5813	
Environmental Office Chief/Manager Melanie Brent			Phone # 510.286.5231	
PEAR Preparer Peter Frey			Phone # 510.622.8835	

Project Description

Purpose and Need

The purpose of this project is to rehabilitate I-580 in Oakland in Alameda County from I-580/238 Interchange to Fruitvale Avenue. The need is to improve the structural deficiencies and functional obsolescence of the existing facilities, and improve safety.

Description of work

The proposed work includes: cleaning and sealing cracks and joints, grinding, replacing approach slabs, paving asphalt concrete overlay, and pavement marking standards. PCC slabs may also be replaced pending a geotechnical review.

Alternatives

The build alternative includes the elements described above. The no build alternative leaves the existing facility unchanged.

Anticipated Environmental Approval

CEQA		NEPA	
Environmental Determination			
Statutory Exemption	<input type="checkbox"/>		
Categorical Exemption	<input checked="" type="checkbox"/>	Categorical Exclusion	<input checked="" type="checkbox"/>
Environmental Document			
Initial Study or Focused Initial Study with proposed Negative Declaration (ND) or Mitigated ND	<input type="checkbox"/>	Routine Environmental Assessment with proposed Finding of No Significant Impact	<input type="checkbox"/>
		Complex Environmental Assessment with proposed Finding of No Significant Impact	<input type="checkbox"/>
Environmental Impact Report	<input type="checkbox"/>	Environmental Impact Statement	<input type="checkbox"/>
CEQA Lead Agency (if determined): The California Department of Transportation (Caltrans) is the lead CEQA Agency for the project. FHWA assigned, and Caltrans has assumed, all of the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA.			
Estimated length of time (months) to obtain environmental approval:			4
Estimated person hours to complete identified tasks:			210

PEAR Technical Summaries

Community Impacts: The proposed project will not result in adverse impacts on population growth/sprawl, local economy, municipal or community services, utility services, community character, or existing or proposed land use. There are no Title VI issues, adverse impacts to minority and low-income populations expected.

Visual/Aesthetics: The proposed project is not expected to adversely affect any scenic or visual resources.

Cultural Resources: We do not anticipate any adverse effects; however, a record search and a field survey will be required if ground disturbing activities are a large part of the evolving project description. An Extended Phase 1 report may be required.

Water Quality and Storm Water Runoff: Construction will adhere to the Department Statewide National Pollutant Discharge Elimination System (NPDES) Permit. To comply with this permit, a Water Pollution Control Program (WPCP) must be developed

and implemented, per Standard Special Provision (SSP) 07-340. Pursuant to the Department Stormwater Management Plan (SWMP), temporary and permanent Best Management Practices (BMPs) shall be considered and incorporated, as necessary, using Best Available Technology (BAT) to the Maximum Extent Practicable (MEP). Such BMPs are recommended, in order to minimize, or prevent, any potential increased impact to existing water quality.

Hazardous Waste/Materials: If the scope of work stays limited to the rehabilitation of the existing pavement, no studies or surveys or hazardous materials or contaminated sites will be needed for this project.

Air Quality: The Project is exempt from the requirement of air quality conformity determination. An air quality study is not required.

Noise and Vibration: The Project has no traffic noise impacts. A noise study will not be required.

Biological Environment:

Preliminary Biological Review

Caltrans Biologist, Andrew Amacher performed a review of threatened and endangered species using the U.S. Fish and Wildlife Service (USFWS) Endangered Species List website (http://www.fws.gov/sacramento/es/spp_list.htm) and the California Natural Diversity Database (CNDDDB, California Department of Fish and Game) on September 9, 2011. This project occurs within four U.S. Geological Survey (USGS) quadrangles (Hayward, San Leandro, Oakland East, and Las Trampas Ridge). Andrew Amacher assessed this location for potential biological constraints to the completion of this project using photographs and aerial images. Future site visits will be needed for further assessment as locations of specific construction activities become known.

Habitat

The proposed work area occurs primarily adjacent to highly developed urban areas, California annual grassland, and mixed oak/scrub habitats.

Flora/Fauna

The site was surveyed for federal and state listed plant and animal species using aerial images and the CNDDDB Database. Subsequent site visits will need to be conducted in order to finalize the assessment for listed plants or animal species.

Table 1. CNDDDB results in Hayward, San Leandro, Oakland East, and Las Trampas Ridge USGS quadrangles.

Common Name	Scientific Name	Listing Status*	
		Federal	State
Plants:			
Contra Costa goldenfields	<i>Lasthenia conjugens</i>	E	
California sea blite	<i>Suaeda californica</i>	E	
pallid manzanita	<i>Arctostaphylos pallida</i>	T	E
Presidio Clarkia	<i>Clarkia franciscana</i>	E	E
Santa Cruz tarplant	<i>Holocarpha macradenia</i>	T	E
adobe sanicle	<i>Sanicula maritima</i>		R
San Francisco popcorn-flower	<i>Plagiobothrys diffusus</i>		E
robust spineflower	<i>Chorizanthe robusta</i> <i>var. robusta</i>	E	
Invertebrates:			
vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	T	
callippe silverspot butterfly	<i>Speyeria callippe</i> <i>callippe</i>	E	
Bay checkerspot butterfly	<i>Euphydryas editha</i> <i>bayensis</i>	T	
Fish:			
delta smelt	<i>Hypomesus</i> <i>transpacificus</i>	T	
coho salmon - central CA coast	<i>Oncorhynchus kisutch</i>	E	
Central California Coastal steelhead	<i>Oncorhynchus mykiss</i>	T	

Central Valley steelhead	<i>Oncorhynchus mykiss</i>	T	
Central Valley spring-run chinook salmon	<i>Oncorhynchus tshawytscha</i>	T	
winter-run chinook salmon, Sacramento River	<i>Oncorhynchus tshawytscha</i>	E	
green sturgeon	<i>Acipenser medirostris</i>	T	
tidewater goby	<i>Eucyclogobius newberryi</i>	E	
Amphibians:			
California tiger salamander, central population	<i>Ambystoma californiense</i>	T	T
California red-legged frog	<i>Rana draytonii</i>	T	
California red-legged frog, critical habitat			
Reptiles:			
Alameda whipsnake	<i>Masticophis lateralis euryxanthus</i>	T	T
Alameda whipsnake, critical habitat			
Birds:			
western snowy plover	<i>Charadrius alexandrinus nivosus</i>	T	
California brown pelican	<i>Pelecanus occidentalis californicus</i>	E	
California clapper rail	<i>Rallus longirostris obsoletus</i>	E	E
California least tern	<i>Sternula antillarum</i>	E	E
California black rail	<i>Laterallus jamaicensis coturniculous</i>		T
Mammals:			
salt marsh harvest mouse	<i>Reithrodontomys raviventris</i>	E	E

*Status: E = Endangered, T = Threatened, R = Rare, C = Candidate

The following listed species occur within a 1.24 mile radius from portions of the project location: San Francisco popcorn flower, Presidio Clarkia, Bay checkerspot butterfly, and Alameda whipsnake. Between PM 0.0/1.1, there is a Santa Cruz tarplant occurrence (1914 specimen collection) within 1.24 miles of the proposed

project. Between PM 35.6/41.5, there are records of San Francisco popcorn flower (\approx 500 plants found in 1997), Presidio Clarkia (\approx 3500 found in 2004 surveys), Bay checkerspot butterfly, and Alameda whipsnake within 1.24 miles of the proposed project. According to the CNDDDB database, occurrences of the Bay checkerspot butterfly and Alameda whipsnake occur directly in the project area. The two Bay checkerspot butterfly records are historic colonies lost in the 1970's due to habitat modification. The two Alameda whipsnake records are a specimen collected in 1904, and a live-captured female from 2008. Salt marsh associated species are not anticipated to occur at the project site.

If any state listed species will be affected an Incidental Take Permit (ITP) will be required from the CDFG.

Wetlands/Water:

Any proposed activity that may affect wetlands or waterways will require further biological assessment, including wetland delineations and 1602 assessments.

Migratory Bird Treaty Act

The Federal Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.), Title 50 Code of Federal Regulations part 10, and Californian Fish and Game Code Sections 3503, 3513 and 3800 protect the occupied nests and eggs of migratory birds. Birds nest in a variety of places which include trees, shrubs, man-made structures, and on the ground. Caltrans' constraints measures will provide protection for these species for this project (see Constraints section).

Permits

Consultation with CDFG or USFWS is not anticipated if the entire project is limited to existing pavement. However, further biological review is required for any proposed activities that fall outside of the existing pavement. The project occurs in an area with known occurrences of listed species. If the proposed project requires work outside of the existing pavement, it is anticipated that this project may require a Biological Assessment and possible Biological Opinion depending on the locations and magnitude of habitat disturbance. These requirements may take 24-36 months to complete and obtain a final Biological Opinion.

Any work in or near wetlands, seeps or other bodies of water may require consultation with the Army Corps of Engineers and the Department of Fish and

Game. Because the scope of off-pavement work is unknown, the following permits may be required depending on the type of work and location:

Permit	Potentially Required?	Time Frame
USFWS Consultation	Off pavement, drainage work	24-36 months
USACE 404 Permit	drainage work	6-8 months
California Fish and Game ITP	Off pavement, drainage work	6-8 months
California Fish and Game 1602	drainage work	6-8 months
Fish Passage	drainage work	6-8 months

It is unlikely that consultation with CDFG or USFWS will be necessary if the constraints below are followed. The constraints limit all activity to existing pavement only. Any proposed activity outside of the constraints below will require further biological review.

Constraints

The following measures are necessary to protect biological resources:

- Contractors should utilize Caltrans Standard Best Management Practices (BMPs).
- All work can only occur on existing paved roadway, no new additional pavement area may be added to the project, and disturbance of any kind to non-paved areas is not allowed.
- Biologist will need to conduct nesting bird surveys between February 1 and August 15 to comply with the MBTA. A Caltrans Biologist will need three days notice prior to commencement of construction activities to perform a survey for nesting birds.
- Staging must occur on existing paved surfaces or gravel turnouts.
- Environmentally Sensitive Areas (ESAs), including special aquatic features will be identified by ESA (high visibility) orange fencing to be established by Caltrans biologist and the RE prior to construction.

Further Inquires for Design/Construction

Where are the construction impacts going to occur?

- Need to know the locations where construction is going to go into unpaved right of way in order to conduct further biological review

All design changes will require reassessment of biological resources and may delay project. Please forward all plans to the Office of Biological Sciences and Permits as soon as possible.

If you have any questions please contact me at (510) 622-8727 or Christopher States at (510) 286-7185.

Context Sensitive Solutions: Context sensitive solutions meet transportation goals in harmony with community goals and natural environments. They require careful, imaginative, and early planning and continuous community involvement. There were no early planning activities and community involvement efforts that were undertaken during this initial phase of project development. The project, by its nature is not expected to conflict in harmony with community goals and the natural environment.

Disclaimer

This Preliminary Environmental Analysis Report (PEAR) provides information to support programming of the proposed project. It is not an environmental determination or document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in the Project Study Report (PSR). The estimates and conclusions in the PEAR are approximate and are based on cursory analyses of probable effects. A reevaluation of the PEAR will be needed for changes in project scope or alternatives, or in environmental laws, regulations, or guidelines.

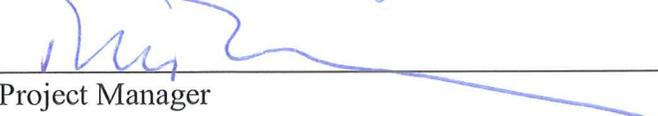
Review and Approval

I confirm that environmental cost, scope, and schedule have been satisfactorily completed and that the PEAR meets all Caltrans requirements. Also, if the project is scoped as a routine EA, complex EA, or EIS, I verify that the HQ DEA Coordinator has concurred in the Class of Action.



Environmental Branch Chief

Date: 9/16/11



Project Manager

Date: 9/16/11

27010K

REQUIRED ATTACHMENTS:

Attachment A: Environmental Technical Reports or Studies Required

Attachment B: PEAR Mitigation and Compliance Cost Estimate

Attachment A: Environmental Technical Reports or Studies Required

	Study or Report	Document Text Only	Not Anticipated
Community Impact Study	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Farmland	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 4(f) Evaluation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Visual Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Floodplain Evaluation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Air Quality Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Paleontology	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wild and Scenic River Consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cumulative Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Growth Inducing/Indirect Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cultural			
Archaeological Survey Report (ASR)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historic Resources Evaluation Report (HRER)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Historic Property Survey Report (HPSR)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historical Resource Compliance Report	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SHPO / PRC 5024.5	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Native American Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Finding of Effect:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Data Recovery Plan:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Memorandum of Agreement*	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(*if Federal Permit is required)			
Hazardous Waste			
ISA (Additional)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
PSI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Biological			
Endangered Species (Federal)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Endangered Species (State)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Species of Concern (CNPS, USFS, BLM, S, F)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Biological Opinion (USFWS, NMFS, State)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fish Passage Barriers Assessment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Invasive Species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Natural Environment Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NEPA 404 Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Permits

401 Permit Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
404 Permit Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1602 Permit Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
City/County Coastal Permit Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State Coastal Permit Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NPDES Permit (402) Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US Coast Guard (Section 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Attachement B: PEAR Mitigation and Compliance Cost Estimate*

District 04	County ALA	Route 580	PM 30.8/41.5	EA 27010K
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Description of Work Roadway Rehabilitation
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Project Manager	Patrick Pang	Date	9/16/11
-----------------	--------------	------	---------

Prepared by	Peter Frey	Date	9-5-11
-------------	------------	------	--------

	Mitigation			Compliance
	Project Feature ¹	Enviro. Obligation ²	Statutory Require. ³	Permit & Agreement ⁴
Fish & Game 1602 Agreement				
Coastal Development Permit				
State Lands Agreement				
NPDES Permit				
COE 404 Permit- Nationwide				
COE 404 Permit- Individual				
COE Section 10 Permit				
COE Section 9 Permit				
Other:				
Noise attenuation				
Special landscaping				
Archaeological				
Biological				
Wetland/riparian				
Historical				
Scenic resources				
Asbestos Testing/Mitigation				
Other:				
TOTAL (Enter zeros if no cost)	TBD	TBD	TBD	TBD

Costs are to include all costs to complete the commitment including: 1) capital outlay and staff support; 2) cost of right-of-way or easements; 3) long-term monitoring and reporting; and 4) any follow-up maintenance.

¹ Mitigation that Caltrans would normally do if not required by a permit or environmental agreement.

² Mitigation that Caltrans would not normally do but is required by conditions of a permit or environmental agreement.

³ Mitigation that Caltrans would not normally do and is not required by a permit or Enviro. Agreement, but is required by a law.

⁴ Non-mitigation Caltrans would not normally do but is required by conditions of a permit or agreement.

*Prepare a separate form for each practicable alternative in the PSR.

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

(Preliminary TMP Elements and Costs)

Co/Rte/PM ALA-580-PM 30.8/41.5 EA 04-27010K Project Engineer Val Sibal
In Alameda County on Route 580, from 580/238 Intenchange to Fruitvale
 Project Limit Avenue
 Project Description I-580 Roadway Rehabilitation

1) Public Information

- | | | |
|-------------------------------------|--|----------------|
| <input type="checkbox"/> | a. Brochures and Mailers | \$ _____ |
| <input type="checkbox"/> | b. Press Release | |
| <input type="checkbox"/> | c. Paid Advertising | \$ _____ |
| <input type="checkbox"/> | d. Public Information Center/Kiosk | \$ _____ |
| <input type="checkbox"/> | e. Public Meeting/Speakers Bureau | |
| <input type="checkbox"/> | f. Telephone Hotline | |
| <input type="checkbox"/> | g. Internet, E-mail | |
| <input type="checkbox"/> | h. Notification to impacted groups
(i.e. bicycle users, pedestrians with disabilities, others...) | |
| <input checked="" type="checkbox"/> | i. Others _____ | \$15,000 _____ |

2) Motorist Information Strategies

- | | | |
|-------------------------------------|--|----------------|
| <input type="checkbox"/> | a. Changeable Message Signs (Fixed) | \$ _____ |
| <input checked="" type="checkbox"/> | b. Changeable Message Signs (Portable) | \$50,000 _____ |
| <input checked="" type="checkbox"/> | c. Ground Mounted Signs | \$15,000 _____ |
| <input type="checkbox"/> | d. Highway Advisory Radio | \$ _____ |
| <input type="checkbox"/> | e. Caltrans Highway Information Network (CHIN) | |
| <input type="checkbox"/> | f. Detour maps (i.e. bicycle, vehicle, pedestrian...etc) | |
| <input type="checkbox"/> | g. Revised Transit Schedules/maps | |
| <input type="checkbox"/> | h. Bicycle community information | |
| <input type="checkbox"/> | i. Others _____ | \$ _____ |

3) Incident Management

- | | | |
|-------------------------------------|---|-----------------|
| <input checked="" type="checkbox"/> | a. Construction Zone Enhanced Enforcement
Program (COZEEP) | \$360,000 _____ |
| <input type="checkbox"/> | b. Freeway Service Patrol | \$ _____ |
| <input type="checkbox"/> | c. Traffic Management Team | |
| <input type="checkbox"/> | d. Helicopter Surveillance | \$ _____ |
| <input type="checkbox"/> | e. Traffic Surveillance Stations
(Loop Detector and CCTV) | \$ _____ |
| <input type="checkbox"/> | f. Others _____ | \$ _____ |

TMP Data Sheet (cont.)

4) Construction Strategies

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

5) Demand Management

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

6) Alternate Route Strategies

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

7) Other Strategies

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

TOTAL ESTIMATED COST OF TMP ELEMENTS = \$440,000

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

PREPARED BY Lenka Pleskotova DATE 8/31/11

APPROVAL RECOMMENDED BY Shein Lin DATE 8/31/11



Dist-County-Route: 04-ALA-580
 Post Mile Limits: 30.80/41.50
 Project Type: Roadway Rehabilitation
 Project ID (or EA): 27010K
 Program Identification: 201.121
 Phase: PID
 PA/ED
 PS&E

Regional Water Quality Control Board(s): San Francisco Bay, R-2

- | | | |
|---|------------------------------|--|
| 1. Is the project required to consider incorporating Treatment BMPs? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 2. Does the project disturb 5 or more acres of soil? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 3. Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 4. Does the project potentially create permanent water quality impacts? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 5. Does the project require a notification of ADL reuse | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

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

Estimate Construction Start Date: 11/02/2015 Construction Completion Date: 10/02/2017
 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.


 Valentin Sibal, Registered Project Engineer/Landscape Architect Date 09/16/11
 I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:


 Valerie Ruggenberg, District/Regional SW Coordinator or Designee Date 9/15/2011

[Stamp Required for PS&E only]

1. Project Description

This project proposes to rehabilitate State Route (SR) 580 in the City of Oakland in Alameda County from SR 580/238 Interchange (Post Mile (PM) 30.80) to Fruitvale Avenue (PM 41.50). The work will include cleaning and sealing cracks and joints, grinding and replacing the existing Portland Concrete Cement (PCC) approach slabs, replacing the Asphalt Concrete (AC) pavement overlay, removing Type E Curbs, installing AC Dikes, reconstructing Drainage Inlets, and reconstructing Metal Beam Guard Rail (MBGR) to meet standard height and safety.

The project does not have the potential to create water quality impacts because there is neither disturbed soil area (DSA) nor any new impervious area created for this project.

The project lies within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board. Alameda County is a Municipal Separate Storm Sewer System (MS4) permittee.

The project falls within the East Bay Cities Hydrological Area, Hydrological Sub-Area #204.20. The watershed area comprises 157,396 acres, and its average annual rainfall is 20.4 inches. The closest receiving water is San Leandro Creek, a tributary to Lake Chabot and to San Leandro Bay, which ultimately flows into the San Francisco Bay (Central). All four waterbodies are 303(d) listed for pollutants shown in table below.

Lake Chabot	San Francisco Bay	San Leandro Bay	San Leandro Creek
Chlordane	Chlordane	Chlordane	Diazinon
DDT	DDT	Dieldrin	
Dieldrin	Dieldrin	Dioxin Compounds	
Mercury	Dioxin Compounds	Exotic Species	
PCBs (Polychlorinated Biphenyls)	Exotic Species	Furan Compounds	
	Furan Compounds	Lead (sediment)	
	Mercury	Mercury	
	PCBs	PAHs(Polycyclic Aromatic Hydrocarbons) (sediment)	
	Selenium	Pesticides (sediment)	

Total Maximum Daily Loads (TMDLs) have been approved for Mercury and for Diazinon.

Climate in the area is of Mediterranean nature, characterized by warm summers and mild, wet winters.

2. Construction Site BMPs

This project will require a Water Pollution Control Program (WPCP) be prepared since the total DSA is less than 1.0 ac, as stated in Section 3 of the Caltrans "Storm Water Pollution Prevention Plan (SWPPP) and WPCP Preparation Manual. WPCP Standard Special Provision (SSP) 07-340 will be incorporated into the contract Special Provisions. Potential water quality impacts will be prevented to the Maximum Extent Practicable (MEP) through proper implementation of the WPCP, Special Provisions, Standard Specifications, and Standard Plans.

The selection of Construction Site Best Management Practices (BMPs) in the contract documents has been prepared through coordination with the Water Pollution Control branch.

To avoid any impacts to the watershed during construction, the following Construction Site BMPs will be designated as separate bid items for the construction contract:

- **SSP 07-490 Temporary Drainage Inlet Protection:** This sediment control BMP reduces sediment from storm water runoff discharging from the construction site prior to entering the storm drain system. It allows sediment to settle out of water or filters sediment from the water before it enters the drain inlet.

The following BMP shall be included as lump sum:

- **SSP 07-346 Construction Site Management:** This non-storm water discharge and waste management practice includes considerations for operations relating to construction activities including paving and grinding operations, illicit connection/illegal discharge detection and reporting, vehicle and equipment cleaning, fueling and maintenance, concrete curing and finishing, solid waste management, material delivery, storage and use, stockpile management, spill prevention and control, hazardous waste management, contaminated soil management, concrete waste management, sanitary/septic waste management, and liquid waste management.

2. Maintenance BMPs

All Drainage Inlets within project limits that are accessible to pedestrians and/or bicyclists will require stenciling.

3. Required Attachments¹

- Vicinity Map
- Evaluation Documentation Form

¹ Additional attachments may be required as applicable or directed by the District/Regional Design Storm Water Coordinator (e.g. BMP line item estimate, DPP, CS checklists, etc).

ALA 580 ROADWAY REHABILITATION PROJECT

VICINITY MAP



Evaluation Documentation Form

DATE: 09/14/2011

Project ID (or EA): 27010K

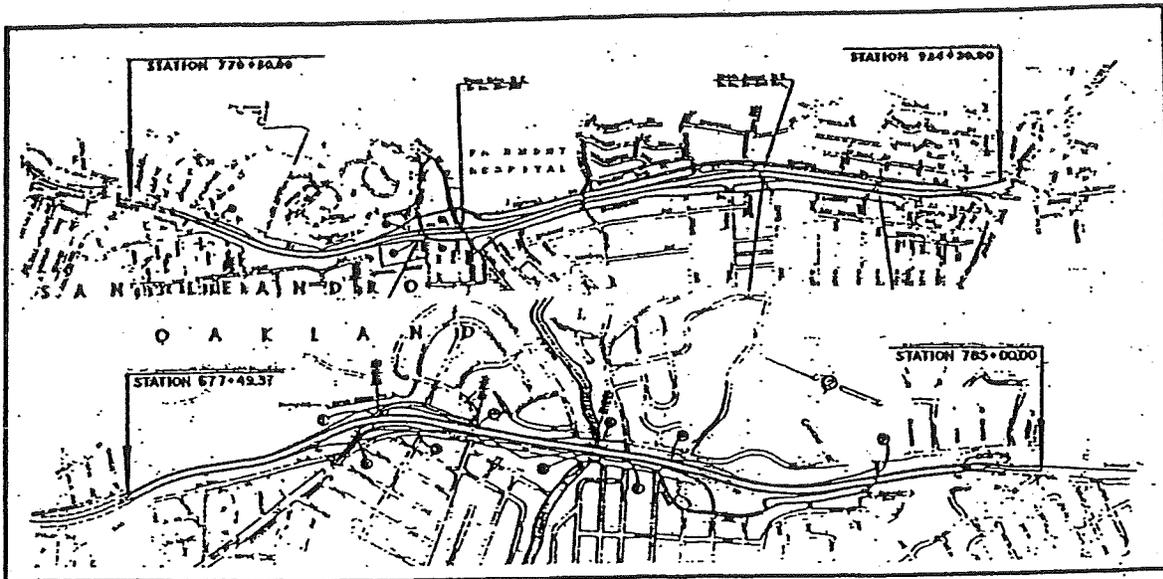
NO.	CRITERIA	YES ✓	NO ✓	SUPPLEMENTAL INFORMATION FOR EVALUATION
1.	Begin Project Evaluation regarding requirement for consideration of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Go to 2
2.	Is this an emergency project?		✓	If Yes, go to 10. If No, continue to 3.
3.	Have TMDLs or other Pollution Control Requirements been established for surface waters within the project limits? Information provided in the water quality assessment or equivalent document.	✓		If Yes, contact the District/Regional NPDES Coordinator to discuss the Department's obligations under the TMDL (if Applicable) or Pollution Control Requirements, go to 9 or 4. <u>V.R.</u> (Dist./Reg. SW Coordinator initials) If No, continue to 4.
4.	Is the project located within an area of a local MS4 Permittee?	✓		If Yes. (<i>Alameda County</i>), go to 5. If No, document in SWDR go to 5.
5.	Is the project directly or indirectly discharging to surface waters?	✓		If Yes, continue to 6. If No, go to 10.
6.	Is it a new facility or major reconstruction?	✓		If Yes, continue to 8. If No, go to 7.
7.	Will there be a change in line/grade or hydraulic capacity?			If Yes, continue to 8. If No, go to 10.
8.	Does the project result in a <u>net increase of one acre or more of new impervious surface</u> ?		✓	If Yes, continue to 9. If No, go to 10. <u>0.14ac</u> (Net Increase New Impervious Surface)
9.	Project is required to consider approved Treatment BMPs.			See Sections 2.4 and either Section 5.5 or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E.
10.	Project is not required to consider Treatment BMPs. <u>V.R.</u> (Dist./Reg. Design SW Coord. Initials) <u>[Signature]</u> (Project Engineer Initials) <u>09/14/11</u> (Date)	✓		Document for Project Files by completing this form, and attaching it to the SWDR.

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



04-ALA-580, KP,R49.68/R66.94
 PM,R30.8/R41.5
 04-248-27010K
 RAS-HA22 Program
 September/2000

PROJECT SCOPE SUMMARY REPORT
(Pavement Rehabilitation)



On Route 580
From Route 580/238 Interchange to Fruitvale Avenue Interchange

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.

DISTRICT DIVISION CHIEF-R/W
 R.A. MACPHERSON

APPROVAL RECOMMENDED BY:

PROJECT MANAGER
 ROBERT A. ANDERSON

APPROVED:

DISTRICT DIRECTOR
 HARRY Y. YAHATA
 DATE 11/14/00 ✓

Dist - E.A: 04-27010K EFIS 0412000131 K

Co-Rte-PM: ALA 580 - 30.8 / 41.5

Date: 9/1/2011

Project Mngr: Val Ignacio

Telephone Number: 285-5085

PROJECT RISK MANAGEMENT PLAN

Priority	Status	ID #	Date Identified	Functional Assignment	Identification			Qualitative Analysis				Response Strategy				Monitoring and Control																					
					Threat/Opportunity Event	SMART Column	Risk Trigger	Type	Probability	Impact	Risk Matrix	Strategy	Response Actions including advantages and disadvantages	Affected WBS Tasks	Responsibility (Task Manager)	Status Interval or Milestone Check	Date, Status and Review Comments																				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)																		
10	Active	1	9/1/2011	Design	The project is not programmed in the SHOPP	If the project is not approved and programmed SHOPP, the project due to a later start of the PS&E phase of the project.	Program Management	Schedule	Low	Low	<table border="1"> <tr><td>VH</td><td>H</td><td>M</td><td>L</td><td>VL</td></tr> <tr><td>M</td><td>M</td><td>M</td><td>L</td><td>L</td></tr> <tr><td>L</td><td>L</td><td>L</td><td>L</td><td>L</td></tr> <tr><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table> Impact	VH	H	M	L	VL	M	M	M	L	L	L	L	L	L	L	VL	L	M	H	VH	Avoidance	The Program Manager is well aware of the aging and deteriorating condition at the existing roadway within the project limits and therefore the project has a high priority for programming in the SHOPP.				
VH	H	M	L	VL																																	
M	M	M	L	L																																	
L	L	L	L	L																																	
VL	L	M	H	VH																																	
15	Active	2	9/9/2011	Public Information	Adequate Public Awareness Campaign	The length of the project limits, scope of work and the use of many lane closures and detours will require a proactive and immediate public work stoppages due to complaints from the public.	Design	Schedule	Low	Low	<table border="1"> <tr><td>VH</td><td>H</td><td>M</td><td>L</td><td>VL</td></tr> <tr><td>M</td><td>M</td><td>M</td><td>L</td><td>L</td></tr> <tr><td>L</td><td>L</td><td>L</td><td>L</td><td>L</td></tr> <tr><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table> Impact	VH	H	M	L	VL	M	M	M	L	L	L	L	L	L	L	VL	L	M	H	VH	Avoidance	This project will utilize all resources available to mount a very effective and proactive public awareness campaign.				
VH	H	M	L	VL																																	
M	M	M	L	L																																	
L	L	L	L	L																																	
VL	L	M	H	VH																																	
10	Active	3	9/12/2011	Design	Additional unidentified risks are not accounted for in the design	From the time the design is completed until the end of the project time further damage to the pavement could occur and will not be reflected in the design.	Design/Materials	Cost	Moderate	Moderate	<table border="1"> <tr><td>VH</td><td>H</td><td>M</td><td>L</td><td>VL</td></tr> <tr><td>M</td><td>M</td><td>M</td><td>L</td><td>L</td></tr> <tr><td>L</td><td>L</td><td>L</td><td>L</td><td>L</td></tr> <tr><td>VL</td><td>L</td><td>M</td><td>H</td><td>VH</td></tr> </table> Impact	VH	H	M	L	VL	M	M	M	L	L	L	L	L	L	L	VL	L	M	H	VH	Mitigation	Sufficient Supplemental Work funds can be included in the contract to cover unforeseen work related to further deterioration of the pavement after the design to complete.				
VH	H	M	L	VL																																	
M	M	M	L	L																																	
L	L	L	L	L																																	
VL	L	M	H	VH																																	