NORTH COUNTY CORRIDOR
TRANSPORTATION EXPRESSWAY AUTHORITY

ITEM: 3a

SUBJECT:

Project Updates

STAFF RECOMMENDATIONS:

Discussion Only

FISCAL IMPACT:

Not determined

DISCUSSION:

Jacob's staff provides the following updates:

Risk – No new risks have been identified and the current risks for the traffic model to be used have been resolved and removed.

Public Outreach Update –

The Community Focus Group (CFG) was held on Wednesday, December 8, 2010 at 6:30 p.m., at the StanCOG Board Room, 1111 I Street, Suite 308, Modesto. Caltrans has determined that these meetings are part of the formal environmental process and therefore will attend in the future. The next meeting is scheduled for Wednesday, March 9, 2011 at 6:00 p.m. in the StanCOG Board Room.

Traffic Update –

The Traffic Forecasting Model Calibration/Validation report has been submitted to Caltrans. A conference call was held with Caltrans to discuss the Existing Conditions Operations Report.

Environmental Update –

The Purpose and Need section of the Environmental Impact Statement (EIS)/ Environmental Impact Report (EIR) is in progress and a Draft Purpose and Need Methodology memo was distributed to the Project Development Team. (See attached). The screening process of alternatives that were identified from public scoping has begun. The alternative screening methodologies report is attached. This includes a first screening that focuses on determining if the alternatives will meet the year 2030 traffic demands in northern Stanislaus County. The screening process also includes evaluation of whether there are any major engineering considerations that would affect the safety or function of the facility, as well as a second screening that includes a quantitative assessment of how well the alternatives would meet the purpose and need and a comparison of the operational function and impacts of the alternatives. The specific criteria are as follows:

Purpose and Need Criteria:

- Does the Alternative Improve Network Circulation?
- Does the Alternative Reduce Existing and Future Traffic Congestion?
- Does the Alternative Benefit Commerce in the cities of Modesto, Riverbank, and Oakdale?
- Does the Alternative Enhance Traffic Safety?

Other Evaluation Criteria:

- Excessive Construction Costs?
- Severe Operational or Safety Problems?
- Unacceptable Adverse Social, Economic, or Environmental Impacts?
- Combination of Reasons, Which Taken Individually May Not Be Significant but Would Be Significant Cumulatively?
- Previously Rejected at an Earlier Stage (Regional Planning Process as Documented in an Environmental Document)?

Through the public scoping process, many new alternatives were identified. The Project Development Team (PDT) has reviewed these alternatives relative to the screening criteria and identified alternatives that will move forward for further evaluation. Each alternative has been posted on the Caltrans project website:

http://www.dot.ca.gov/dist10/environmental/projects/ncc99to120/ScreenedAlternatives.html

Information sheets on each alternative are presented and include a project map and the screening criteria with narrative as to why it is being screened from further study.

The screening approach has been developed to satisfy the intent of the National Environmental Policy Act of 1969 (NEPA). The California Department of Transportation (Caltrans), acting as the delegated NEPA agency pursuant to 23 U.S.C. 327, in cooperation with the North County Corridor Transportation Expressway Authority (NCCTEA), will comply with the Federal Highway Administration (FHWA) guidelines for implementing NEPA, and related environmental policies and regulations, as well as comply with the Caltrans Standard Environmental Reference (SER).

The alternatives that have been screened out and those still being evaluated for further consideration are attached.

A second Section 6002 meeting was held on January 19, 2011, for the Participating or Cooperating Agencies on this project. In attendance were:

- California Fish & Game
- San Francisco Public Utilities Commission (SFPUC)
- United States Fish & Wildlife Service (USFWS)
- Army Corps, and
- Local agency representatives

A draft 6002 Coordination Plan was distributed and is intended to define the process by which the Californian Department of Transportation (Caltrans) will communicate information about the North County Corridor Environmental Impact Statement (EIS) to the participating and cooperating agencies and the public. The plan also identifies how input from agencies and the public will be solicited and considered. The coordination plan is meant to promote an efficient and streamlined process and foster good project management through coordination, scheduling,

and early resolution of issues. A discussion on the Purpose and Need Methodologies and alternative screening process occurred and the anticipated schedule was presented.

Approximately 70% of the “Permission to Enter” (PTE) letters have been received from residents/property owners have been prepared to obtain access to private property for environmental study for the areas that have been defined for spring-time surveys. Follow up letters were sent to the remaining residents/property owners via certified mail on January 9, 2011.

NORTH COUNTY CORRIDOR ALTERNATIVES SCREENING METHODOLOGY REPORT

INTRODUCTION

The North County Corridor (NCC) Environmental Impact Statement (EIS) / Environmental Impact Report (EIR) involve establishing a draft Purpose and Need Statement along with alternative development and initial screening. Once a clear Purpose and Need Statement is developed and possible actions to address need are established, then the process of developing and refining potential transportation system alternatives that meet travel needs, of assessing potential impacts and mitigation, of delivering a complete environmental process, and of concluding the transportation decision-making process can be achieved.

The purpose of this report is to outline the methodological approach to be undertaken in identifying alternatives for additional study in the NCC EIS/EIR. The primary intent of the report is to introduce the screening process and criteria utilized in identifying and evaluating potential alternatives. The process involves a first screening that determines if a given alternative will meet the year 2030 traffic demands on State Route 108 in northern Stanislaus County, California. The screening process also includes evaluation of any major engineering considerations (if applicable) that could affect the safety or function of the facility. The second screening includes a quantitative assessment of how well an alternative addresses the Purpose and Need Statement along with a comparison of the operational function and impacts of each alternative evaluated, along with a more detailed assessment of potential environmental impacts.

The approach has been developed to satisfy the intent of the National Environmental Policy Act of 1969 (NEPA). The California Department of Transportation (Caltrans), acting as the delegated NEPA agency pursuant to 23 U.S.C. 327 and in cooperation with the North County Corridor Transportation Expressway Authority (NCCTEA), will comply with the Federal Highway Administration (FHWA) guidelines for implementing NEPA, with related environmental policies and regulations, and with the Caltrans Standard Environmental Reference (SER).

The following report is organized around and consists of the regulatory guidance overseeing the process, the screening process participants, a preliminary definition of Purpose and Need, and the various screening steps and criteria that will be utilized to evaluate and screen alternatives.

REGULATORY GUIDANCE

The identification of alternatives to be studied in detail within the EIS/EIR is an important step in preparing a NEPA EIS. Specifically, 40 CFR 1502.14 requires project proponents to:

- Rigorously explore and objectively evaluate all reasonable alternatives; for alternatives which were eliminated from detailed study, briefly discuss the reasons for having been eliminated;
- Devote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits;
- Include reasonable alternatives not within the jurisdiction of the lead agency;
- Include the alternative of No Action;
- Identify the agency's preferred alternative or alternatives, if one or more exists; identify such alternative in the draft and final statement unless another law prohibits the expression of such a preference; and
- Include appropriate mitigation measures not already included in the proposed action or alternatives.

When screening alternatives, it is important to include sufficient information when developing, evaluating, and eliminating alternatives. The screening process should include clear reasons as to why the range of alternatives was developed, as well as note what process and the type of public and agency input that was used. Equally important is why alternatives were eliminated from consideration. This entails documenting the type of criteria used, the point at which the alternative was eliminated in the process, and the parties involved in deciding the criteria for assessing alternatives and measuring an altenative's effectiveness.

The No Action Alternative will be included in the range of alternatives. This alternative may include short-term activities such as upgrades to existing systems and maintenance activities. This alternative serves as a baseline to which all other alternatives can be compared. The No Action Alternative includes projects listed in the adopted Stanislaus County *Regional Transportation Plan 2011* (RTP). The report utilizes all current, 2030 demographic data available, and will be updated as new versions of the model and transportation plan become available.

SCREENING PROCESS PARTICIPANTS

Through the screening process, the Project Development Team (PDT), composed of representatives from Caltrans; NCCTEA; the cities of Modesto, Riverbank, and Oakdale; the County of Stanislaus; and the Stanislaus Council of Governments (StanCOG), will be engaged. The PDT will be responsible for conducting a quality control review, testing the methodologies and assumptions inherent in each step, and applying the methodologies and assumptions. The Consultant Team will meet with the PDT (defined below) to discuss the alternatives methodology as well as the first and second screening processes. Additional meetings with specific technical team members may be required to discuss the results of technical analysis prior to meeting with the full PDT. The PDT will ultimately verify and agree on the screening results.

The PDT represents a multi- and interdisciplinary group of experts that can offer insight into Project factors. The PDT consists of traffic analysts, engineers, and environmental staff, including the following team members:

- Caltrans Project Managers: James Hammer, Gail Miller, David Sangha, Vu H. Nguyen
- NCCTEA Joint Powers Authority/County of Stanislaus: Matt Machado, Laurie Barton
- City of Modesto: Jeff Barnes
- StanCOG: Carlos Yamzon
- City of Riverbank: J.D. Hightower
- City of Oakdale: David Myers
- Consultant Project Managers: Kris Balaji, Theron Roschen
- Consultant Environmental Managers: Jack Allen, Lauren Abom, Gary Fink
- Consultant Engineering Manager: Trin Campos
- Consultant Traffic Engineer: Eddie Barrios
- Consultant Public Outreach Coordinator: Judith Buethe

Note: Changes may occur in assigned team members as the process progresses.

PURPOSE AND NEED

As a vital element in the screening process, the Purpose and Need Statement defines the transportation "problem," which the proposed action is attempting to address. As such, a viable alternative should reasonably achieve the needs that the proposed action is intending to address. The Purpose and Need for the NCC Project was developed considering input from the public scoping meetings in September 2010 and through a series of meetings with the PDT between September and November 2010. The Purpose and Need Statement developed for this Project is defined in the attached Purpose and Need Development Memo.

SCREENING PROCESS

Step 1: Identify Alternatives

Identification of alternatives for the NCC EIS/EIR has been an open process accessible to stakeholders. Alternative identification began during the Project scoping phase. Agencies and public participants suggested several system/modal alternatives during the scoping phase. These concepts were incorporated

into the list of alternative concepts noted below. Additional alternative concepts have been suggested through review of previous studies. Overall, the process intended to capture all possible alternatives that might be suggested through the course of preparing the EIS/EIR. Identifying and considering a wide range of alternative concepts at an early stage in the process minimizes the potential for new alternatives to surface later.

Two public scoping meetings were held on September 8, 2010, and September 13, 2010, in the communities of Oakdale and Salida. Each meeting was designed to solicit public input into the environmental compliance and alternatives screening processes. Participants were invited to draw alternative concepts on study area maps and aerial photos as well as provide written comments. Through the process, system/modal or alignment alternative concepts were identified, though it should be noted that components of one or more concept may still need to be combined to create a complete alternative. Each independent concept is distinguished by a number in parentheses. Sub-headings are provided for organization but are not included as alternative concepts.

No Action concepts include:

(1) Land Use (Adopted Existing General Plans of Affected Cities/County)

Transit concepts include:

(2) Use Existing/Improved Public Transit System

Transportation Systems Management (TSM)/Transportation Demand Management (TDM) concepts include:

(3) Intersection and Signal Improvements

(4) Improve Existing Roadway System

(5) Use of Carpools, Vanpools, Train, Bus, Bicycle, Walking

(6) Compressed Work Hours/Telecommuting

(7) Increased Park and Ride Use

Build concepts outside of study area include:

(8) Highway 120 Bypass (Public Comment)

Build concepts include:

(9) Existing State Route 108 from State Route 99 to State Route 120

(9A) F Street 3 to 5 Lanes one-way and G Street one-way (Public Comment)

(9B) Extend eastern Project boundary farther east to eliminate hills and curves east of Oakdale (Public Comment)

(9C) Ladd/Patterson/State Route 99

(10) State Route 99 to Langworth

(10A) Begins at Langworth

(10B) Begins at Langworth

(10C) Begins at Langworth

(10C-1) Stearns Road to State Route 120 (Public Comment)

(10C-2) Alternative 10C with Lexington Avenue (Public Comment)

(10C-3) Hammett/Lad to Alternative 10C

(11) Kiernan/Claribel Corridor

(11A) Alignment C to Claus Road, then Alignment 10A, 10B , or 10C to Oakdale (Public Comment)

(11B) Kiernan to Wamble Road (Public Comment)

(12) Patterson Road to 300' east of Albers Road to Langworth Road (Public Comment)

(13) Widen 219 to eight lanes to McHenry Avenue to SR 108 (Public Comment)

(14) Kiernan/Claus/SR 108 Option (Public Comment)

Once cohesive alternatives have been developed based on the concepts listed above, each alternative will be evaluated to assure an accurate assessment of operational and physical impacts. Alternatives will be conceptual during the first screening level, and alternatives with obvious "fatal flaws" will be removed. From there, a more defined second screening will occur once all the appropriate data has been produced.

Note: Alternatives will be designed to comply with Caltrans design standards. Design exceptions will not be considered during the first screening process.

Step 2: First Screening

First Screening Process

Each of the alternatives will be screened through a preliminary screening process that focuses on determining if a specific alternative will meet the 2030 traffic needs and if any major engineering considerations would affect the safety or function of the facility. Guidance provided in Chapter 10 of the Caltrans Project Development Procedures Manual (PDPM) will be used, with a focus on six criteria identified in the PDPM that will allow for a preliminary evaluation of alternatives. Preliminary screening

(i.e., the first screening process) is generally a qualitative step using readily available data and professional judgment.

During this step, the PDT will apply the preliminary screening criteria identified in the PDPM. Once done, the PDT will document the justification for eliminating or moving ahead with alternatives in an alternatives screening matrix. These criteria include the following:

- Would the alternative meet the Purpose and Need for the project as defined at this stage in the planning process;
- Would there be excessive construction costs associated with the alternative;
- Would the alternative result in severe operations or safety problems;
- Would there be unacceptable adverse social, economic, or environmental impacts;
- Would there be a combination of reasons that taken individually may not be significant but would be cumulatively; and
- Was the alternative previously rejected at an earlier stage, such as a regional planning process and as documented in an environmental process.

The Consultant Team will conduct the first screening exercise for this step. Upon completion, the Consultant Team will present its findings/recommendations to the PDT. At this presentation, the PDT will review the findings/recommendations and assess the validity of the findings.

First Screening Criteria

Below are the Purpose and Need, engineering, and environmental criteria that will be considered in the first screening process. The process also assesses feasibility of implementation.

Purpose and Need

This criterion includes preliminary screening measures to determine if the alternative would conceptually result in conditions that would support the stated Purpose and Need of the proposed action as defined at this stage in the planning process. If an alternative does not meet the Purpose and Need of the Project, it will be eliminated from consideration. The following questions will be applied when evaluating each alternative:

- Will the alternative reduce congestion on existing State Route 108? (An answer of "yes" is required to proceed)
- Will the alternative reduce congestion on roadways parallel to State Route 108? (An answer of "yes" is required to proceed)

Engineering Considerations

This criterion includes consideration of both the safety and function of the proposed transportation system. Preliminary screening measures were developed based on known engineering issues. To date, minimal design has been completed on each of the alternatives, and the qualitative analysis focuses on engineering "fatal flaws" that would preclude implementation of the facility. If an alternative does not pass the engineering screening, it will be eliminated from consideration. The following questions will be applied when evaluating each alternative:

- Would the alternative meet existing State interregional system connectivity?
- Would the alternative meet alignment geometric standards for a freeway/ expressway facility?
- Would the alternative not significantly impact existing key public infrastructure facilities, i.e., the Hetch Hetchy water system, railroad, irrigation canals, and major power distribution lines?

Environmental Considerations

This criterion includes consideration of the potential for unacceptable and adverse social, economic, and environmental impacts. Referencing the public scoping comments, the PDT will consider these potential impacts in order to determine if there would be a substantial performance difference among alternatives. The following question will be applied when evaluating each alternative:

- Would the alternative result in substantial impacts to social, economic, and environmental issues as identified through use of the Caltrans PDPM?

Feasibility of Implementation

This criterion includes consideration of costs, political acceptance, consistency with adopted plans, and general environmental impacts.

Step 3: Second Screening (Alternatives Comparison)

Second Screening Process

Following the first screening, the remaining alternatives will be compared in order to identify the benefits and impacts associated with each alternative. The second screening step will quantify how well the alternative meets the 2030 traffic needs and how well the facility operates. The step will also assess any potential critical community or environmental impacts along with feasibility of implementation. The second screening step is a quantitative step that uses modeling in the study area. As such, the Consultant Team will provide data from the traffic analysis to indicate how each of the remaining alternatives would perform relative to the selected evaluation criteria. Alternatives will not be eliminated based on any single operational, environmental, or feasibility issue. Rather, the performance of an alternative will be

determined and ranked based on the sum of its benefits and impacts. The results of the screening will be documented in the alternatives screening matrix.

During this time, a PDT workshop session will be conducted to accomplish two goals:

- Evaluate and rate the relative importance of the various screening considerations; and
- Apply this consideration to each alternative, which is based on judgments about the data provided and will result in ranking alternatives according to operational and environmental impacts as well as implementation feasibility.

These rankings will form the basis for the final ranking of the alternatives. The PDT will decide, based on these rankings, which alternatives are recommended for additional study in the EIS/EIR. The alternative comparison will be documented in the alternatives screening matrix.

Second Screening Criteria

Below are the Purpose and Need, engineering, and environmental criteria that will be considered in the second screening process. The process also assesses feasibility of implementation.

Purpose and Need

This criterion includes screening measures to determine if the alternative would result in operational traffic conditions that would support the stated Purpose and Need of the proposed action. Traffic modeling for each alternative would provide the data to complete the analysis. Elements to consider related to mobility include:

- Travel time,
- Travel speed,
- Corridor Level of Service (LOS),
- Primary Intersection LOS, and
- Screenline Volume Reduction.

Engineering Considerations

This criterion includes consideration of both the safety and function of the proposed transportation system. Conceptual designs will be used to evaluate alternative issues that may impede the performance of the proposed facility or reduce conflicts between modes of transportation and/or turning movements evaluated on a qualitative basis.

- **Operation of State Route 108:** Would the alternative maintain a State Route 108 mainline LOS D or better?

- **Connectivity:** Would the alternative provide improved transportation network connectivity?
- **Convenience/Accessibility:** Would the alternative provide additional transportation options for the traveling public?
- **Driver Expectancy:** Would navigation of the alternative be understood and provide expected movements?
- **Safety:** Would the alternative reduce the number of movements with the potential conflict with one another?

Environmental Considerations

This criterion includes consideration of both impacts to the community and the natural environment. The Project Team will consider all environmental elements and environmental considerations identified below. The criterion was developed based on major and known environmental issues that could be differentiated between alternatives as well as on public comments indicating valuable community resources.

Note: resource surveys (e.g., cultural resources and wetlands delineations) are not available at this time, and that additional consideration of environmental resources would be included and evaluated in the EIS/EIR. To assess potential impacts to environmental resources the Project Team will rely on publicly available information on the following topics that will be addressed in the EIS/EIR:

- **Agricultural Impacts:** Which alternatives would affect farmlands under the Williamson Act contract or on prime agricultural soils?
- **Air Quality Impacts:** What air quality impacts would result under each alternative?
- **Biological Impacts:** Would the alternative affect rare, endangered, or threatened species, and if so, to what extent? Would wetland resources be affected? What plant and animal species would be affected?
- **Cultural Resources/Historic Resources Impacts**: Would archaeological resources be affected by the alternative? How many structures more than 45 years of age would be affected by each alternative? (based on year built data)
- **Community Cohesion/Land Use/Growth Impacts:** Would each alternative divide an established community, and if so, how?
- **Emergency Services Impacts**: Which alternatives would negatively increase anticipated emergency response times?

- **Geology/Soils/Seismicity Impacts**: Would an alternative result in impacts to the area's underlying geological conditions, soils, or seismicity?
- **Hydrology/Water Quality Impacts**: Which alternatives may result in impacts to local and regional hydrology and water quality?
- **Noise Impacts:** Which alternatives may result in noise impacts to surrounding land uses?
- **Right-of-way Impacts:** Would the alternative result in acquisitions? (number of partial and full acquisitions, number of commercial and residential acquisitions)
- **Visual impacts:** Would the alternative create substantial visual impacts?

Feasibility of Implementation

- Would the alternative be consistent with adopted transportation and land use plans?
- Is there support by the local municipalities for the alternative?

Conclusion

The goal of the alternatives screening process is to complete an initial screening of all alternatives. Additional screening and analysis will need to be completed as the Project proceeds. Elements that may need to be considered but are not addressed in this screening include a more detailed assessment of environmental resources and consideration of design refinements to reduce impacts.

Date updated **11/15/2010**
Dist - E.A Sta-108/120 PM
Co-Rte-PM XX to XX
Proj Mgr Kris Balaji
Dy Proj Mgr Roschen

Project Description

North County Corridor Project (PA&ED) - On New Alignment between State Route 99/ Hammett Road IC to 7.7 miles east of State Route 120/108 junction in Stanislaus County

LEGEND

Probability

Very Low **Low**	**0% to 5%** **6% to 35%**
Moderate	**36% to 65%**
High **Very High**	**66% to 95%** **96% to 100%**

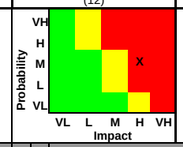
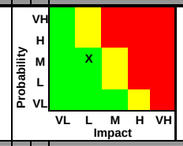
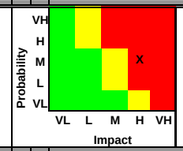
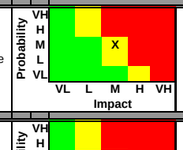
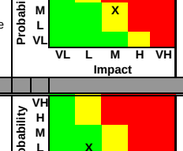
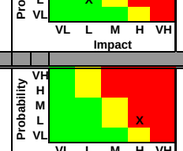
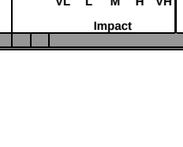
Impact	Schedule	Cost
Low	Activity not in a critical path or currently not a controlling Operation. Impacts will not cause it to become critical path or a controlling operation	Cost of the particular activity will go up to a maximum of $25k
Moderate	Activity not on critical path or currently not a controlling Operation. Impacts WILL put the item on critical path or cause it to become controlling operation	Cost of the particular activity will go up between $25k to $50k
High	Impacts to activity that is currently a Controlling Operation or on a critical path	Cost of the particular activity will go up above $50k

%

Definition of Response Strategy

Mitigation: Reducing the probability and/or the impact of an adverse risk. This is primarily used for those risks that are to be managed by the project team.
Acceptance: To acknowledge the risk's existence, but to take no preemptive action to resolve it, except for the possible development of contingency plans should the risk event come to pass.
Avoidance: To eliminate the conditions that allow the risk to be present at all, most frequently by eliminating the cause of the risk such as revising the scope to exclude that part involving the risk

PROJECT RISK MANAGEMENT PLAN

	Identification								Qualitative Analysis				Response Strategy		Monitoring and Control	
Priority	Status	ID #	Date Identified Project Phase	WBS Codes	Functional Assignment	Threat/Opportunity Event	SMART Column	Risk Trigger	Type	Probability	Impact	Risk Matrix	Strategy	Response Actions including advantages and disadvantages	Primary & Secondary Responsibility Task Manager)	Date, Status and Review Comments
(1)	(2)	(3)	(4)		(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(16)	(17)	(19)	(21)
	Active	1	7/15/2010	100.10.99	Environmental	HQ legal review	Caltrans legal will be involved during the 6002 - Agency Coordination process and the review of the Draft and Final Environmental Document. HQ Legal's work load priorities or risk averseness may cause schedule delays on the project of 6 - 12 months.	HQ Legal asking for more time than allotted in the agreed upon project schedule, or HQ Legal asking for unreasonable amount of information or extra work than usually required for legal review	**Schedule**	Moderate	High		Acceptance	Continuous communications with Headquarters legal. Include as part of 6002 Coordination Plan. Pro: HQ Legal well informed of the project Con: HQ Legal may micro manage the proj	Kris Balaji	
	Active	2	7/15/2010	100.10.10	Project Team	Change in Caltrans Personnel	During the Route Adoption Phase, Caltrans environmental Manager was reassigned to a different duty, and the DED was prepared under the guidance of the Acting Manager. Just when the DED was about to be released to the public, the original manager returned and the manager did not agree with a lot of decisions made by the previous staff, resulting in excessive rework and schedule delay. It is possible that the change in personnel during this phase of work may result in similar situation	Change in Management level Caltrans staff for Environmental, Design or Project Management discipline	**Schedule**	Moderate	Low		Mitigation	Written documentation of all key decisions and posting them on the File Collaboration Server. Pro: Proof of all decisions Con: Qualifying what constitute key decision may become subjective. Conservative actions may lead to unmanageable number of documents being saved making it difficult to retrieve	Kris Balaji	
	Active	3	7/15/2010	100.10.99	Environmental	Potential for increase in alternatives resulting from 6002 Coordination	The NEPA 6002 Agency Coordination regulations require the lead agencies to involve and consult with regulatory agencies early in the environmental process. While this is a potentially positive action, there is a risk that the regulatory agencies may start "running the project", for example, asking for more detailed studies, more minor analyses, more alternatives than what we think is reasonable and feasible, etc	Substantial scope variation(s) or more and more requests starting to accumulate as a result of consultations with the regulatory agencies.	**Schedule**	Moderate	High		Acceptance	Regular coordination with regulatory agency staff. Pros: Positive relationship with agency staff resulting in favorable understanding Con: None	Jack Allen	
	Active	4	7/15/2010	100.10.15	Design	Schedule delays due to untimely Coordination requirement with Hammett and Kiernan Projects	Currently, the Stanislaus County has embarked on the environmental study for interchange improvements at Kiernan Ave/SR99 and Hammet Avenue/SR99. The design alternatives for NCC may connect to either or both interchanges. As such, each NCC alternative needs to be coordinated with the Kiernan and Hammet alternatives, even after the PA&ED is completed for those projects and alternatives are chosen. This may result in some rework on the NCC Project.	Rework of alternatives that are already designed and approved on NCC	**Schedule**	Moderate	Moderate		Mitigation	Send Design Manager to critical PDT meetings of these other projects Pro: More knowledge of other projects' design strategies Con: Additional cost for NCC	Trin Campos	
	Active	5	7/15/2010	100.10.15	Design	Conflicts with other local jurisdictions should there be potential conflicts of NCC alignment with their existing local road circulation.	Should one or more of the proposed NCC alignment alternatives conflict with the local circulation of the JPA jurisdictions, there exists potential for negotiation or strained relationship.	Request from JPA jurisdictions to completely avoid conflicts to existing circulation	**Cost**	Moderate	Moderate		Mitigation	Close coordination with TAC members during alternative alignment development	Trin Campos	
	Active	6	7/15/2010	165.50.20 165.50.40	Environmental	Coordination with National Marine Fisheries Service (NOAA Fisheries) is not needed (no anadromous fish present)	Consultation with NMFS may be required if perennial drainages, which support anadromous fish will be impacted. Scope presumes that perennial drainages supporting anadromous fish will be avoided/no consultation with NMFS anticipated. If consultation is required schedule for completing Natural Env. Study Report and obtaining Biological Opinion could be delayed by 2 - 4 months.	NMFS requests inclusion through scoping process or bio field surveys determine that the alternatives will impact fish habitat.	**Schedule**	Low	Low		Avoidance	Confirm and verify early on that no T &E anadromous fish species are present; monitoring listings during project life	Jack Allen	
	Active	7	7/15/2010	165.00.00	Environmental	A delay in obtaining Notice to Enter (NTEs) leads to delay in schedule.	The efficiency and timeliness of environmental surveys are dependent upon the availability of access to the study area; Lead agency or the project proponent would be responsible for obtaining access to meet the proposed schedule.	Delay in obtaining NTEs due to project changes in description and/or schedule	**Schedule**	Low	High		Acceptance	Jacobs to ensure access is obtained early on in advance of survey windows; immediately following scoping; schedule adherence	Jack Allen	

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High	**66% to 95%**
Very High	**96% to 100%**

Impact	Schedule	Cost
Low	Activity not in a critical path or currently not a controlling Operation. Impacts will not cause it to become critical path or a controlling operation	Cost of the particular activity will go up to a maximum of $25k
Moderate	Activity not on critical path or currently not a controlling Operation. Impacts WILL put the item on critical path or cause it to become controlling operation	Cost of the particular activity will go up between $25k to $50k
High	Impacts to activity that is currently a Controlling Operation or on a critical path	Cost of the particular activity will go up above $50k

%

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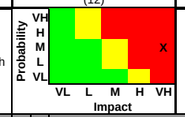
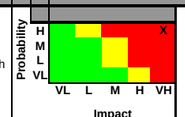
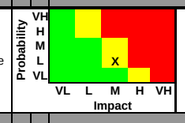
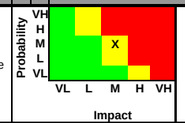
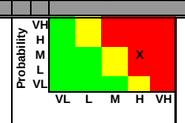
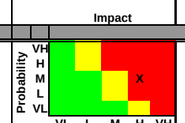
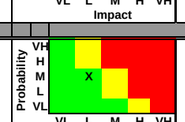
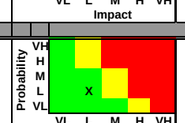
PROJECT RISK MANAGEMENT PLAN

	Identification								Qualitative Analysis				Response Strategy		Monitoring and Control	
Priority	**Status**	**ID #**	**Date Identified Project Phase**	**WBS Codes**	**Functional Assignment**	**Threat/Opportunity Event**	**SMART Column**	**Risk Trigger**	**Type**	**Probability**	**Impact**	**Risk Matrix**	**Strategy**	**Response Actions including advantages and disadvantages**	**Primary & Secondary Responsibility Task Manager)**	**Date, Status and Review Comments**
(1)	(2)	(3)	(4)		(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(16)	(17)	(19)	(21)
	Active	8	7/15/2010	165.50.40	Environmental	Additional USFWS-required field studies increase magnitude of effort and expand scope of work	Additional USFWS-required field studies to support analysis of potential growth-inducing effects on listed species; additional surveys are season sensitive. If triggered, this could lead to additional field surveys in an area larger than the project footprint study area (habitat level, not protocol), the timing of which could cause at least 12 month delay (as well as an increase in cost).	USFWS does not concur with Jacobs team survey plan and/or does not concur with findings of BA.	**Schedule**	Moderate	Very High		Acceptance	Through 6002 strategies and agency scoping, verify with USFWS that additional surveys not needed; monitor strategy during project life.	Jack Allen	
	Active	9	7/15/2010	165.50.40	Environmental	Limited protocol-level surveys in scope of work not adequate to address USFWS desired survey level will expand scope and delay schedule	Limited protocol-level surveys are included in this scope of work. If USFWS does not concur with Jacobs protocol survey plan, additional surveys may lead to additional seasonal surveys and delay the schedule by 16 - 24 months	USFWS does not concur with Jacobs team survey plan and/or does not concur with findings of BA.	**Cost**	High	Very High		Acceptance	After initial surveys are conducted and consultation with USFWS has occurred, USFWS will determine if protocol-level surveys are required. If protocol-level surveys for plants or wildlife are determined to be necessary, they may be conducted during the appropriate time of year under an amended scope of work	Jack Allen	
	Active	10	7/15/2010	165.00.00	Environmental	More than four versions of the APE map lead to rework	The APE map must stay set during technical studies; changes in the project during that time may change the APE and require additional lead agency approvals and in turn, lead to schedule delays of likely 3 months	Project description changes	**Cost**	Low	Moderate		Acceptance	Avoid preparing APE until PD is complete. If changes in the PD require additional versions of the APE, notify JACOBs of costs.	Eng	
	Active	11	7/15/2010	165.00.00	Environmental	More than three alternative alignments, each 26 miles long and 400-feet wide, are required as part of pedestrian surveys leading to a magnitude in work effort	Cultural resources pedestrian field survey effort assumes that no more than three alternative alignments, each 26 miles long and 400-feet wide. Added alternatives would increase magnitude of work effort and impact the schedule by up to 3 months	Project description changes or an alternative is added	**Schedule**	Moderate	Moderate		Acceptance	Do not survey corridors until alignments are verified and PD is complete. Monitor corridor width of each alignment to ensure that 400-foor-wide surveys still valid.	Jack Allen	
	Active	12	7/15/2010	165.00.00	Environmental	More than 10 acres of survey for ancillary project features such as staging areas, utility relocations, and access/haul roads change the project description and lead to rework	No more than 10 acres of survey for ancillary project features such as staging areas, utility relocations, and access/haul roads is anticipated in the scope. If the project description changes and leads to an increase in acreage will cause technical study rework if impact analyses are underway. Impact to schedule could be up to 6 months.	Field investigation encounters additional sites, project description changes or an alternative is added	**Cost**	Moderate	High		Avoidance	Establish potential locations for staging areas to designate and include in APE. Avoid surveying until PD complete.	Jack Allen	
	Active	13	7/15/2010	165.20.20 165.20.25.15	Environmental	Of the 10 pre-historic sites, more than five sites will consist of compact lithic scatters leading to additional work and schedule delay	Of the 10 pre-historic sites assumed, it is scoped that five sites will consist of compact lithic scatters and not require subsurface investigations to determine their extent in order to avoid them. If additional sites require subsurface investigations, increase in scope and schedule delay will occur	Field investigation encounters additional sites, project description changes or an alternative is added	**Schedule**	Moderate	High		Acceptance	Monitor number of sites identified.	Mgmt	
	Active	14	7/15/2010	165.20.20 165.20.25.15	Environmental	More than 5 sites require XPI subsurface investigations and lead to increases scope and delay schedule	No more than 5 sites requiring XPI subsurface investigations are scoped. Added sites requiring these investigations will lead to added scope and schedule delay of up to 3 months	Field investigation encounters additional sites, project description changes or an alternative is added	**Cost**	Moderate	Low		Acceptance	Verify sites requiring XPI with Caltrans PQS and notify JACOBs if number exceeds 5.	Jack Alleny	
	Active	15	7/15/2010	165.20.10	Environmental	A backhoe/auger and operator will be needed for more than 10 days for Extended Phase I excavation and would cause schedule delay	A backhoe/auger and operator, needed for more than 10 days for Extended Phase I excavation, would result in schedule delays of up to 1 month	More than the scoped number of extended phase I excavations are required; inclement weather leads to work stoppage	**Cost**	Low	Low		Avoidance	Avoid efforts during rainy season to avoid rain delays; coordinate effort in advance to ensure access/permits are in place.	Jack Allen	

Date updated **11/15/2010**
Dist - E.A Sta-108/120 PM
Co-Rte-PM XX to XX
Proj Mgr Kris Balaji
Dy Proj Mgr Roschen

Project Description

North County Corridor Project (PA&ED) - On New Alignment between State Route 99/ Hammett Road IC to 7.7 miles east of State Route 120/108 junction in Stanislaus County

LEGEND

Probability

Very Low	**0% to 5%**
Low	**6% to 35%**
Moderate	**36% to 65%**
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Identification								Qualitative Analysis				Response Strategy		Monitoring and Control	
Priority	Status	ID #	Date Identified Project Phase	WBS Codes	Functional Assignment	Threat/Opportunity Event	SMART Column	Risk Trigger	Type	Probability	Impact	Risk Matrix	Strategy	Response Actions including advantages and disadvantages	Primary & Secondary Responsibility Task Manager)	Date, Status and Review Comments
(1)	(2)	(3)	(4)		(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(16)	(17)	(19)	(21)
	Active	16	7/15/2010	165.20.25 165.25.10	Environmental	More than 130 potentially historical architectural/built environment resources (i.e. buildings or structures) are identified leading to a change in magnitude of effort.	More than 130 architectural/built environment resources (i.e. buildings or structures) are 45 years or older and potentially eligible for the Register which will result in an increase in level of effort for Cultural Resources and Section 4(f) Evaluation	Field survey results	**Cost**	Low	Moderate	Probability VH H M L VL; Impact VL L M H VH; X	Acceptance	Monitor number of resources and notify lead agency and project proponent in the event the scoped number of sites is exceeded.	Jack Allen	
	Active	17	7/15/2010	165.20.25 165.25.10	Environmental	More than 2 buildings and/or structures and more than 0 subsurface archaeological features located in the APE meet the criteria for listing in the National Register of Historic Places and need to be included in a Finding of Effect document, increasing the magnitude of effort	More than 2 buildings and/or structures and more than 0 subsurface archaeological features will meet the criteria for listing in the National Register of Historic Places (NRHP) and will need to be included in a Finding of Effect (FOE). This will result in an increase in level of effort for Cultural Resources and Section 4(f) Evaluation	During data collection surveys and evaluation, more than 2 buildings and/or structures or any subsurface archaeological features discovered potentially eligible for NRHP	**Scope**	Moderate	Moderate	Probability VH H M L VL; Impact VL L M H VH; X	Acceptance	Monitor number and location of resources, attempt to fully avoid buildings/structures/sites by project design and notify lead agency and project proponent in the event the scoped number of resources needing to be included in a FOE document is exceeded.	Jack Allen	
	Active	18	7/15/2010	165.20.25.25	Environmental	Subsurface archaeological sites will be impacted by the project and a data recovery plan or archaeological discovery plan is required	It is assumed that the subsurface sites identified during the Extended Phase I effort can be completely avoided by the project and that a data recovery plan or archaeological discovery plan is not needed. If the sites cannot be avoided, a data recovery plan or archaeological discovery plan will be required	Subsurface archaeological sites cannot be fully avoided by project design	**Schedule**	Low	Moderate	Probability VH H M L VL; Impact VL L M H VH; X	Acceptance	Design project so that subsurface archaeological sites can be fully avoided. Notify client immediately if it is determined by Caltrans or appears that a data recovery plan or discovery plan is required.	Jack Allen	
	Active	19a	7/15/2010	165.20.25.25	Environmental	Caltrans requires additional air quality studies.	Changing requirements for air quality studies resulting from recent court cases and legislative actions (e.g., HRA and AB 32) are not completely defined but will likely require additional analyses by CT staff.	Change in legislation, court case reviews, or change in project description could lead to additional work	**Scope**	Low	Moderate	Probability VH H M L VL; Impact VL L M H VH; X	Acceptance	Meet with CT staff in advance to determine new requirements and methods of study; coordinate with CT staff during tech study prep to ensure expectations are met prior to review of report.	Jack Allen	
	Active	19b	7/27/2010	165.10.40	Environmental	CEQA Guidelines changed to require quantitative energy analysis	Caltrans doesn't currently have guidance (SER) re:analyzing energy impacts. Energy analysis included as an optional task in scope.	CEQA guidelines amended to require quantitative analysis of energy impacts	**Scope**	Moderate	Low	Probability VH H M L VL; Impact VL L M H VH; X	Acceptance	Meet with CT AQ and energy staff regularly to ensure expectations are met prior to review of DED	Jack Allen	
	Active	20	7/15/2010	160.100.00	Design	Increase in the number of formal alternatives or significant changes in alternative alignments late in PA&ED.	Would require re-work of preliminary engineering and may require additional surveys if outside current mapping.		**Cost**	Moderate	High	Probability VH H M L VL; Impact VL L M H VH; X				

Date updated **11/15/2010**
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Co-Rte-PM XX to XX
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Project Description

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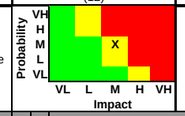
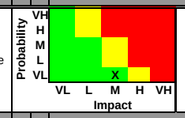
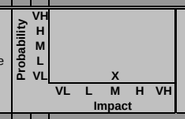
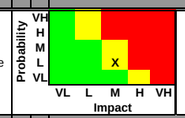
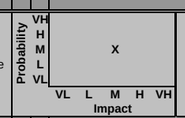
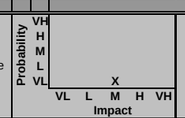
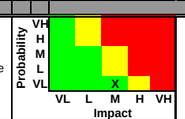
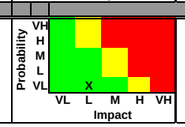
(1)	(2)	(3)	(4)		(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(16)	(17)	(19)	(21)
	Active	21	7/15/2010	160.10.85	Design	Need for additional structures APS and geotechnical work.	Scope includes up to 7 APS and limited Geotechnical work. Will need concurrence from CT Stuc		**Cost**	Moderate	Moderate					
	Active	22	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Proj Specific Analysis)	Increase in the number of study intersections	Number of existing study Intersections is 17 and number of new intersections created by project is less than 20. Increasing the number of study intersections would increase cost and schedule due to the need to collect new data and perform additional analyses.	Caltrans and/or JPA modifies the study intersections	**Cost**	Very Low	Moderate		Avoidance	Have traffic work scope approved by Caltrans	Eddie Barrios	Traffic work scope under current Caltrans review
	Retired	23	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Proj Specific Analysis)	Increase to the number of existing roadway segments to be studied	Number of existing study roadway segments is 33. Increasing the number of study roadway segments would increase cost and schedule due to the need to collect new data and perform additional analyses	Caltrans and/or JPA modifies the study roadway segments	**Cost**	Very Low	Moderate		Avoidance	Have traffic work scope approved by Caltrans	Eddie Barrios	Traffic work scope under current Caltrans review
	Active	24	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Proj Specific Analysis)	Increase in the number of alternatives to be studied.	For estimating purposes, we assumed the number of alternatives studied equals 3. Increasing number of alternatives would impact cost and schedule	Caltrans and/or JPA modifies the number of alternatives	**Cost**	Low	Moderate		Avoidance	Have traffic work scope approved by Caltrans and number of alternatives properly identified at project initiation	Kris Balaji	
	Retired	25	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Proj Specific Analysis)	Changing the traffic model used for the current phase from the one used for the Route Adoption phase	It is assumed that the Traffic Model to be used is same model as NCC SR 108 East Route Adoption. Changing traffic models would result in redoing a lot of modeling effort spent on the Route Adoption	Caltrans and/or JPA indicates to use a different model	**Cost**	Moderate	Moderate		Avoidance	Have traffic work scope approved by Caltrans and JPA	Eddie Barrios	Need to coordinate with StanCOG to receive the okay to use same model
	Retired	26	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Proj Specific Analysis)	Request to evaluate additional peak hours other than the weekday AM and PM peak hour	Analysis hours are weekday AM and PM peak hour. Evaluating additional peak hours such as weekend peak hour would require additional data collection and analysis	Caltrans and/or JPA indicates to evaluate additional peak hours	**Cost**	Very Low	Moderate		Avoidance	Have traffic work scope approved by Caltrans and JPA	Eddie Barrios	Traffic work scope under current Caltrans review
	Active	27	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Proj Specific Analysis)	Requiring more than three analysis year scenarios	Three analysis year scenarios: existing, opening year, and design year. Evaluating additional scenarios would require additional analysis	Caltrans and/or JPA indicates to evaluate additional scenarios	**Cost**	Very Low	Moderate		Avoidance	Have traffic work scope approved by Caltrans and JPA	Eddie Barrios	Traffic work scope under current Caltrans review
	Active	28	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Program-level Analysis)	Increase to the number of new roadway segments	It is assumed that the number of new study roadway segments is 107 and are the same as the NCC East Route Adoption. Increasing the number of study segments would increase cost and schedule due to the need to collect new data and perform additional analyses	Caltrans and/or JPA modifies the study segments	**Cost**	Very Low	Low		Avoidance	Have traffic work scope approved by Caltrans	Eddie Barrios	Traffic work scope under current Caltrans review

Date updated	**11/15/2010**
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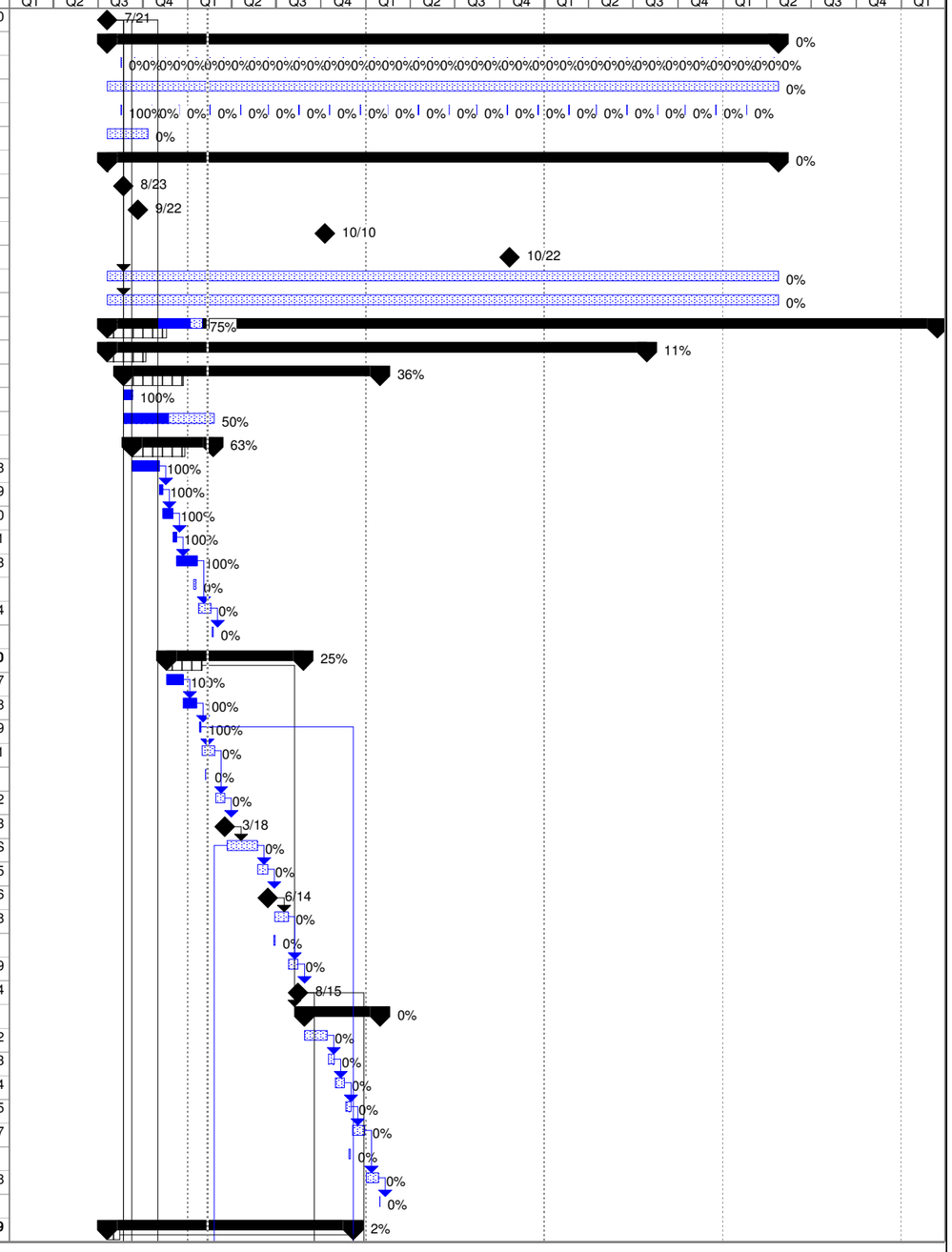
	Active	29	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Program-level Analysis)	Increase in number of alternatives	Number of alternatives studied equals 3. Increasing number of alternatives would impact cost and schedule	Caltrans and/or JPA modifies the number of alternatives	**Cost**	Low	Low	Probability VH H M L VL; X; VL L M H VH; Impact	Avoidance	Have traffic work scope approved by Caltrans and number of alternatives properly identified at project initiation	Kris Balaji	
	Retired	30	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Program-level Analysis)	Changing the traffic model used for the current phase from the one used for the Route Adoption phase	It is assumed that the Traffic Model to be used is same model as NCC SR 108 East Route Adoption. Changing traffic models would result in redoing a lot of modeling effort spent on the Route Adoption	Caltrans and/or JPA indicates to use a different model	**Cost**	Moderate	Moderate	Probability VH H M L VL; X; VL L M H VH; Impact	Avoidance	Have traffic work scope approved by Caltrans and JPA	Eddie Barrios	Need to coordinate with StanCOG to receive the okay to use same model
	Active	31	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Program-level Analysis)	Changing the analysis period from "weekday, daily"	It is assumed that we will analyze for weekday daily conditions. Evaluating additional analysis periods such as weekend daily would require additional data collection and analysis	Caltrans and/or JPA indicates to evaluate additional periods	**Cost**	Very Low	Low	Probability VH H M L VL; X; VL L M H VH; Impact	Avoidance	Have traffic work scope approved by Caltrans and JPA	Eddie Barrios	Traffic work scope under current Caltrans review
	Active	32	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Program-level Analysis)	Requiring more than three analysis year scenarios	Three analysis year scenarios: existing, opening year, and design year. Evaluating additional scenarios would require additional analysis	Caltrans and/or JPA indicates to evaluate additional scenarios	**Cost**	Very Low	Low	Probability VH H M L VL; X; VL L M H VH; Impact	Avoidance	Have traffic work scope approved by Caltrans and JPA	Eddie Barrios	Traffic work scope under current Caltrans review
	Active	33	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Program-level Analysis)	Requiring that traffic report be submitted separately for the CEQA/NEPA and Project Specific analysis	The assumption is that a single traffic report can be submitted that covers the CEQA/NEPA and Project Specific analysis. If Caltrans requests that two separate traffic reports be prepared then this will have an impact on schedule.	Caltrans requests two separate reports.	**Schedule**	Moderate	Moderate	Probability VH H M L VL; X; VL L M H VH; Impact	Acceptance	Work with Caltrans to see if a single report can be provided.	Eddie Barrios	
	Active	34	7/15/2010	160.05.20 160.10.10 160.10.35 160.10.70	Traffic (Program-level Analysis)	Requiring more than one round of review period for traffic items	For each deliverable there is a single JPA and Caltrans review period. If the JPA or Caltrans requests more than one review period for each deliverable then this will have an impact on schedule.	JPA and/or Caltrans requests more than one review period for each deliverable.	**Schedule**	Low	Moderate	Probability VH H M L VL; X; VL L M H VH; Impact	Acceptance	Work with team to ensure that a single review period is all that is necessary. Incorporate this decision in the Project Charter	Eddie Barrios	

ID	Task Name	Duration	Start	Finish	% Complete	Predecessors	Successors
1	Notice to Proceed	0 days	Wed 7/21/10	Wed 7/21/10	100%		1FS+20 days,74,79,80
2	**Task 1 - Project Management (WBS 100.10)**	**983 days**	**Wed 7/21/10**	**Fri 4/25/14**	**0%**	**1**	
3	**Monthly PDT Meetings**	**956 days**	**Wed 8/18/10**	**Wed 4/16/14**	**0%**		
49	Agency Coordintation	983 days	Wed 7/21/10	Fri 4/25/14	0%		
50	**TAC Meetings**	**916 days**	**Wed 8/18/10**	**Wed 2/19/14**	**5%**		
73	General Plan Update	60 days	Wed 7/21/10	Tue 10/12/10	0%		
74	**Task 2 - Consensus Building and Outreach (WBS 100.10.99)**	**983 days**	**Wed 7/21/10**	**Fri 4/25/14**	**0%**	**1**	
75	Mail Newsletters	1 day	Mon 8/23/10	Mon 8/23/10	100%		
76	Scoping Meeting	1 day	Wed 9/22/10	Wed 9/22/10	100%		
77	Project Status Workshop 1	1 day	Mon 10/10/11	Mon 10/10/11	100%		
78	Project Status Workshop 2	1 day	Mon 10/22/12	Mon 10/22/12	100%		
79	Website & Media Coordination	983 days	Wed 7/21/10	Fri 4/25/14	0%	1	
80	Stakeholder Meetings	983 days	Wed 7/21/10	Fri 4/25/14	0%	1	
81	**NCC EIS/EIR**	**1214 days?**	**Wed 7/21/10**	**Mon 3/16/15**	**14%**	**1**	
82	**Task 3 - Preliminary Engineering and Technical Studies (WBS 160)**	**789 days**	**Wed 7/21/10**	**Mon 7/29/13**	**11%**		
83	**3.1 - Traffic Studies**	**376 days**	**Mon 8/23/10**	**Mon 1/30/12**	**36%**		
84	Collect Traffic Data	15 days	Mon 8/23/10	Fri 9/10/10	100%		
85	Review Geometric Plans and Project Alternatives	134 days	Mon 8/23/10	Thu 2/24/11	50%		
86	**Existing Conditions Report**	**118 days**	**Fri 9/10/10**	**Tue 2/22/11**	**63%**		
87	Existing Conditions Traffic Analysis	40 days	Fri 9/10/10	Thu 11/4/10	100%		88
88	Draft Existing Conditions Report to JPA	5 days	Fri 11/5/10	Thu 11/11/10	100%	87	89
89	JPA Review and Discussions	15 days	Fri 11/12/10	Thu 12/2/10	100%	88	90
90	Draft Existing Conditions Report to Caltrans	5 days	Fri 12/3/10	Thu 12/9/10	100%	89	91
91	Caltrans Review Period	31 days	Fri 12/10/10	Fri 1/21/11	100%	90	93
92	Focused Meeting with Caltrans to Discuss Report	3 days	Fri 1/14/11	Tue 1/18/11	0%		
93	Response to Comments on Draft Existing Report from Caltrans	20 days	Mon 1/24/11	Fri 2/18/11	0%	91	94
94	Submit Final Existing Conditions Report to Caltrans for Approval	2 days	Mon 2/21/11	Tue 2/22/11	0%	93	
95	**Traffic Forecasting Report**	**200.25 days**	**Fri 11/19/10**	**Fri 8/26/11**	**25%**		**110**
96	Draft Traffic Forecasting Model Cal/Val Report to JPA	24.25 days	Fri 11/19/10	Thu 12/23/10	100%		97
97	JPA Review and Discussions	19 days	Fri 12/24/10	Wed 1/19/11	100%	96	98
98	Draft Traffic Forecasting Model Calibration/Validation Report to Caltrar	3 days	Thu 1/20/11	Fri 1/28/11	100%	97	99,189
99	Caltrans Review Period	20 days	Mon 1/31/11	Fri 2/25/11	0%	98	101
100	Focus Meeting with Caltrans to Discuss Report	4 days	Mon 2/7/11	Thu 2/10/11	0%		
101	Respond to Comments on Draft Traffic Forecasting Model Cal/Val fron	15 days	Mon 2/28/11	Fri 3/18/11	0%	99	102
102	Submit Final Traffic Forecasting Model Calibration/Validation Report	0 days	Fri 3/18/11	Tue 3/22/11	0%	101	103
103	Draft Traffic Forecasts Report to JPA	45 days	Wed 3/23/11	Tue 5/24/11	0%	102	104,174SS
104	JPA Review and Discussions	15 days	Wed 5/25/11	Tue 6/14/11	0%	103	105
105	Draft Traffic Forecast Report to Caltrans	0 days	Tue 6/14/11	Tue 6/28/11	0%	104	106
106	Caltrans Review Period	20 days	Wed 6/29/11	Tue 7/26/11	0%	105	108
107	Focused Meeting with Caltrans to Discuss Draft Traffic Forecasts Rep	3 days	Mon 6/27/11	Wed 6/29/11	0%		
108	Respond to Caltrans Comments	14 days	Wed 7/27/11	Mon 8/15/11	0%	106	109
109	Final Traffic Forecasts Report for Caltrans Approval	0 days	Mon 8/15/11	Fri 8/26/11	0%	108	216,224
110	**Traffic System Analysis Report**	**111 days**	**Mon 8/29/11**	**Mon 1/30/12**	**0%**	**95**	
111	Future Year Traffic Operations Analysis	35 days	Mon 8/29/11	Fri 10/14/11	0%		112
112	Draft Traffic Operations Report to JPA	10 days	Mon 10/17/11	Fri 10/28/11	0%	111	113
113	JPA Review and Discussions	15 days	Mon 10/31/11	Fri 11/18/11	0%	112	114
114	Draft Traffic System Analysis Report to Caltrans	10 days	Mon 11/21/11	Fri 12/2/11	0%	113	115
115	Caltrans Review Period	20 days	Mon 12/5/11	Fri 12/30/11	0%	114	117
116	Focused Meeting with Caltrans to Discuss Draft Ops Report	3 days	Mon 11/28/11	Wed 11/30/11	0%		
117	Response to Comments on Draft Traffic System Analysis Report from	20 days	Mon 1/2/12	Fri 1/27/12	0%	115	118
118	Final Traffic System Analysis Report to Caltrans for Approval	1 day	Mon 1/30/12	Mon 1/30/12	0%	117	
119	**3.2 - Preliminary Engineering & Technical Studies**	**360 days**	**Wed 7/21/10**	**Tue 12/6/11**	**2%**		**189**



Project: 7SAC038 Project Schedule 20
Date: Thu 2/10/11

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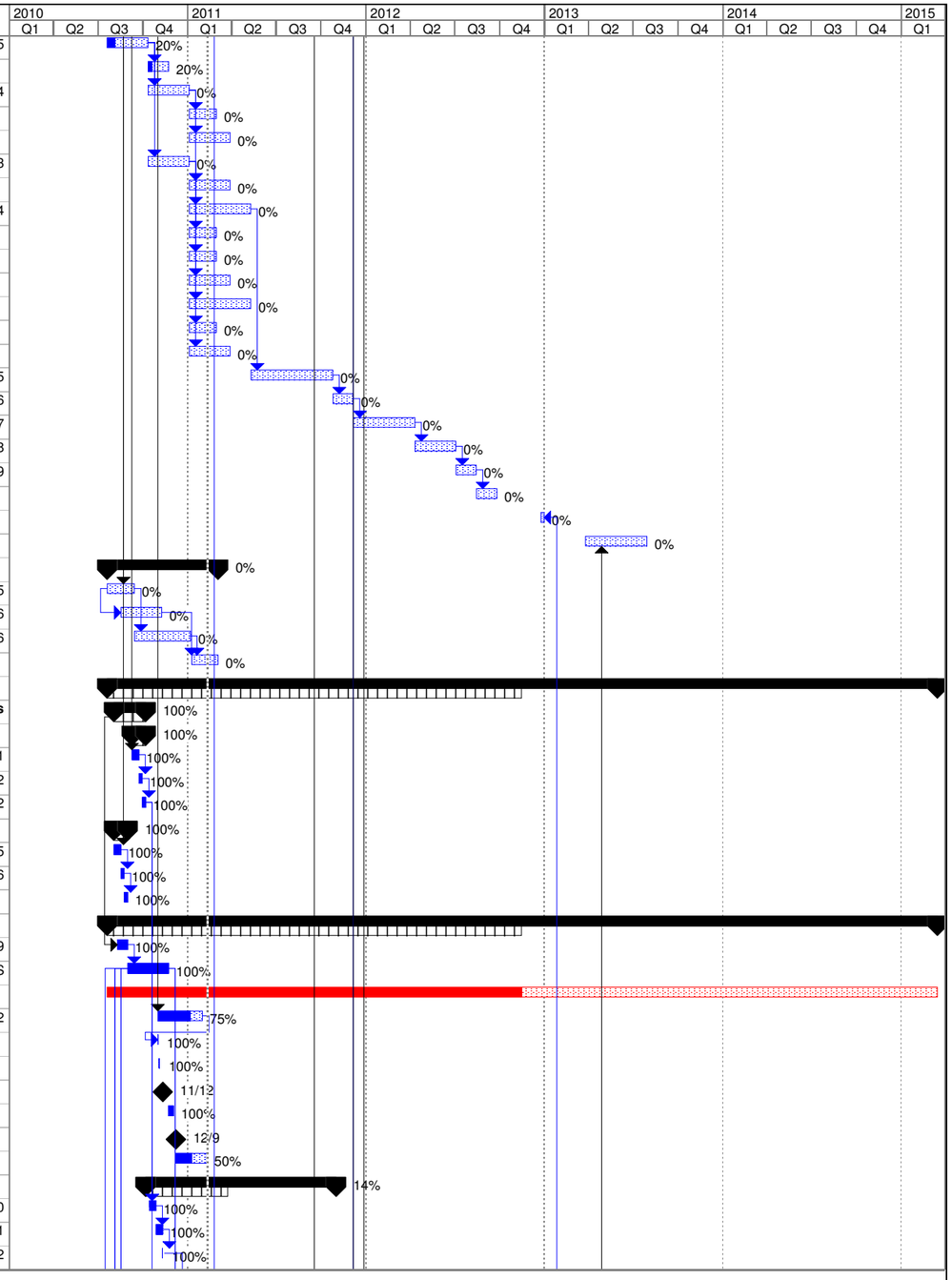
Summary

ID	Task Name	Duration	Start	Finish	% Complete	Predecessors	Successors
120	Preliminary Geometric Maps for Alternative Alignments (Assume 3 Atl)	60 days	Wed 7/21/10	Tue 10/12/10	20%		121,122,125
121	Environmental Study Area Maps	30 days	Wed 10/13/10	Tue 11/23/10	20%	120	
122	Conceptual Hydraulics/Hydrology Studies	60 days	Wed 10/13/10	Tue 1/4/11	0%	120	123,130,124
123	Drainage Concept Plans	40 days	Wed 1/5/11	Tue 3/1/11	0%	122	
124	Storm Water Data Report	60 days	Wed 1/5/11	Tue 3/29/11	0%	122	
125	Right of Way Requirements	60 days	Wed 10/13/10	Tue 1/4/11	0%	120	9,126,128,131,132,133
126	Utility Location Requirements	60 days	Wed 1/5/11	Tue 3/29/11	0%	125	
127	Right of Way Data Sheets	90 days	Wed 1/5/11	Tue 5/10/11	0%	125	134
128	Railroad Study	40 days	Wed 1/5/11	Tue 3/1/11	0%	125	
129	Park and Ride Study	40 days	Wed 1/5/11	Tue 3/1/11	0%	125	
130	Geotechnical Information	60 days	Wed 1/5/11	Tue 3/29/11	0%	122	
131	Structure Advanced Planning Study	90 days	Wed 1/5/11	Tue 5/10/11	0%	125	
132	Preliminary Transportation Management Plan	40 days	Wed 1/5/11	Tue 3/1/11	0%	125	
133	Fact Sheets for Exceptions to Design Standards	60 days	Wed 1/5/11	Tue 3/29/11	0%	125	
134	PSR-PDS (Draft, CT Reviews, Final)	120 days	Wed 5/11/11	Tue 10/25/11	0%	127	135
135	VA Study	30 days	Wed 10/26/11	Tue 12/6/11	0%	134	136
136	Draft Project Report	90 days	Wed 12/7/11	Tue 4/10/12	0%	135	137
137	Caltrans Review of Draft PR	60 days	Wed 4/11/12	Tue 7/3/12	0%	136	138
138	Jacobs Revise Draft PR	30 days	Wed 7/4/12	Tue 8/14/12	0%	137	139
139	Caltrans Review and Approve Draft Project Report	30 days	Wed 8/15/12	Tue 9/25/12	0%	138	
140	Caltrans Signs Draft Project Report	5 days	Tue 12/25/12	Mon 12/31/12	0%	340FF	
141	Prepare 60% Plans for Phase 1 Construction Segment	90 days	Tue 3/26/13	Mon 7/29/13	0%	344	
142	**Engineering and Land Net Surveys**	**163 days**	**Wed 7/21/10**	**Fri 3/4/11**	**0%**		
143	Survey Control	40 days	Wed 7/21/10	Tue 9/14/10	0%	1	144SS+20 days,145
144	Aerial Topographic Mapping	60 days	Wed 8/18/10	Tue 11/9/10	0%	143SS+20 days	146
145	Field Design Surveys	83 days	Wed 9/15/10	Fri 1/7/11	0%	143	146
146	Base Map	40 days	Mon 1/10/11	Fri 3/4/11	0%	144,145	
147	**Task 4 - Environmental Scoping of Alternatives Identified for Studies**	**1214 days**	**Wed 7/21/10**	**Mon 3/16/15**	**54%**		
148	**Coordination and Public Involvement Plans**	**47 days**	**Wed 8/4/10**	**Thu 10/7/10**	**100%**		**158SS+5 days**
149	**6002 Coordination Plan**	**20 days**	**Fri 9/10/10**	**Thu 10/7/10**	**100%**		
150	Draft 6002 Coordination Plan/Letter to Agencies	10 days	Fri 9/10/10	Thu 9/23/10	100%	1FS+10 days	151
151	Caltrans Review	5 days	Fri 9/24/10	Thu 9/30/10	100%	150	152
152	Finalize Plan	5 days	Fri 10/1/10	Thu 10/7/10	100%	151	169,182
153	**Prepare PI Plan**	**20 days**	**Wed 8/4/10**	**Tue 8/31/10**	**100%**		
154	Draft PI Plan	10 days	Wed 8/4/10	Tue 8/17/10	100%	1FS+10 days	155
155	Caltrans Review	5 days	Wed 8/18/10	Tue 8/24/10	100%	154	156
156	Finalize Plan	5 days	Wed 8/25/10	Tue 8/31/10	100%	155	
157	**Public Agency Scoping Process**	**1214 days**	**Wed 7/21/10**	**Mon 3/16/15**	**53%**		
158	Notice Of Preparation/Notice of Intent	15 days	Wed 8/11/10	Tue 8/31/10	100%	148SS+5 days	159
159	Public and Agency Scoping	60 days	Wed 9/1/10	Tue 11/23/10	100%	158	3,234SS,250SS,257SS
160	6002 Agency Review and Coordination Process	1214 days	Wed 7/21/10	Mon 3/16/15	50%		
161	**Obtain PTEs**	65 days	Tue 11/2/10	Mon 1/31/11	75%	1FS+20 days	162
162	Map Area for PTEs along Corridor B	2 days	Tue 11/2/10	Thu 11/4/10	100%	161	
163	Notify subconsultant of hot spot mapping	3 days	Thu 11/4/10	Mon 11/8/10	100%		
164	Submit map to county for APN	0 days	Fri 11/12/10	Fri 11/12/10	100%		
165	Prepare draft PTE letters & coordinate with Caltrans	9 days	Mon 11/15/10	Fri 12/3/10	100%		
166	Draft PTE letters sent out	0 days	Thu 12/9/10	Thu 12/9/10	100%		
167	Receive PTE letters	45 days	Thu 12/9/10	Wed 2/9/11	50%		
168	**Prepare Purpose and Need Statement**	**278 days**	**Fri 10/8/10**	**Tue 11/1/11**	**14%**		
169	Prepare purpose and need methodolgies memo for agency 6002 review	10 days	Fri 10/8/10	Thu 10/28/10	100%	152	170
170	Caltrans & JPA review	10 days	Fri 10/29/10	Thu 11/11/10	100%	169	171
171	Revise methodologies Memo	2 days	Thu 11/11/10	Tue 11/16/10	100%	170	172



Project: 7SAC038 Project Schedule 20
Date: Thu 2/10/11

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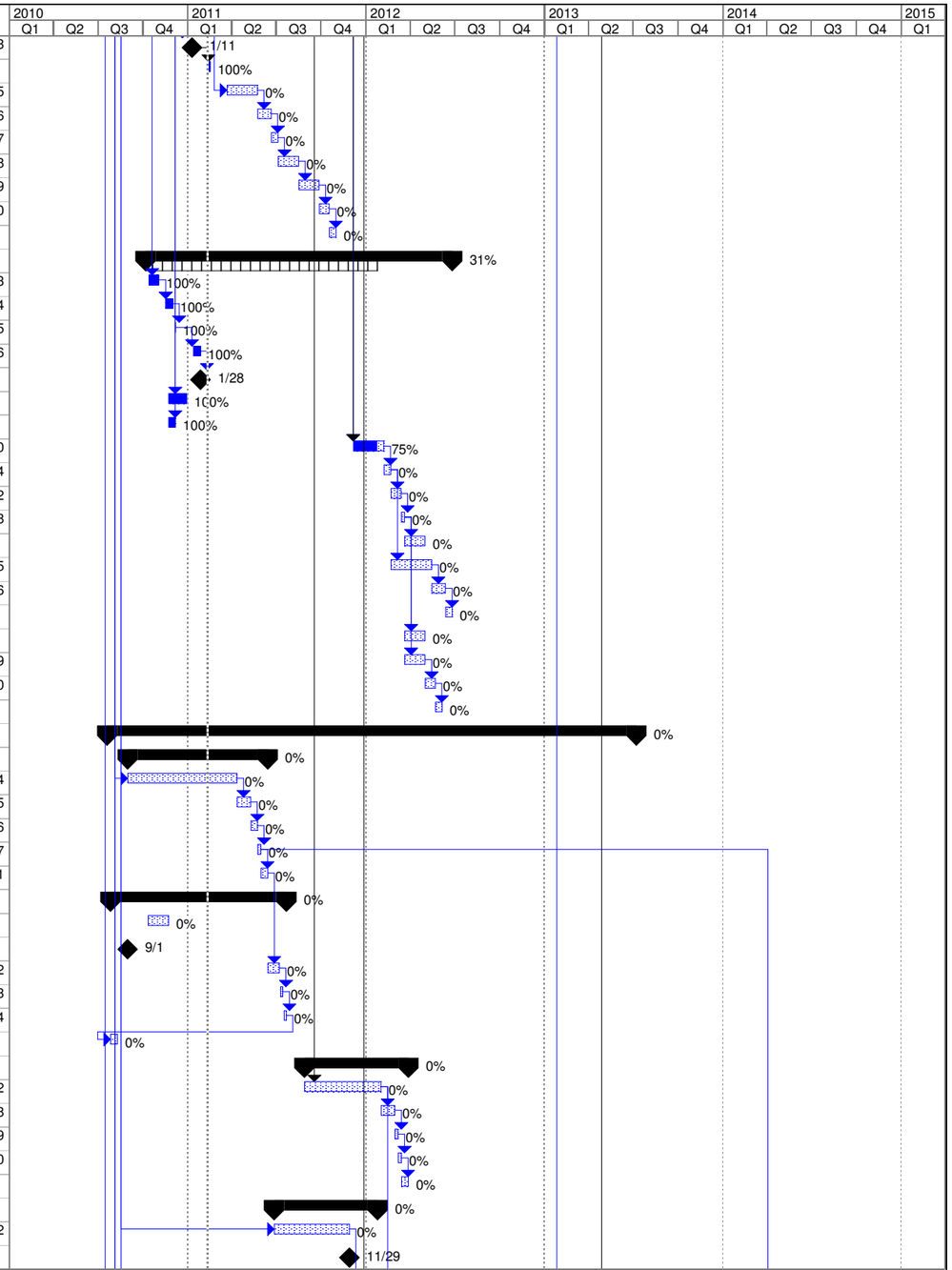
Summary

ID	Task Name	Duration	Start	Finish	% Complete	Predecessors	Successors
172	Distribute memorandum to 6002 participants	0 days	Tue 1/11/11	Tue 2/8/11	100%	171	173
173	Revise methodologies memo	5 days	Thu 2/10/11	Wed 2/16/11	100%	172	
174	Prepare draft project description/purpose and need chapter	45 days	Wed 3/23/11	Tue 5/24/11	0%	103SS	175
175	Caltrans Central Region Review	20 days	Wed 5/25/11	Tue 6/21/11	0%	174	176
176	Revise draft chapter	10 days	Wed 6/22/11	Tue 7/5/11	0%	175	177
177	Distribute draft purpose and need for 6002 review	30 days	Wed 7/6/11	Tue 8/16/11	0%	176	178
178	Hold purpose and need agency workshop	30 days	Wed 8/17/11	Tue 9/27/11	0%	177	179
179	Revise methods report and chapter	15 days	Wed 9/28/11	Tue 10/18/11	0%	178	180
180	Caltrans review	10 days	Wed 10/19/11	Tue 11/1/11	0%	179	
181	**Alternatives Development and Screening**	**448 days**	**Fri 10/8/10**	**Tue 6/26/12**	**31%**		
182	Prepare alternatives screening methodology report	15 days	Fri 10/8/10	Wed 11/3/10	100%	152	183
183	Caltrans & JPA review	10 days	Thu 11/18/10	Wed 12/1/10	100%	182	184
184	Revise methodologies memo	3 days	Wed 12/1/10	Tue 12/7/10	100%	183	185
185	Distribute report to 6002 agency participants	10 days	Tue 1/11/11	Thu 1/27/11	100%	184	186
186	Revise screening report	0 days	Fri 1/28/11	Wed 2/2/11	25%	185	
187	Identify alternatives to be considered	27 days	Wed 11/24/10	Thu 12/30/10	100%	159	
188	Develop screening critieria	10 days	Wed 11/24/10	Tue 12/7/10	100%	159	
189	Conduct Screening	45 days	Wed 12/7/11	Tue 2/7/12	75%	98,119	190
190	Confirm Alternatives to be studied in detail	10 days	Wed 2/8/12	Tue 2/21/12	0%	189	191,194
191	Prepare alternatives screening and selection report	15 days	Wed 2/22/12	Tue 3/13/12	0%	190	192
192	Caltrans Central Region Review	5 days	Wed 3/14/12	Tue 3/20/12	0%	191	193,197,198
193	Prepare project description level design concepts	30 days	Wed 3/21/12	Tue 5/1/12	0%	192	
194	Draft alternatives chapter	60 days	Wed 2/22/12	Tue 5/15/12	0%	190	195
195	Caltrans Central Region Review	20 days	Wed 5/16/12	Tue 6/12/12	0%	194	196
196	Revise Chapter	10 days	Wed 6/13/12	Tue 6/26/12	0%	195	
197	Distribute alternatives development, screening, selection report for 6002 agency	30 days	Wed 3/21/12	Tue 5/1/12	0%	192	
198	Hold alternatives agency workshop	30 days	Wed 3/21/12	Tue 5/1/12	0%	192	199
199	Revise screening report and draft chapter per agency input	15 days	Wed 5/2/12	Tue 5/22/12	0%	198	200
200	Caltrans review	10 days	Wed 5/23/12	Tue 6/5/12	0%	199	
201	**Task 5 - General Environmental Studies**	**774 days**	**Wed 7/21/10**	**Mon 7/8/13**	**0%**		
202	**Community Impact Analysis, Land Use and Growth Studies**	**205 days**	**Wed 9/1/10**	**Tue 6/14/11**	**0%**		
203	Admin Draft Report	160 days	Wed 9/1/10	Tue 4/12/11	0%	159SS	204
204	Caltrans Specialist Review	20 days	Wed 4/13/11	Tue 5/10/11	0%	203	205
205	Revise Draft Report	10 days	Wed 5/11/11	Tue 5/24/11	0%	204	206
206	Caltrans review of final report	5 days	Wed 5/25/11	Tue 5/31/11	0%	205	408,207
207	Finalize Report	10 days	Wed 6/1/11	Tue 6/14/11	0%	206	211
208	**Visual Impact Assessment and Scenic Resources Evaluation**	**258 days**	**Wed 7/28/10**	**Fri 7/22/11**	**0%**		
209	Environmental Study Area Maps	30 days	Wed 10/13/10	Tue 11/23/10	0%		
210	Admin Draft Report	0 days	Wed 9/1/10	Wed 4/13/11	0%		
211	Caltrans Specialist Review	18 days	Wed 6/15/11	Fri 7/8/11	0%	207	212
212	Revise Draft Report	5 days	Mon 7/11/11	Fri 7/15/11	0%	211	213
213	Caltrans review of final report	5 days	Mon 7/18/11	Fri 7/22/11	0%	212	214
214	Finalize Report	10 days	Wed 7/28/10	Tue 8/10/10	0%	213	
215	**Noise Study**	**153 days**	**Mon 8/29/11**	**Wed 3/28/12**	**0%**		
216	Admin Draft Report	113 days	Mon 8/29/11	Wed 2/1/12	0%	109	217,322
217	Caltrans Specialist Review	20 days	Thu 2/2/12	Wed 2/29/12	0%	216	218
218	Revised Draft Report	5 days	Thu 3/1/12	Wed 3/7/12	0%	217	219
219	Caltrans review of final report	5 days	Thu 3/8/12	Wed 3/14/12	0%	218	220
220	Finalize Report	10 days	Thu 3/15/12	Wed 3/28/12	0%	219	
221	**Air Quality and Energy Study**	**152 days**	**Tue 6/28/11**	**Wed 1/25/12**	**0%**		
222	Admin Draft Report	110 days	Tue 6/28/11	Mon 11/28/11	0%	159SS	232
223	Caltrans Specialist Review	0 days	Tue 11/29/11	Tue 12/27/11	0%		



Project: 7SAC038 Project Schedule 20
Date: Thu 2/10/11

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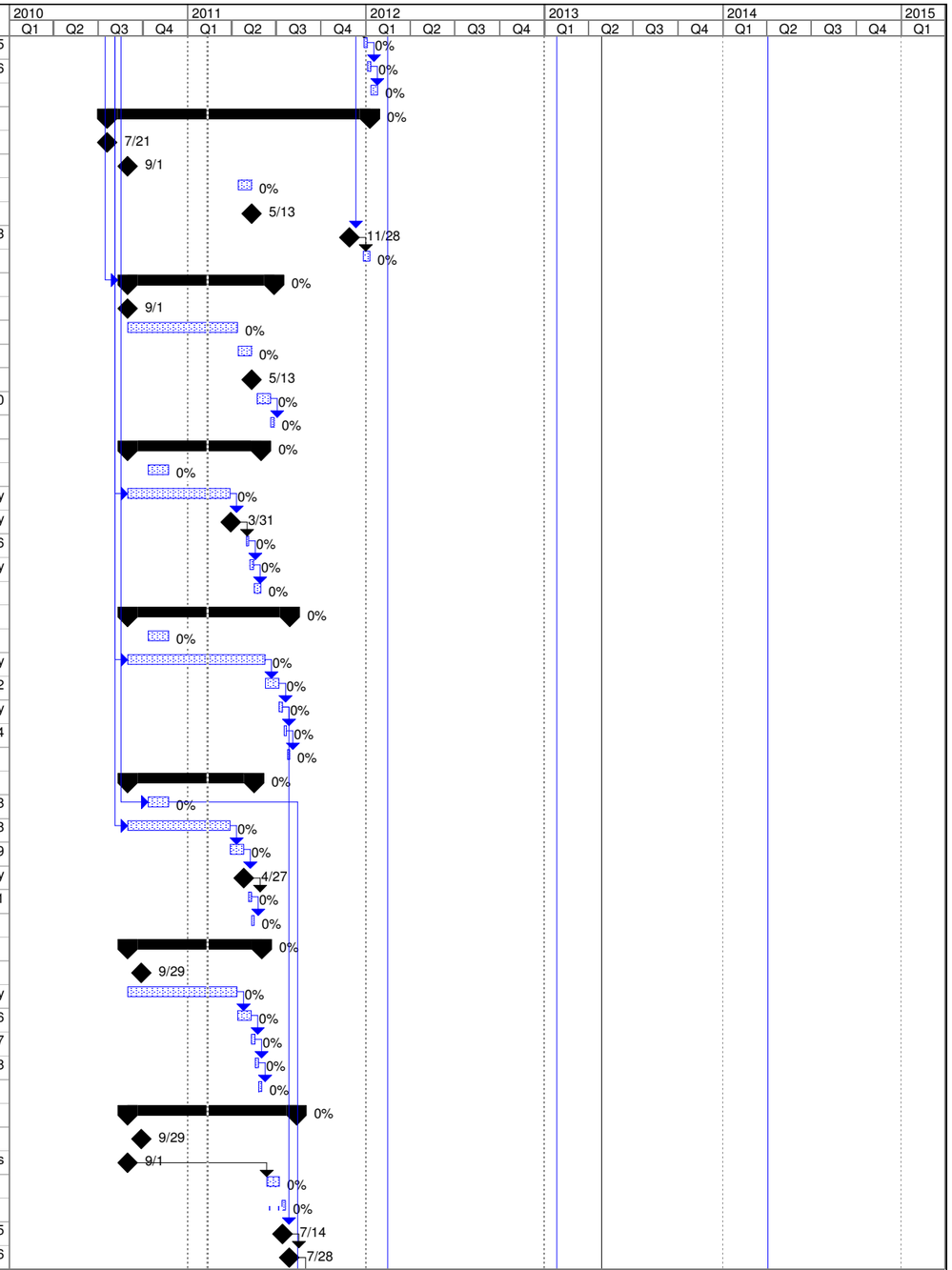
Summary

ID	Task Name	Duration	Start	Finish	% Complete	Predecessors	Successors
224	Revise Draft Report	5 days	Thu 12/29/11	Wed 1/4/12	0%	109	225
225	Caltrans Review of final report	5 days	Thu 1/5/12	Wed 1/11/12	0%	224	226
226	Finalize Report	10 days	Thu 1/12/12	Wed 1/25/12	0%	225	
227	**Water Quality and Hydrology Study**	**384 days**	**Wed 7/21/10**	**Mon 1/9/12**	**0%**		
228	Environmental Study Area Maps	0 days	Wed 7/21/10	Fri 12/24/10	0%		
229	Admin Draft Report	0 days	Wed 9/1/10	Wed 4/13/11	0%		
409	Caltrans Specialist Review	20 days	Fri 4/15/11	Thu 5/12/11	0%		
231	Revise Draft Report	0 days	Fri 5/13/11	Fri 5/20/11	0%		
232	Caltrans Review of final report	0 days	Mon 11/28/11	Mon 12/26/11	0%	222	233
233	Finalize Report	10 days	Tue 12/27/11	Mon 1/9/12	0%	232	
234	**Geotechnical and Geology Study**	**214 days**	**Wed 9/1/10**	**Mon 6/27/11**	**0%**	**159SS**	
235	Environmental Study Area Maps	0 days	Wed 9/1/10	Tue 11/23/10	0%		
236	Admin Draft Report	161 days	Wed 9/1/10	Wed 4/13/11	0%		
237	Caltrans Specialist Review	20 days	Fri 4/15/11	Thu 5/12/11	0%		
238	Revise Draft Report	0 days	Fri 5/13/11	Fri 5/20/11	0%		
239	Caltrans Review of Final Report	20 days	Tue 5/24/11	Mon 6/20/11	0%		240
240	Finalize Report	5 days	Tue 6/21/11	Mon 6/27/11	0%	239	
241	**Hazardous Waste Preliminary Site Investigations**	**195 days**	**Wed 9/1/10**	**Tue 5/31/11**	**0%**		
411	Environmental Study Area Maps	30 days	Wed 10/13/10	Tue 11/23/10	0%		
243	Admin Draft Report	150 days	Wed 9/1/10	Tue 3/29/11	0%	159SS	244FS+1 day
244	Caltrans Specialist Review	21 days	Thu 3/31/11	Thu 4/28/11	0%	243FS+1 day	245FS+1 day
245	Revise Draft Report	5 days	Mon 5/2/11	Fri 5/6/11	0%	244FS+1 day	246
246	Caltrans Review of Final Report	6 days	Mon 5/9/11	Mon 5/16/11	0%	245	247FS+1 day
247	Finalize Report	10 days	Wed 5/18/11	Tue 5/31/11	0%	246FS+1 day	
248	**Indirect & Cumulative Impact Study**	**238 days**	**Wed 9/1/10**	**Fri 7/29/11**	**0%**		
249	Environmental Study Area Maps	30 days	Wed 10/13/10	Tue 11/23/10	0%		
250	Admin Draft Report	201 days	Wed 9/1/10	Wed 6/8/11	0%	159SS	251FS+1 day
251	Caltrans Specialist Review	20 days	Fri 6/10/11	Thu 7/7/11	0%	250FS+1 day	252
252	Revise Draft Report	5 days	Fri 7/8/11	Thu 7/14/11	0%	251	274,253FS+1 day
253	Caltrans Review of Final Report	5 days	Mon 7/18/11	Fri 7/22/11	0%	252FS+1 day	254
254	Finalize Report	5 days	Mon 7/25/11	Fri 7/29/11	0%	253	
255	**Floodplain Study**	**185 days**	**Wed 9/1/10**	**Tue 5/17/11**	**0%**		
256	Environmental Study Area Maps	30 days	Wed 10/13/10	Tue 11/23/10	0%	159SS	278
257	Admin Draft Report	150 days	Wed 9/1/10	Tue 3/29/11	0%	159SS	258
258	Caltrans Specialist Review	20 days	Wed 3/30/11	Tue 4/26/11	0%	257	259
259	Revise Draft Report	6 days	Wed 4/27/11	Wed 5/4/11	0%	258	260FS+1 day
260	Caltrans Review of Final Report	5 days	Fri 5/6/11	Thu 5/12/11	0%	259FS+1 day	261
261	Finalize Report	3 days	Fri 5/13/11	Tue 5/17/11	0%	260	
262	**Paleontology Study**	**197 days**	**Wed 9/1/10**	**Thu 6/2/11**	**0%**		
410	Environmental Study Area Maps	0 days	Wed 9/29/10	Tue 11/23/10	0%		
263	Admin Draft Report	160 days	Wed 9/1/10	Tue 4/12/11	0%		265FS+1 day
265	Caltrans Specialist Review	20 days	Thu 4/14/11	Wed 5/11/11	0%	263FS+1 day	266
266	Revise Draft Report	6 days	Thu 5/12/11	Thu 5/19/11	0%	265	267
267	Caltrans Review of Final Report	5 days	Fri 5/20/11	Thu 5/26/11	0%	266	268
268	Finalize Report	5 days	Fri 5/27/11	Thu 6/2/11	0%	267	
269	**Biological Studies**	**248 days**	**Wed 9/1/10**	**Fri 8/12/11**	**0%**		
270	Environmental Study Area Maps	0 days	Wed 9/29/10	Tue 11/23/10	0%		
271	Prepare NES	0 days	Wed 9/1/10	Wed 6/8/11	0%		272FS+2 days
272	Caltrans Specialist Review	20 days	Mon 6/13/11	Fri 7/8/11	0%	271FS+2 days	
273	Revise Draft Report	5 days	Wed 6/15/11	Wed 7/20/11	0%		
274	Caltrans Review of Final Report	0 days	Thu 7/14/11	Thu 7/28/11	0%	252	275
275	Finalize Report	0 days	Thu 7/28/11	Fri 8/12/11	0%	274	276



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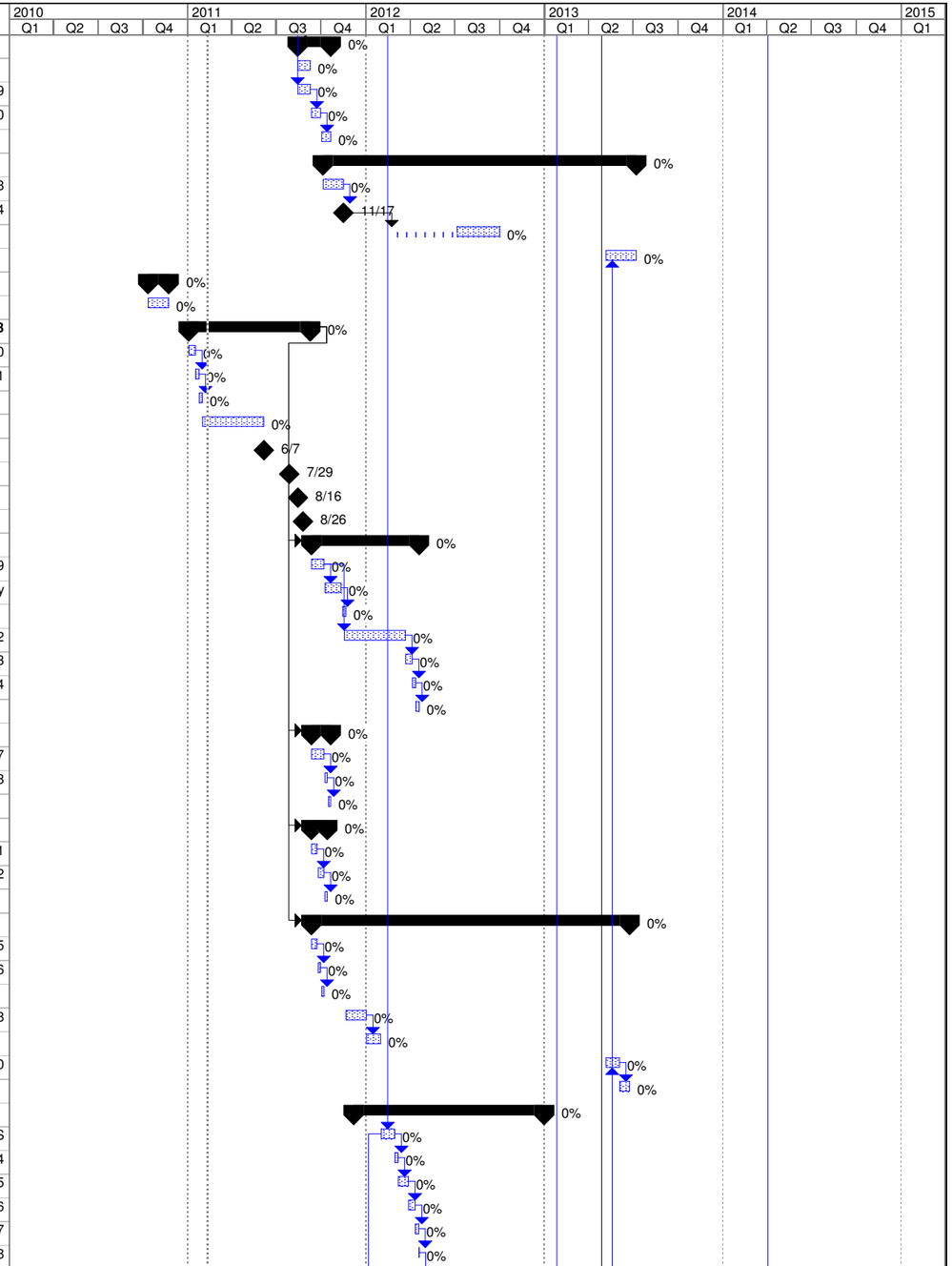
ID	Task Name	Duration	Start	Finish	% Complete	Predecessors	Successors
276	**Wetland Delineation and Report**	**50 days**	**Mon 8/15/11**	**Fri 10/21/11**	**0%**	**275**	
277	Caltrans Specialist Review	20 days	Mon 8/15/11	Fri 9/9/11	0%		
278	Revise Draft Report	20 days	Mon 8/15/11	Fri 9/9/11	0%	256	279
279	Caltrans Review of Final Report	15 days	Mon 9/12/11	Fri 9/30/11	0%	278	280
280	Finalize Report	15 days	Mon 10/3/11	Fri 10/21/11	0%	279	
281	**Prepare BA**	**458 days**	**Thu 10/6/11**	**Mon 7/8/13**	**0%**		
282	Caltrans Review of BA	30 days	Thu 10/6/11	Wed 11/16/11	0%		283
283	30 Day USFWS Review of BA	0 days	Thu 11/17/11	Thu 2/23/12	0%	282	284
284	90 Day Consultation	62 days	Fri 2/24/12	Mon 10/1/12	0%	283	
285	45 Day Biological Opinion	45 days	Tue 5/7/13	Mon 7/8/13	0%	361	
286	**Cultural Resources Studies**	**30 days**	**Wed 10/13/10**	**Tue 11/23/10**	**0%**		
287	Environmental Study Area Maps	30 days	Wed 10/13/10	Tue 11/23/10	0%		
288	**Define Area of Potential Effects (APE)**	**179 days**	**Tue 1/4/11**	**Fri 9/9/11**	**0%**		**297,305,309,313**
289	Caltrans Specialist Review	10 days	Tue 1/4/11	Mon 1/17/11	0%		290
290	Revise APE	5 days	Tue 1/18/11	Mon 1/24/11	0%	289	291
291	Caltrans Review of Final APE	5 days	Tue 1/25/11	Mon 1/31/11	0%	290	
292	Admin Draft Report	90 days	Tue 2/1/11	Mon 6/6/11	0%		
293	Caltrans Specialist Review	0 days	Tue 6/7/11	Tue 7/5/11	0%		
294	Revise Draft Report	0 days	Fri 7/29/11	Fri 8/12/11	0%		
295	Caltrans Review of Final Report	0 days	Tue 8/16/11	Tue 8/23/11	0%		
296	Finalize Report	0 days	Fri 8/26/11	Fri 9/9/11	0%		
297	**Extended Phase 1 Survey Plan**	**159 days**	**Mon 9/12/11**	**Thu 4/19/12**	**0%**	**288**	
298	Caltrans Specialist Review	20 days	Mon 9/12/11	Fri 10/7/11	0%		301,299
299	Revise Draft Report	25 days	Mon 10/10/11	Fri 11/11/11	0%	298	300FS+1 day
300	Caltrans review of final report	5 days	Tue 11/15/11	Mon 11/21/11	0%	299FS+1 day	
301	Extended Phase 1 Survey Report (ASR)	90 days	Fri 11/18/11	Thu 3/22/12	0%	298	302
302	Caltrans Specialist Review	10 days	Fri 3/23/12	Thu 4/5/12	0%	301	303
303	Revise Draft Report	5 days	Fri 4/6/12	Thu 4/12/12	0%	302	304
304	Caltrans review of final report	5 days	Fri 4/13/12	Thu 4/19/12	0%	303	
305	**HRER**	**30 days**	**Mon 9/12/11**	**Fri 10/21/11**	**0%**	**288**	
306	Caltrans Specialist Review	20 days	Mon 9/12/11	Fri 10/7/11	0%		307
307	Revise Draft Report	5 days	Mon 10/10/11	Fri 10/14/11	0%	306	308
308	Caltrans review of final report	5 days	Mon 10/17/11	Fri 10/21/11	0%	307	
309	**HPSR**	**25 days**	**Mon 9/12/11**	**Fri 10/14/11**	**0%**	**288**	
310	Caltrans Specialist Review	10 days	Mon 9/12/11	Fri 9/23/11	0%		311
311	Revise Draft Report	10 days	Mon 9/26/11	Fri 10/7/11	0%	310	312
312	Caltrans review of final report	5 days	Mon 10/10/11	Fri 10/14/11	0%	311	
313	**Prepare Findings of Effect (FOE)**	**466 days**	**Mon 9/12/11**	**Mon 6/24/13**	**0%**	**288**	
314	Caltrans Specialist Review	10 days	Mon 9/12/11	Fri 9/23/11	0%		315
315	Revise Draft Report	5 days	Mon 9/26/11	Fri 9/30/11	0%	314	316
316	Caltrans review of final report	5 days	Mon 10/3/11	Fri 10/7/11	0%	315	
317	SHPO Review of final report	30 days	Tue 11/22/11	Mon 1/2/12	0%		318
318	Revise final report	21 days	Tue 1/3/12	Tue 1/31/12	0%	317	
319	Caltrans Review of Final Report	20 days	Tue 5/7/13	Mon 6/3/13	0%	361	320
320	Finalize Report	15 days	Tue 6/4/13	Mon 6/24/13	0%	319	
321	**Task 6 - Draft Environmental Document**	**278 days**	**Thu 12/8/11**	**Mon 12/31/12**	**0%**		
322	Prepare Admin DEIS/DEIR	20 days	Thu 2/2/12	Wed 2/29/12	0%	216	323,341SS
323	PEER Review (Jacobs)	5 days	Thu 3/1/12	Wed 3/7/12	0%	322	324
324	Technical Editing (Jacobs)	15 days	Thu 3/8/12	Wed 3/28/12	0%	323	325
325	Senior Review (Jacobs)	10 days	Thu 3/29/12	Wed 4/11/12	0%	324	326
326	Final proof and production (Jacobs)	5 days	Thu 4/12/12	Wed 4/18/12	0%	325	327
327	Submit to Caltrans	1 day	Thu 4/19/12	Thu 4/19/12	0%	326	328



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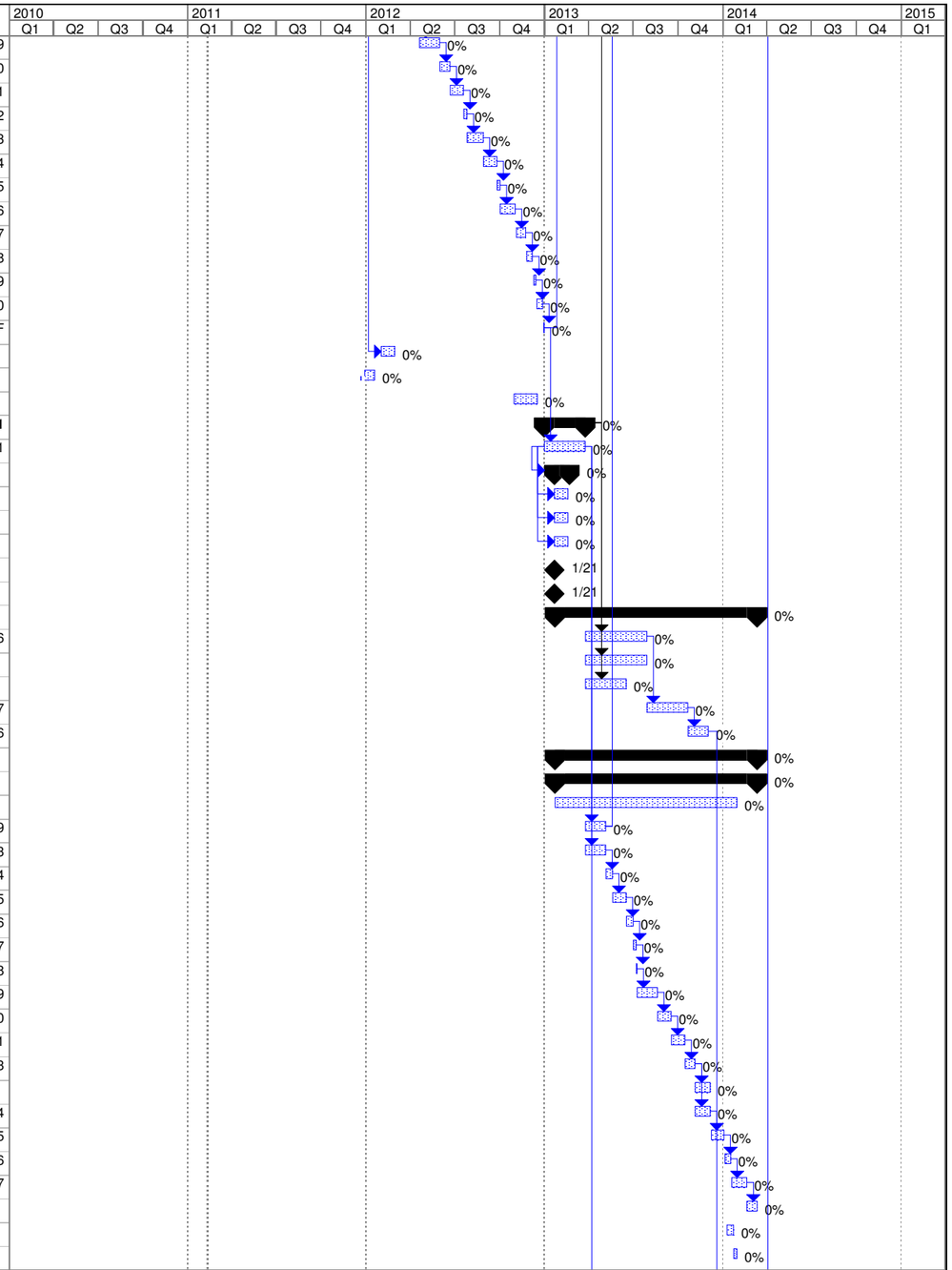
ID	Task Name	Duration	Start	Finish	% Complete	Predecessors	Successors
328	Caltrans Central Region and Authority review	30 days	Fri 4/20/12	Thu 5/31/12	0%	327	329
329	Revisions (Jacobs)	15 days	Fri 6/1/12	Thu 6/21/12	0%	328	330
330	Caltrans Central Region and Authority Review	20 days	Fri 6/22/12	Thu 7/19/12	0%	329	331
331	Final proof and production (Jacobs)	5 days	Fri 7/20/12	Thu 7/26/12	0%	330	332
332	Caltrans QC Review	23 days	Fri 7/27/12	Tue 8/28/12	0%	331	333
333	Comment Resolution and Revision	20 days	Wed 8/29/12	Tue 9/25/12	0%	332	334
334	Caltrans Central Region Review	5 days	Wed 9/26/12	Tue 10/2/12	0%	333	335
335	Caltrans Legal Review	23 days	Wed 10/3/12	Fri 11/2/12	0%	334	336
336	Comment Resolution and Revision	15 days	Mon 11/5/12	Fri 11/23/12	0%	335	337
337	Caltrans Legal and Central Region Review	10 days	Mon 11/26/12	Fri 12/7/12	0%	336	338
338	Document Signature	5 days	Mon 12/10/12	Fri 12/14/12	0%	337	339
339	Production	10 days	Mon 12/17/12	Fri 12/28/12	0%	338	340
340	Caltrans approval to Circulate DED	1 day	Mon 12/31/12	Mon 12/31/12	0%	339	345,140FF
341	JPA select LPA	20 days	Thu 2/2/12	Wed 2/29/12	0%	322SS	
412	Final Rigth-of-Way Relocation Document	15 days	Thu 12/8/11	Thu 1/19/12	0%		
342	Updated Environmental Commitment Record	34 days	Wed 10/31/12	Mon 12/17/12	0%		
344	**Task 7 - Circulate Draft Env Doc and Select Preferred Project Alternative**	**60 days**	**Tue 1/1/13**	**Mon 3/25/13**	**0%**		**353,355,354,141**
345	DED Circulation	60 days	Tue 1/1/13	Mon 3/25/13	0%	340	S,349SS,362,381,361
346	**Public Hearings**	**23 days**	**Mon 1/21/13**	**Thu 2/21/13**	**0%**	**345SS+15 days**	
347	StanCOG	20 days	Tue 1/22/13	Mon 2/18/13	0%	345SS	
348	City of Riverbank	20 days	Tue 1/22/13	Mon 2/18/13	0%	345SS	
349	City of Modesto	20 days	Tue 1/22/13	Mon 2/18/13	0%	345SS	
350	City of Oakdale	0 days	Mon 1/21/13	Tue 2/19/13	0%		
351	Stanislaus County	0 days	Mon 1/21/13	Thu 2/21/13	0%		
352	**Task 8 - Prepare and Approve Project Report and Final EIR/EIS**	**296 days?**	**Wed 1/23/13**	**Wed 3/12/14**	**0%**		
353	Prepare draft Final Project Report	90 days	Tue 3/26/13	Mon 7/29/13	0%	344	356
354	Geometric Approval Drawings for Selected Alternative	90 days	Tue 3/26/13	Mon 7/29/13	0%	344	
355	Update Storm Water Data Report	60 days	Tue 3/26/13	Mon 6/17/13	0%	344	
356	Caltrans Review draft Final Project Report	60 days	Tue 7/30/13	Mon 10/21/13	0%	353	357
357	Jacobs updates Final Project Report	30 days	Tue 10/22/13	Mon 12/2/13	0%	356	406
358	**Draft Final EIR/EIS**	**296 days**	**Wed 1/23/13**	**Wed 3/12/14**	**0%**		
359	**Caltrans Signs Final Project Report**	**296 days**	**Wed 1/23/13**	**Wed 3/12/14**	**0%**		
360	Draft Final EIR/EIS	267 days	Wed 1/23/13	Thu 1/30/14	0%		
361	Caltrans identifies Preferred Alternative	30 days	Tue 3/26/13	Mon 5/6/13	0%	345	285,319
362	Prepare Draft Final EIS/EIR	30 days	Tue 3/26/13	Mon 5/6/13	0%	345	363
363	PEER Review	10 days	Tue 5/7/13	Mon 5/20/13	0%	362	364
364	Technical Editing (Jacobs)	20 days	Tue 5/21/13	Mon 6/17/13	0%	363	365
365	Senior Review (Jacobs)	10 days	Tue 6/18/13	Mon 7/1/13	0%	364	366
366	Final proof and production (Jacobs)	5 days	Tue 7/2/13	Mon 7/8/13	0%	365	367
367	Submit to Caltrans	1 day	Tue 7/9/13	Tue 7/9/13	0%	366	368
368	Caltrans Central Region and Authority review	30 days	Wed 7/10/13	Tue 8/20/13	0%	367	369
369	Revisions (Jacobs)	20 days	Wed 8/21/13	Tue 9/17/13	0%	368	370
370	Caltrans Central Region and Authority Review and Approval of DED	20 days	Wed 9/18/13	Tue 10/15/13	0%	369	371
371	Final proof and production (Jacobs)	15 days	Wed 10/16/13	Tue 11/5/13	0%	370	372,373
372	Caltrans QC Review	23 days	Wed 11/6/13	Fri 12/6/13	0%	371	
373	Cooperating and Participating Agency 6002 Review	23 days	Wed 11/6/13	Fri 12/6/13	0%	371	374
374	Comment Resolution and Revision	20 days	Mon 12/9/13	Fri 1/3/14	0%	373	375
375	Caltrans Central Region Review	10 days	Mon 1/6/14	Fri 1/17/14	0%	374	376
376	Caltrans Legal Review	23 days	Mon 1/20/14	Wed 2/19/14	0%	375	377
377	Comment Resolution and Revision	15 days	Thu 2/20/14	Wed 3/12/14	0%	376	
378	Caltrans Legal and Central Region Review	10 days	Fri 1/10/14	Thu 1/23/14	0%		
379	Document Signature	5 days	Fri 1/24/14	Thu 1/30/14	0%		



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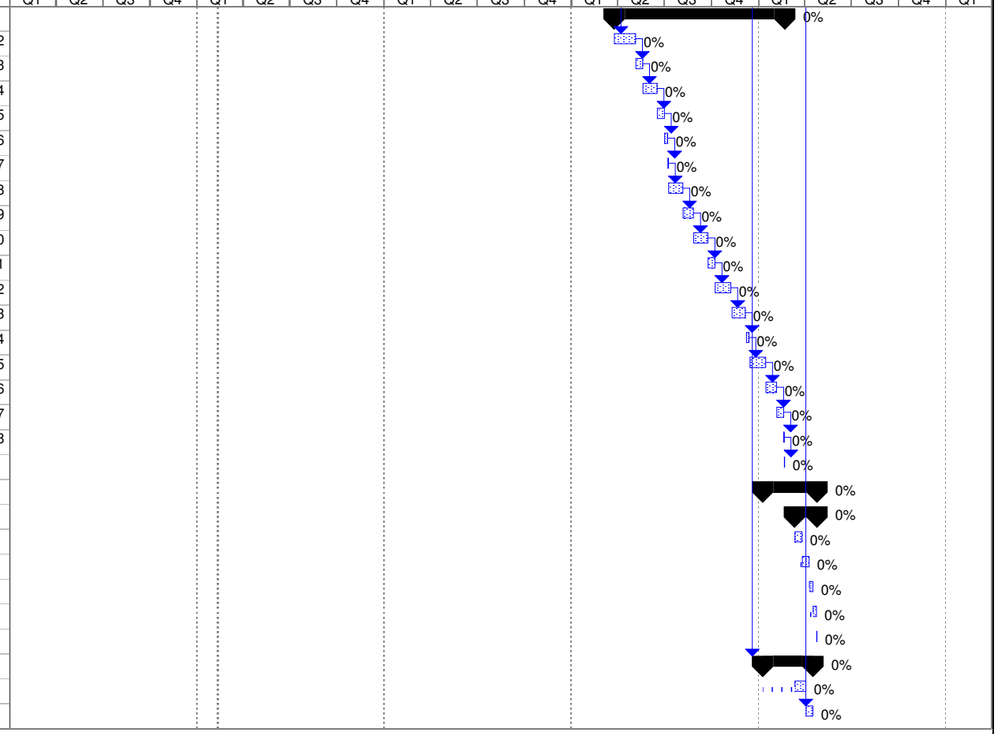
ID	Task Name	Duration	Start	Finish	% Complete	Predecessors	Successors
380	**Response to Comments**	**239 days?**	**Tue 3/26/13**	**Fri 2/21/14**	**0%**		
381	Prepare Response to Comments (Jacobs)	30 days	Tue 3/26/13	Mon 5/6/13	0%	345	382
382	PEER Review	10 days	Tue 5/7/13	Mon 5/20/13	0%	381	383
383	Technical Editing (Jacobs)	20 days	Tue 5/21/13	Mon 6/17/13	0%	382	384
384	Senior Review (Jacobs)	10 days	Tue 6/18/13	Mon 7/1/13	0%	383	385
385	Final proof and production (Jacobs)	5 days	Tue 7/2/13	Mon 7/8/13	0%	384	386
386	Submit to Caltrans	1 day	Tue 7/9/13	Tue 7/9/13	0%	385	387
387	Caltrans Central Region and Authority review	20 days	Wed 7/10/13	Tue 8/6/13	0%	386	388
388	Revisions (Jacobs)	15 days	Wed 8/7/13	Tue 8/27/13	0%	387	389
389	Caltrans Central Region and Authority Review and Approval of DED	20 days	Wed 8/28/13	Tue 9/24/13	0%	388	390
390	Final proof and production (Jacobs)	10 days	Wed 9/25/13	Tue 10/8/13	0%	389	391
391	Caltrans QC Review	23 days	Wed 10/9/13	Fri 11/8/13	0%	390	392
392	Comment Resolution and Revision	20 days	Mon 11/11/13	Fri 12/6/13	0%	391	393
393	Caltrans Central Region Review	5 days	Mon 12/9/13	Fri 12/13/13	0%	392	394
394	Caltrans Legal Review	23 days	Mon 12/16/13	Wed 1/15/14	0%	393	395
395	Comment Resolution and Revision	15 days	Thu 1/16/14	Wed 2/5/14	0%	394	396
396	Caltrans Legal and Central Region Review	10 days	Thu 2/6/14	Wed 2/19/14	0%	395	397
397	Final Production (Jacobs)	1 day?	Thu 2/20/14	Thu 2/20/14	0%	396	398
398	Final EIS/EIR Circulation	1 day?	Fri 2/21/14	Fri 2/21/14	0%	397	
399	**Task 9 - Certification and Record of Decision**	**76 days**	**Fri 1/10/14**	**Fri 4/25/14**	**0%**		
400	**Prepare ROD**	**32 days**	**Thu 3/13/14**	**Fri 4/25/14**	**0%**		
401	Prepare Draft Record of Decision	10 days	Fri 3/14/14	Thu 3/27/14	0%		
402	Caltrans Central Region Review	10 days	Thu 3/13/14	Thu 4/10/14	0%		
403	Revise ROD	5 days	Thu 4/3/14	Thu 4/17/14	0%		
404	Caltrans Central Region Review	5 days	Thu 4/10/14	Thu 4/24/14	0%		
405	ROD Signature	1 day	Fri 4/25/14	Fri 4/25/14	0%		
406	**EIR Certification**	**70 days**	**Fri 1/10/14**	**Thu 4/17/14**	**0%**	**357**	
407	EIR Certification	15 days	Fri 1/10/14	Thu 4/3/14	0%		
408	CTC Action	10 days	Fri 4/4/14	Thu 4/17/14	0%	206	



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