THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
ACTION AGENDA SUMMARY

DEPT: PUBLIC WORKS — BOARD AGENDA # C-6

Urgent ____ Routine ✓ — AGENDA DATE AUGUST 28, 2001

CEO Concurs with Recommendation YES ____ NO ____ (Information Attached) — 4/5 Vote Required YES ____ NO ✓

SUBJECT:

APPROVAL OF STATE ROUTE 120 OAKDALE EXPRESSWAY PROJECT

STAFF RECOMMENDATIONS:

1. SUPPORT THE CONSTRUCTION OF THE STATE ROUTE 120 OAKDALE EXPRESSWAY PROJECT; AND,

2. SELECT ALTERNATIVE 2A AS THE PREFERRED ALIGNMENT.

FISCAL IMPACT:

There is no fiscal impact associated with this item. The project is currently programmed in the 2000 State Transportation Improvement Program (STIP) with funding of $65,043 million for the 2001/02 fiscal year. It is anticipated that the additional funding needed to construct the project will be provided through the 2002 STIP.

BOARD ACTION AS FOLLOWS:

No. 2001-653

On motion of Supervisor Paul , **Seconded by Supervisor** Blom
and approved by the following vote,
Ayes: Supervisors: Blom, Simon, Caruso, and Chair Paul
Noes: Supervisors: None
Excused or Absent: Supervisors: None
Abstaining: Supervisor: Mayfield

1) X **Approved as recommended**
2) ____ **Denied**
3) ____ **Approved as amended**
MOTION:

ATTEST: CHRISTINE FERRARO TALLMAN, Clerk **By: Deputy** **File No.**

DISCUSSION: In 1968, after extensive studies and public meetings, the California Highway Commission, now the California Transportation Commission (CTC), adopted the State Route 120 route between I-5 in San Joaquin County and the four-lane section in Tuolumne County. This adopted route included an Oakdale bypass which is similar to Alternative 1.

In August 1990, Caltrans completed a Value Engineering (VE) Study to reevaluate the alternatives for the Oakdale Expressway. The VE Team evaluated 64 potential alternatives and combinations of alternatives, ranging from one-way couplets to regional bypasses.

The Value Engineering study recommendations were endorsed by Caltrans and Stanislaus Council of Governments (StanCOG), which resulted in StanCOG's listing the Oakdale Expressway project as Stanislaus County's number one priority candidate project for funding in the 1990 State Transportation Improvement Program (STIP). In late 1990, the CTC allocated construction and right-of-way funds for the Oakdale Expressway project in the 1990 STIP.

During the winter and spring of 1991/92, field surveys along Alternative 2 identified significant wetlands and prime farmlands. This resulted in the elimination of the original Alternative 2 alignment and development of Alternatives 2A, 2B, 2C, and 2D.

Since 1992, Caltrans has mailed Oakdale Expressway newsletters and held open house meetings to receive public input and discuss the various alternatives.

In November 1999, Caltrans submitted the preliminary Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR/DEIS) to Federal Highway Administration (FHWA) for review and approval for public review. Caltrans District 10 received approval to circulate the environmental document in April, 2001. July 6, 2001, was the deadline for submitting comments on the DEIR/DEIS.

On August 16, 2001, the State Route 120 Oakdale Expressway Project Development Team (PDT) selected Alternative 2A as their preferred alignment. The PDT is comprised of representatives from Caltrans, FHWA, the City of Oakdale, Stanislaus County Planning and Public Works Departments, Citizens Advisory Committee, StanCOG, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and California Department of Fish and Game. The PDT has requested the Stanislaus County Board of Supervisors: (1) Support the construction of the State Route 120 Oakdale Expressway Project; and (2) Select Alternative 2A as their preferred alignment.

On August 20, 2001, the Oakdale City Council supported the State Route 120 Oakdale Expressway Project and selected Alternative 2A as their preferred alignment. It is recommended that the Board of Supervisors support Oakdale's action and select Alternative 2A as the preferred alignment.

POLICY ISSUE: This action is consistent with the Board's policy of providing a safe, healthy community.

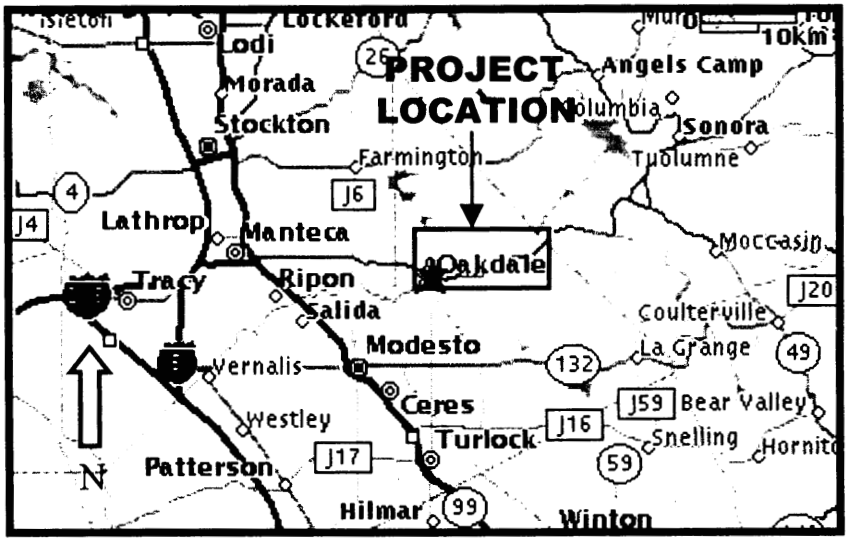
STAFFING IMPACT: There is no staffing impact associated with this item.

CB/la
(L:\debh\OakdaleExpresswayBS1.wpd)

Caltrans Metric

10 - STA - 120, KP 4.8 - 23.0
(PM 3.0 14.3)
Oakdale Expressway
06240 - 345400
HE-14 Program
May, 2001

DRAFT
PROJECT REPORT



On Route 120

From 0.16 Kilometer (0.1 mile) West of Valley Home Road
To 4.5 Kilometer (2.8 mile) East of Lancaster Road

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

RANDEEN WALTER
DEPUTY DISTRICT DIRECTOR, RIGHT OF WAY, DIST 10

APPROVAL RECOMMENDED:

DAVID MENDOZA
PROJECT MANAGER

APPROVED BY:

MARK LEJA
DISTRICT 10 DIRECTOR

5/8/01
DATE

CONCURRED BY:

MICHAEL J. LEONARDO
ACTING CENTRAL REGION DIRECTOR

5/9/01
DATE

This draft Project 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.

Jose A. Huerta

JOSE A. HUERTA
REGISTERED CIVIL ENGINEER

5/1/01
DATE

1. INTRODUCTION

Caltrans proposes to construct a two-lane expressway on a new alignment from 0.16 km (0.1 mile) west of Valley Home Road to 4.5 km (2.8 mile) east of Lancaster Road within an ultimate 91 m (300-foot) future transportation facility (four-lane freeway) right of way. The estimated cost of this project is $92 million (2003/04) to be funded from the HE-14 Program. This project has been assigned Project Development Processing ***Category 1*** because it requires access control, new right of way, adoption of a new route location by the California Transportation Commission and superseding freeway agreements.

2. RECOMMENDATION

It is recommended that the Draft Environmental Impact Report / Environmental Impact Statement (DEIR/EIS) be approved for public circulation and that a Public Hearing be scheduled.

3. BACKGROUND

Route 120 is a major east/west route of interregional and statewide significance, traversing Central California from Interstate Route I-5 at Mossdale west of Manteca in San Joaquin County to the Route 6 junction near Benton in Mono County. The route traverses San Joaquin, Stanislaus, Mariposa and Tuolumne Counties in District 10 and Mono County in District 9. Through Yosemite National Park, the highway is under the jurisdiction of the National Park Service along Big Oak Flat and Tioga Pass Roads. Route 120 has a 'route break' where it is coincident with Route 99 in Manteca, and it also has coincident routing with Route 108 (Oakdale to Yosemite Junction) and Route 49 (Chinese Camp to Moccasin).

The approximate 153 km (95 mile) section of Route 120 in District 10 traverses the Central San Joaquin Valley, and extends easterly across the Sierra Nevada Mountains - serving the cities and communities of Manteca, Escalon, Oakdale, Yosemite Junction, Chinese Camp, Moccasin, Big Oak Flat, Groveland and Buck Meadows. The route also provides access to/from the community of Pine Mountain Lake northeast of Groveland, and to the large recreational area of Don Pedro Reservoir. Route 120, via its coincident routing and connecting link with Route 108, also serves

the fast-growing area of Tuolumne County along the Route 108 corridor in the Sonora and East Sonora areas.

Route 120 is included in the National Highway System (NHS). It is also on the 1989-established Interregional Road System (IRRS) in its entirety in District 10, and is a 'Priority' IRRS route east to Yosemite Junction. This IRRS 'Priority' routing continues east along Route 108. Route 120 is also on the 1959-established Freeway and Expressway (F&E) System in its entirety in District 10, and is a Terminal Access Route on the STAA Truck Route System (large trucks) east to Moccasin. It is functionally classified as a Principal Arterial (PA) throughout District 10.

The segment of Route 120 between I-5 and Route 99 (also known as Manteca Bypass) is a link to major east/west corridor Routes to I-5, I-205 and I-580, connecting the San Francisco-East Bay Area and the Tri-Valley Area with the Central Valley via the Altamont Pass. This section of Route 120 is a 'High Emphasis' IRRS route. East of Manteca, Route 120 is a major recreational route, providing the primary (and year-round) access from the Bay Area and the Central Valley to Yosemite National Park and other recreational areas in the Sierra. It is the main life-line route to the fast growing Tuolumne County; and is more recently becoming an increasingly important commuter route between Tuolumne County and the Central Valley and even as far away as the San Francisco - East Bay Area.

The Route 120/108 Corridor is the most important east/west route connecting the Bay Area, the Central San Joaquin Valley and the fast-growing western slope of the Sierra. Throughout its length between Mossdale and east of Sonora, the Routes 120 and 108 corridor carries a diverse mixture of commercial, agricultural, recreational, commuter, truck and local traffic. It is an important access route for the extensive agricultural and ranching industries in the area it traverses. This corridor is vital to the economic growth and well-being of this area of California, and all the cities and communities along its path.

Traffic congestion on Route 120 in and near the City of Oakdale has been an issue that the local community and Caltrans have dealt with for more than 40 years. The study for an Oakdale Expressway started in the early 1950s, as part of the study for a Route 120 adopted route from Interstate 5 in San Joaquin County to the existing Route 120 four-lane expressway east of

Oakdale in Tuolumne County. Public meetings were held with the communities of Manteca, Escalon and Oakdale during the development of the adopted Route 120.

In 1968, after extensive studies and public meetings, the California Highway Commission, (now the California Transportation Commission (CTC)) adopted the State Route 120 route between I-5 in San Joaquin County and the four-lane expressway section in Tuolumne County. Freeway Agreements were signed with San Joaquin County, Stanislaus County, the City of Manteca, and the City of Oakdale (see Attachment C for Route 120 Adopted Route).

In 1980, the Manteca Bypass was constructed along the Route 120 adopted route removing the Route 120 interregional traffic from the City of Manteca. The Manteca Bypass was constructed as an initial two-lane expressway with passing lanes and interchanges within an ultimate eight-lane freeway right of way between Interstate 5 and Route 99. The Manteca Bypass was widened to a four-lane freeway in 1995 to meet the increase in traffic on the facility.

In 1982, Caltrans initiated a process to rescind all unconstructed adopted routes in the state. Several unconstructed routes were evaluated and rescinded during this time. However, support for the Route 120 Expressway from the communities of Manteca, Escalon, and Oakdale prevented the adopted route from being rescinded.

In 1984, at the request of the Stanislaus Area Association of Governments (StanCOG), Caltrans completed a PSR to identify feasible solutions to address the severe interregional traffic congestion on Route 120 in Oakdale. The 1984 PSR proposed three build alternatives (Corridors 1, 2, and 3) between 0.3 km (0.2 mile) west of Valley Home Road and 0.3 km (0.2 mile) west of Atlas Road (see Attachment D). The estimated cost of the alternatives was about $14 million (1984). The Project was submitted as a candidate project for funding in the 1984 STIP, but was not funded at that time.

With considerable local support, the Oakdale Expressway Project was listed in the 1988 STIP as a Long-Lead Time project. The Long-Lead Time status provided no construction funds but provided Caltrans resources to begin environmental studies for the project.

In November 1988, Caltrans re-initiated study for a Route 120 Oakdale Expressway and held several meetings with the City of Oakdale and interested community groups to develop additional alternatives for study and to address the community's concerns about the impacts the 1984 PSR alternatives (Corridors 1, 2 and 3) would have on the existing developments in the City of

Oakdale. These meetings resulted in the development of Corridor 4 (Alternative 2) and Corridor 5 (Route 120 bypass to the south of Oakdale) (see Attachment D).

In July 1989, Caltrans held a scoping hearing in Oakdale to present all the alternatives considered for study and to obtain additional community input. The hearing generated many socio-economic concerns for the adopted route, Corridor 2, and Corridor 3. Hence, Corridors 2 and 3 were dropped from study, Corridor 1 (renamed as Alternative 1) was modified to miss existing developments; and studies were continued for Corridor 4 and Corridor 5 (see Attachment D).

In June 1990, California voters passed State Proposition 111, which provided funding for rail and highway transportation projects. Proposition 111 targeted $1.25 billion for highway projects on the Interregional Route System (IRRS). Specifically, Route 120 was classified as an IRRS route and about $18 million was targeted for the Oakdale Expressway project.

In August 1990, Caltrans completed a Value Engineering (VE) Study to reevaluate the alternatives for the Oakdale Expressway. The VE Team was composed of Caltrans, City of Oakdale, Stanislaus County, and local community groups. The VE Team evaluated 64 potential alternatives and combinations of alternatives, ranging from one-way couplets to regional bypasses. Combining similar alternatives and evaluation of the advantages and disadvantages of each reduced the number of alternatives. The remaining alternatives were then ranked according to a set of selection criteria developed by the VE Team (see Attachment E).

The VE study recommended:

- Continued development of Corridor 4 (renamed as Alternative 2)
- Continued long-term planning for a Route 108 Bypass from Route 99 to Route 120 east of Oakdale, and
- Corridor 5 (Route 120 Bypass to the south of Oakdale) is dropped from further study due to its high cost.

The Value Engineering study recommendations were endorsed by Caltrans and StanCOG, which resulted in StanCOG's listing the Oakdale Expressway project as Stanislaus County's number one priority candidate project for funding in the 1990 STIP.

In late 1990, the CTC allocated construction and right of way funds for the Oakdale Expressway project in the 1990 STIP with an escalated Right of Way and Construction cost of $66.8 million for the 1997/98 fiscal year. This was a substantial increase to the $18 million IRRS target

allocation and reflected the efforts of the City of Oakdale, Stanislaus County, StanCOG, and Caltrans to obtain funding for the Oakdale Expressway Project. This allowed Caltrans to continue with preliminary engineering and environmental studies for Alternatives 1 and 2.

In November 1991, Caltrans contracted with Parsons, Brinkerhoff, Quade & Douglas (PBQ&D) Inc. to prepare the environmental and engineering technical reports for the Oakdale Expressway DEIR/EIS.

During the winter and spring of 1991/92, field surveys along Alternative 2 identified significant wetlands and prime farmlands. This resulted in the elimination of the original Alternative 2 alignment and development of Alternatives 2A, 2B, 2C, and 2D.

In June 1992, the first Oakdale Expressway newsletter was mailed to the public, covering the project alternatives, background, and the study process. The newsletter was mailed to individuals, companies, and agencies on the Oakdale Expressway mailing list.

In June 1992, at the request of Caltrans, the Oakdale City Council and Stanislaus County Board of Supervisors formed the Citizen Advisory Committee (CAC) to help facilitate the selection of a preferred alternative and the timely exchange of information between the public and Caltrans. The CAC was composed of 10 representatives appointed by the Oakdale City Council and 10 representatives appointed by the County Board of Supervisors. The CAC met bimonthly between July 1992 and September 1995.

On November 5, 1992, the first Open House meeting was held at the Gene Bianchi Center in Oakdale to present the alternatives considered for the study and to obtain public input. The thirty-nine written comments received at the Open House focused on the Project's purpose and need, alternatives considered for study, environmental and traffic issues, right of way impacts, and right of way acquisition and relocation process.

On July 19, 1994, the second Open House meeting was held at the Gene Bianchi Center in Oakdale to present the alternatives considered for study and to obtain public input. Seventeen written comments were received at the Open House, commenting on the study process and schedule, project alternatives, right of way and relocation process, environmental issues and public involvement opportunities.

On December 7, 1994, Caltrans received FHWA concurrence that the project contained a reasonable range of alternatives with regard to modes and technologies, general route and degree of demand management and that it fulfilled the requirements of the Major Investment Study (MIS).

On December 29, 1994, Caltrans received National Oceanic and Atmospheric Administration's National Environmental Policy Act (NEPA)/404 concurrence for the Oakdale Expressway stated purpose and need, alternatives under study, and alternatives considered and rejected.

On January 24, 1995, Caltrans received U.S. Fish & Wildlife Service NEPA/404 concurrence for the Oakdale Expressway purpose and need, alternatives considered and rejected, and alternatives to be carried forward for evaluation in the DEIR/EIS.

On January 31, 1995, Caltrans' consultant contract with Parsons Brinkerhoff Quade & Douglas expired. PBQ&D submitted the preliminary DEIR/EIS to Caltrans for submittal to Federal Highway Agency (FHWA) for review and approval to circulate to the public.

On February 2, 1995, Caltrans submitted the preliminary DEIR/EIS to FHWA for review and approval for public review.

On February 9, 1995, Caltrans received U.S. Environmental Protection Agency NEPA/404 concurrence for the Oakdale Expressway purpose and need statement, alternatives under study, and alternatives considered and rejected.

On February 27, 1995, FHWA completed its initial review and requested clarification of the Oakdale Expressway FTIP description, Initial Site Assessment Study, proposed draft mitigation plan, noise abatement plan, Historic Property Survey Report on the former Stockton-Visalia Railroad line, and direct and indirect impacts on 4(f) properties.

On April 11, 1995, Caltrans received U.S. Army Corps of Engineers NEPA/404 concurrence for the Oakdale Expressway purpose and need statement and alternatives to be studied.

On July 25, 1995, Caltrans resubmitted the DEIR/EIS to FHWA for a second review.

On September 28, 1995, the CAC completed its review of the engineering and environmental technical reports and recommended Alternative 2A for the Oakdale Expressway Project. The

CAC's recommendation was submitted to the Oakdale City Council and Stanislaus County Board of Supervisors for concurrence. The City Council and the Board of Supervisors are waiting for the circulation of DEIR/EIS to give consideration to CAC's recommendations.

On December 1, 1995, FHWA completed its second review of the DEIR/EIS and requested Caltrans to provide more details on the proposed mitigation plan and requested further clarification on the quantity and quality of impacted wetlands and biological resources, socio-economic impacts, water quality, and cultural resource impacts.

On September 19, 1996, Caltrans met with the U.S. Fish & Wildlife Service Project Coordinator Don Hovik to discuss the project alternatives and impact of each on sensitive resources. Mr. Hovik informally indicated that Caltrans' plan mitigation and working relationships generally appeared adequate at this point, and concurred with Caltrans' methodology in estimating the project's impacts. He asked that rewritten text, data and maps be sent to him as soon as possible so that he could begin work on the Biological Opinion.

Between 1996 and 1999 Caltrans staff was reviewing and updating environmental studies that were completed by a consultant. Caltrans staffing was limited due to downsizing of the organization

On November 1999, Caltrans submitted the preliminary DEIR/EIS to FHWA for review and approval for public review. Caltrans District 10 received approval to circulate the environmental document in April 2001. The public hearing will be held in June 2001.

4. NEED AND PURPOSE

A. Problem, Deficiencies, and Justification

Existing Route 120 does not provide adequate capacity to carry both Route 120 interregional traffic and locally generated traffic in the growing city of Oakdale. Existing Route 120 through Oakdale provides access to many residential and commercial strip developments. The structures on some of these developments are more than 50 years old and meet the criteria for possible historic listing. In addition, Route 108 connects with Route 120 in central Oakdale; both highways have coincident routing for about 40 km (25 miles) until they split again in Tuolumne County. Furthermore, Route 120 and Route 108 are major recreational highways that provide access to the Sonora Area, Yosemite National Park, and other forestlands in the Sierras. *Hence,*

Route 120 through Oakdale is severely congested and operates at F Level of service at peak periods during summer weekends.

In 1989, Stanislaus County contracted with Fehr & Peers Associates to prepare the Stanislaus County Transportation Corridors Study. This study evaluated the County's transportation needs for the next 20 years (2010). The study showed a need for both the Route 120 Oakdale Expressway and a Route 108 Bypass to handle projected 2010 traffic. The study also projected Route 120 between D and G Streets in Oakdale would require capacity improvements to meet the forecast growth in interregional and development-generated traffic.

B. Regional and System Planning

Concept Facility/Level Of Service

Route 120 is an important east-west highway of statewide significance, providing for interregional and intrastate travel through its connection with the Interstate highway and National Parks System.

The October 1986 Route Concept Report (RCR) recommended a 2-lane expressway (+ 20-year) concept facility for Route 120 east of Valley Home Road north of the City of Oakdale. The concept facility would be an initial two-lane expressway within an ultimate four-lane right of way. This concept was recommended in the 1987 and 1989 Route Development Plans and in the 1989 System Management Plan, and was subsequently programmed in the 1990 STIP. A concept Level of Service (LOS) C is recommended for this portion of Route 120 (see Attachment M for Description of Levels of Service).

The proposed Project would be designed to route interregional traffic around the City of Oakdale. Route 108 and 120 have coincident routing which runs east/west through downtown Oakdale. The existing facility varies in lane width from 2 lanes outside the City to 5 lanes within the City. Through the Central Business District existing adjacent development precludes any widening on the existing alignment to increase capacity. The combination of local and recreational traffic results in substantial congestion, becoming particularly severe during peak Friday and Sunday p.m. periods. The project would relieve existing congestion by bypassing the developed areas and facilitating through travel. This project is the first in a series of projects designed to provide additional capacity for interregional travel in the Route 120/108 corridor.

A State Highway System (SHS) corridor study was completed in District 10 between the Regional Transportation Planning agencies of Amador, Calaveras, Tuolumne, Stanislaus and San Joaquin Counties (5 RTPAs), and System Planning of Caltrans District 10. The objective of this study was to provide a coordinated analysis of interrelated travel characteristics which would result in projected future transportation deficiencies and to make recommendations for improvements to resolve these deficiencies. This study assumed Route 120 as a 4-lane highway from the western terminus of the Oakdale Expressway to the Tuolumne County line. The recommendations of this study are consistent with the long-range System Planning development strategy for Route 120, which includes improvements to the Route 108/120 corridor east of Oakdale.

Ultimate Transportation Corridor (UTC)

Route 120 is an IRRS 'Priority' route. The Oakdale Expressway is in the 1990 10-Year IRRS Plan, and is consistent with the 'ultimate' transportation corridor concept facility. The proposed project is also consistent with the Stanislaus County Regional Transportation Plan (RTP) and the Regional Transportation Improvement (RTIP) Program. This project is in conformance with the City of Oakdale and Stanislaus County General Plans.

C. Traffic Data

Existing traffic volumes are from the Existing Traffic Conditions Report prepared by Dowling Associates in July 1992. The report is based on data compiled from state and local sources, as well as field counts and license plate surveys conducted in 1992. The study also obtained data from Yosemite National Park which provided data that showed that more than 50,000 cars and 600 buses per month enter Yosemite from Route 120.

Route 120 has an existing Average Daily Traffic (ADT) ranging from 39,500 vehicles at the I-5 Junction in San Joaquin County to 400 vehicles at its terminus in Benton, in Mono County. Average daily traffic at the outskirts of Oakdale is midway in this range at about 19,000 vehicles with higher volumes observed within the city. The study also showed that 30 to 50 percent of the traffic is interregional/recreational and that the summer driving season has the highest ADT (see Attachment F1, F2, F3 and F4 for Traffic Volumes).

Within the city, summer weekend traffic is 21,000 vehicles per day with a summer weekend peak hour volume of 1695 vehicles for both directions. Numerous unsignalized intersections are located along Route 120 with signals at River-Rodden Road, A Street, Junction Route 108, Johnston Avenue, and Maag Avenue. As a result, Route 120 is over capacity during peak periods on weekends and particularly during major holiday weekends. Vehicles on side streets must wait long periods of time for gaps in the Route 120 flow before they can enter the traffic stream. This has prompted the city to convert some of the side streets to right turn only and to place traffic signals at major crossings.

In order to analyze the impacts and operational effects of the project alternatives, a traffic model was developed in March 1993 to analyze the interregional/recreational traffic traveling through Oakdale. This model was derived from license plate surveys and the StanCOG Regional Transportation Plan (RTP) model. The model was further refined by adding the potential impacts of proposed new town developments and potential transit improvements in San Joaquin County and Yosemite National Park and by adding more zones and streets to improve the model's ability to forecast traffic in the Oakdale area. The study area consisted of Route 120 from Valley Home Road to 4.5 km (2.8 miles) east of Lancaster Road and a number of major intersecting roads, including Valley Home Road, Gilbert Road, River/Rodden Road, A Street, F Street (Route 108), Maag Avenue, Stearns Road, and Orange Blossom Road. Forecast traffic volumes for the years 2000, 2010, and 2020 were based on land use and population projections obtained from StanCOG and Stanislaus County Finance Department (see Attachment F4, F5, F6, and F7 for Existing and Forecast Traffic).

A Traffic Accident Surveillance and Analysis System (TASAS) Table B accident study was conducted for existing Route 120 within the study area between KP 4.8 (PM 3.0) and KP 22.7 (PM 14.1). The study period was from July 1, 1997 to June 30, 2000. During this period, 404 accidents were recorded, among which 156 were injury accidents (248 injured persons) and 4 fatal accidents (5 fatalities). Route 120 has an actual accident rate of 2.01 accidents per million-vehicle miles (acc/mvm) compared to a statewide average rate of 1.52 acc/mvm for similar facilities. However, sixty-two (62) percent of these accidents occurred between River/Rodden Road, KP 6.09 (PM 3.79), and Maag Avenue, KP 9.72 (PM 6.04), in the City of Oakdale. The study shows 249 accidents occurred within the City, among which 82 were injury accidents (117 injured persons) and 2 were fatal accidents (2 fatalities). The accident rate within the City is 31 percent higher at 4.41 acc/mvm when compared to the statewide average rate of 3.36 acc/mvm for a similar facility.

5. ALTERNATIVES

Seven alternatives are proposed for study in the DEIR/EIS including alternatives 1, 2A, 2B, 2C, and 2D, the Transportation System Management (TSM) alternative, and No-Build.

Each build alternative would require a new route adoption and superseding freeway agreement. The existing adopted route would be modified for socio-economic rather than engineering reasons to avoid existing residential and commercial development. Therefore, it will require a new route adoption by the California Transportation Commission (CTC). A superseding freeway agreement will be required between the Department of Transportation, the City of Oakdale, and Stanislaus County to address interchanges locations, new frontage roads, local road realignments, and road closures.

The initial construction for the build alternatives would be a two-lane expressway with interchanges and strategically located passing lanes. All proposed build alternatives will be designed to meet Caltrans' current Highway Design Manual standards. The roadway for the expressway would be constructed on the left roadbed (westbound lanes) of the future transportation facility. The typical cross section would consist of two 3.6 m (12 foot) lanes, 3.0 m (10 foot) left (westbound) shoulder, and 2.4 m (8 foot) right (eastbound) shoulder (see Attachment H). Caltrans would acquire the right of way for the future transportation facility, which could accommodate a four-lane freeway with an 18.6 m (61 foot) wide median. Caltrans would purchase a minimum 91 m wide (300 foot) right of way (see Attachment H). The build alternatives would require stage construction and traffic detours at the connections to the existing highway, proposed interchanges, grade separations, and at local road closures or realignments.

The existing highway portion to be relinquished to the local agency will be brought to a state of good repair (as defined in Section 73 of the State Streets & Highway Code, and per Chapter 25 of the Caltrans Project Development Procedures Manual) prior to its relinquishment.

The City of Oakdale and Stanislaus County planning and engineering departments were consulted in the development of the roadway geometrics for the build alternatives. The following criteria were used to develop the alternatives:

- Minimize impact to existing developments
- Minimize impact to wetlands and environmental resources
- Avoid direct impacts to existing and planned parks
- Minimize the impact to Oakdale Rodeo & Oakdale Golf & Country Club

- Minimize impact to the former Oakdale landfill
- Meet the requirements for Route 120 IRRS funding
- Be compatible with the city and county general plans

A. Viable Alternatives

Alternative 1

This alternative is similar to the original adopted route and is about 10.3 km (6.4 miles) long. Alternative 1 begins at 0.16 km (0.1 mile) west of the Valley Home Road (KP 4.8) and follows a southeasterly alignment for about 3.2 km (2 miles) where it crosses the Stanislaus River just east of the Oakdale landfill. The alignment continues southeasterly for about 1.6 km (1 mile) and crosses existing Route 120 west of Stearns Road and curves left. Alternative 1 then continues easterly adjacent to the existing Route 120 for 5.4 km (3.3 miles) where it conforms to the existing highway, 1.6 km (1.0 mile) east of Wamble Road KP 16.41(PM 10.2)(see Attachment B).

Access to Alternative 1 is proposed at interchange locations at Twenty Six Mile Road, Stearns Road, and Wamble Road. The interchanges would be designed as conventional spread diamond interchanges with loop ramps to accommodate heavy traffic movements' entering/exiting the new highway at Twenty Six Mile Road and Stearns Road. A new bridge would be constructed where Alternative 1 crosses the Stanislaus River. Overcrossings are proposed at Rodden Road and Atlas Road to facilitate local traffic circulation. Local road improvements would be made at Twenty Six-Mile, Gilbert, Rodden, Lundy, Stearns North, Atlas, Dillwood, Orange Blossom, and Wamble Roads. In addition, a frontage road system would be constructed to provide access to impacted properties along both sides of Alternative 1. Existing canals impacted would be realigned, piped, or bridged (see Attachment I1 for Alternative 1 Plan).

Existing Route 120, between Valley Home Road and Route 108, would be brought to a state of good repair and relinquished to the City. Furthermore, existing Route 108 would connect to the Route 120 Expressway at the planned Stearns Road interchange and have the same coincident alignment with Route 120 to the east. Hence, existing Route 120 between Stearns Road and Wamble Road would also be brought to a state of good repair and relinquished to the City and County.

The estimated cost (00/01) of this alternative is:

	Expressway
Roadway*	$ 34,900,000
Structures	13,300,000
Right of Way**	29,000,.000
Total	$ 77,200,000

Total Escalated Cost*** (2003/04) $ 85,400,000

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* Includes cost to bring existing Route 120 to a state of good repair.

** Right of way includes cost for the ultimate transportation facility, hazardous waste remediation, environmental mitigation and OID work. (see Attachment L1 for Right of Way Data Sheet and K2 for estimate).

*** R/W escalated cost are for 2002/2003

Alternative 1 is forecast to carry between 14,500 and 20,000 vehicles per day at build-out year 2020. The higher ADT would occur at the western section of the Expressway between Twenty Six Mile Road and Stearns Road Interchange due to local traffic using the Expressway to avoid congested areas within the city. The travel time through Oakdale on the Expressway, during peak periods, is estimated at 13 minutes at the year 2020 compared to 60+ minutes for the existing Route 120 with no Expressway. Alternative 1 would operate at an E LOS by build-out year 2020 during summer weekend peak periods.

Funds are not available to construct the ultimate transportation facility (four-lane freeway). The project will be designed to accommodate the two additional lanes in the future.

In general, traffic on existing Route 120 is forecast to increase substantially by the year 2020 due to planned growth in Oakdale. The Expressway will remove a significant amount of interregional/recreational through traffic out of the city and significantly reduce traffic at major intersections. As a result, major signalized intersections on the existing highway would operate at D LOS at Maag Avenue and E LOS at the Route 108 junction in year 2020. However, both intersections would operate at F LOS without an Expressway at year 2020 (see Attachment F5, F6, F7, F8 & F9 for ADT, LOS & Travel Time).

Alternatives 2A

Alternative 2A is about 16.3 km (10.1 miles) long. Alternative 2A begins 0.16 km (0.1 miles) west of Valley Home Road KP 4.8 (PM 3.0) and ends 4.7 km (2.9 miles) east of Lancaster Road KP 23.0 (PM 14.3). From Valley Home Road, Alternative 2A follows a northeasterly alignment (4.5 km (2.8 miles)) where it curves right and traverses easterly for about 2.1 km (1.3 mile). The alignment then curves right and traverses southeasterly for about 4.2 km (2.7 miles) where it then curves left and traverses easterly for about 5.0 km (3.3 miles) where it crosses the Stanislaus River and then conforms to existing Route 120(see Attachment B).

Access to Alternative 2A is proposed at interchange locations at Twenty Six Mile Road and existing Route 120, referred to as the East interchange. The Twenty Six Mile Road Interchange is the same as Alternative 1, except that it is rotated northeasterly to account for the more northerly route of Alternative 2A. The East interchange is a spread diamond with no loop ramps. No other public road connections are proposed. Grade separations would be provided at Twenty Eight Mile Road and Orange Blossom Road. A westbound truck-climbing lane will begin just west of Orange Blossom Road and continue for about one mile. Private driveways and cattle undercrossings would be provided to perpetuate existing access to the local roadway system. The Stanislaus River will be bridged. Local road improvements are proposed at Valley Home, Twenty Six Mile, River, Rodden, Gilbert, and Londale Roads. A frontage road system would be constructed between Twenty Eight Mile Road and the Gilbert Lateral to provide access to impacted properties north of Alternative 2A. Existing canals impacted would be realigned, piped, or bridged (see Attachment I2 for Alternative 2A Plan).

Existing Route 120 between the Junction of Route 120 and Route 108 to PM R20.8 would be brought to a state of good repair and relinquished to the City and County. This is the preferred option for relinquishment. The other option would be to relinquish existing Route 120 from proposed west interchange to the existing Route 108/120 intersection in Oakdale.

The estimated cost (00/01) of this alternative is:

	Expressway
Roadway*	$ 52,227,000
Structures	13,600,000
Right of Way**	17,200,000
Total	$ 83,027,000

Total Escalated Cost*** (2003/04) $ 92,000,000

* Includes cost to bring existing Route 120 to a state of good repair

** Right of way includes cost for the ultimate transportation facility , hazardous waste remediation, environmental mitigation and OID work. (see Attachment L2 for Right of Way Data Sheet and Attachment K3 for estimate).

*** R/W escalated cost are for 2002/2003

Alternative 2A is forecast to carry 11,000 vehicles per day and would operate at E LOS at build-out year 2020 for peak periods during summer weekends. Travel time on the Expressway is estimated at 14 minutes compared to 60+ minutes for the no-build at 2020.

Funds are not available to construct the ultimate transportation facility (four-lane freeway). The project will be designed to accommodate the two additional lanes in the future.

In general, traffic on existing Route 120 and city streets is forecast to increase substantially due to planned growth in Oakdale by 2020. Alternative 2A would reduce traffic on existing Route 120 by removing interregional traffic out from the city, resulting in major signalized intersections operating at D LOS at Maag Avenue and F LOS at the Route 108 junction at year 2020. However, both intersections would operate at F LOS without an Expressway at year 2020 (see Attachment F5, F6, F7, F8 & F9 for ADT, LOS & Travel Time).

Alternative 2B

Alternative 2B is identical to Alternative 2A except in alignment between Twenty Eight Mile Road and just west of Lesnini Creek. Alternative 2B traverses about 914 m (3000 feet) south of Alternative 2A. Alternatives 2B is about 15.3 km (9.5 miles) long, and it begins 0.16 km (0.1 miles) west of Valley Home Road [KP 4.8 (PM 3.0)] and ends 4.7 km (2.9 miles) east of Lancaster Road [KP 23.0 (PM 14.3)](see Attachment B).

Alternative 2B would have the same interchange locations (Twenty Six Mile Road and existing Route 120), grade separations (Twenty Eight Mile Road and Orange Blossom Road) and bridge crossings (Stanislaus River) as proposed in Alternative 2A. Alternative 2B would also provide private cattle and driveway undercrossings to perpetuate existing private access to the local roadway system. Local road improvements are also proposed at Valley Home, Twenty Six Mile, River, Rodden, Gilbert, and Londale Roads. A frontage road system would be constructed to provide access to impacted properties north of Alternative 2B between Twenty Eight Mile Road

and the Gilbert Lateral. Existing canals impacted by the alternative would be realigned, piped, or bridged (see Attachment I2 for Alternative 2B Plan).

Existing Route 120 between the Junction of Route 120 and Route 108 to PM R20.8 would be brought to a state of good repair and relinquished to the City and County.

The estimated cost (00/01) of this alternative is:

	Expressway
Roadway*	$ 51,327,000
Structures	13,600,000
Right of Way**	16,900,000
Total	$ 81,827,000
Total Escalated Cost*** (2003/04)	$ 90,700,000

* Includes cost to bring existing Route 120 to a state of good repair.

**Right of way includes cost for the ultimate transportation facility, hazardous waste mitigation, environmental mitigation and OID work. (see Attachment L3 for Right of Way Data Sheet and Attachment K4 for estimate).

*** R/W escalated cost are for 2002/2003

Alternative 2B is forecast to carry 11,000 vehicles per day and would operate at E LOS at build-out year 2020. Travel time on the Expressway is estimated at 14 minutes compared to 60+ minutes for the no build at 2020.

Funds are not available to construct the ultimate transportation facility (four-lane freeway). However, the project will be designed to accommodate the two additional lanes in the future.

In general, traffic on existing Route 120 and on city streets is forecast to increase substantially due to planned growth in Oakdale by 2020. Alternative 2B would reduce traffic on existing Route 120 by removing interregional traffic from the city, resulting in major signalized intersections operating at D LOS at Maag avenue and F LOS at the Route 108 junction at year 2020. However, both intersections would operate at F LOS without an Expressway at year 2020 (see Attachment F5, F6, F7, F8 & F9 for ADT, LOS & Travel Time).

Alternative 2C

Alternative 2C is approximately 12.7 km (7.9 miles) long and begins 0.16 km (0.1 mile) west of Valley Home Road KP 4.8 (PM 3.0) and ends 1.6 km (1.0 miles) east of Wamble Road [KP 16.4 (PM 10.2)]. Alternative 2C begins at station 801+33 and traverses the same northeasterly alignment as Alternative 2A to station 845+00 [4.5 km (2.8 miles)] where it curves right and traverses easterly [(2.1 km (1.3 miles)]. Alternative 2C then curves right and traverses southeasterly [4.0 km (2.5 miles)] where it curves left and traverses easterly for about 2.1 km (1.3 miles) and conforms to existing Route 120(see Attachment B).

Access to Alternative 2C is proposed at interchange locations at Twenty Six Mile Road and Orange Blossom Road. The Twenty Six Mile Road Interchange is the same as for Alternative 2A and 2B. The Orange Blossom Road interchange would be designed as a spread diamond with loop ramps to accommodate heavy traffic movements. No other public road connections are proposed. Bridges are proposed at Lesnini Creek and the Stanislaus River. Grade separations are proposed at Twenty Eight Mile Road and Rodden Road.

Local road improvements are proposed at Valley Home, Twenty Six Mile, River, Rodden, Gilbert, Orange Blossom, Londale, and Lancaster Roads. A frontage road system would be constructed to connect impacted properties to the existing local road system. Private cattle and driveway undercrossings would also be constructed to perpetuate existing private access to the local roadway system. Existing canals impacted by the alternative would be realigned piped or bridged (see Attachment I3 for Alternative 2C Plan).

Existing Route120 between the Junction of Route 120 and Route 108 and 1.21 km east of Wamble Road would be brought to a state of good repair and relinquished to the City and County.

The estimated cost (00/01) of this alternative is:

	Expressway
Roadway*	$ 47,453,000
Structures	12,000,000
Right of Way**	17,100,000
Total	$ 76,553,000

Total Escalated Cost*** (2001/02) $ 84,800,000

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* Includes cost to bring existing Route 120 to a state of good repair.

**Right of way includes cost for the ultimate transportation facility , hazardous waste remediation, environmental mitigation and OID work. (see Attachment L4 for Right of Way Data Sheet and Attachment K5 for estimate).

*** R/W escalated cost are for 2002/2003

Alternative 2C is forecast to carry 13,000 vehicles per day and would operate at E LOS at build-out year 2020 at peak periods during summer weekends. Travel time on the Expressway is estimated at 14 minutes compared to 60+ minutes for the no-build at 2020.

Funds are not available to construct the ultimate transportation facility (four-lane freeway). However, the project will be designed to accommodate the two additional lanes in the future.

In general, traffic on existing Route 120 and on city streets is forecast to substantially increase due to planned growth in Oakdale by 2020. Alternative 2C would reduce traffic on existing Route 120 by removing interregional traffic out of the city, resulting in major signalized intersections to operate at D LOS at Maag Avenue and F LOS at the Route 108 junction at year 2020. However, both intersections would operate at F LOS without an Expressway at year 2020 (see Attachment F5, F6, F7, F8 & F9 for ADT, LOS & Travel Time).

Alternative 2D

Alternative 2D is approximately 11.8 km (7.3 miles) long and begins 0.16 km (0.1 mile) west of Valley Home Road KP 4.8 (PM 3.0) and ends 1.6 km (1.0 miles) east of Wamble Road [KP 16.4 (PM 10.2)]. Alternative 2D is identical to Alternative 2C in alignment except between just west of Twenty Eight Mile Road and just west of Lesnini Creek a distance of 6.4 km (4.0 miles) where Alternative 2D is 914 m (3000 feet) south of Alternative 2C (see Attachment B).

Access to Alternative 2D is the same as Alternative 2C. Bridges are proposed at Lesnini Creek and at the Stanislaus River. Grade separations are also proposed at Twenty Eight Mile Road and Rodden Road.

Local road improvements are proposed at Valley Home, Twenty Six Mile, River, Rodden, Gilbert, Orange Blossom, Londale, and Lancaster Roads. A frontage road system would be constructed to connect impacted properties to the existing local road system. Private cattle and

driveway undercrossings would also be constructed to perpetuate existing private access to the local roadway system. Existing canals impacted by alternative 2D would be realigned, piped or bridged (see Attachment I3 for Alternative 2D Plan).

Existing Route 120 between the Junction of Route 120 and Route 108 and 1.21 km east of Wamble Road would be brought to a state of good repair and relinquished to the City and County.

The estimated cost (00/01) of this alternative is:

	Expressway
Roadway*	$ 47,771,000
Structures	12,000,000
Right of Way**	15,700,000
Total	$ 75,471,000
Total Escalated Cost*** (2003/04)	$ 83,500,000

* Includes cost to bring existing Route 120 to a state of good repair.

**Right of way includes cost for the ultimate transportation facility, hazardous waste remediation, environmental mitigation and OID work. (see Attachment L5 for Right of Way data sheet and Attachment K6 for estimate).

*** R/W escalated cost are for 2002/2003

Alternative 2D is forecast to carry 13,000 vehicles per day and would operate at E LOS at build-out year 2020 at peak periods during summer weekends. Travel time on the Expressway is estimated at 14 minutes compared to 60+ minutes for the no-build at 2020.

Funds are not available to construct the ultimate transportation facility (four-lane freeway). However, the project will be designed to accommodate the two additional lanes in the future.

In general, traffic on existing Route 120 and on city streets is forecast to increase substantially due to planned growth in Oakdale by 2020. Alternative 2D would reduce traffic on existing Route 120 by removing interregional traffic out of the city, resulting in major signalized intersections to operate at D LOS at Maag Avenue and F LOS at the Route 108 junction at year 2020. However, both intersections would operate at F LOS without an Expressway at year 2020 (see Attachment F5, F6, F7, F8 & F9 for ADT, LOS & Travel Time).

NO-BUILD[1] ALTERNATIVE

The No-Build Alternative assumes that no improvements would be made to existing Route 120 through Oakdale. The No-Build alternative is provided as a basis for comparison to the "build" alternatives. Growth assumptions are based on the latest regional growth forecasts for population, housing, and employment as identified in the Stanislaus Area Association of Governments (StanCOG) and the City of Oakdale General Plan.

Local intersections in the study area are forecast to experience severe traffic congestion and operate at F LOS at build-out year 2020 at peak periods during summer weekends. Stop-and-go traffic can be expected during peak hour periods with long queues of vehicles and motorists delayed for one or more signal cycles at most intersections. As traffic volumes increase and level of service degrades, motorists are likely to use alternative routes to avoid traffic congestion and delays. Travel times through Oakdale between Valley Home Road [KP 4.8 (PM 3.0)] and the eastern limit of the project [KP 22.7 (PM 14.1)], a distance of 19.9 km (11.1 miles), is estimated to take 60+ minutes at build-out year 2020 during peak periods on summer weekends (see Attachment F5, F6, F7, F8& F9 for ADT, LOS & Travel Time).

TRANSPORTATION SYSTEM MANAGEMENT PLAN

The Transportation System Management (TSM) plan proposes to construct and implement traffic measures to improve traffic flow on existing Route 120 through Oakdale. The TSM improvements would include minor highway widening between Maag Avenue and Stearns Road, intersection widening and channelization at the Route 120 and Route 108 junction, traffic signal synchronization on Route 120, elimination of parking along the existing highway, prohibition of left-turns at intersections, and conversion of existing intersections to right-turns only (see Attachment J1 & J2for TSM Alternative).

In 1995, the City of Oakdale improved the southeast corner of the State Route 120/108 junction to accommodate large trucks turning right onto eastbound Route 120. Caltrans and the City worked on a cooperatively funded project to improve the northeast corner of the State Route 120/108 junction to accommodate truck turns and to improve traffic operation at the intersection. This project will be completed by the Summer 2001.

[1] Referred in the Environmental Document as NO ACTION

In August 1996, existing Route 120 was widened to five lanes between North Street and East A Street with signals installed at East A Street.

The estimated cost (9/96) for the TSM alternative is $1,000,000.

The Transportation System Management plan alternative is forecast to operate at F LOS at build-out year 2020 for peak periods during summer weekends. The TSM alternative would move traffic efficiently through the city but would not provide the needed capacity to carry the forecast increase in interregional traffic and local traffic caused by planned growth in Oakdale by 2020. Hence, travel time through Oakdale between Valley Home Road [KP 4.8 (PM 3.0)] and the eastern limit of the project [KP 22.7 (PM 14.1)], a distance of 19.9 km (11.1 miles), is estimated to take 60+ minutes at build-out year 2020 for peak periods during summer weekends (see Attachment F5, F6, F7, F8 & F9 for ADT, LOS & Travel Time).

Caltrans and the City of Oakdale have worked on cooperative projects to help alleviate traffic congestion and motorist frustration at major intersections in the City. New traffic signals have been placed at River/Rodden Road, East A Street, and Johnston Avenue during the last few years. In addition, the city has also converted several intersections along Route 120 and Route 108 into right-turn only intersections to alleviate traffic bottlenecks.

B. Rejected Alternatives

The study for an expressway bypassing Oakdale began in the early 1950s. However, due to lack of funding and higher priority projects, programming of the Oakdale Expressway Project was delayed. In November of 1988, Caltrans re-initiated formal studies for this project.

The corridors being considered at the time were Corridors 1, 2, and 3. In response to community concerns that these three corridors would have a substantial impact on existing homes and businesses in Oakdale, Caltrans held meetings with City of Oakdale staff and interested community groups to develop additional corridors for study. These meetings resulted in the addition of Corridors 4 and 5 (see Attachment D).

In 1989, Caltrans presented the corridors considered for study in a scoping meeting to obtain community input and to respond to community concerns regarding the alternatives. Studies on Corridors 2 and 3 were stopped as a result of comments received regarding the substantial potential impacts that the corridors could have on existing residential, commercial, and industrial development in and around Oakdale. Corridor 1 was modified to avoid existing residential

developments and the bulk of the Oakdale Landfill. Further studies were continued on Corridors 4 and 5.

In January 1990, Caltrans initiated a VE study that postulated and then evaluated over forty potential alternatives and combinations of alternatives, ranging from one-way couplets to regional bypasses that would have required multi-agency cooperation and development (Borden 1990). The VE team (11 people from various disciplines, including representatives from outside of Caltrans) reduced the number of alternatives by combining similar alternatives and by eliminating alternatives through evaluation and comparison of the advantages and disadvantages of the various routes. The resulting list presented seven alternative corridors—the original five, as well as two new alignments (Corridors 6 and 7) (see Attachment E).

The VE team then ranked these alternative corridors using the following criteria: ability to implement in stages; ability to complete within 20 years; presence of significant potential environmental impacts; acceptability to local/regional agencies; ability to provide acceptable service; cost effectiveness; extent to which traffic on Routes 108, 120, and 120/108 is addressed; extent to which the alternative is a long-term solution to the Route 120/108 traffic problem; user costs; aesthetics; and maintenance costs. Each of these criteria was weighted using a scale from one to ten (one is minimal significance, ten is high significance). The VE team then evaluated each of the alternative corridors against the weighted criteria using a scale of one to five, with a "five" representing a superior alternative with respect to a particular criterion and a "one" representing an alternative that is poor with respect to a given criterion.

This evaluation, which was based on a systematic, interdisciplinary approach, resulted in the following recommendations:

- Continue development of Corridor 4
- Continue long-term planning for a Route 108 improvement project, from Modesto city limits to Route 120 east of Oakdale,
- Discontinue study of Corridor 5 (Route 120 Bypass to the south of Oakdale) due to its high cost.Corridors 2 and 3 were dropped again for the same concerns regarding potential impacts on existing residential, commercial and industrial development. Corridor 5 was dropped from further study for the following reasons: higher construction and maintenance costs, due to greater length and number of bridges; higher user cost, such as travel time and vehicle operating costs; and greater visual impact, due to the majority of the alignment being elevated. Corridors 6 and 7 were dismissed from further study because they would better meet the needs of a long-term Route 108 improvement project, currently in the planning stages at Caltrans.

Caltrans proceeded with environmental studies for Corridor 1 (renamed Alternative 1) and Corridor 4 (renamed Alternative 2). Field reconnaissance identified substantial potential impact to wetlands and other sensitive natural habitat along Alternative 2 during the winter and spring of 1992/1993. This resulted in its elimination, and the subsequent development of Alternatives 2A, 2B, 2C, and 2D. As a result, the project design team, with direction from the Project Development Team (PDT), continued studies of Alternatives 1, 2A, 2B, 2C, 2D, a Transportation Systems Management (TSM) Alternative, and the No Action Alternative. Attachment B illustrates the locations of these alternatives.

In 1994, in response to numerous concerns raised by citizens of Oakdale and the Citizens Advisory Committee (CAC), Caltrans conducted an independent evaluation of the previously discontinued Corridor 5 (see Attachment D) to update the cost estimate, engineering, and traffic data developed at the PSR stage for the project. Using updated information, this study identified the advantages and disadvantages of Corridor 5 (seven advantages and thirteen disadvantages were listed), and also documented the advantages and disadvantages of other alternatives considered for the project. No specific recommendations were presented in the report, although the updated analysis confirmed that high costs were the original reasons for dropping Corridor 5. Currently a project is programmed thru the environmental and project report phase which addresses the congestion through Riverbank, Modesto and Oakdale. The project under study proposes an alignment along the southern boundaries of the City of Oakdale, heading west up to the intersection of Route 108/219.

The TSM Alternative would seek to meet purpose and need by implementing transportation system improvements within the existing right of way of SR 120/108 that would improve traffic flow through Oakdale without building roads on new right of way. The improvements would include widening the existing highway and implementing traffic measures (e.g., synchronizing signals, prohibiting parking, prohibiting left turns at selected intersections, etc.) to reduce vehicle delays. Right of Way and roadway geometric constraints would not allow construction of a facility at the SR120/108 intersection with sufficient capacity to accommodate either weekday or weekend peak traffic volumes. Widening either the existing highway or the SR 120/108 junction would substantially affect businesses located in Oakdale and would require the relocation of commercial and industrial businesses and residences, and potentially affect the city's historic district.

The initial list of alternatives that was developed in the early 1990s, when the DEIR/EIS was initiated, included TSM. TSM is not included in the detailed impact assessment in this report because in the intervening years that the DEIR/EIS has been in preparation, the City of Oakdale has implemented numerous traffic management system changes that are functionally equivalent

to TSM as a means of dealing with the growing traffic congestion. These changes have solved short-term traffic problems, but do not serve as a long-term solution. Consequently, the remaining TSM projects that Caltrans could implement in the future for SR 120/SR 108 are very limited in scope, and would be of limited effectiveness in meeting purpose and need. TSM has thus been removed as a practicable alternative at this time, and thus is not analyzed in detail in this report.

6. CONSIDERATIONS REQUIRING DISCUSSION

A. Hazardous Waste

A Phase 1 Initial Site Assessment (ISA) Report was completed in October 1993. The ISA identified potential hazardous waste sites adjacent to and within the proposed ultimate transportation facility right of way. The information in the ISA was obtained from various regulatory agencies, including the Stanislaus County Environmental Health Department, an in-house record search, and a series of field reconnaissance. Each alternative has a number of potential sites for which further investigation is recommended. Higher-priority potential sites have also been identified, based on existing and past agricultural usage that historically may have involved equipment maintenance areas, fuel and chemical handling and storage, and disposal of trash or chemical residuals. Alternative 1 has one potential site located at the former Oakdale Landfill near the proposed Stanislaus River crossing. Alternative 2A and 2B have seven potential sites. Alternatives 2C and 2D have ten (10) potential sites.

B. Value Engineering

In August 1990, a Value Engineering (VE) Study was completed. The VE study recommended further studies for a Route 120 Expressway and that a separate coordinated effort for a Route 108 bypass also be conducted.

C. Resource Conservation

Construction of the proposed Expressway would result in an efficient transportation facility compared to the existing facility. The increase in efficiency for the build alternatives is indicated by the anticipated reduced travel time through the project area at buildout year 2020. The travel time over 16.1 km (10 miles) for the build alternatives is estimated at about 13-15 minutes versus 60+ minutes travel time for the TSM and no build alternative. The major difference in travel time is due to the anticipated increase in locally generated traffic due to planned growth and placement of planned traffic signals along Route 120 during the next 20 years.

D. Right of Way Issues

The information in this section was obtained from the Draft Relocation Impact Statement completed in May 1994. Depending on the alternative ultimately selected; the project could impact between 14 and 31 households. As few as one and as many as 30 businesses could also be impacted. Twenty-seven of the 30 impacted businesses are separate mini-storage units located at one mini storage site. These 27 separate mini storage sites are treated as separate businesses per Caltrans right of way relocation guidelines. Alternative 1 would impact two existing dairy farms. No non-profit organizations were identified as being displaced. No neighborhood contains concentrations of elderly, disabled, or minority persons. An analysis of rental units available, as well as, numbers and types of houses, commercial property and business opportunities for sale in the Oakdale area indicates that there are adequate relocation resources for all owners and tenants of single family residences, mobile homes and businesses.

Each alternative would involve relocation of public utilities to new locations generally outside and adjacent to the ultimate transportation facility right of way, or along the planned city and county roads as warranted. The project would impact existing utilities for Pacific Bell, Pacific Gas & Electric, Oakdale Irrigation District, City of Oakdale water, storm and sewer.

E. Environmental Issues

The Environmental Document for the Project is an Environmental Impact Statement pursuant to the National Environmental Policy Act, California Environmental Quality Act (CEQA) and in accordance with Caltrans' Environmental procedures. Studies have been completed for Natural Environment, Wetlands and Water Resources, Hazardous Waste, Farmland Impact, Land Use, Housing and Business Relocation, Public Services and Utilities, Visual Quality, Noise, Cultural Resources and Energy.

There are direct and indirect impacts to species and habitats. Measures are being negotiated with permitting resource agencies to mitigate the impact the build alternatives would have to wetlands and sensitive plant and animal resources. These resources consist of vernal pool/swales, wetlands, Fairy Shrimp, Aleutian Canada Goose, Valley Elderberry Beetle, Interior live Oak Woodland, Valley Oak, and riparian forest. Further details on the proposed mitigation plan can be found in the DEIR/EIS. For the build alternatives, no abutments or fills would be placed in the main channel of the rivers or creeks. However, bridge piers are proposed to be placed within the 100-year floodplain. No other improvements are proposed within the floodplain and no damages are anticipated to occur due to the highway encroachment.

F. Air Quality Conformity

This project is located in the San Joaquin Valley Air Basin (SJVAB) District, which is highly susceptible to pollution accumulation over time due to the region's air restrictive topographic features. As a result, the SJVAB is in federal attainment for only carbon monoxide (CO), and has been designated as a serious non-attainment area for suspended particulate matter (PM-10) and ozone (O3) by the U.S. Environmental Protection Agency (EPA). The SJVAB District is working with EPA on meeting ozone and PM-10 requirements in the near future. All build alternatives are predicted to be below state and federal CO standards for all model years at all receptor sites. In addition, all alternatives are fully compatible with the design concept and scope described in StanCOG's Regional Transportation Plan (RTP) and Federal Transportation Improvement Plan (FTIP), both of which are in conformity with the air quality attainment plans of the San Joaquin Air Pollution Control District.

G. Title VI Consideration

The ethnic/racial makeup of the population in the displacement area is predominantly Non-Hispanic White (89 percent of the population). No detailed ethnic/racial distribution data are available for the individual households to be displaced. However, based on the population ethnic/racial distribution in the displacement area, the number of minority households potentially affected is not a disproportional impact of the build alternatives. Hence, the project does not represent an adverse impact to any ethnic/racial groups.

7. OTHER CONSIDERATIONS

A. Public Hearing Process

A Public Hearing is planned for this project in June 2001. A Public Information plan was developed for the project. This plan consisted of two public map showings, two newsletters, formation of a Citizen Advisory Committee (CAC) and interviews with local officials and community groups.

B. Route Matters

The build alternatives will require a new freeway agreement to incorporate changes to the state highway system.

The build alternatives will require a new route adoption. The existing route adoption alignment will be modified for socio-economic reasons rather than for engineering reasons and will require a new route adoption by the CTC.

For Alternative 1, existing Route 120 between the beginning of the project and Route 108 Junction plus existing Route 120 between the planned Stearns Road interchange and Wamble Road interchange will be brought to a state of good repair and relinquished to the City or County. If Alternative 2C or 2D are selected, existing 120 between the Junction of existing Route 120 and Route 108 and 1.21 km east of Wamble Road will be brought to a state of good repair and also relinquished to the City or County. If Alternative 2A or 2B is selected, existing 120 between the Junction of Route 120 and Route 108 to PM R20.8 will be brought to a state of good repair and also relinquished to the City or County. A Relinquishment Agreement will be negotiated with the City of Oakdale and the Stanislaus County prior to the approval of the Freeway Agreement. The cost for relinquishment is included in the cost for the Expressway.

C. Traffic Management Plans for Use during Construction

The build alternatives were developed with consideration for traffic handling requirements during construction at the major conflict points with existing traffic which are at planned interchange locations, overcrossings and undercrossings, and at the conform points to existing Route 120. The Traffic Management Plans (TMP) will consist of stage construction, detours, changeable message signs and various TMP elements (see Attachment O).

D. Access to Navigable Waters

The U.S. Army Corps of Engineers considers the Stanislaus River a navigable waterway between the New Melones dam and the existing Route 120 bridge crossing. The U.S. Department of Fish and Wildlife Service also considers the river navigable throughout the study area (accessible by small craft, such as, canoes and rafts). Access to the Stanislaus River is controlled by the U.S. Army Corps. of Engineers. The new bridge crossing of the Stanislaus River would be designed to meet the navigable water requirements. No new additions or modifications of existing public access to the Stanislaus River are proposed. No new public access to the river is planned at the proposed Stanislaus River bridge crossings.

E. Bus and Carpool Lanes and Park & Ride Facilities

No bus and carpool lanes and park and ride facilities are anticipated for the build alternatives. Based on traffic forecasts and predicted travel times for the build alternatives, bus and carpool lanes are not needed. CTC policies for bus and carpool lanes apply to all new freeway facilities in and around an urban area. Oakdale is predominantly a rural area.

F. Community Concerns over Crossover Accidents

The Project will be designed to address the community's concerns regarding crossover accidents on two-lane expressways. Caltrans will design this highway to meet current Highway Design Manual standards for safety. The Project would connect to a 2-lane conventional highway on each end.

8. PROGRAMMING

This project will be funded from the HE-14 Program. Route 120 is on the National Highway System and is on the State Interregional Route System (IRRS) Plan. The project is currently programmed in the 2000 STIP with funding for $65.043 million for the 2001/02 fiscal year. It is anticipated that the additional funding needed to construct the project will be provided through the 2002 STIP with project delivery in state fiscal year 2003/2004.

9. PROJECT REVIEWS

The FHWA Area Engineer and the Project Development Team (PDT) reviewed this project. The PDT is comprised of representatives from Caltrans, FHWA, the City of Oakdale and Stanislaus County Planning & Public Works Departments, Citizens Advisory Committee, Stanislaus Area Associations of Governments, U.S. Army Corps. of Engineers, U.S. Fish & Wildlife Service and California Department of Fish & Game.

10. PROJECT PERSONNEL

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- The City of Oakdale, Planning & Public Works Departments
- Stanislaus County, Planning & Public Works Departments
- Stanislaus Area Association of Governments
- U.S. Army Corps. of Engineers
- U.S. Fish & Wildlife Service
- U.S. Department of Fish & Game

12. LIST OF ATTACHMENTS

- Attachment A — Project Location Map
- Attachment B — Location of Alternatives Map
- Attachment C — Route 120 Route Adoption Map
- Attachment D — Alternatives Proposed for Oakdale Expressway Project (1984-1989) Map
- Attachment E — Proposed Corridors Studied for the Oakdale Expressway Project (1968-1990) Map
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- Attachment F3 — 1986-1991 Monthly Average Daily Traffic
- Attachment F4 — Summer Weekday Traffic Volume
- Attachment F5 — Peak Hour Level of Service-Major Roadway Segments (No Build/ TSM Alternative)
- Attachment F6 — Peak Hour Level of Service-Major Roadway Segments (Alternative 1)
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- Attachment F8 — Level of Service at Critical Intersection
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- Attachment I1 — Alternative 1 Strip Map Plan
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- Attachment J1 & J2 — TSM Alternative Plan
- Attachment K1 — Build Alternative Cost Summary
- Attachment K2 — Alternative 1 Estimate
- Attachment K3 — Alternative 2A Estimate
- Attachment K4 — Alternative 2B Estimate
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- Attachment L1 — Right of Way Data Sheet Alternative 1
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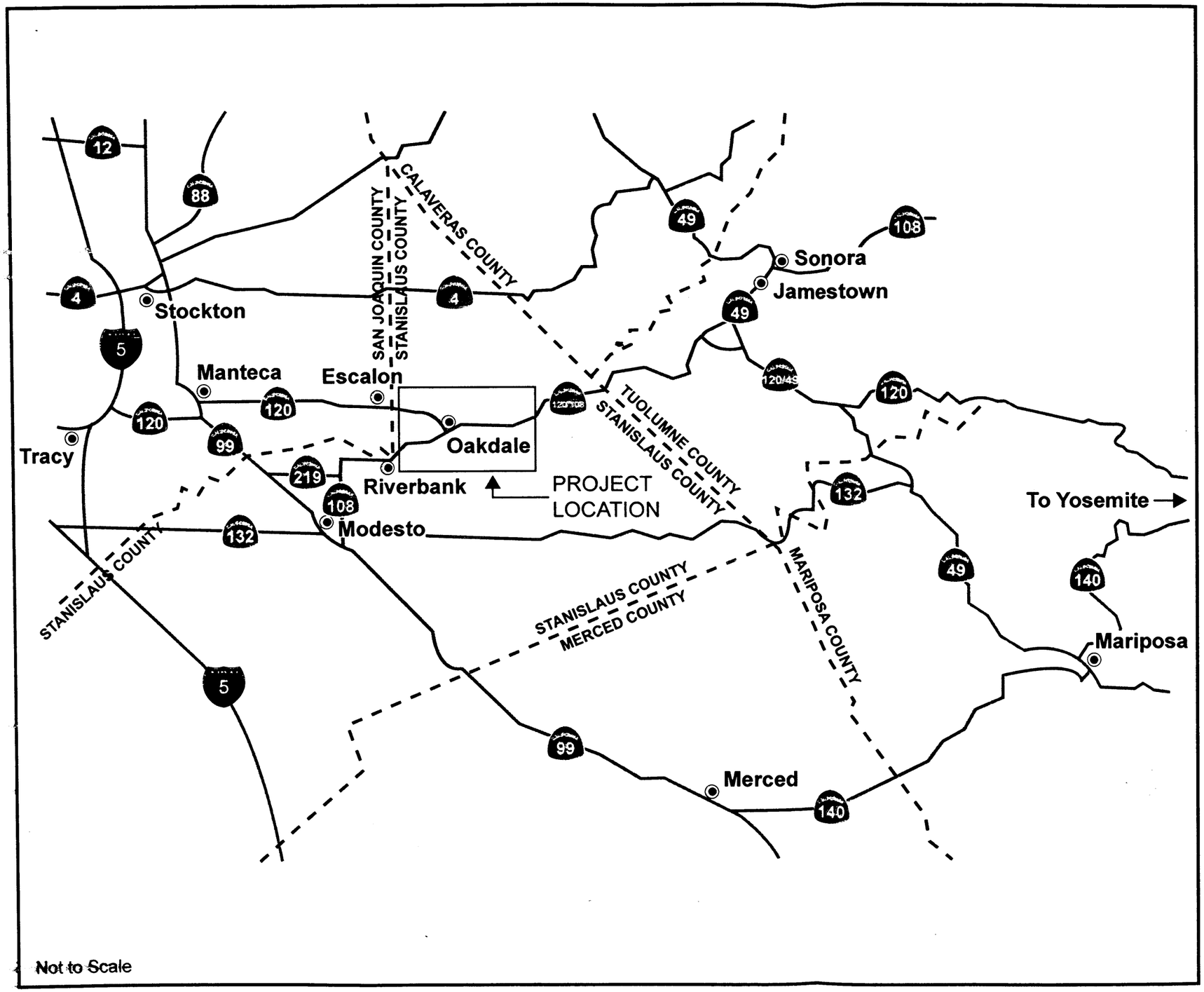
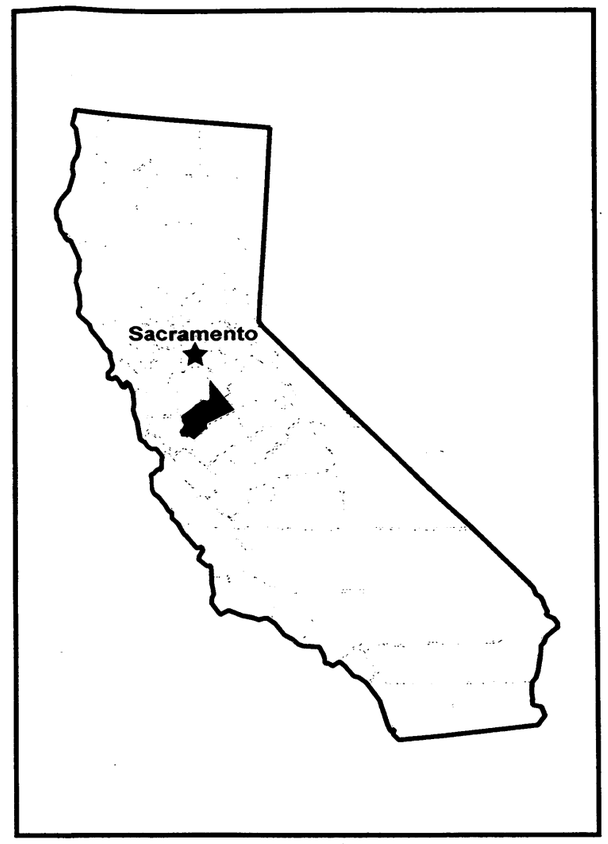
- Attachment L4 Right of Way Data Sheet Alternative 2C
- Attachment L5 Right of Way Data Sheet Alternative 2D
- Attachment M Description of Levels Of Service
- Attachment N Abbreviations /Acronyms
- Attachment O Traffic Management Plan Checklist



Project Location Map

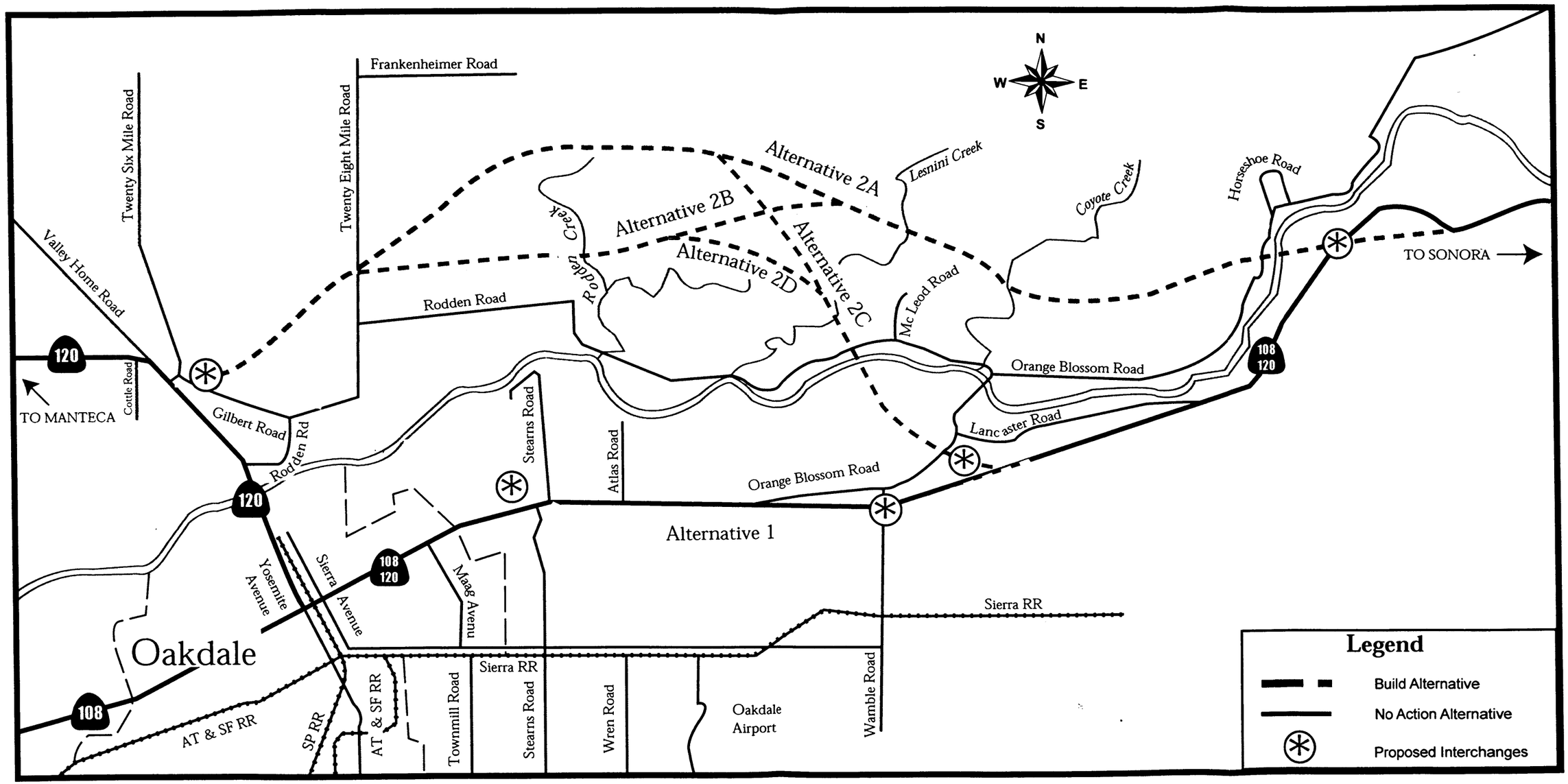


not to scale

N
W
E
S

Caltrans

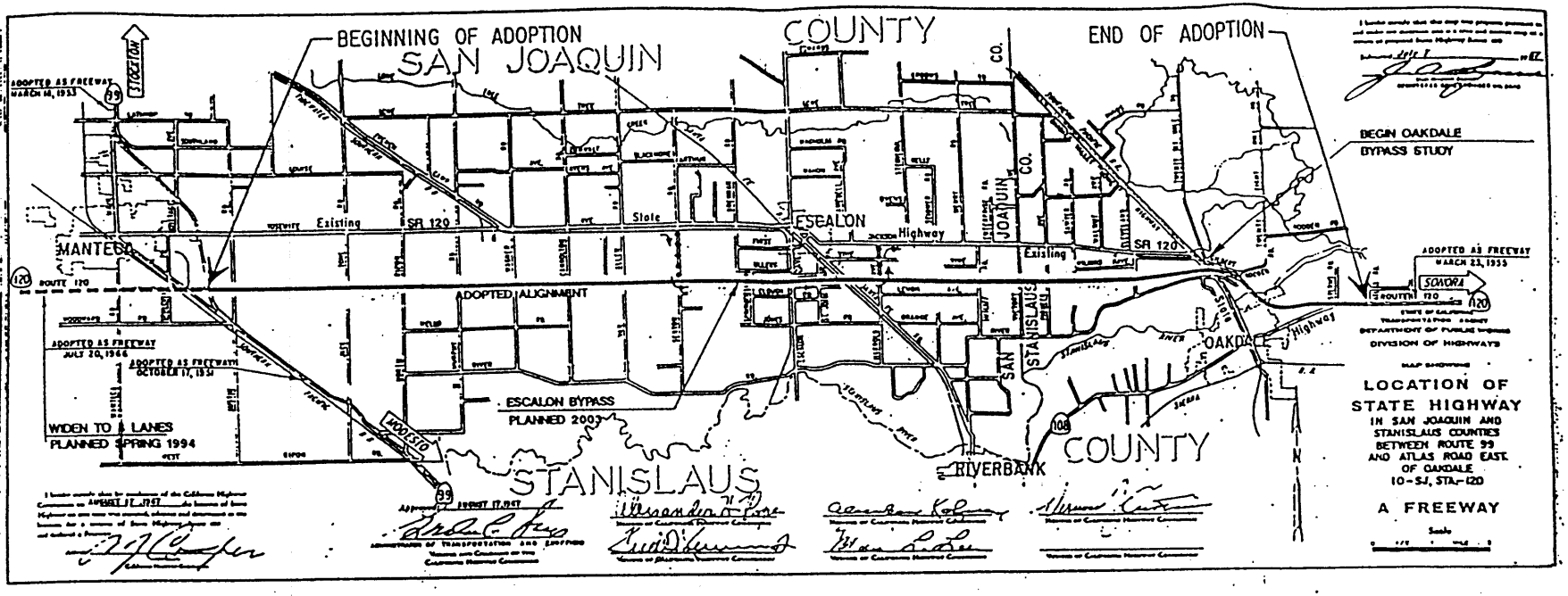
ATTACHMENT A

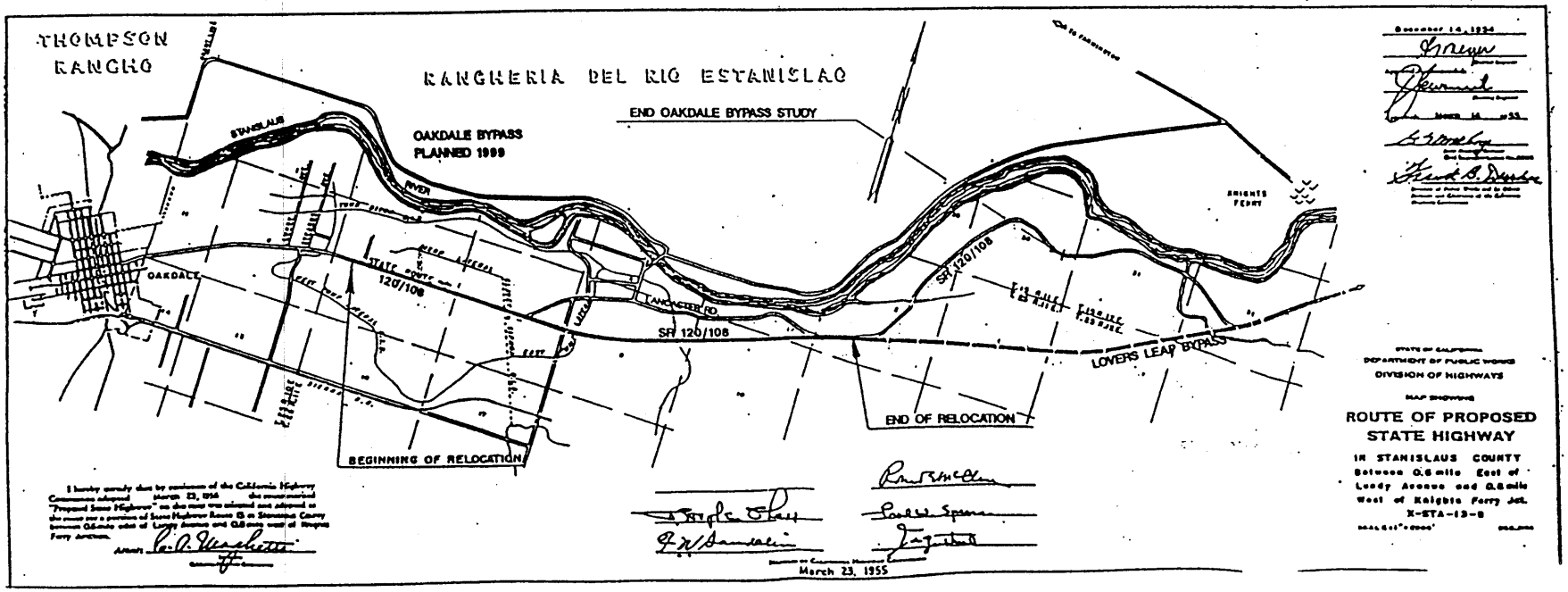


Locations of Alternatives

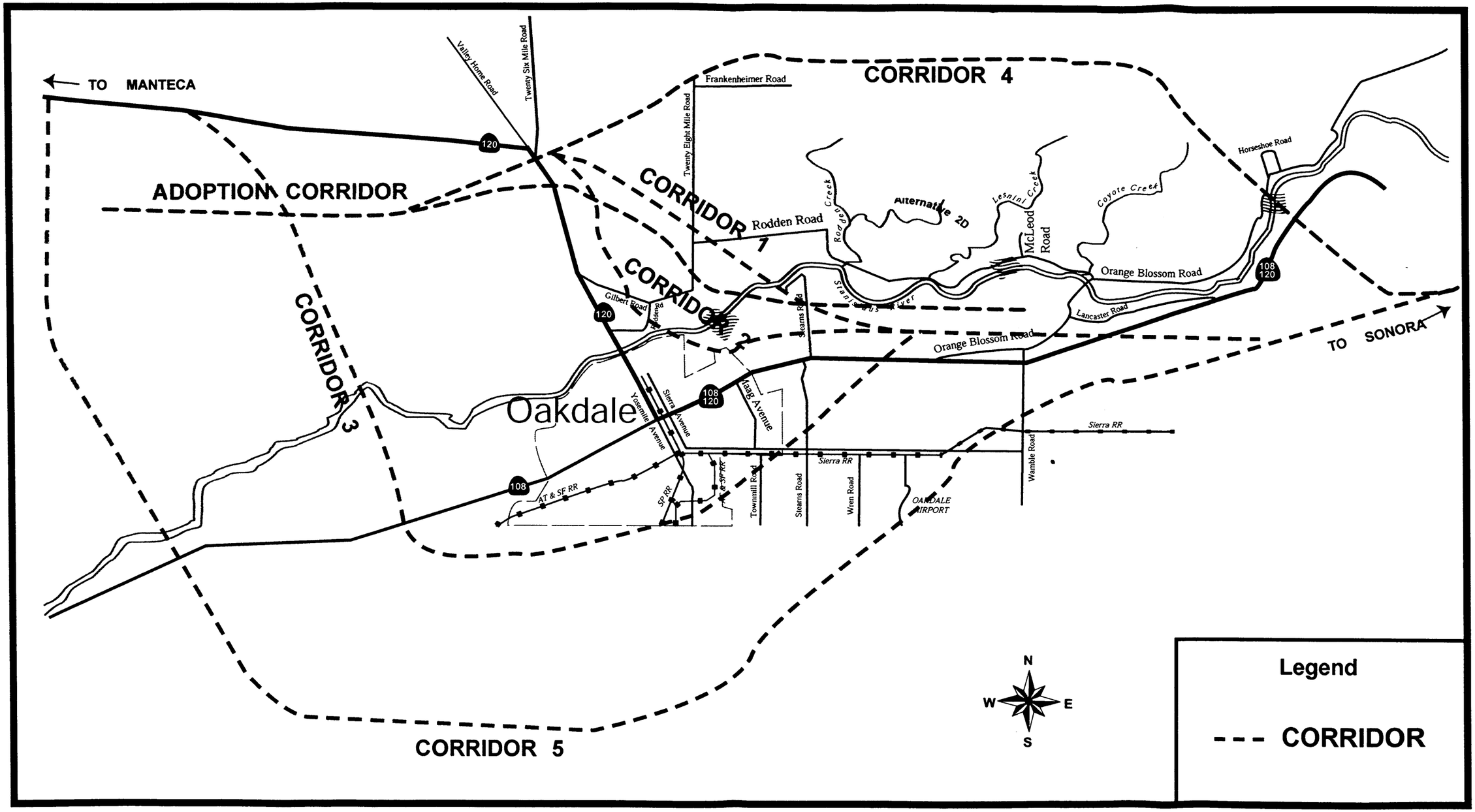
Caltrans

ATTACHMENT B





ATTACHMENT C



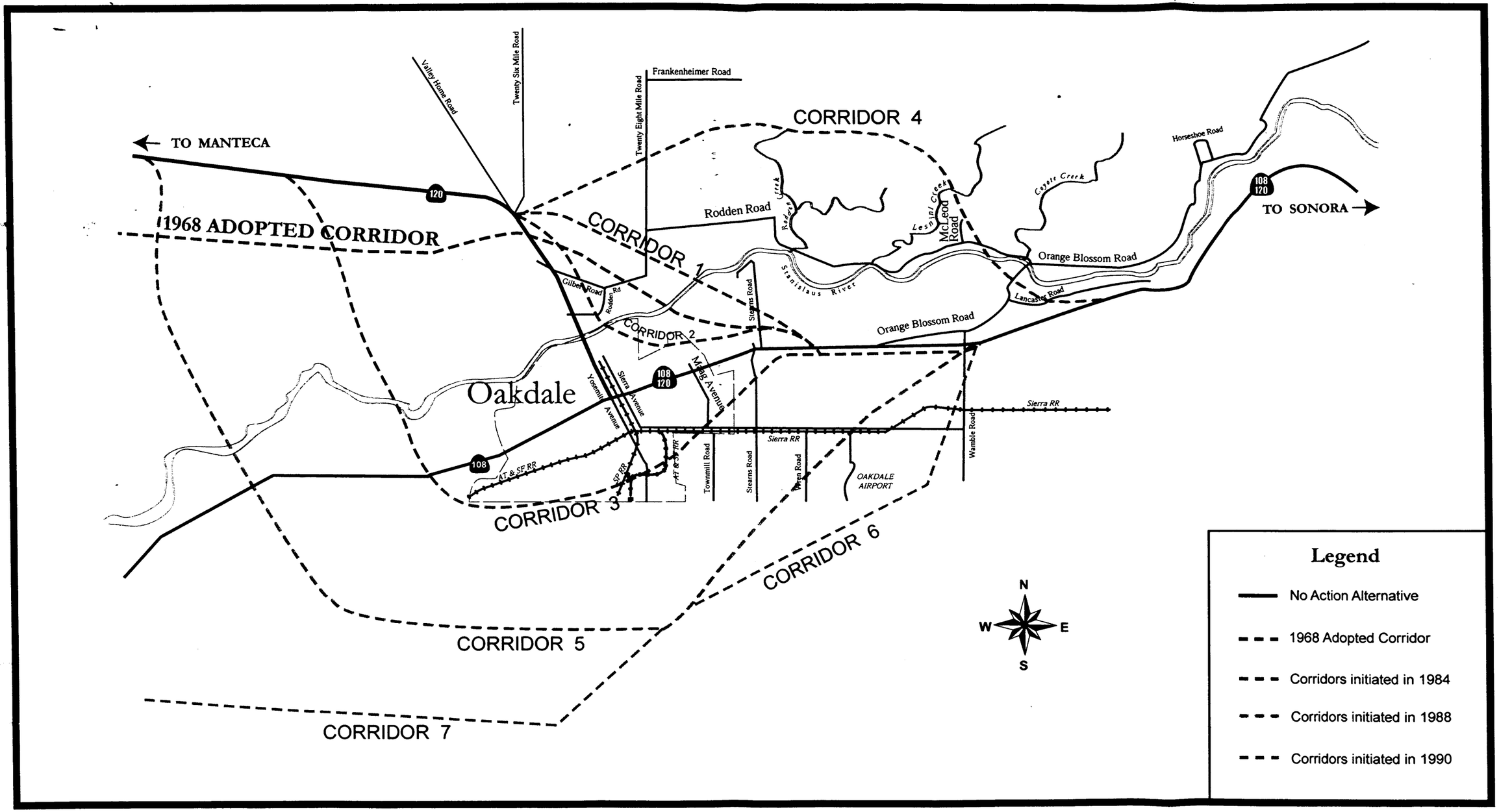
Alternatives Proposed for Oakdale Expressway Project (1984-1989)

Caltrans

0 mile 1

0 km. 1

ATTACHMENT D



Proposed Corridors Studied for the Oakdale Expressway Project (1968-1990)

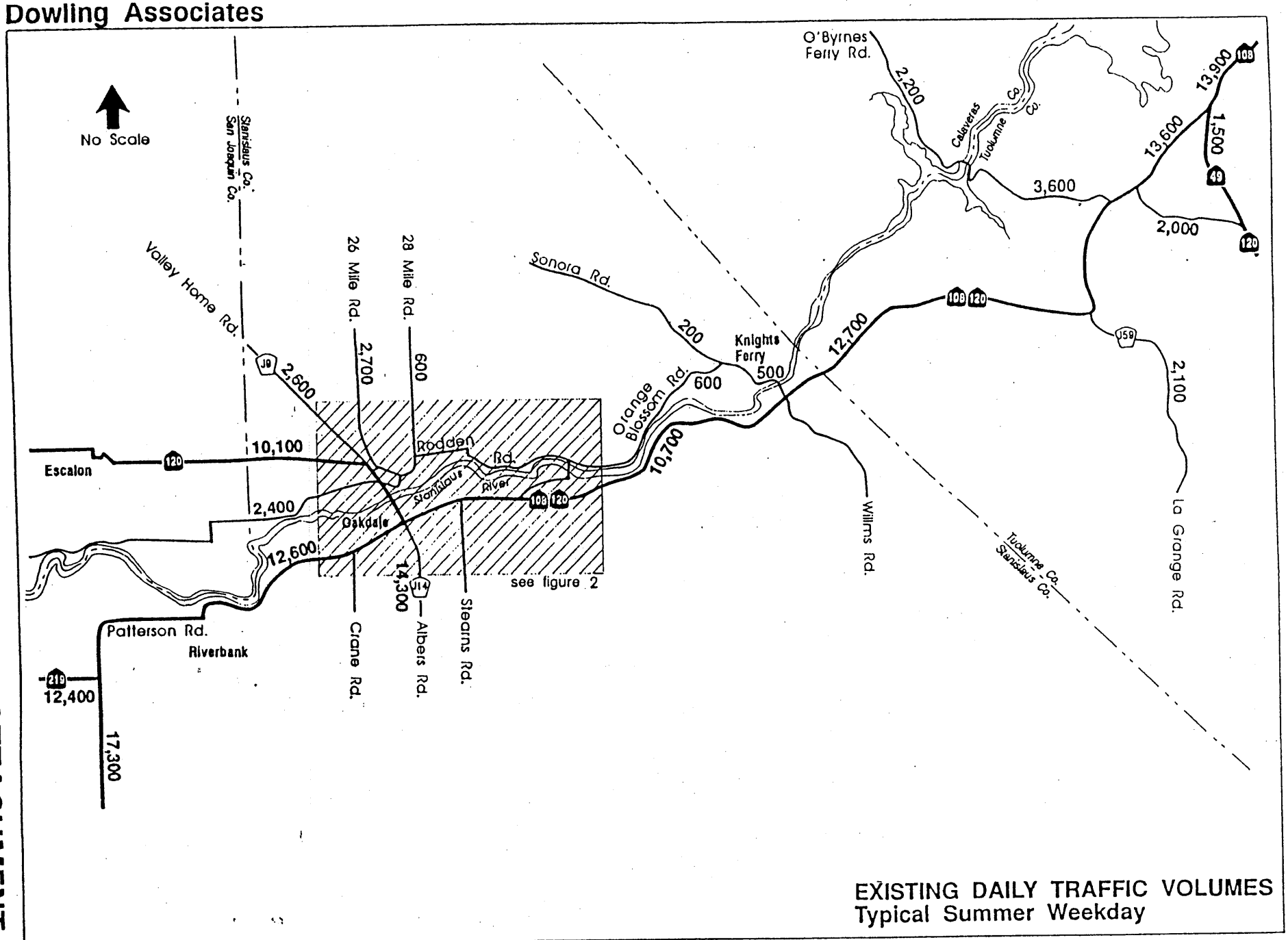
Caltrans

0 mile 1

0 km. 1

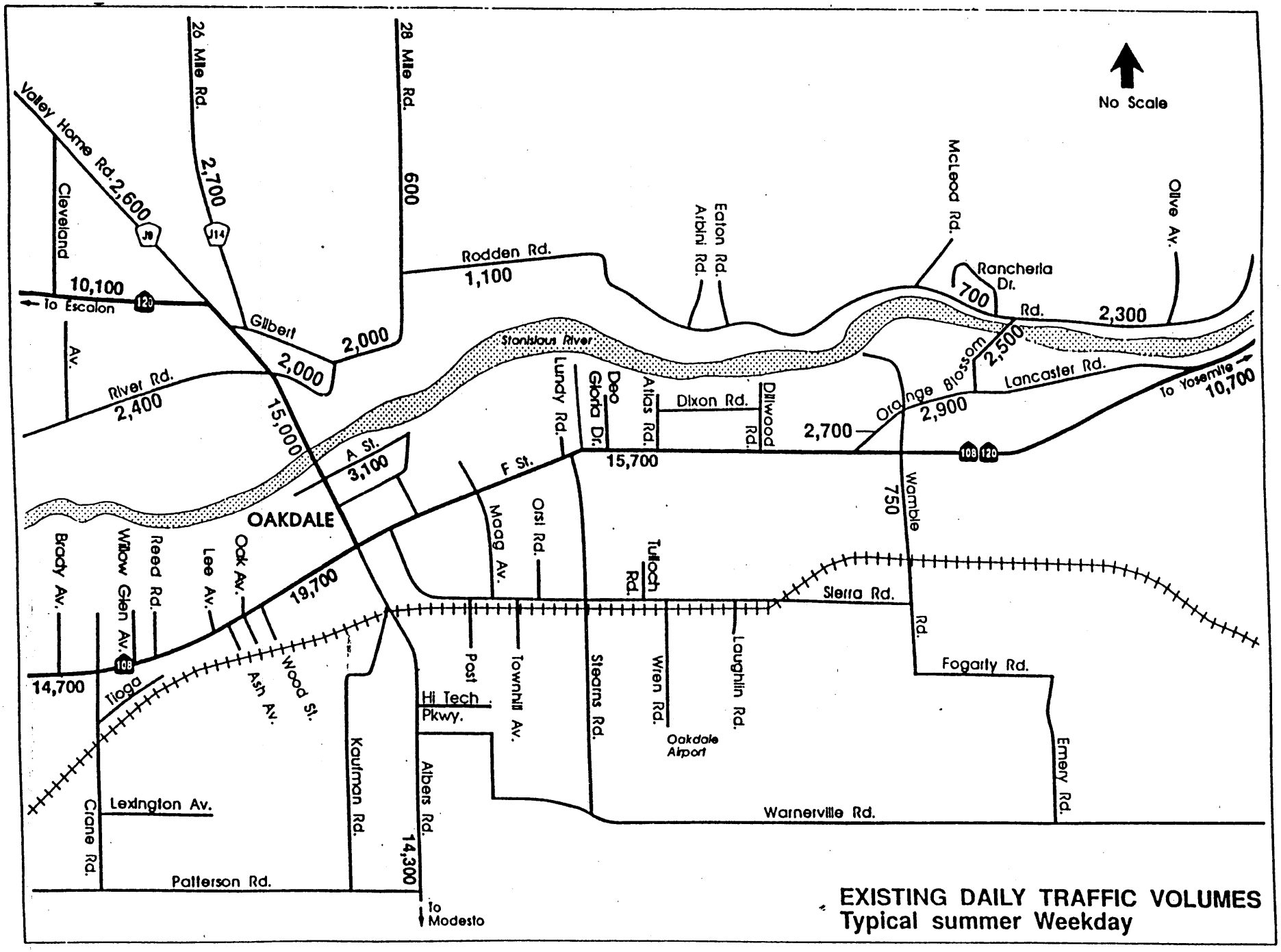
ATTACHMENT E

Dowling Associates

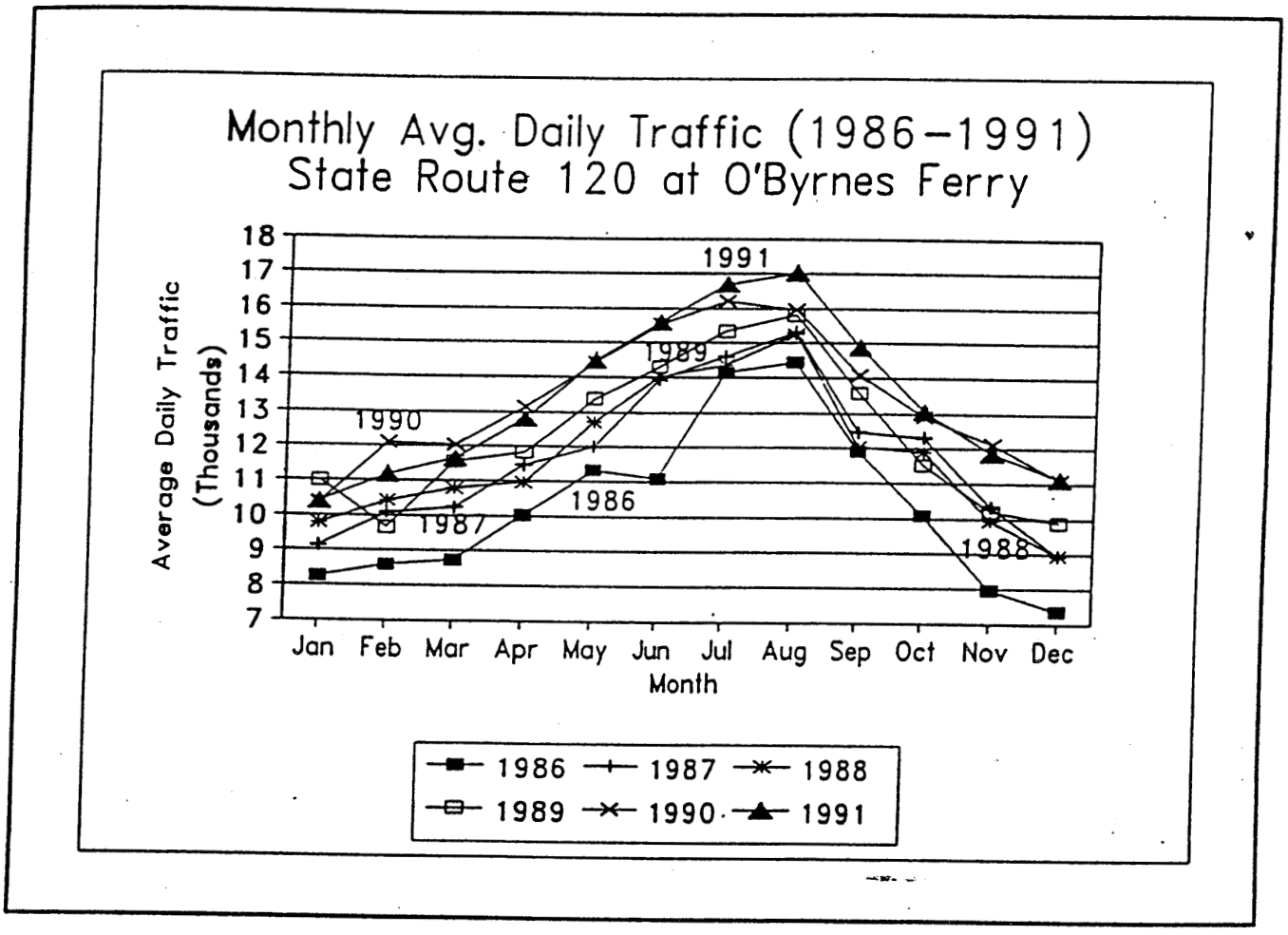


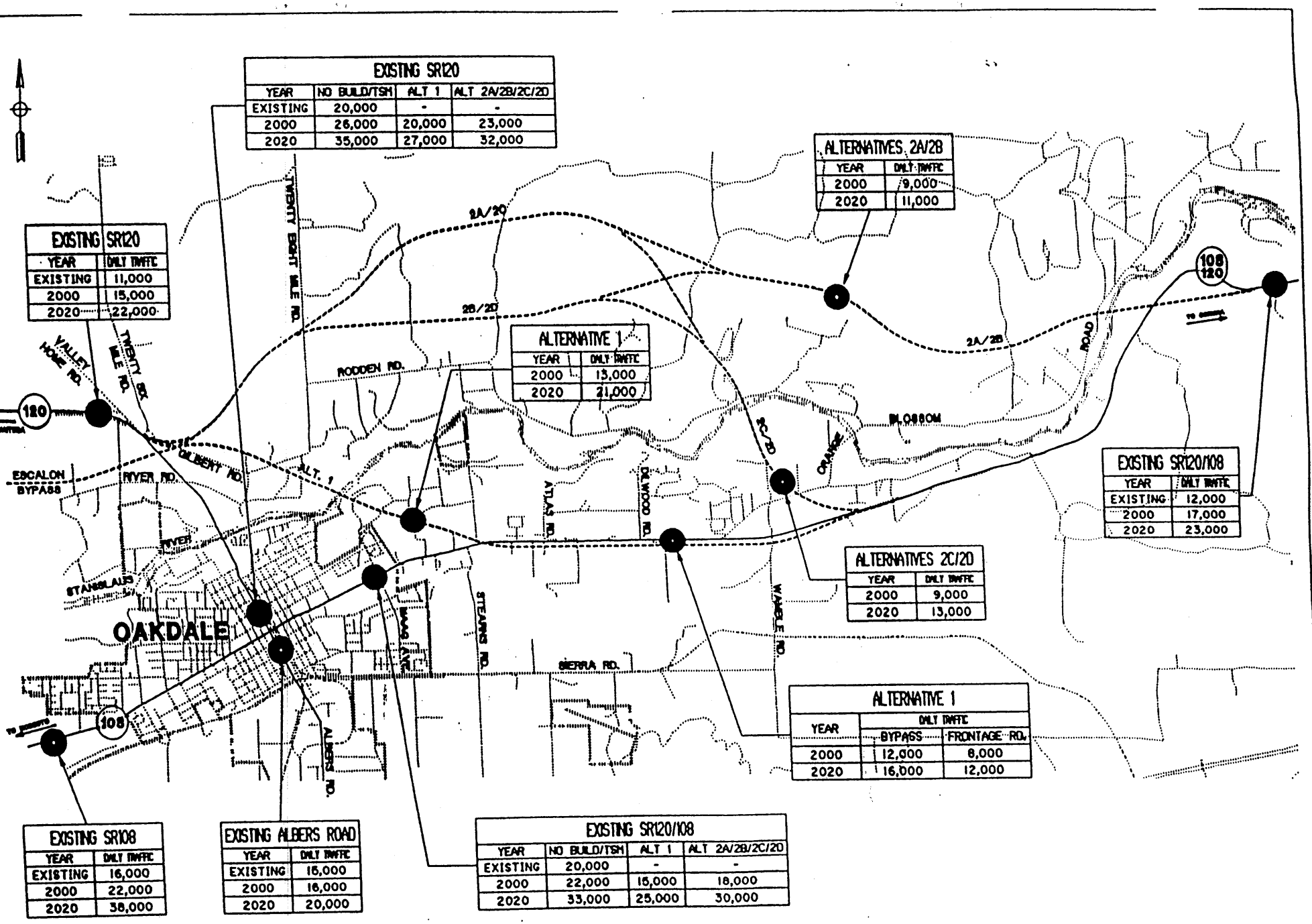
EXISTING DAILY TRAFFIC VOLUMES
Typical Summer Weekday

ATTACHMENT F1



EXISTING DAILY TRAFFIC VOLUMES
Typical summer Weekday


Monthly Avg. Daily Traffic (1986-1991)
State Route 120 at O'Byrnes Ferry
Average Daily Traffic (Thousands)
18
17
16
15
14
13
12
11
10
9
8
7
1991
1989
1990
1986
1987
1988
Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
Month
1986 1987 1988
1989 1990 1991



SUMMER WEEKDAY TRAFFIC VOLUMES

24 AUG, 1993

PEAK HOUR LEVEL OF SERVICE - MAJOR ROADWAY SEGMENTS
(NO BUILD / TSM ALTERNATIVE)

Link Analysis for No Build/TSM Alternative

LINK LEVEL OF SERVICE ANALYSIS FOR OAKDALE BYPASS PROJECT
NO BUILD/TSM ALTERNATIVE

Roadway Locations	Time Period	Lanes[1] (2wy)	Gradient	No Pass Zone	Pct Trucks	Pct Rec Vehs	Peak Hour Pct	Design Speed (mph)	Dir Split	Total Peak Hour Volumes			2000		2010		2020	
										2000	2010	2020	V/C	LOS	V/C	LOS	V/C	LOS
SR 120 w/o Valley Home Road	Sum Fri PM	2	Level	40%	3%	2%	7%	70	62	910	1,113		0.39	D	0.47	D		
SR 120 w/o Valley Home Road	Sum Sun PM	2	Level	40%	1%	2%	8%	70	79	1,040	1,272		0.49	D	0.59	D		
SR 120 w/o Valley Home Road	Sum Fri PM	4	Level	n/a	3%	2%	7%	70	62			1,421					0.32	A
SR 120 w/o Valley Home Road	Sum Sun PM	4	Level	n/a	1%	2%	8%	70	79			1,624					0.45	B
SR 120 e/o Deo Gloria Road	Sum Fri PM	2	Level	40%	9%	8%	9%	70	71	1,313			0.66	E				
SR 120 e/o Deo Gloria Road	Sum Sun PM	2	Level	40%	9%	8%	8%	70	73	1,232			0.63	E				
SR 120 e/o Deo Gloria Road	Sum Fri PM	4	Level	n/a	9%	8%	9%	70	71		1,771	2,023			0.48	B	0.55	C
SR 120 e/o Deo Gloria Road	Sum Sun PM	4	Level	n/a	9%	8%	8%	70	73		1,662	1,899			0.47	B	0.53	B
SR 120 e/o O'Byrnes Ferry[2]	Sum Fri PM	2	Level	60%	8%	12%	12%	70	74	2,212	2,514	2,817	1.09	F	1.24	F	1.38	F
SR 120 e/o O'Byrnes Ferry	Sum Sun PM	2	Level	60%	8%	12%	13%	70	83	2,495	2,836	3,177	1.31	F	1.49	F	1.67	F

[1] Assumes the widening to four lanes of Route 120 from Atlas/Deo Gloria to Lancaster in 2010 and from the Stanislaus/San Joaquin County Line to Valley Home in 2020.
[2] The Daily Traffic Volumes for O'Byrnes Ferry are based on the volumes at the east gate of Route 120.

PEAK HOUR LEVEL OF SERVICE - MAJOR ROADWAY SEGMENTS

(ALTERNATIVE 1)

Link Analysis for Alternative 1

LINK LEVEL OF SERVICE ANALYSIS FOR OAKDALE BYPASS PROJECT
ALTERNATIVE 1

Roadway Locations	Time Period	Lanes[1] (2wy)	Gradient	No Pass Zone	Pct Trucks	Pct Rec Vehs	Peak Hour Pct	Design Speed (mph)	Dir Split	Total Peak Hour Volume			2000		2010		2020	
										2000	2010	2020	V/C	LOS	V/C	LOS	V/C	LOS
SR 120 w/o Valley Home Road	Sum Fri PM	2	Level	40%	3%	2%	7%	70	62	910	1,092		0.39	D	0.47	D		
SR 120 w/o Valley Home Road	Sum Sun PM	2	Level	40%	1%	2%	9%	70	79	1,170	1,404		0.54	D	0.65	E		
SR 120 w/o Valley Home Road	Sum Fri PM	4	Level	n/a	3%	2%	7%	70	62			1,400					0.31	A
SR 120 w/o Valley Home Road	Sum Sun PM	4	Level	n/a	1%	2%	9%	70	79			1,800					0.50	B
SR 120 - Proposed Bypass	Sum Fri PM	2	Level	100%	9%	8%	9%	70	71	1,214	1,501	1,924	0.59	E	0.72	E	0.91	E
SR 120 - Proposed Bypass	Sum Sun PM	2	Level	100%	9%	8%	8%	70	73	1,139	1,409	1,806	0.56	D	0.70	E	0.89	E
SR 120 e/o Deo Gloria Road	Sum Fri PM	2	Level	40%	9%	8%	9%	70	71	719			0.37	D				
SR 120 e/o Deo Gloria Road	Sum Sun PM	2	Level	40%	9%	8%	8%	70	73	675			0.35	C				
SR 120 e/o Deo Gloria Road	Sum Fri PM	4	Level	n/a	9%	8%	9%	70	71		980	1,097			0.27	A	0.30	A
SR 120 e/o Deo Gloria Road	Sum Sun PM	4	Level	n/a	9%	8%	8%	70	73		920	1,030			0.26	A	0.29	A
SR 120 e/o O'Byrnes Ferry[2]	Sum Fri PM	2	Level	60%	8%	12%	13%	70	74	2,470	2,808	3,146	1.21	F	1.38	F	1.55	F
SR 120 e/o O'Byrnes Ferry	Sum Sun PM	2	Level	60%	8%	12%	13%	70	83	2,495	2,836	3,177	1.31	F	1.49	F	1.67	F

[1] Assumes the widening to four lanes of Route 120 from Atlas/Deo Gloria to Lancaster in 2010 and from the Stanislaus/San Joaquin County Line to Valley Home in 2020.

[2] The Daily Traffic Volumes for O'Byrnes Ferry are based on the volumes at the east gate of Route 120.

PEAK HOUR LEVEL OF SERVICE - MAJOR ROADWAY SEGMENTS

(ALTERNATIVE 2A, 2B, 2C & 2D)

Link Analysis for Alternative 2

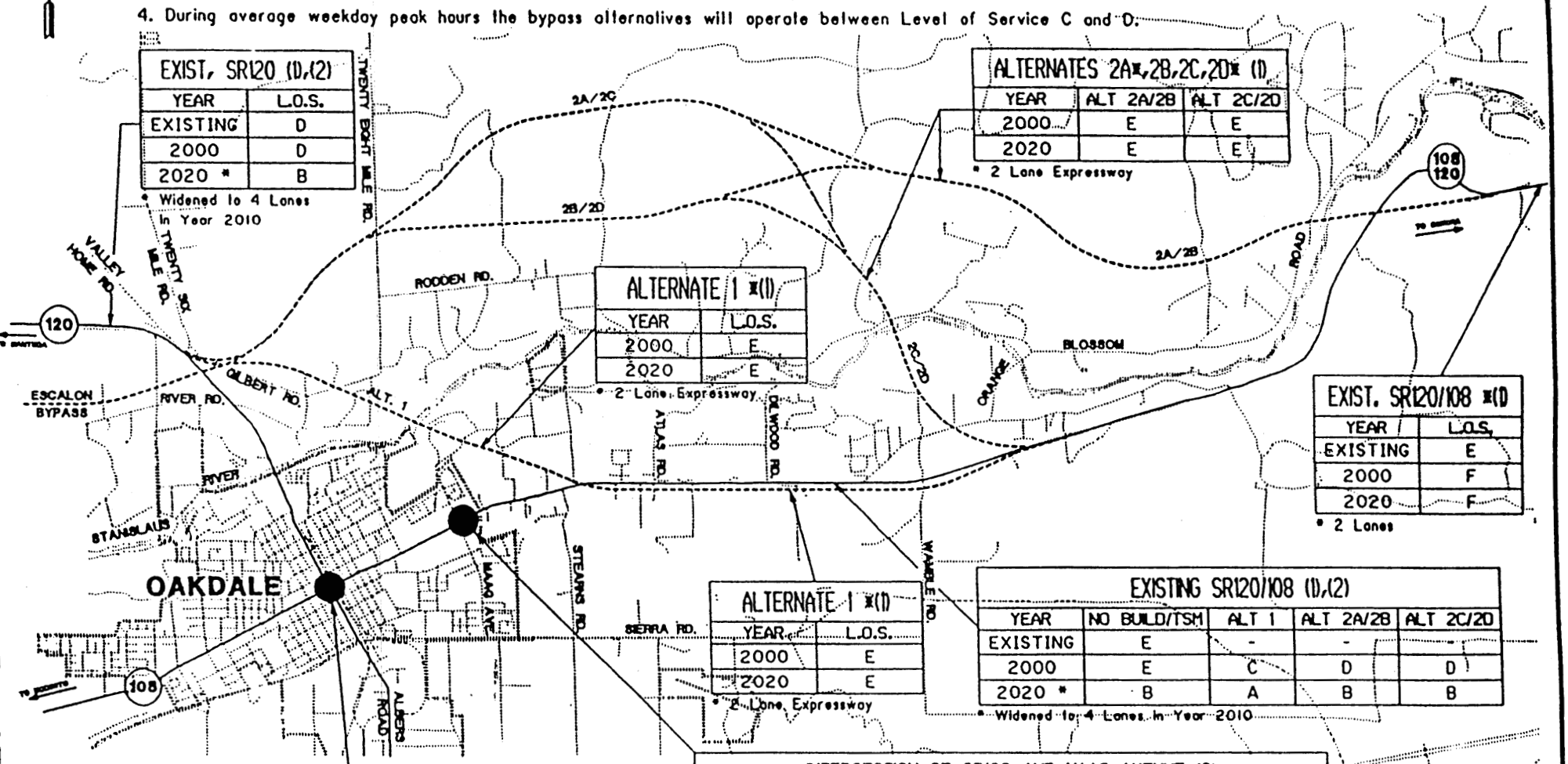
LINK LEVEL OF SERVICE ANALYSIS FOR OAKDALE BYPASS PROJECT
ALTERNATIVE 2

Roadway Locations	Time Period	Lanes[1] (2wy)	Gradient	No Pass Zone	Pct Trucks	Pct Rec Vehs	Peak Hour Pct	Design Speed (mph)	Dir Split	Total Peak Hour Volume			2000		2010		2020	
										2000	2010	2020	V/C	LOS	V/C	LOS	V/C	LOS
SR 120 w/o Valley Home Road	Sum Fri PM	2	Level	40%	3%	2%	7%	70	62	882	1,078		0.38	D	0.46	D		
SR 120 w/o Valley Home Road	Sum Sun PM	2	Level	40%	1%	2%	8%	70	79	1,134	1,386		0.53	D	0.64	E		
SR 120 w/o Valley Home Road	Sum Fri PM	4	Level	n/a	3%	2%	7%	70	62			1,337					0.30	A
SR 120 w/o Valley Home Road	Sum Sun PM	4	Level	n/a	1%	2%	8%	70	79			1,719					0.48	B
SR 120 - Proposed Bypass	Sum Fri PM	2	Level	100%	8%	12%	12%	70	74	1,056	1,164	1,548	0.54	D	0.59	E	0.77	E
SR 120 - Proposed Bypass	Sum Sun PM	2	Level	100%	8%	12%	13%	70	83	1,144	1,261	1,677	0.62	E	0.68	E	0.90	E
SR 120 e/o Deo Gloria Road	Sum Fri PM	2	Level	40%	9%	8%	9%	70	71	1,007			0.51	D				
SR 120 e/o Deo Gloria Road	Sum Sun PM	2	Level	40%	9%	8%	8%	70	73	945			0.49	D				
SR 120 e/o Deo Gloria Road	Sum Fri PM	4	Level	n/a	9%	8%	9%	70	71		1,421	1,816			0.38	B	0.49	B
SR 120 e/o Deo Gloria Road	Sum Sun PM	4	Level	n/a	9%	8%	8%	70	73		1,333	1,705			0.37	B	0.48	B
SR 120 e/o O'Byrnes Ferry[2]	Sum Fri PM	2	Level	60	8%	12%	12%	70	74	2,470	2,808	3,133	1.21	F	1.38	F	1.54	F
SR 120 e/o O'Byrnes Ferry	Sum Sun PM	2	Level	60	8%	12%	13%	70	83	2,495	2,836	3,164	1.31	F	1.49	F	1.67	F

[1] Assumes the widening to four lanes of Route 120 from Atlas/Deo Gloria to Lancaster in 2010 and from the Stanislaus/San Joaquin County Line to Valley Home in 2020.
[2] The Daily Traffic Volumes for O'Byrnes Ferry are based on the volumes at the east gate of Route 120.

NOTES:

1. For 2 lane roads, Level of service is based on PERCENT TIME DELAY, not capacity.
2. For 4 lane roads, level of service is based on VOLUME CAPACITY RATIO.
3. For signalized intersections, level of service is based on AVERAGE DELAY.
4. During average weekday peak hours the bypass alternatives will operate between Level of Service C and D.



EXIST. SR120 (1),(2)	
YEAR	L.O.S.
EXISTING	D
2000	D
2020 *	B

* Widened to 4 Lanes In Year 2010

ALTERNATES 2A*,2B,2C,2D* (1)		
YEAR	ALT 2A/2B	ALT 2C/2D
2000	E	E
2020	E	E

* 2 Lane Expressway

ALTERNATE 1 *(1)	
YEAR	L.O.S.
2000	E
2020	E

* 2 Lane Expressway

EXIST. SR120/108 *(1)	
YEAR	L.O.S.
EXISTING	E
2000	F
2020	F

* 2 Lanes

ALTERNATE 1 *(1)	
YEAR	L.O.S.
2000	E
2020	E

* 2 Lane Expressway

EXISTING SR120/108 (1),(2)				
YEAR	NO BUILD/TSM	ALT 1	ALT 2A/2B	ALT 2C/2D
EXISTING	E	-	-	-
2000	E	C	D	D
2020 *	B	A	B	B

* Widened to 4 Lanes in Year 2010

INTERSECTION OF SR120 AND SR108 (3)					
YEAR	NO-BUILD	TSM	ALT 1	ALT 2A/2B	ALT 2C/2D
EXISTING	D	-	-	-	-
2000	F	D	D	D	D
2020	F	E	E	F	F

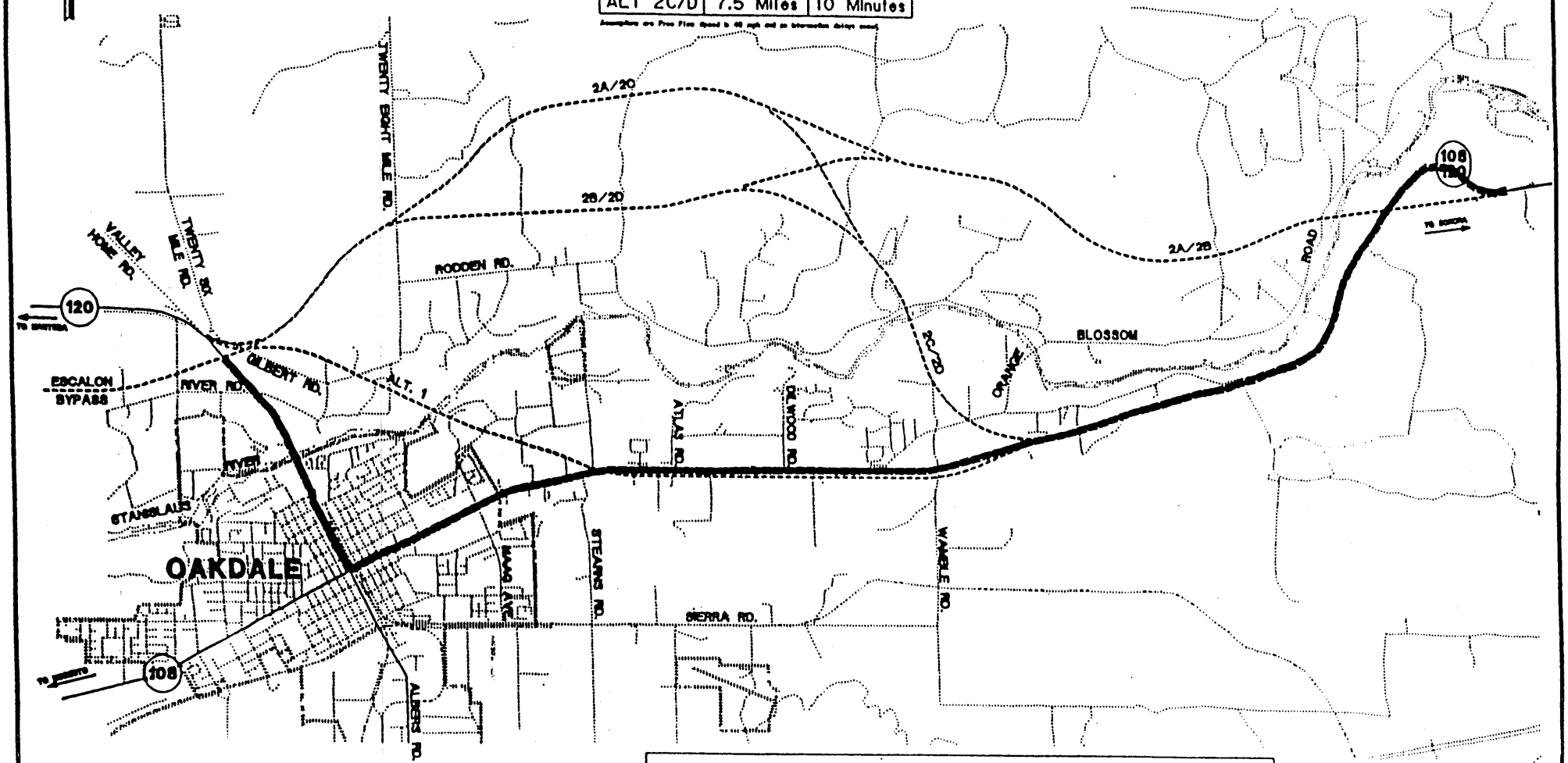
INTERSECTION OF SR120 AND MAAG AVENUE (3)					
YEAR	NO-BUILD	TSM	ALT 1	ALT 2A/2B	ALT 2C/2D
EXISTING	E	-	-	-	-
2000	E	B	B	B	B
2020	F	F	C	D	D

SR-120 OAKDALE BYPASS PROJECT

LEVEL OF SERVICE - AT CRITICAL INTERSECTION

26 AUG 1993

TRAVEL TIME VIA BYPASS		
ALT	LENGTH	TIME
ALT 1	6.4 Miles	9 Minutes
ALT 2A/B	9.7 Miles	13 Minutes
ALT 2C/D	7.5 Miles	10 Minutes



TRAVEL TIME ON EXISTING ROUTE 120/108 Length = 11.1 Miles					
YEAR	NO-BUILD	TSM	ALT 1	ALT 2A/2B	ALT 2C/2D
EXISTING	15 Minutes	-	-	-	-
2000	18 Minutes	14 Minutes	13 Minutes	13 Minutes	13 Minutes
2020	60+ Min.	60+ Min.	13 Minutes	14 Minutes	14 Minutes

SR-120 OAKDALE BYPASS PROJECT

ROUTE 120 - TRAVEL TIME

26 AUG, 1993

1

TASAS TABLE B DISTRICT 10

AXR253-A 02-07-01 SELECTIVE ACCIDENT RATE CALCULATION PAGE 1

ROUTE SEQUENCE

LOCATION DESCRIPTION	RA GRP (RUS)	*-NUMBER OF ACCIDENTS/SIGNIFICANCE* TOT	FAT	INJ	F+I	MULTI VEH	WET	DARK	PER KLD INJ	*ADT * MAIN X-ST	TOTAL MV+ OR MVM	*-ACCIDENT RATE ACCS/MV+ OR MVM-* ACTUAL FAT	F+I	TOT	AVERAGE FAT	F+I	TOT
0120 STA 3.000 THRU STA 014.099	H	404	4	156	160	336	50	97	5	16.5	200.61	.020	.80	2.01	.038	.71	1.52
10-0001 11.100M 97-07-01 00-06-30 36 MO	NA	H99					H99		251								

ATTACHMENT C

1AXR261 TABLE B ACCIDENT RECORDS 02-07-01 PAGE 1

0 REQ NO	DIST	RTES U NO	F	CO	P LOC R POST E MILE	I F T	S R L	D O H	A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C	ENVIR COND F	R W	R L	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O I	L S P	O S C	L O O	S O C	L O O	S O C	L O O	S O C	OA F 12	M O V	SD P 12
0001	10	120		STA	003.090	H	-	E	2	07	14	97	1410	946510866	6	A	A	A	H	D A 02	A	W	1	<	00	01	V2F	---	---	---	N<	N	A<
																					A	E	1	<	00	01	V1D	44F	---	---	N<	B	A<
0001	10	120		STA	003.160	I	5	W	1	08	03	97	0955	946512737	3	A	A	A	H	A D 02	D	W	1	<	00	00	V2F	---	---	---	N<	B	A<
																					A	S	2	<	00	02	V1F	---	---	---	N<	E	A<
0001	10	120		STA	003.160	I	5	W	6	04	23	99	1715	946514359	3	A	A	A	H	A D 02	D	S	2	<	00	00	V2F	---	---	---	F<	L	A<
																					D	W	1	<	00	00	V1F	---	---	---	N<	B	A<
0001	10	120		STA	003.160	I	5	W	3	11	09	99	1828	946506932	1	A	C	A	H	A D 02	D	S	2	<	00	06	V2F	---	---	---	3<	E	B<
																					G	W	1	<	00	00	V1F	---	---	---	N<	B	A<
0001	10	120		STA	003.340	H	-	W	1	01	11	98	0430	946514588	4	B	C	B	H	D F 01	2	W	1	<	00	00	44F	---	---	---	F<	B	A<
0001	10	120		STA	003.350	I	5	W	7	01	02	99	1250	946514500	3	E	A	A	H	D D 02	A	S	2	<	00	01	V2F	13J	---	---	N<	E	A<
																					D	W	1	<	00	01	V1F	---	---	---	N<	B	A<
0001	10	120		STA	003.350	I	5	W	5	01	07	99	0745	946514359	3	B	A	B	H	A D 02	D	S	2	<	00	01	V2F	---	---	---	N<	E	A<
																					A	W	1	<	00	02	V1F	---	---	---	N<	B	A<
0001	10	120		STA	003.350	I	5	W	7	04	24	99	1500	946514359	3	A	A	A	H	A D 02	D	S	2	<	00	01	V2F	---	---	---	N<	L	A<
																					A	W	1	<	00	02	V1F	---	---	---	N<	B	A<
0001	10	120		STA	003.350	I	5	W	7	11	20	99	1715	946513082	3	B	D	A	H	A D 02	A	S	2	<	00	00	V2F	---	---	---	N<	E	A<
																					A	W	1	<	00	01	V1F	---	---	---	N<	B	A<
0001	10	120		STA	003.370	H	-	W	5	02	11	99	1850	946507621	4	A	D	A	H	D G 02	A	W	1	<	00	00	V2G	---	---	---	N<	D	A<
																					U	W	-	<	00	01	V1-	---	---	---	N<	5	A<
0001	10	120		STA	003.540	H	-	E	7	05	16	98	1140	946507621	5	B	A	A	H	A C 02	D	E	1	<	00	00	V2F	---	---	---	N<	B	A<
																					A	E	1	<	00	00	V1F	---	---	---	N<	A	A<
0001	10	120		STA	003.550	H	-	E	6	03	10	00	1635	946515012	5	A	A	A	H	D C 02	A	E	1	<	00	00	V2F	---	---	---	N<	B	A<
																					D	E	1	<	00	00	V1F	---	---	---	N<	B	A<
0001	10	120		STA	003.590	H	-	E	7	09	27	97	1215	946507621	5	A	A	A	H	A C 02	A	E	1	<	00	00	V2F	---	---	---	N<	B	A<
																					A	E	1	<	00	00	V1F	---	---	---	N<	A	A<
0001	10	120		STA	003.600	H	-	E	2	10	11	99	1255	946513730	5	A	A	A	H	A C 03	D	E	1	<	00	00	V2F	---	---	---	F<	B	A<
																					A	E	1	<	00	00	V1F	V3F	---	---	N<	H	A<
																					D	E	1	<	00	00	---	V2F	---	---	N<	A	A<
0001	10	120		STA	003.620	H	-	E	5	08	13	98	1550	946507621	5	A	A	A	H	A C 02	D	E	1	<	00	00	V2F	---	---	---	F<	B	A<
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1AXR261 TABLE B ACCIDENT RECORDS 02-07-01 PAGE 2

REQ NO	DIST	RTES U NO	F	CO	P R E	LOC POST MILE	I F T	S R L	O H	D A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L	S	R C	R W C	T O C	NO MTR VEH	P T R	D I I	V H	S I	PERSN K	O I P	L S C	O O O	L S C	O O O	L S C	O O O	L S C	OA F 12	M O V	SD P 12
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REQ NO	DIST	RTES NO	F	CO	P LOC R E POST MILE	I S D ACCIDENT F R O A DATE T L H Y MO DA YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C	ENVIR COND F W L S	R C	R W C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O I P	L S C	O S O	L O C	O S O	L O C	O S O	L O C	OA F 12	M O V	SD P 12
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REQ NO	DIST	RTES NO	RTES U	F	CO	P R E	LOC POST MILE	I F T	S R L	D O H	A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C	ENVIR COND	R L	S	R C	T W C	O O	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O I P	L S C	O S O	L O C	O S O	L O C	O S O	L O C	OA F 12	M O V	SD P 12
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REQ NO	DIST	RTES NO	RTES U	F	CO	P LOC R	P LOC E	POST MILE	I F T	S R L	O H	D A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C	ENVIR COND	R F	R W	T L	O S	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O I	L S P	O S C	L O C	O S O	L O C	O S O	L O C	OA F 12	M O V	SD P 12
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																									D	S	1	<	00	01	V1F	---	---	---	N<	E	A<

1AXR261 TABLE B ACCIDENT RECORDS 02-07-01 PAGE 6

REQ NO	DIST	RTES NO	U F	CO	P LOC R E	POST MILE	I F	S R	D O A T	ACCIDENT DATE MO DA YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C	ENVIR COND F	R C	R W	T O	NO MTR C	P T	D I R	V H I	S I P	PERSN K	O S C	L O C	O S O	L O C	O S O	L O C	O S O	L OA 12	M FO V	SD P 12
0001	10	120		STA		005.020	I	5	E	7 02-13-99	1039	500400410	3	A	A	A	H	D D 02	A	N	1	<	00	00	V2A	---	---	---	N<	E	A<
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0001	10	120		STA		005.020	I	5	W	3 07-20-99	1407	500400412	3	A	A	A	H	A D 02	A	S	1	<	00	00	V2A	---	---	---	N<	E	A<
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																			G	S	1	<	00	00	V1D	V3D	---	---	N<	B	A<
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1AXR261 TABLE B ACCIDENT RECORDS 02-07-01 PAGE 8

REQ NO	DIST	RTES NO	U F	CO	P R E	LOC POST MILE	I F T	S R L	D O H	A Y	ACCIDENT DATE MO	DA	YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C	ENVIR COND	R L	R S	T C	W C	O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	O I P	L S C	O S O	L S C	O S O	L S O	O S C	L O	OA F 12	M O V	SD P 12
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REQ NO	DIST	RTES NO	U F	CO	P R E	LOC POST MILE	F T	I R L	S O H	D A Y	ACCIDENT DATE MO DA YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L	S	R C	R W C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	I	O L S O P	O L O C	O L O C	O L O C	OA F 12	M O V	SD P 12
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REQ NO	DIST	RTES NO	U F	CO	P R E	LOC POST MILE	F T	I R L	S O H	D A Y	ACCIDENT DATE MO DA YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L	S	R C	R W C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	I	O L S O P C	O L S O O C	O L S O O C	O L S O O C	OA F 12	M O V	SD P 12
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REQ NO	DIST	RTES NO	F	CO	PRE	LOC POST MILE	FT	IRL	SOH	DAY	ACCIDENT DATE MO DA YR	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND W	L	S	RC	RWC	TOC	NO MTR VEH	PT	DIR	VHI	SI	PERSN K	PERSN I	OL SO PC	OL SO OC	OL SO OC	OL SO OC	OA F 12	MOV	SD P 12
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REQ NO	DIST	RTES NO	U F	CO	P R E	LOC POST MILE	F T	R L	I O H	S A Y	D ACCIDENT DATE MO DA YR	TIME HHMM	COMMON ACCIDENT NUMBER	P C F	ENVIR COND W	L	S	R C	R W C	T O C	NO MTR VEH	P T	D I R	V H I	S I	PERSN K	I	O L S O P C	O L S O O C	O L S O O C	O L S O O C	OA F 12	M O V	SD P 12
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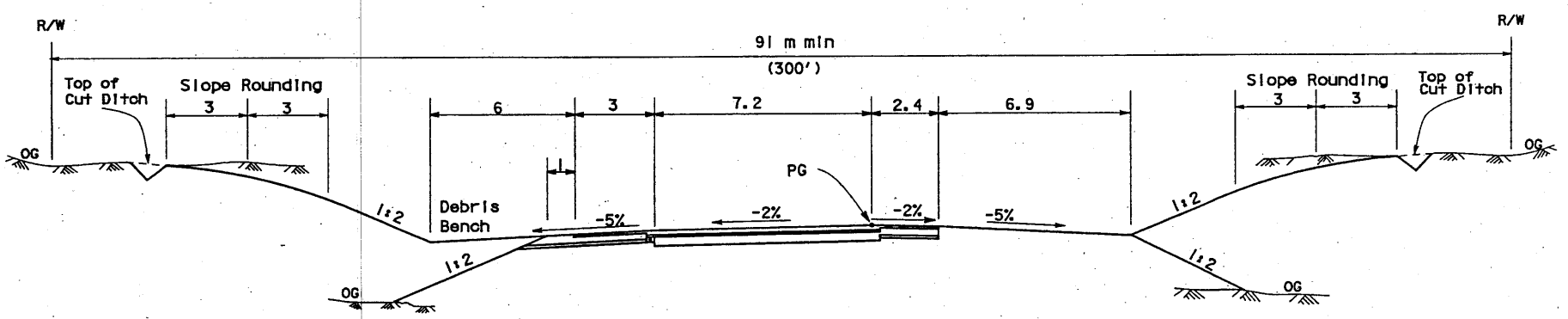
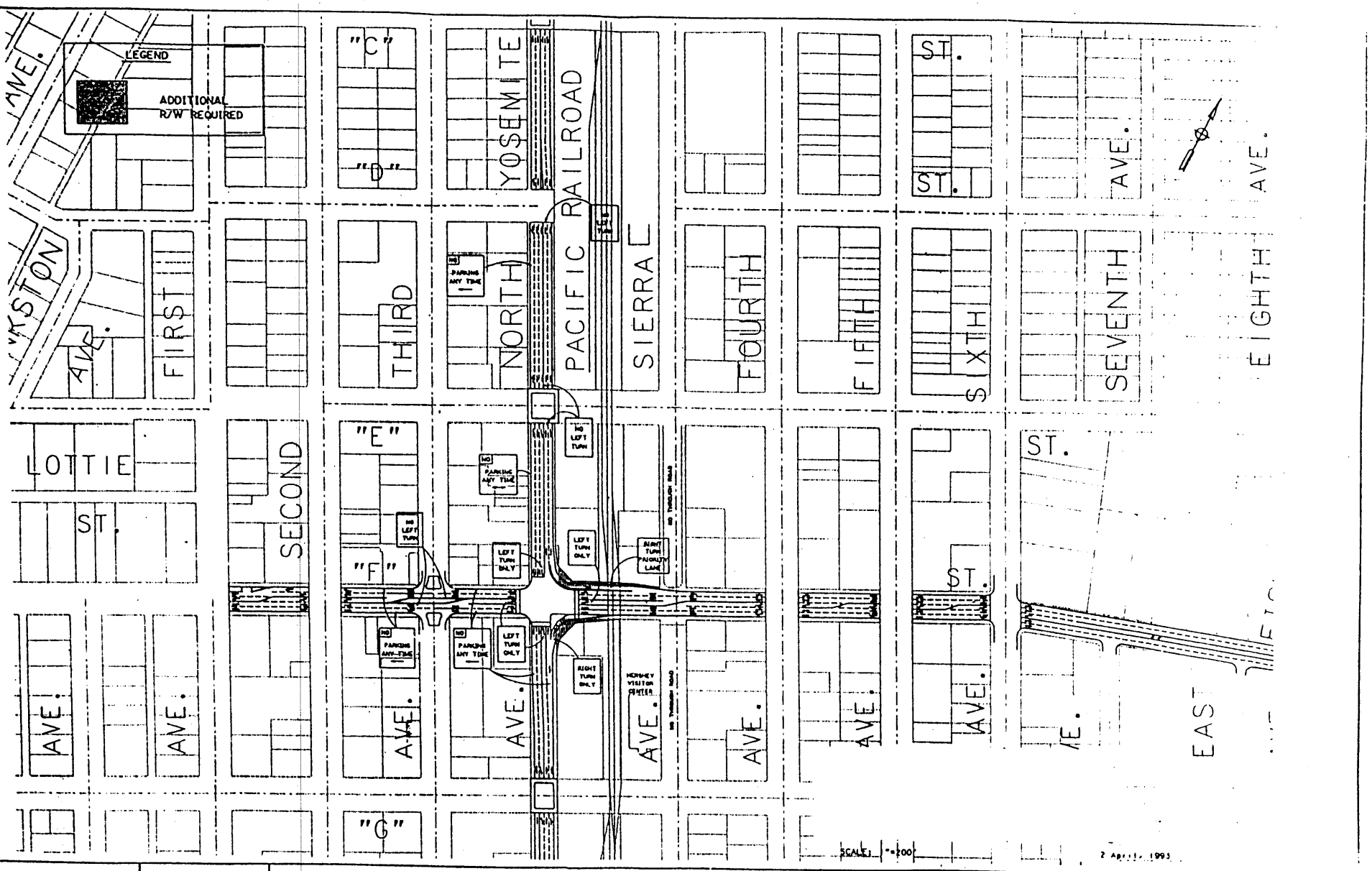


EXPRESSWAY TYPICAL SECTION

(ALL ALTERNATIVES)
Not to Scale

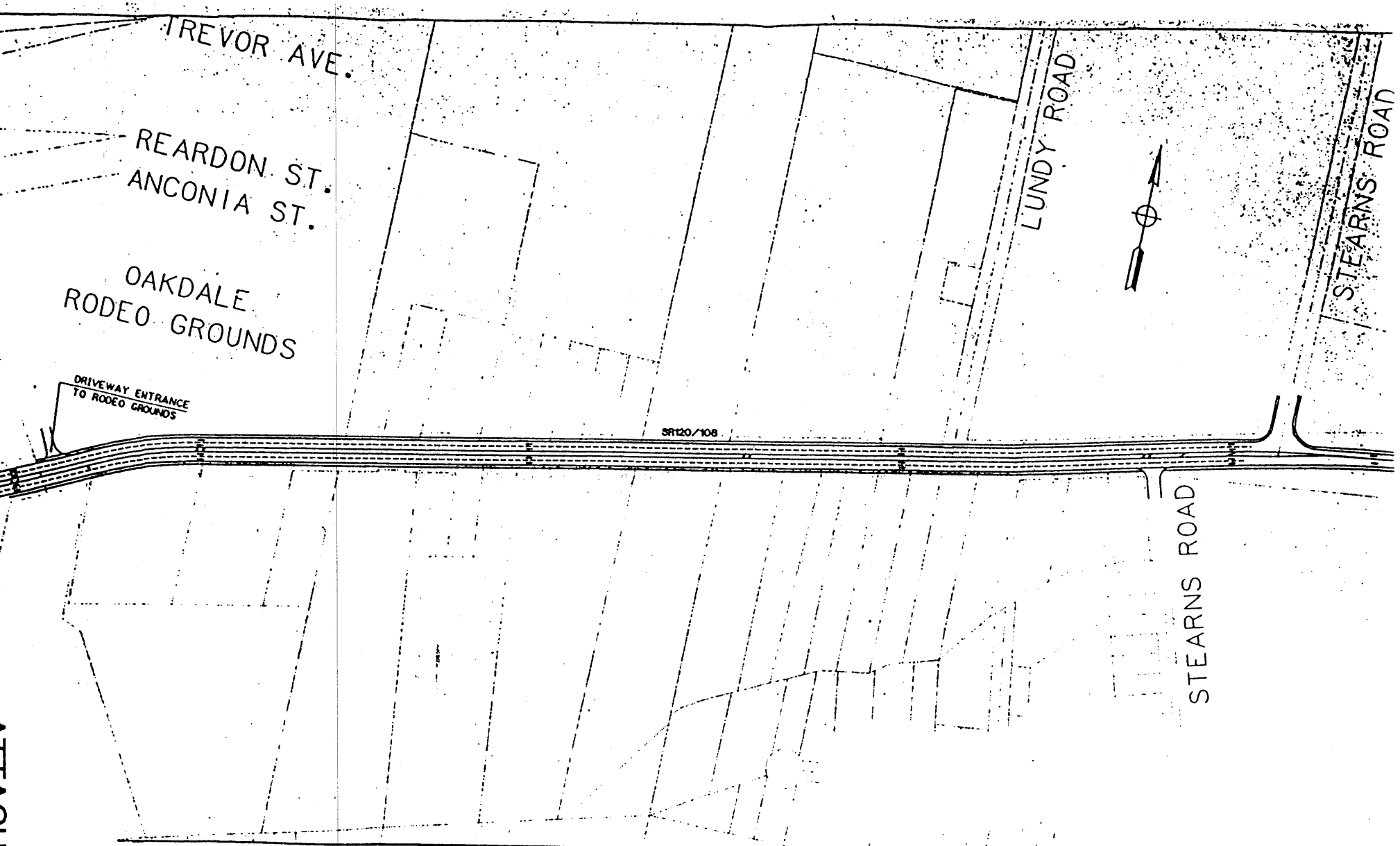
Caltrans	SR-120 OAKDALE BYPASS PROJECT	
	TYPICAL SECTIONS	



SR-120 OAKDALE BYPASS PROJECT

TSM Alternative

SR120/108 Intersection At-Grade Improvements



SR-120 OAKDALE BYPASS PROJECT

TSM Alternative

SR120/108 Westbound Approach to Maag Ave. At-Grade Improvements

OAKDALE EXPRESSWAY PROJECT

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

	Alternative 1	*Alternative 2A*	*Alternative 2B*	*Alternative 2C*	*Alternative 2D*
Roadway Items	$34,300,000	$45,600,000	$44,400,000	$44,600,000	$44,500,000
Relinquishment	$500,000	$4,800,000	$4,800,000	$2,000,000	$2,000,000
Structure Items	$13,300,000	$13,600,000	$13,600,000	$12,000,000	$12,000,000
R/W Construction Costs	$111,000	$1,827,000	$2,127,000	$853,000	$1,271,000
Subtotal Construction (2000)	$48,200,000	$65,800,000	$65,000,000	$59,400,000	$59,700,000
Subtotal Construction (escalated to FY 03/04)	**$53,400,000**	**$73,000,000**	**$71,900,000**	**$65,900,000**	**$66,200,000**
Right of way Cost (2000)	$29,000,000	$17,200,000	$16,900,000	$17,100,000	$15,700,000
Right of way Cost (escalated to FY 02/03)	**$32,000,000**	**$19,000,000**	**$18,800,000**	**$18,900,000**	**$17,300,000**
Total project cost (escalated)	**$85,400,000**	**$92,000,000**	**$90,700,000**	**$84,800,000**	**$83,500,000**
Length of Alternative (kms)	10.3	15.9	15.3	12.7	11.8
Length of Alternative (miles)	6.4	9.9	9.5	7.9	7.3
NOTES:	1 Structure cost per square meter are assumed to be the same for all alternatives.				
	2 R/W Construction Costs include construction costs for improvement to affected parcels				
	3 R/W Estimate Costs include acquisition, clearance/demolition, RAP, Title/Escrow fees and utility relocation costs, Env. Mitigation and OID work .				
	4 Total funded amount available in FY 2001/02 is $65,043,000.				

ATTACHMENT X

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

Alternate: Alternative 1(2000)

10-STA-120
PM 3.0/R12.9
EA 10-345401
Date: 10/6/00
Date:
Date:

Type of Estimate: Project Report

Project Description: OAKDALE BYPASS PROJECT

Limits: The project limits includes Route 120 from PM 3.0 to R12.9

Proposed Improvement (Scope): This project proposes to construct a 2-lane expressway to bypass Oakdale

ROADWAY ITEMS	$34,280,592
RELINQUISHMENT	$500,000
STRUCTURE ITEMS	$13,258,544
R/W CONSTR. CONTR. WORK	$111,000
SUBTOTAL CONSTRUCTION	$48,150,136
RIGHT OF WAY COST	$29,004,000
TOTAL PROJECT COST	$77,154,136

Approved by Project Manager: _____
(Signature)

Estimate Prepared by: Jose A. Acosta
(Signature)

Date: 5/1/01

ATTACHMENT K2

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date: 10/6/00

	Quantity	Unit	Unit Price	Item Cost	Section Cost
I. Roadway Items					
Section 1 Earthwork					
Roadway Excavation	755,568	M3	$7.00	$5,288,976	
Imported Borrow	177,609	M3	$15.00	$2,664,135	
Clearing & Grubbing	1	LS	$149,000.00	$149,000	
Develop Water Supply	1	LS	$50,000.00	$50,000	
			Total Earthwork		$8,152,111
Section 2 Structural Section					
Asphalt concrete (Type A)	139,959	TONN	$50.00	$6,997,950	
Class 3 Aggregate Base	73,294	M3	$37.00	$2,711,878	
Class 4 Aggregate Subbase	31,541	M3	$30.00	$946,230	
AC Dikes (Installation)	9,449	M	$3.82	$36,095	
Asphalt Treated Permeable Base	10,632	M3	$57.00	$606,024	
			Total Structural Section		$11,298,177
Section 3 Drainage					
Drainage Piping (equiv. 24")	8,690	M	$180.00	$1,564,200	
Storm Drain Inlets	172	EA	$2,000.00	$344,000	
Underdrain System	5,273	M	$88.00	$464,024	
Edge Drain	11,735	M	$26.00	$305,110	
Edge Drain (outlet)	915	M	$30.00	$27,450	
18" Bit. Coated CSP Downdrain	403	M	$180.00	$72,540	
			Total Drainage		$2,777,324

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:10/6/00

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Section 4 Specialty Items					
Retaining Walls	0	M2	$751.00	$0	
Soundwalls	6132	M2	$149.00	$913,668	
Erosion control	424922	M2	$0.80	$339,938	
Guardrails	2744	M	$48.08	$131,932	
Fence	29383	M	$9.89	$290,598	
			Total Specialty Items		$1,676,135
Section 5 Traffic Items					
Lighting	1	LS	$216,000.00	$216,000	
Traffic Signals (intersection)	1	LS	$300,000.00	$300,000	
Permanent Signing (overhead)	1	LS	$180,000.00	$180,000	
Traffic Control Systems	1	EA	$126,000.00	$126,000	
Traffic Management Plan	1	LS	$0.00	$0	
Ground Mounted Signs	70	EA	$250.00	$17,500	
Paint Trafic Stripe	69800	M	$0.37	$25,826	
Pavement Marker	1500	EA	$3.31	$4,965	
Pavement Marking	233	M2	$44.19	$10,296	
Detours	1	LS	$100,000.00	$100,000	
Cabling for Lighting/Signing	12802	M	$2.50	$32,005	
Relocate Traffic Signal	1	LS	$15,000.00	$15,000	
			Total Traffic Items		$1,027,592
			SUBTOTAL SECTIONS 1-5		$24,931,339

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:10/6/00

		Item Cost	Section Cost
Section 6 Minor Items			
Subtotal Sections 1-5	$24,931,339 x (10%)	$2,493,134	
	Total Minor Items		$2,493,134
Section 7 Roadway Mobilization			
Subtotal Sections 1-5	$24,931,339		
Minor Items	$2,493,134		
	$27,424,473 x (10%)	$2,742,447	
	Total Roadway Mobilization		$2,742,447
Section 8 Roadway Additions			
Supplemental			
Subtotal Sections 1-5	$24,931,339		
Minor Items	$2,493,134		
	$27,424,473 x (5%)	$1,371,224	
Contingencies			
Subtotal Sections 1-5	$24,931,339		
Minor Items	$2,493,134		
	$27,424,473 x (10%)	$2,742,447	
	Total Roadway Additions		$4,113,671
	TOTAL ROADWAY ITEMS (Total of Sections 1-8)		$34,280,592

Estimate Prepared By Jose A. Huerta (Print Name) Phone No. 209.948.3970 Date 5/1/01

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:10/6/00

II. STRUCTURES ITEMS

Bridge Number *	101	102	103L	104	105	107L
Structure Type	IGBAN	IGBAN	IGBAN	IGBFN		IGBAN
Width m. (out to out)	19.86	14.26	14.26	15.75	14.26	14.26
Span Length m.	57.14	30	84	200	34.8	41.78
Total Area Sq. m.	1,031	1,010	3,568	1,328	727	508
Footing Type (pile/spread)	0	Pile	Pile	Pile	Pile	Pile
Cost Per Sq. m. (incl. 10% mobl. & 25% cont.)	$1,400.00	$1,400.00	$1,614.00	$1,614.00	$1,400.00	$1,400.00
Total Cost for Structure	$1,443,400	$1,414,000	$5,758,752	$2,143,392	$1,017,800	$711,200

Bridge Number *	108L
Structure Type	
Width m. (out to out)	13.2
Span Length m.	45
Total Area Sq. m.	550
Footing Type (pile/spread)	Pile
Cost Per Sq. m. (incl. 10% mobl. & 25% cont.)	$1,400.00
Total Cost for Structure	$770,000

Subtotal Structures Items	$13,258,544
TOTAL STRUCTURES ITEMS	$13,258,544

COMMENTS

Bridge #101	Twenty Six Mile Road Undercrossing
Bridge #102	Rodden Road Overcrossing
Bridge #103L	Stanislaus River Bridge (L)
Bridge #104	East "F" Street Overcrossing
Bridge #105	Atlas Road Overcrossing
Bridge #107L	Wamble Road Undercross
Bridge #108L	Waggoner Road Undercrossing (L)

Estimate Prepared By Jose A. Huerta (Print Name) Phone No. 209.948.3970 Date 5/1/01

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:10/6/00

R/W	25,704,000.00
ENV. MITIG.	2,800,000.00
OID WORK	500,000.00

III. RIGHT OF WAY ESTIMATE $29,004,000

ESCALATED 2003 RIGHT OF WAY ESTIMATE

COMMENTS

Estimate Prepared By Jose A. Huerta (Print Name) Phone No. 209.948.3970 Date 5/1/01

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

Alternate: Alternative 2A(2000)

10-STA-120
PM 3.0/R12.9
EA 10-345401

Type of Estimate: Project Report

Project Description: OAKDALE BYPASS PROJECT

Date: 10/06/00

Limits: The project limits includes Route 120 from PM 3.0 to R12.9

Proposed Improvement (Scope): This project proposes to construct a 2-lane expressway to bypass Oakdale

ROADWAY ITEMS	$45,551,813
RELINQUISHMENT	$4,800,000
STRUCTURE ITEMS	$13,623,290
R/W CONSTR. CONTR. WORK	$1,827,000
SUBTOTAL CONSTRUCTION	$65,802,103
RIGHT OF WAY COST	$17,246,000
TOTAL PROJECT COST	$83,048,103

Approved by Project Manager: _____
(Signature)

Estimate Prepared by: Josi A. Duarte
(Signature)

Date: 5/4/01

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:10/06/00

	Quantity	Unit	Unit Price	Item Cost	Section Cost
I. Roadway Items					
Section 1 Earthwork					
Roadway Excavation	2,500,020	M3	$5.00	$12,500,100	
Imported Borrow	0	M3	$15.00	$0	
Clearing & Grubbing	1	LS	$150,000.00	$150,000	
Develop Water Supply	1	LS	$50,000.00	$50,000	
			Total Earthwork		$12,700,100
Section 2 Structural Section					
Asphalt concrete (Type A)	108,812	TONN	$50.00	$5,440,600	
Class 3 Aggregate Base	75,209	M3	$37.00	$2,782,733	
Class 4 Aggregate Subbase	35,888	M3	$30.00	$1,076,640	
AC Dikes (Installation)	24,681	M	$3.82	$94,281	
Asphalt Treated Permeable Base	14,658	M3	$57.00	$835,506	
			Total Structural Section		$10,229,760

	Quantity	Unit	Unit Price	Item Cost	
Section 3 Drainage					
Drainage Piping (equiv. 24")	21,603	M	$180.00	$3,888,540	
Storm Drain Inlets	247	EA	$2,000.00	$494,000	
Underdrain System	5,824	M	$88.00	$512,512	
Edge Drain	8,982	M	$26.00	$233,532	
Edge Drain (outlet)	449	M	$30.00	$13,470	
18" Bit. Coated CSP Downdrain	335	M	$180.00	$60,300	
			Total Drainage		$5,202,354

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:10/06/00

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Section 4 Specialty Items					
Retaining Walls	0	M3	$751.00	$0	
Soundwalls	1728	M2	$410.88	$709,999	
Erosion control	1141238	M2	$0.80	$912,990	
Guardrails	11636	M	$48.08	$559,459	
Fence	35992	M	$9.89	$355,961	
UNDERCROSSING-TYPE 1	277	M	$3,943.76	$1,092,422	
UNDERCROSSING-TYPE 2	329	M	$1,820.96	$599,096	
			Total Specialty Items		$4,229,926
Section 5 Traffic Items					
Lighting	1	LS	$60,239.20	$60,239	
Traffic Signals (intersection)	1	LS	$71,804.50	$71,805	
Permanent Signing (overhead)	1	LS	$15,000.00	$15,000	
Traffic Control Systems	1	EA	$62,562.16	$62,562	
Traffic Management Plan	1	LS	$50,000.00	$50,000	
Ground Mounted Signs	50	EA	$250.00	$12,500	
	Quantity	Unit	Unit Price	Item Cost	
Paint Trafic Stripe	54124	M	$0.37	$20,026	
Pavement Marker	3314	EA	$3.31	$10,969	
Pavement Marking	232	M2	$44.19	$10,252	
Detours	1	LS	$300,000.00	$300,000	
Cabling for Lighting/Signing	15239	M	$2.50	$38,098	
Relocate Traffic Signal	1	LS	$15,000.00	$15,000	
Changeable Message Sign	1	LS	$100,000.00	$100,000	
			Total Traffic Items		$766,451
			SUBTOTAL SECTIONS 1-5		$33,128,592

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:10/06/00

		Item Cost	Section Cost
Section 6 Minor Items			
Subtotal Sections 1-5	$33,128,592 x (10%)	$3,312,859	
	Total Minor Items		$3,312,859
Section 7 Roadway Mobilization			
Subtotal Sections 1-5	$33,128,592		
Minor Items	$3,312,859		
	$36,441,451 x (10%)	$3,644,145	
	Total Roadway Mobilization		$3,644,145
Section 8 Roadway Additions			
Supplemental			
Subtotal Sections 1-5	$33,128,592		
Minor Items	$3,312,859		
	$36,441,451 x (5%)	$1,822,073	
Contingencies			
Subtotal Sections 1-5	$33,128,592		
Minor Items	$3,312,859		
	$36,441,451 x (10%)	$3,644,145	
	Total Roadway Additions		$5,466,218
	TOTAL ROADWAY ITEMS (Total of Sections 1-8)		$45,551,813

Estimate Prepared By Jose A. Huerta (Print Name) Phone No. 209.948.3970

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:10/06/00

II. STRUCTURES ITEMS

Bridge Number *	201	202L	209L	210L	211L
Structure Type	IGBAN	IGBAN	IGBAN	IGBFN	IGBAN
Width m. (out to out)	19.86	14.26	14.26	15.75	14.26
Span Length m.	57.14	30	84	200	41.78
Total Area Sq. m.	1,135	428	1,198	3,150	566
Footing Type (pile/spread)	Pile	Pile	Pile	Pile	Pile
Cost Per Sq. m. (incl. 10% mobl. & 25% cont.)	$1,399.00	$1,399.00	$1,614.00	$1,614.00	$1,474.00
Total Cost for Structure	$1,588,000	$599,000	$1,934,000	$5,086,000	$834,000

Bridge Number *	212L	213L	215L	216L	217L
Structure Type					
Width m. (out to out)	14.26	13.2	13.2	13.2	16.8
Span Length m.	34.8	45	30	70	30
Total Area Sq. m.	496	594	396	924	504
Footing Type (pile/spread)	Pile	Pile	Pile	Pile	Pile
Cost Per Sq. m. (incl. 10% mobl. & 25% cont.)	$1,401.00	$1,401.00	$1,399.00	$1,614.00	$1,399.00
Total Cost for Structure	$695,000	$832,194	$554,000	$1,491,000	$705,096

Subtotal Structures Items	$13,623,290
TOTAL STRUCTURES ITEMS	$13,623,290

COMMENTS

Bridge #201	Twenty Six Mile Road Undercrossing
Bridge #202L	Twenty Eight Mile Road Undercrossing (L)
Bridge #209L	Orange Blossom Road Undercrossing (L)
Bridge #210L	Stanislaus River Bridge (L)
Bridge #211L	East Interchange Undercrossing (L)
Bridge #212L	No Name (L)
Bridge #213L	Property Owner Access (L)
Bridge #215L	OID Access (L)
Bridge #216L	OID Access (L)
Bridge #217L	Property Owner Access (L)

Estimate Prepared By Jose A. Huerta (Print Name) Phone No. 209.948.3970 Date 5/1/01

NOTES: Structure Estimate does not include the cost of the Developer Bridge #212L

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)
10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:10/06/00

R/W TOTAL	$	9,896,000
Env. Mitigation	$	2,700,000
OID work	$	4,650,000

III. RIGHT OF WAY ESTIMATE $17,246,000

COMMENTS

Estimate Prepared By Jose A. Huerta (Print Name) Phone No. 209.948.3970 Date 5/1/01

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

Alternate: Alternative 2B(2000) **Date:10/6/00**

Type of Estimate: Project Report

10-STA-120
PM 3.0/R12.9
EA 10-345401

Project Description: OAKDALE BYPASS PROJECT

Limits: The project limits includes Route 120 from PM 3.0 to R12.9

Proposed Improvement (Scope): This project proposes to construct a 2-lane expressway to bypass Oakdale

ROADWAY ITEMS	$44,417,342
RELINQUISHMENT	$4,800,000
STRUCTURE ITEMS	$13,623,290
R/W CONST. WORK	$2,127,000
SUBTOTAL CONSTRUCTION	$64,967,632
RIGHT OF WAY COST	$16,922,000
TOTAL PROJECT COST	$81,889,632

Approved by Project Manager: _____
(Signature)

Estimate Prepared by: Jose A. Huerta
(Signature)

Date: 5/1/01

ATTACHMENT K4

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

Alternate: Alternative 2B
Date:10/6/00

10-STA-120
PM 3.0/R12.9
EA 10-345400

	Quantity	Unit	Unit Price	Item Cost	Section Cost
I. Roadway Items					
Section 1 Earthwork					
Roadway Excavation	2,461,639	M3	$5	$12,308,195	
Imported Borrow	0	M3	$15	$0	
Clearing & Grubbing	1	LS	$150,000	$150,000	
Develop Water Supply	1	LS	$50,000	$50,000	
			Total Earthwork		$12,508,195
Section 2 Structural Section					
Asphalt concrete (Type A)	106,916	TONN	$50	$5,345,800	
Class 2 Aggregate Base	73,897	M3	$37	$2,734,189	
Class 4 Aggregate Subbase	35,255	M3	$30	$1,057,650	
AC Dikes (Installation)	24,224	M	$4	$92,536	
Asphalt Treated Permeable Base	14,411	M3	$57	$821,427	
			Total Structural Section		$10,051,602
Section 3 Drainage					
Drainage Piping (equiv. 24")	21,603	M	$180	$3,888,540	
Storm Drain Inlets	247	EA	$2,000	$494,000	
Underdrain System	5,824	M	$88	$512,512	
Edge Drain	8,982	M	$26	$233,532	
Edge Drain (outlet)	449	M	$30	$13,470	
18" Bit. Coated CSP Downdrain	335	M	$180	$60,300	
			Total Drainage		$5,202,354

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

Alternate: Alternative 2B
Date:10/6/00

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:8/14/00

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Section 4 Specialty Items					
Retaining Walls	0	M3	$751	$0	
Soundwalls	1728	M2	$149	$257,472	
Erosion control	1141238	M2	$1	$912,990	
Guardrails	11636	M	$48	$559,459	
Fence	35992	M	$10	$355,961	
UNDERCROSSING-TYPE 1	277	M	$3,944	$1,092,422	
UNDERCROSSING-TYPE 2	329	M	$1,821	$599,096	
			Total Specialty Items		$3,777,400
Section 5 Traffic Items					
Lighting	1	LS	$60,239	$60,239	
Traffic Signals (intersection)	1	LS	$71,805	$71,805	
Permanent Signing (overhead)	1	LS	$15,000	$15,000	
Traffic Control Systems	1	EA	$62,562	$62,562	
Traffic Management Plan	1	LS	$50,000	$50,000	
Ground Mounted Signs	50	EA	$250	$12,500	
Paint Trafic Stripe	49794	M	$0.37	$18,424	
Pavement Marker	3049	EA	$3.31	$10,092	
Pavement Marking	232	M2	$44	$10,252	
Detours	1	LS	$300,000	$300,000	
Cabling for Lighting/Signing	15239	M	$3	$38,098	
Relocate Traffic Signal	1	LS	$15,000	$15,000	
Changeable Message Sign	1	LS	$100,000	$100,000	
			Total Traffic Items		$763,971
			SUBTOTAL SECTIONS 1-5		$32,303,522

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

Alternate: Alternative 2B
Date:10/6/00

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:10/06/00

		Item Cost	Section Cost
Section 6 Minor Items			
Subtotal Sections 1-5	$32,303,522 x (10%)	$3,230,352	
	Total Minor Items		$3,230,352
Section 7 Roadway Mobilization			
Subtotal Sections 1-5	$32,303,522		
Minor Items	$3,230,352		
	$35,533,874 x (10%)	$3,553,387	
	Total Roadway Mobilization		$3,553,387
Section 8 Roadway Additions			
Supplemental			
Subtotal Sections 1-5	$32,303,522		
Minor Items	$3,230,352		
	$35,533,874 x (5%)	$1,776,694	
Contingencies			
Subtotal Sections 1-5	$32,303,522		
Minor Items	$3,230,352		
	$35,533,874 x (10%)	$3,553,387	
	Total Roadway Additions		$5,330,081
	TOTAL ROADWAY ITEMS (Total of Sections 1-8)		$44,417,342

Estimate Prepared By Jose A. Huerta (Print Name) Phone No. 209.948.3970 Date 5/1/01

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date10/6/00

II. STRUCTURES ITEMS

Bridge Number *	201	202L	209L	210L	212L	211L
Structure Type	IGBAN	IGBAN	IGBAN	IGBFN		IGBAN
Width m. (out to out)	19.86	14.26	14.26	15.75	14.26	14.26
Span Length m.	57.14	30	84	200	34.8	41.78
Total Area Sq. m.	1,135	428	1,198	3,150	496	566
Footing Type (pile/spread)	Pile	Pile	Pile	Pile	Pile	Pile
Cost Per Sq. m. (incl. 10% mobl. & 25% cont.)	$1,399	$1,399	$1,614	$1,614	$1,401	$1,474
Total Cost for Structure	$1,588,000	$599,000	$1,934,000	$5,086,000	$695,000	$834,000

Bridge Number *	213L	216L	217L	215L
Structure Type				
Width m. (out to out)	13.2	13.2	16.8	13.2
Span Length m.	45	70	30	30
Total Area Sq. m.	594	924	504	396
Footing Type (pile/spread)	Pile	Pile	Pile	
Cost Per Sq. m. (incl. 10% mobl. & 25% cont.)	$1,401	$1,614	$1,399	$1,399
Total Cost for Structure	$832,194	$1,491,000	$705,096	$554,000

Subtotal Structures Items	$13,623,290
TOTAL STRUCTURES ITEMS	$13,623,290

COMMENTS

Bridge #201	Twenty Six Mile Road Undercrossing
Bridge #202L	Twenty Eight Mile Road Undercrossing (L)
Bridge #209L	Orange Blossom Road Undercrossing (L)
Bridge #210L	Stanislaus River Bridge (L)
Bridge #211L	East Interchange Undercrossing (L)
Bridge #212L	No Name (L)
Bridge #213L	Property Owner Access (L)
Bridge #215L	OID Access (L)
Bridge #216L	OID Access (L)
Bridge #217L	Property Owner Access (L)

Estimate Prepared By Jose A, Huerta (Print Name) Phone No. 209.948.3970 Date 5/1/01

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:10/06/00

	R/W	9,272,000
		3,000,000
		4,650,000
III. RIGHT OF WAY ESTIMATE		$16,922,000

COMMENTS

Estimate Prepared By Jose A. Huerta (Print Name) Phone No. 209.948.3970 Date 5/1/01

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

Alternate: Alternative 2C (2000) **Date:10/6/00**

Type of Estimate: Project Report

10-STA-120
PM 3.0/R12.9
EA 10-345401
Date: 10/06/00

Project Description: OAKDALE BYPASS PROJECT

Limits: The project limits includes Route 120 from PM 3.0 to R12.9

Proposed Improvement (Scope): This project proposes to construct a 2-lane expressway to bypass Oakdale

ROADWAY ITEMS	$44,581,913
RELINQUISHMENT	$2,000,000
STRUCTURE ITEMS	$12,008,820
R/W CONSTR. CONTR. WORK	$853,000
SUBTOTAL CONSTRUCTION	$59,443,733
RIGHT OF WAY COST	$17,122,000
TOTAL PROJECT COST	$76,565,733
ESCALATED 2002-2003 COST	$81,542,505

Approved by Project Manager: _____
(Signature)

Estimate Prepared by: Jose A. Fuentes
(Signature)

Date: 5/1/01

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

Alternate: Alternative 2C
Date:10/6/00

10-STA-120
PM 3.0/R12.9
EA 10-345400

	Quantity	Unit	Unit Price	Item Cost	Section Cost
I. Roadway Items					
Section 1 Earthwork					
Roadway Excavation	726,833	M3	$9	$6,541,497	
Imported Borrow	249,770	M3	$18	$4,495,860	
Clearing & Grubbing	1	LS	$300,000	$300,000	
Develop Water Supply	1	LS	$90,000	$90,000	
			Total Earthwork		$11,427,357
Section 2 Structural Section					
Asphalt concrete (Type A)	109,000	TONN	$50	$5,450,000	
Class 2 Aggregate Base	58,000	M3	$40	$2,320,000	
Class 4 Aggregate Subbase	28,000	M3	$32	$896,000	
AC Dikes (Installation)	11,900	M	$5	$59,500	
Asphalt Treated Permeable Base	10,500	M3	$59	$619,500	
			Total Structural Section		$9,345,000
Section 3 Drainage					
Drainage Piping (equiv. 24")	16,006	M	$180	$2,881,019	
Storm Drain Inlets	188	EA	$2,000	$376,000	
Underdrain System	8,161	M	$88	$718,168	
Edge Drain	9,915	M	$26	$257,790	
Edge Drain (outlet)	744	M	$30	$22,311	
18" Bit. Coated CSP Downdrain	262	M	$180	$47,160	
			Total Drainage		$4,302,448

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

Alternate: Alternative 2C
Date:10/6/00

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date10/06/00

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Section 4 Specialty Items					
Retaining Walls	966	M2	$751	$725,466	
Soundwalls	5574	M2	$160	$891,840	
Erosion control	469431.7	M2	$2	$704,148	
Guardrails	4000	M	$48	$192,320	
Fence	31000	M	$10	$306,590	
UNDERCROSSING-TYPE 1	216	M	$3,944	$851,852	
UNDERCROSSING-TYPE 2	31	M	$1,821	$56,450	
			Total Specialty Items		$3,728,665
Section 5 Traffic Items					
Lighting	1	LS	$300,000	$300,000	
Traffic Signals (intersection)	1	LS	$750,000	$750,000	
Permanent Signing (overhead)	1	LS	$250,000	$250,000	
Traffic Control Systems	1	EA	$100,000	$100,000	
Traffic Management Plan	1	LS	$200,000	$200,000	
Ground Mounted Signs	50	EA	$250	$12,500	
Paint Trafic Stripe	46667	M	$0.37	$17,267	
Pavement Marker	2000	EA	$3.31	$6,620	
Pavement Marking	232	M2	$44	$10,252	
Detours	1	LS	$500,000	$500,000	
Cabling for Lighting/Signing	15240	M	$3	$38,100	
Relocate Traffic Signal	1	LS	$125,000	$125,000	
Changeable Message Sign System	1	LS	$1,310,000	$1,310,000	
			Total Traffic Items		$3,619,739
			SUBTOTAL SECTIONS 1-5		$32,423,209

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

Alternate: Alternative 2C
Date:10/6/00

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:10/06/00

		Item Cost	Section Cost
Section 6 Minor Items			
Subtotal Sections 1-5	$32,423,209 x (10%)	$3,242,321	
	Total Minor Items		$3,242,321
Section 7 Roadway Mobilization			
Subtotal Sections 1-5	$32,423,209		
Minor Items	$3,242,321		
	$35,665,530 x (10%)	$3,566,553	
	Total Roadway Mobilization		$3,566,553
Section 8 Roadway Additions			
Supplemental			
Subtotal Sections 1-5	$32,423,209		
Minor Items	$3,242,321		
	$35,665,530 x (5%)	$1,783,277	
Contingencies			
Subtotal Sections 1-5	$32,423,209		
Minor Items	$3,242,321		
	$35,665,530 x (10%)	$3,566,553	
	Total Roadway Additions		$5,349,830
	TOTAL ROADWAY ITEMS (Total of Sections 1-8)		$44,581,913

Estimate Prepared By Jose A. Huerta (Print Name) Phone No. 209.948.3970 Date 5/1/01

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:10/06/00

II. STRUCTURES ITEMS

Bridge Number *	201	202L	203L	204L	212L	207L
Structure Type	IGBAN	IGBAN	IGBAN	IGBFN		IGBAN
Width m. (out to out)	19.86	14.26	13.9	13.9	14.26 Var.	
Span Length m.	57.14	30	119	216	34.8	69
Total Area Sq. m.	1,135	428	1,654	3,002	496	1,430
Footing Type (pile/spread)	Pile	Pile	Pile	Pile	Pile	Pile
Cost Per Sq. m. (incl. 10% mobl. & 25% cont.)	$1,399	$1,399	$1,399	$1,614	$1,401	$1,474
Total Cost for Structure	$1,588,000	$599,000	$2,314,000	$4,846,000	$695,000	$2,107,820

Bridge Number *	215L
Structure Type	
Width m. (out to out)	13.2
Span Length m.	30
Total Area Sq. m.	396
Footing Type (pile/spread)	Pile
Cost Per Sq. m. (incl. 10% mobl. & 25% cont.)	$1,399.00
Total Cost for Structure	$554,000

Subtotal Structures Items	$12,008,820
TOTAL STRUCTURES ITEMS	$12,008,820

COMMENTS

Bridge #201	Twenty Six Mile Road Undercrossing
Bridge #202L	Twenty Eight Mile Road Undercrossing (L)
Bridge #203L	Lesnini Creek Bridge (L)
Bridge #204L	Stanislaus River Bridge (L)
Bridge #207	East Interchange Undercrossing (L)
Bridge #212L	No Name (L)
Bridge #215L	North Main Canal (L)

Estimate Prepared By Jose A. Huerta (Print Name) Phone No. 209.948.3970 Date 5/1/01

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:10/06/00

R/W	12,222,000
Env. Mit.	2,900,000
OID	2,000,000

III. RIGHT OF WAY ESTIMATE $17,122,000

COMMENTS

Estimate Prepared By Jose A. Huerta (Print Name) Phone No. 209.948.3970 Date 5/1/01

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

Alternate: Alternative 2D(2000)

10-STA-120
PM 3.0/R12.9
EA 10-345401
Date: 10/6/00
Date:
Date:

Type of Estimate: Project Report

Project Description: OAKDALE BYPASS PROJECT

Limits: The project limits includes Route 120 from PM 3.0 to R12.9

Proposed Improvement (Scope): This project proposes to construct a 2-lane expressway to bypass Oakdale

ROADWAY ITEMS	$44,423,707
RELINQUISHMENT	$2,000,000
STRUCTURE ITEMS	$12,008,820
R/W CONSTR. CONTR. WORK	$1,271,000
SUBTOTAL CONSTRUCTION	$59,703,527
RIGHT OF WAY COST	$15,682,000
TOTAL PROJECT COST	$75,385,527

Approved by Project Manager: _____
(Signature)

Estimate Prepared by: Jose A. Acosta
(Signature)

Date: 5/1/01

ATTACHMENT K6

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400
Contr. No. 10B933
Date: 10/6/00

	Quantity	Unit	Unit Price	Item Cost	Section Cost
I. Roadway Items					
Section 1 Earthwork					
Roadway Excavation	451,266	M3	$7.00	$3,158,862	
Imported Borrow	664,744	M3	$16.50	$10,968,276	
Clearing & Grubbing	1	LS	$118,000.00	$118,000	
Develop Water Supply	1	LS	$35,000.00	$35,000	
			Total Earthwork		$14,280,138
Section 2 Structural Section					
Asphalt concrete (Type A)	96,710	TONN	$50.00	$4,835,500	
Class 3 Aggregate Base	50,484	M3	$37.00	$1,867,908	
Class 4 Aggregate Subbase	23,927	M3	$30.00	$717,810	
AC Dikes (Installation)	19,568	M	$3.82	$74,750	
Asphalt Treated Permeable Base	9,618	M3	$57.00	$548,226	
			Total Structural Section		$8,044,194
Section 3 Drainage					
Drainage Piping (equiv. 24")	9,732	M	$180.00	$1,751,760	
Storm Drain Inlets	180	EA	$2,000.00	$360,000	
Underdrain System	2,900	M	$88.00	$255,200	
Edge Drain	8,206	M	$26.00	$213,356	
Edge Drain (outlet)	410	M	$30.00	$12,300	
18" Bit. Coated CSP Downdrain	336	M	$180.00	$60,480	
			Total Drainage		$2,653,096

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:10/6/00

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Section 4 Specialty Items					
Retaining Walls	595	M2	$751.00	$446,845	
Soundwalls	5574	M2	$160.00	$891,840	
Erosion control	700101	M2	$1.00	$700,101	
Guardrails	10383	M	$48.08	$499,215	
Fence	25268	M	$10.00	$252,680	
UNDERCROSSING-TYPE 1	290	M	$3,000.00	$870,000	
UNDERCROSSING-TYPE 2	46	M	$1,000.00	$46,000	
			Total Specialty Items		$3,706,681
Section 5 Traffic Items					
Lighting	1	LS	$300,000	$300,000	
Traffic Signals (intersection)	1	LS	$750,000	$750,000	
Permanent Signing (overhead)	1	LS	$250,000	$250,000	
Traffic Control Systems	1	EA	$100,000	$100,000	
Traffic Management Plan	0	LS	$200,000	$200,000	
Ground Mounted Signs	50	EA	$250	$12,500	
Paint Trafic Stripe	48723	M	$0.37	$18,028	
Pavement Marker	3057	EA	$3.31	$10,119	
Pavement Marking	233	M2	$44	$10,296	
Detours	1	LS	$500,000	$500,000	
Cabling for Lighting/Signing	15240	M	$3	$38,100	
Relocate Traffic Signal	1	LS	$125,000	$125,000	
Changeable Message Sign System	1	LS	$1,310,000	$1,310,000	
			Total Traffic Items		$3,624,042
			SUBTOTAL SECTIONS 1-5		$32,308,151

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:10/6/00

		Item Cost	Section Cost
Section 6 Minor Items			
Subtotal Sections 1-5	$32,308,151 x (10%)	$3,230,815	
	Total Minor Items		$3,230,815
Section 7 Roadway Mobilization			
Subtotal Sections 1-5	$32,308,151		
Minor Items	$3,230,815		
	$35,538,966 x (10%)	$3,553,897	
	Total Roadway Mobilization		$3,553,897
Section 8 Roadway Additions			
Supplemental			
Subtotal Sections 1-5	$32,308,151		
Minor Items	$3,230,815		
	$35,538,966 x (5%)	$1,776,948	
Contingencies			
Subtotal Sections 1-5	$32,308,151		
Minor Items	$3,230,815		
	$35,538,966 x (10%)	$3,553,897	
	Total Roadway Additions		$5,330,845
	TOTAL ROADWAY ITEMS (Total of Sections 1-8)		$44,423,707

Estimate Prepared By Jose A. Huerta (Print Name) Phone No. 209-948-3970 Date 5/1/01

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date:10/6/00

II. STRUCTURES ITEMS

Bridge Number *	201	202L	203L	204L	212L	207L
Structure Type	IGBAN	IGBAN	IGBAN	IGBFN		IGBAN
Width m. (out to out)	19.86	14.26	13.9	13.9	14.26 Var.	
Span Length m.	57.14	30	119	216	34.8	69
Total Area Sq. m.	1,135	428	1,654	3,002	496	1,430
Footing Type (pile/spread)	Pile	Pile	Pile	Pile	Pile	Pile
Cost Per Sq. m. (incl. 10% mobl. & 25% cont.)	$1,399	$1,399	$1,399	$1,614	$1,401	$1,474
Total Cost for Structure	$1,588,000	$599,000	$2,314,000	$4,846,000	$695,000	$2,107,820

Bridge Number *	215L
Structure Type	
Width m. (out to out)	13.2
Span Length m.	30
Total Area Sq. m.	396
Footing Type (pile/spread)	Pile
Cost Per Sq. m. (incl. 10% mobl. & 25% cont.)	$1,399.00
Total Cost for Structure	$554,000

Subtotal Structures Items	$12,008,820
TOTAL STRUCTURES ITEMS	$12,008,820

COMMENTS

Bridge #201	Twenty Six Mile Road Undercrossing
Bridge #202L	Twenty Eight Mile Road Undercrossing (L)
Bridge #203L	Lesnini Creek Bridge (L)
Bridge #204L	Stanislaus River Bridge (L)
Bridge #207	East Interchange Undercrossing (L)
Bridge #212L	No Name (L)
Bridge #215L	North Main Canal (L)

Estimate Prepared By Jose A. Huerta (Print Name) Phone No. 209.943.3970 Date 5/1/01

PROJECT COST ESTIMATE SUMMARY (EXPRESSWAY)

10-STA-120
PM 3.0/R12.9
EA 10-345400

Date: 10/6/00

R/W	$11,882,000.00
ENV. MITIG.	3,300,000.00
OID WORK	500,000.00

III. RIGHT OF WAY ESTIMATE $15,682,000

COMMENTS

Estimate Prepared By Jose A. Huerta (Print Name) Phone No. 209.948.3970 Date 5/1/01

RIGHT OF WAY DATA SHEET

DIST: 10 CO: STA RTE: 120 PM: 3.3/R10.5 EA:345400 ALTERNATE NO: 1 DATE: 10/06/2000

EQUEST DATE: 10/03/00

1. Right of Way Cost Estimate:

	Current Value (Year 2000)	Rate of Escalation	Escalated Value (Year 2003)
Acquisition, including Excess Lands, Damages and Goodwill	$21,043,000.00	5%	$23,200,000.00
Utility Relocation (State share)	$3,032,000.00	5%	$3,343,000.00
Relocation Assistance	$833,000.00	5%	$918,000.00
Clearance/Demolition	$583,000.00	5%	$643,000.00
Title and Escrow Fees	$213,000.00	5%	$235,000.00
TOTAL CURRENT VALUE	**$25,704,000.00**		**$28,339,000.00**
Construction Contract Work	$111,000.00		

2. Items of construction contract work: YES ☒ NO ☐
28 road approaches; one 900 l.f. driveway.

3. ANTICIPATED RIGHT OF WAY LEAD TIME REQUIREMENTS: **38 months.**

4. Parcel Data:

TYPE	NUMBER	DUAL/APPR	UTILITIES		RR INVOLVEMENT	
X	2		U4-1	1	None	X
A	2		-2		C & M Agmt	
B	69		-3		Service Contract	
C	4		-4	4	Lic/RE/Clauses	
D	1		U5-7		**MISC. R/W WORK**	
TOTAL	78		-8	5	RAP Displacement	70
			-9		Clear/Demo	32
EXCESS	33				Const Permits	
					Cond	

Parcel Area: Right of Way [346.75 acres] Excess [101.22 acres]

5. Utility facilities or rights of way affected: YES ☒ NO ☐
Per Memorandum from Tom Donovan, Utility Coordinator, dated 04/06/94.

6. Railroad facilities or rights of way affected: YES ☐ NO ☒
If YES - Railroad involvement requires _ months lead-time.

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 ☐
Right of way is predominantly rural residential agricultural land. Some commercial. One dairy. Two parcels acquired as hardships are included in totals.

8. Effect on assessed valuation: YES ☐ NO ☐ NOT SIGNIFICANT ☒

9. Previously unidentified sites with hazardous waste and/or material found: YES ☒ NONE EVIDENT ☐
See Memorandum by Dinah Bortner dated April 12, 1994.

Date: 10-06-00
EA: 345400
Alternate No: 1

10. RAP displacements required: YES ☒ NO ☐ If YES, provide the following information:
Number of single family residences: 29 Number of business/nonprofit: 30
(includes 27 mini-storage units)
Number of multifamily units: 2 Number of farms: 9

Based on Draft Relocation Impact Statement/Study dated February 1994, it is anticipated that sufficient replacement housing will not be available without Last Resort Housing. "Super Payments" only.

11. Material borrow and/or disposal sites required: YES ☐ NO ☐ UNKNOWN ☒

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 — John A Almazan — Date: 10/6/00
JOHN ALMAZAN

Railroad Liaison — _____ — Date: _____
N/A

Utility Relocation Coordinator — _____ — Date: _____
ROXANNE VAN NATTA

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.

10-6-00
Date

ANDREW C. MILLER
Senior R/W Agent, Estimating

Entered PMCS (Event, Cost, Agree) By: _____ Date: _____

RIGHT OF WAY DATA SHEET

DIST: 10 CO: STA RTE: 120 KP: PM: 3.3/R10.5 EA:345400 ALTERNATE NO: 2A DATE: 10/06/2000

REQUEST DATE: 10/03/00

1. Right of Way Cost Estimate:

	Current Value (Year 2000)	Rate of Escalation	Escalated Value (Year 2003)
Acquisition, including Excess Lands, Damages and Goodwill	$8,112,000.00	5%	$8,943,000.00
Utility Relocation (State share)	$1,004,000.00	5%	$1,107,000.00
Relocation Assistance	$366,000.00	5%	$404,000.00
Clearance/Demolition	$284,000.00	5%	$313,000.00
Title and Escrow Fees	$130,000.00	5%	$143,000.00
TOTAL CURRENT VALUE	$9,896,000.00		$10,910,000.00
Construction Contract Work	$1,827,000.00		

2. Items of construction contract work: YES ☒ NO ☐
11 cattle and equipment under and overcrossings and road approaches.

3. ANTICIPATED RIGHT OF WAY LEAD TIME REQUIREMENTS: **33 months.**

4. Parcel Data:

TYPE	NUMBER	DUAL/APPR	UTILITIES		RR INVOLVEMENT	
X	1		U4-1	1	None	X
A	2		-2		C & M Agmt	
B	30		-3		Service Contract	
C	22		-4	4	Lic/RE/Clauses	
D	2		U5-7		**MISC. R/W WORK**	
TOTAL	57		-8	5	RAP Displacement	18
			-9		Clear/Demo	18
EXCESS	18				Const Permits	
					Cond	

Parcel Area: Right of Way [383.64 acres] Excess [177.13 acres]

5. Utility facilities or rights of way affected: YES ☒ NO ☐
Per Memorandum from Tom Donovan, Utility Coordinator, dated 04/06/94.

6. Railroad facilities or rights of way affected: YES ☐ NO ☒
If YES - Railroad involvement requires __ months lead-time.

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 ☐
Right of way is predominantly agricultural, including a dairy, some rural residential, some commercial. Count includes one parcel acquired as hardship.

8. Effect on assessed valuation: YES ☐ NO ☐ NOT SIGNIFICANT ☒

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

Date: 10-06-00
EA: 345400
Alternate No: 2A

10. RAP displacements required: YES ☒ NO ☐ If YES, provide the following information:
Number of single family residences: 15 Number of business/nonprofit: 1
Number of multifamily units: 0 Number of farms: 2
Based on Draft Relocation Impact Statement/Study dated February 1994, it is anticipated that sufficient replacement housing will not be available without Last Resort Housing. "Super Payments" only.

11. Material borrow and/or disposal sites required: YES ☐ NO ☐ UNKNOWN ☒

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 — John Almazan — Date: 10/6/00
JOHN ALMAZAN

Railroad Liaison — _____ — Date: _____
N/A

Utility Relocation Coordinator — _____ — Date: _____
ROXANNE VAN NATTA

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.

10-6-00
Date

ANDREW C. MILLER
Senior R/W Agent, Estimating

Entered PMCS (Event, Cost, Agree) By: _____ Date: _____

RIGHT OF WAY DATA SHEET

DIST: 10 CO: STA RTE: 120 KP: PM: 3.3/R10.5 EA:345400 ALTERNATE NO: 2B DATE: 10/06/2000

REQUEST DATE: 10/03/00

1. Right of Way Cost Estimate:

	Current Value (Year 2000)	Rate of Escalation	Escalated Value (Year 2003)
Acquisition, including Excess Lands, Damages and Goodwill	$7,490,000.00	5%	$8,258,000.00
Utility Relocation (State share)	$1,027,000.00	5%	$1,132,000.00
Relocation Assistance	$346,000.00	5%	$381,000.00
Clearance/Demolition	$279,000.00	5%	$308,000.00
Title and Escrow Fees	$130,000.00	5%	$143,000.00
TOTAL CURRENT VALUE	$9,272,000.00		$10,222,000.00
Construction Contract Work	$2,127,000.00		

2. Items of construction contract work: YES ☒ NO ☐
Twelve cattle and equipment under and overcrossings; two access roads; and four road approaches.

3. ANTICIPATED RIGHT OF WAY LEAD TIME REQUIREMENTS: **33 months.**

4. Parcel Data:

TYPE	NUMBER	DUAL/APPR	UTILITIES		RR INVOLVEMENT	
X	1		U4-1	1	None	X
A	2		-2		C & M Agmt	
B	37		-3		Service Contract	
C	19		-4	4	Lic/RE/Clauses	
D	2		U5-7		**MISC. R/W WORK**	
TOTAL	61		-8	5	RAP Displacement	16
			-9		Clear/Demo	18
EXCESS	21				Const Permits	
					Cond	

Parcel Area: Right of Way [388.4 acres] Excess [140.38 acres]

5. Utility facilities or rights of way affected: YES ☒ NO ☐
Per Memorandum from Tom Donovan, Utility Coordinator, dated 04/06/94.

6. Railroad facilities or rights of way affected: YES ☐ NO ☒
If YES - Railroad involvement requires _ months lead-time.

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 ☐
Right of way is predominantly agricultural, including a dairy. Some rural residential, minor commercial. Count includes one parcel acquired as hardship.

8. Effect on assessed valuation: YES ☐ NO ☐ NOT SIGNIFICANT ☒

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

Date: 10-06-00
EA: 345400
Alternate No: 2B

10. RAP displacements required: YES ☒ NO ☐ If YES, provide the following information:
Number of single family residences: 14 Number of business/nonprofit: 1
Number of multifamily units: 0 Number of farms: 1
Based on Draft Relocation Impact Statement/Study dated February 1994, it is anticipated that sufficient replacement housing will not be available without Last Resort Housing. "Super Payments" only.

11. Material borrow and/or disposal sites required: YES ☐ NO ☐ UNKNOWN ☒

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 — John A Almazan — JOHN ALMAZAN — Date: 10/6/00

Railroad Liaison — N/A — Date: _____

Utility Relocation Coordinator — ROXANNE VAN NATTA — Date: _____

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.

10-6-00
Date

ANDREW C. MILLER
Senior R/W Agent, Estimating

Entered PMCS (Event, Cost, Agree) By: _____ Date: _____

RIGHT OF WAY DATA SHEET

DIST: 10 CO: STA RTE: 120 KP: PM: 3.3/R10.5 EA:345400 ALTERNATE NO: 2C DATE: 10/06/2000

EQUEST DATE: 10/03/00

1. Right of Way Cost Estimate:

	Current Value (Year 2000)	Rate of Escalation	Escalated Value (Year 2003)
Acquisition, including Excess Lands, Damages and Goodwill	$9,996,000.00	5%	$11,021,000.00
Utility Relocation (State share)	$1,089,000.00	5%	$1,201,000.00
Relocation Assistance	$611,000.00	5%	$674,000.00
Clearance/Demolition	$371,000.00	5%	$409,000.00
Title and Escrow Fees	$155,000.00	5%	$171,000.00
TOTAL CURRENT VALUE	$12,222,000.00		$13,476,000.00
Construction Contract Work	$853,000.00		

2. Items of construction contract work: YES ☒ NO ☐
Six cattle and equipment under and overcrossings; nine road approaches.

3. ANTICIPATED RIGHT OF WAY LEAD TIME REQUIREMENTS: **36 months.**

4. Parcel Data:

TYPE	NUMBER	DUAL/APPR	UTILITIES		RR INVOLVEMENT	
X	1		U4-1	1	None	X
A	2		-2		C & M Agmt	
B	47		-3		Service Contract	
C	16		-4	4	Lic/RE/Clauses	
D	2		U5-7		**MISC. R/W WORK**	
TOTAL	68		-8	5	RAP Displacement	27
			-9		Clear/Demo	24
EXCESS	28				Const Permits	
					Cond	

Parcel Area: Right of Way [335.08 acres] Excess [86.56 acres]

5. Utility facilities or rights of way affected: YES ☒ NO ☐
Per Memorandum from Tom Donovan, Utility Coordinator, dated 04/06/94.

6. Railroad facilities or rights of way affected: YES ☐ NO ☒
If YES - Railroad involvement requires _ months lead-time.

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 ☐
Right of way is predominantly agricultural and rural residential. One dairy, two commercial. Count includes one parcel acquired as a hardship.

8. Effect on assessed valuation: YES ☐ NO ☐ NOT SIGNIFICANT ☒

9. Previously unidentified sites with hazardous waste and/or material found: YES ☒ NONE EVIDENT ☐
See memorandum by Dinah Bortner dated April 12, 1994.

Date: 10-06-00
EA: 345400
Alternate No: 2C

10. RAP displacements required: YES ☒ NO ☐ If YES, provide the following information:
Number of single family residences: 22 Number of business/nonprofit: 1
Number of multifamily units: 0 Number of farms: 4
Based on Draft Relocation Impact Statement/Study dated February 1994, it is anticipated that sufficient replacement housing will not be available without Last Resort Housing. "Super Payments" only.

11. Material borrow and/or disposal sites required: YES ☐ NO ☐ UNKNOWN ☒

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 — John Almazan — JOHN ALMAZAN — Date: 10/6/00

Railroad Liaison — N/A — Date: _____

Utility Relocation Coordinator — ROXANNE VAN NATTA — Date: _____

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.

10-6-00
Date

ANDREW C. MILLER
Senior R/W Agent, Estimating

Entered PMCS (Event, Cost, Agree) By: _____ Date: _____

RIGHT OF WAY DATA SHEET

DIST: 10 CO: STA RTE: 120 KP: PM: 3.3/R10.5 EA:345400 ALTERNATE NO: 2D DATE: 10/06/2000

REQUEST DATE: 10/03/00

1. Right of Way Cost Estimate:

	Current Value (Year 2000)	Rate of Escalation	Escalated Value (Year 2003)
Acquisition, including Excess Lands, Damages and Goodwill	$9,638,000.00	5%	$10,626,000.00
Utility Relocation (State share)	$1,130,000.00	5%	$1,246,000.00
Relocation Assistance	$584,000.00	5%	$644,000.00
Clearance/Demolition	$371,000.00	5%	$409,000.00
Title and Escrow Fees	$159,000.00	5%	$175,000.00
TOTAL CURRENT VALUE	$11,882,000.00		$13,100,000.00
Construction Contract Work	$1,271,000.00		

2. Items of construction contract work: YES ☒ NO ☐
Seven cattle and equipment under and overcrossings; two access roads; and nine road approaches.

3. ANTICIPATED RIGHT OF WAY LEAD TIME REQUIREMENTS: **34 months.**

4. Parcel Data:

TYPE	NUMBER	DUAL/APPR	UTILITIES		RR INVOLVEMENT	
X	1		U4-1	1	None	X
A	2		-2		C & M Agmt	
B	53		-3		Service Contract	
C	12		-4	4	Lic/RE/Clauses	
D	2		U5-7		**MISC. R/W WORK**	
TOTAL	70		-8	5	RAP Displacement	25
			-9		Clear/Demo	24
EXCESS	32				Const Permits	
					Cond	

Parcel Area: Right of Way [323.79 acres] Excess [68.33 acres]

5. Utility facilities or rights of way affected: YES ☒ NO ☐
Per Memorandum from Tom Donovan, Utility Coordinator, dated 04/06/94.

6. Railroad facilities or rights of way affected: YES ☐ NO ☒
If YES - Railroad involvement requires _ months lead-time.

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 ☐
Right of way is predominantly rural residential and agricultural, including one dairy. Parcel count includes one parcel acquired as a hardship.

8. Effect on assessed valuation: YES ☐ NO ☐ NOT SIGNIFICANT ☒

9. Previously unidentified sites with hazardous waste and/or material found: YES ☒ NONE EVIDENT ☐
See memorandum by Dinah Bortner dated April 12, 1994.

Date: 10-06-00
EA: 345400
Alternate No: 2D

9. RAP displacements required: YES ☒ NO ☐ If YES, provide the following information:
Number of single family residences: 21 Number of business/nonprofit: 1
Number of multifamily units: 0 Number of farms: 3
Based on Draft Relocation Impact Statement/Study dated February 1994, it is anticipated that sufficient replacement housing will not be available without Last Resort Housing. "Super Payments" only.

11. Material borrow and/or disposal sites required: YES ☐ NO ☐ UNKNOWN ☒

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 — John A Almazan — JOHN ALMAZAN — Date: 10/6/00

Railroad Liaison — N/A — Date: _____

Utility Relocation Coordinator — ROXANNE VAN NATTA — Date: _____

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.

10-6-00
Date

ANDREW C. MILLER
Senior R/W Agent, Estimating

Entered PMCS (Event, Cost, Agree) By: _____ Date: _____

ABREVIATIONS AND ACRONYMS

ADT	Average Daily Traffic
CAC	Citizen Advisory Committee
CEQA	California Environmental Quality Act
CTC	California Transportation Commision
DEIS	Draft Environmental Impact Statement
EPA	Environmental Protection Agency
F&E	Freeway and Expressway
FHWA	Federal HighwayAdministration
FTIP	Federal Transprtation Improvement Plan
IRRS	Inter Regional Route System
ISA	Initial Site Assessment
km	Kilometer
KP	Kilo(meter) Post
KP R	Revised Kilo(meter) Post
LOS	Level of Service
m	Meter
MIS	Major Investment Study
NEPA	National Environmental Policy Act
NHS	National Highway System
PBQ&D	Parsons, Brinkerhoff, Quade & Douglas
PDT	Project Development Team
PM	Post Mile
PM R	Revised Post Mile
PSR	Project Study Report
R/W	Right of Way
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SAAG	Stanislaus Area Association of Governments
SJVAB	San Joaquin Valley Air Basin District
STIP	State Transportation Improvement Plan
TASAS	Traffic Accident Surveillance and Analysis System
TMP	Transportation Management Plan
TSM	Transportation System Management
VE	Value Engineering

ATTACHMENT N

State of California | Bsiness, Transportation and Housing Agency

D-10 TRAFFIC MANAGEMENT PLAN CHECKLIST

District / EA: 10 / 345401
Date Prepared: 5/1/01
Prepared By: Jose A. Huerta
Stage of Project **Draft Project Report**

Co.-Rte-KP: Sta - 120 - KP 4.8/23.0

Description: Oakdale Bypass Expressway

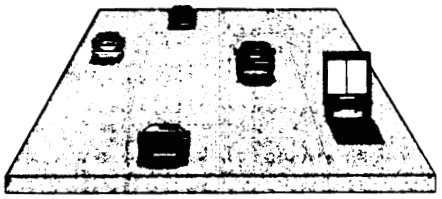
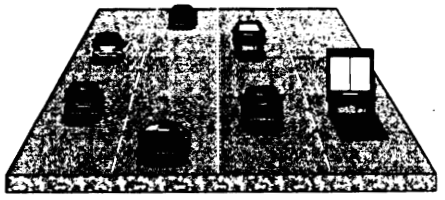
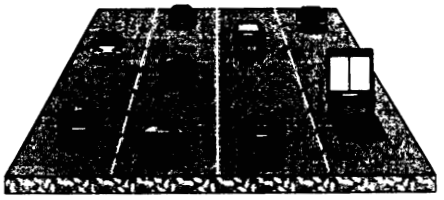
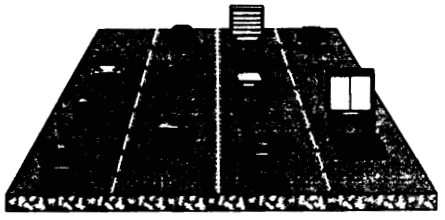
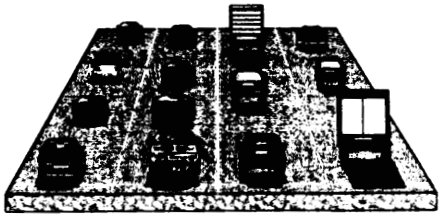
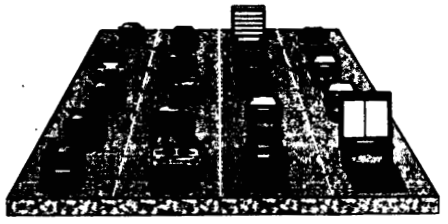
	COMPLETED	REQUIRED	RECOMMENDED	NOT APPLICABLE	COMMENTS
1.0 Public Information					
1.1 Brochures and Mailers			X		
1.2 Media Releases (& minority media sources)		X			
1.3 Paid Advertising			X		
1.4 Public Information Center			X		
1.5 Public Meetings/Speakers Bureau			X		
1.6 Project Telephone Hotline				X	
1.7 Local cable TV and News			X		
1.8 Traveler Information Systems (CHIN/Internet)			X		
1.9 Project Web Page			X		
2.0 Motorist Information Strategies					
2.1 Changeable Message Signs			X		
2.2 Trailer CMS's			X		
2.3 Ground Mounted Signs			X		
2.4 Commercial Traffic Signs			X		
2.5 Highway Advisory Radio (fixed and mobile)			X		
2.6 Planned Lane Closure Web Site			X		
2.7 Radar Speed Message Sign			X		
3.0 Incident Management					
3.1 Call Boxes				X	
3.2 COZEEP or MAZEEP			X		
3.3 Freeway Service Patrol				X	
3.4 Traffic Surveillance Stations (loops or CCTV)				X	
3.5 911 Cellular Calls				X	
3.6 Transportation Management Center			X		
3.7 Traffic Control Inspector			X		
3.8 CHP Officer in TMC during construction				X	
3.9 Traffic Management Teams				X	
3.10 On-site Traffic Advisor (contractor)			X		
3.11 CHP Helicopter				X	
4.0 Construction Strategies					
4.1 Incentive/Disincentive Clauses			X		
4.2 Delay damage clause			X		
4.3 Off peak/Night work			X		
4.4 Weekend Work			X		
4.5 Planned Lane/Ramp Closures			X		
4.6 Project Phasing			X		
4.7 Temporary Traffic Screens			X		
4.8 Total Facility Closure				X	

	COMPLETED	REQUIRED	RECOMMENDED	NOT APPLICABLE	COMMENTS
4.9 Truck Traffic Restrictions			X		
4.10 Variables Lanes				X	
4.11 Extended Weekend Closures			X		
4.12 Reduced Speed Zones			X		
4.13 Coordination with adjacent construction			X		
4.14 Traffic Control Improvements			X		
4.15 Contingency Plans			X		
4.15.1 Material Plant on standby			X		
4.15.2 Extra Critical Equipment on site			X		
4.15.3 Material Testing Plan			X		
4.15.4 Alternate Material on site (In case of failure or major delays)			X		
4.15.5 Emergency Detour Plan			X		
4.15.6 Emergency Notification Plan			X		
4.15.7 Weather Conditions Plan			X		
4.15.8 Emergency Funding Plan			X		
4.15.9 Delay Timing and Documentation Plan			X		
4.15.10 Late Closure Reopening Notification			X		
4.16 Ramp metering				X	
4.17 HOV Lanes/ramps				X	
4.18 Signal timing modification			X		
5.0 Demand Management					
5.1 HOV Lanes/Ramps				X	
5.2 Park-and-Ride Lots				X	
5.3 Parking Management/Pricing				X	
5.4 Rideshare Incentives			X		
5.5 Rideshare Marketing			X		
5.6 Transit, Train, or Light-Rail Incentives				X	
5.7 Transit Service Improvements				X	
5.8 Variable Work Hours				X	
5.9 Telecommute				X	
6.0 Alternate Route Strategies					
6.1 Ramp Closures				X	
6.2 Street Improvements			X		
6.3 Reversible Lanes				X	
6.4 Temporary Lanes or Shoulders Use			X		
6.5 Freeway to freeway connector closures				X	
7.0 Other Strategies					
7.1 Application of new technology			X		
7.2 Improved specifications			X		
7.3 Staff Training/Development			X		
7.4 Upgraded Equipment				X	

Approved by:

DISTRICT TRAFFIC MANAGER

LEVELS OF SERVICE

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptors
A		55+	Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed. [redacted]
B		50	Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability. [redacted]
C		45	Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density increasing. [redacted]
D		40	Approaching unstable flow. Speeds tolerable, but subject to sudden and considerable variation. Less maneuverability and driver comfort. [redacted]
E		35	Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort. [redacted]
F		25	Forced traffic flow. Speed and flow may drop to zero with high densities. [redacted]

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ATTACHMENT M