

**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:

Public Outreach Update –

The Community Focus Group (CFG) was held on Wednesday, March 9, 2011 6:00 p.m., at the StanCOG Board Room, 1111 I Street, Suite 308, Modesto. Meeting notes are attached.

Traffic Update –

The Final Existing Conditions Report and Final Calibration/Validation Report will be submitted within the next two weeks. The process of developing traffic forecasts will begin once the alternatives are defined and land use projections are established. A meeting was also held on Monday, February 28th to discuss the land use assumptions and General Plan updates of the cities of Modesto, Riverbank and Oakdale, and Stanislaus County.

Environmental Update –

The Purpose and Need section of the Environmental Impact Statement (EIS)/ Environmental Impact Report (EIR) is continuing to progress. The Purpose and Need Methodology memo was revised and distributed to the Project Development Team (PDT). The screening process of alternatives that were identified from public scoping is continuing and has been presented to the PDT. The Alternative Screening Report was also reviewed by the PDT and has subsequently been revised to reflect the process being used for the project. This includes an initial screening that focuses on determining if the alternatives will meet the design 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. As outlined in the last month's staff report, the specific criteria as outlined in the Caltrans Project Development Procedures Manual is 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)?

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).

A second level of screening has been conducted and meetings have been held with the PDT and Caltrans staff to identify and discuss the alternatives that will be addressed in the EIS/EIR. Separate meetings were held with the Cities of Oakdale, Riverbank and Modesto to discuss the screened out alternatives.

On March 16, 2011, the PDT will act on the final alternatives that will be taken for detailed environmental technical studies leading to the evaluation in the Draft Environmental Document. It is very essential to finalize by the March 16th, the set of reasonable range of alternatives on which detailed environmental technical studies are to be conducted. The reason is two folds:

- 1) Fieldwork for the spring biological surveys has begun, primarily along the western end of the alignments, and will continue over the next few months. We will also be coordinating with Caltrans to identify the area of potential effect for cultural resources. Other studies are presently kicking off that will be used for the EIS/EIR. Technical Staff have started conducting field studies, and they will incur additional time and cost if any new alternatives are identified after they complete the studies
- 2) Elimination of alternatives shortly after they completed technical studies will result in wasted time and efforts.

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 springtime surveys. Follow up letters were sent to the remaining residents/property owners via certified mail on January 9, 2011. We are following up with those residents who have not responded with door-to-door contact to receive as many signed permissions as possible. In addition, set of additional PTEs

were mailed to property owners along the new Stearns Road alignment and area between the Wamble Road alignment and the far eastern alignment.

Risk –

The already identified risk related to Permit to Enter function has triggered. The team has started to incur both cost and schedule impacts. This risk is triggered by not expeditiously resolving the final set of alternatives to be studied, introduction of new alternatives¹ late in the process, and due to the team not receiving response for the “permission to enter (PTE)” letters from approximately 30% of the public. We are evaluating the extent of the impacts and will present the findings at the next meeting.

A new risk related to local jurisdictions’ modifications or amendments to the existing General Plans has been identified. If the risk is triggered, there will be impacts to both cost and the schedule as traffic forecasting that is scheduled to begin within the next few weeks depends on the General Plan information.

Project Management Update –

As we are coming to a close in selection of final set of alternatives to be studied in detail for the environmental analysis, the team is evaluating the changes that happened to the originally assumed scope, and is in the process of evaluating the impacts of those changes to the budget and or schedule. If negative impacts are identified, the team will work to find solutions to mitigate them to the extent possible without seeking extension to time or budget. This report will be presented at the next JPA Board Meeting.

Meetings were also conducted with the stakeholders that include the Riverbank’s Crossroads shopping center, ConAgra plant manager, and landowners to hear their concerns and seek input in the alternative development/screening.

The Authority Manager and the Consultant Project Manager attended the Tuolumne County Transportation Council (TCTC) meeting to present the NCC project and seek their support and input on the project development. The presentation was well received. TCTC is anticipated to adopt a resolution supporting the NCC project, at its next scheduled meeting. Representatives from the City of Sonora and the Tuolumne County were also present at the presentation, and they also indicated that they would provide a letter of support for the NCC project.

¹ The new alignments referred here that were not assumed in the original scope includes the following: 1) Portion of SR219/Kiernan Ave between SR99 and Carver Rd, 2) The portion of Claribel Avenue from Terminal Avenue to Albers Rd and continuing northerly on Albers Rd (defined as Alt 2A at this time), 3) The Stearns road alignment east of Oakdale from existing SR120 southerly towards Lexington Avenue, and 4) Wamble Road alignment east of Oakdale from existing SR120 southerly towards Hetch Hetchy line.



Community Focus Group Meeting Report

March 9, 2011(DRAFT)

The second meeting of the North County Corridor Community Focus Group was held at 6pm on March 9, 2011, in the StanCOG Board Room, 1111 I Street, 3rd Floor, Modesto, California. Fourteen members of the 23-member CFG were present (see attached listing), along with four members of the general public and several members of the project team.¹ An agenda and a map of the “North County Corridor Initial Alternative Screenings” dated February 16, 2011 were provided. Mr. Vance Kennedy also provided a handout with maps showing “Hydrologic Soils Group – Ranking Index,” “Natural Recharge,” Anthropogenic Recharge,” and “Potential for Artificial Recharge.”

Judith Buehe welcomed the group, encouraged people to sign in, and thanked the group members for their participation. After self-introductions, Kris Balaji, Project Manager, Jacobs Engineering, gave an overall progress report that included reviewing the schedule, environmental process, and alternative selection.

Schedule

Kris said that the project is close to its planned schedule. He mentioned that after the scoping meeting was held and the comments of community members were reviewed, the Project Development Team (PDT) narrowed the alternatives to a reasonable range of alternatives. After information was gathered, the environmental planners began their technical analysis. Kris described the Permit to Enter (PTE) process, noting the cost if letters are not signed by landowners. A 50 percent response resulted from the approximately 800 letters that were sent. A second letter sent by certified U.S. mail resulted in about 150 additional responses. Now, the environmental specialists must knock on doors to get permission from those who didn’t respond. A database was created to track letters and responses. A handful of letters were returned undelivered. Kris concluded this report by asking CFG members to encourage their neighbors and friends to return the PTE forms.

A public workshop will be scheduled in mid-to-late summer.

Traffic forecasts will begin in the next couple of weeks

The environmental document is scheduled for public circulation in January 2013

Questions asked/comments made included the following:

1. Is there a legal process with the PTE letters that must be followed?
 - a. *Kris: Yes. The area was blanketed with PTE letters based on proposals made in the scoping meetings, now refined alignments. The database tracks those who have not yet responded.*
2. What are the time frames for closure on Alternative Definition?

¹ Matt Machado, Authority Manager; Jesus Vargas; new Caltrans Project Manager; Jeff Barnes, City of Modesto; Kris Balaji, Jacobs; and Judith Buehe.

- a. *Kris: The PDT is coming to closure on alternative to be studied further. Kris explained the distinctions between these alternatives to be studied further and “engineering design options.” Kris explained technical options. He also explained refinements to design that will continue.*
3. Ultimately, does the team have ways to get on the property anyway where PTE letters were not signed and returned by property owners?
 - a. *Kris: Yes, but that may take months.*
4. Where is the process codified?
 - a. *Kris: In CEQA/NEPA and through Caltrans.*
5. Do you contact the property owners before actually going on their properties? That is needed, e.g., farmers may be spraying pesticides or fertilizers.
 - a. *Kris: Yes. The field technical staff carry the property owners’ instructions with them when they go to the field.*
6. Are letters being sent only to owners of property that the adopted route may go through or to nearby properties that may also be affected by noise, pollution, and other issues?
 - a. *Kris: Right now the letters are being sent only to the owners of properties that were identified through the scoping meeting and other alternatives identified by the project development team. Additional letters may be sent later if any historic, cultural or other resources need to be surveyed on properties that are not directly in the path of the alignment but identified for potential impacts due to visual, noise, etc. (Kris mentioned that letters were not sent to owners who originally received PTE letters but now those properties are not subject of the study anymore due to the screening out of alternatives. He asked the group if we need to send additional letters or the owners will ascertain that by looking at the alternatives map that shows the project doesn’t physically impact their property anymore. Group said that additional letters are not needed).*

Matt Machado commented that the Authority and PDT appreciates the many comments that have been made and explained that the original 17+ alternatives had to be narrowed to a reasonable number of alternatives. Many of the alternatives showed serious flaws. The process started with a high-level screening that resulted in the 17+ being narrowed to eight as seen at the last Technical Advisory Committee (TAC) and JPA Board meetings. Further screening has been done at the PDT meetings. Matt then explained the few remaining alternatives. Tonight, the project team is looking forward to getting further input on these remaining alternatives and taking the conclusions to the PDT and the JPA Board. Hopefully, these will be narrowed to three or so alternatives with multiple design elements.

Matt commented that the green alignment on Claribel between Oakdale Road and Eleanor Avenue (near the cross roads shopping center and south of Riverbank) is seen as having many flaws: it conflicts with existing land uses, including commercial, residential, and Hetch Hetchy’s alignment.

Matt commented also that the team has met with the cities, landowners, businesses and ag owners.

The area from Claribel to Albers would encounter some utility issues and is against the project principles of trying to stay within urban areas.

Stearns may be too close to the airport and may need to be tweaked a bit. However, the team does want to keep the Stearns alternative alive—just redesign it a bit.

Matt commented: “The hoped-for result? A reasonable range of alternatives.”

7. What will the road look like east of Oakdale?
 - a. *A more conventional highway with no grade separations but with restricted areas. It will be a highway but not a full-fledged freeway with full interchanges.*
8. And the area from Klaus to Albers?
 - a. *West of Albers, the road will be more like a freeway; east of Albers, more like a highway.*
9. Is Klaus, not Albers, the break? *[Kris later confirmed that Albers is the break.]*
10. If the area east of Albers does not warrant an interchange, why not just go into Oakdale? Just start at Albers and head west.
 - a. *Matt: Oakdale Rd, especially on Yosemite Ave, is already experiencing congestion and safety issues. This project must plan for the future and look at 30+ years.*
11. What about Oakdale’s \$91 million? Does Oakdale have any say in how that is used?
 - a. *Matt: All of the agencies have a say. There is a clear intent to have an Oakdale bypass.*
12. If you take 2A, you’re following property lines that is good.... *[John Brichetto]* *[Note: Alt 2A refers to the alignment on Claribel Road, from Claus Road to Albers Rd and swinging north along the Albers Road to join other alignments).*
13. Alternative 2A does the least damage to ConAgra.
14. To turn Claribel into a freeway would affect a lot of people.
 - a. *The difference between 2A and 1B is only 1.25 miles; between 1A and 1B, only ¾ mile.*
15. Use 1A/2B.
16. What is 1A?
 - a. *Lexington (partially) and within Oakdale’s industrial zone. There is a question as to whether it would be viable.*
17. Define the reasons for adjusting the Stearns alternative next to the airport.
 - a. *Matt: We would just need to consider a slightly different angle but could still use the Stearns alternative and stay close to Oakdale.*
18. Caltrans always talks about access.
19. On McHenry, Alternative 4, in the 400-foot swath, with an interchange at McHenry, how big would be the circle there? People in the Crawford area will be concerned.
 - a. *Matt: The interchange configuration is not known at this time.*
 - b. *Kris, during the first round of environmental study, Caltrans prefers to study the scenario that doesn’t call for any exceptions to design standards; Matt seeks to find the least impacting solution.*
20. Eastward, where will the next interchanges be?
 - a. *Matt: At Coffee Road, at Oakdale, and generally at approximate one-mile intervals. But these will depend on the traffic analysis.*
21. When will the traffic studies be available? Traffic Forecasting work anticipated to begin in two weeks.
22. Is any interchange planned at Tully? Between McHenry and Dale Road?
 - a. *Yes. Dale will have one. These will be based on traffic analysis.*
23. Where is the dashed line in relation to the high school?
24. The more dashed line is near the high school.
 - a. *Matt: The high school, Shell and other buildings must be considered.*

25. Why does Alternative 1 run so far parallel to Kiernan, near a populated area, big houses, estates?
 - a. *Kris: All the resulting impacts will be studied. The project team must explore a reasonable range of alternatives and details and complete the studies and analyses.*
26. We are getting tired of the uncertainty and can't sell, plan, etc.
27. Next year, the Unitarian-Universalist Church will celebrate its 100-year anniversary. It is the oldest continuously used church in Stanislaus County.
28. How long will this environmental process take?
 - a. *Kris: Draft environmental document is anticipated to circulate in Jan 2013.*
29. That's just not right!
30. The City of Oakdale and ConAgra are concerned about jobs. Keep Alternative 2A. Dropping it would be a mistake. [Comment on traffic at Claribel-Bentley-Albers.]
31. If the project takes it, what would you end up with at Claribel-Bentley-Albers?
32. The intersection would be by Warnerville and Albers.
33. What about taking Kiernan under the railroad tracks?
34. The orange line may not be feasible.
 - a. *Kris reiterated the need to have a thorough, comparative analysis. He stressed the need to evaluate a reasonable range of alternatives – not to come down to the analysis of just one alternative, based on the initial screening.*
35. Ms. Varrati lives on American and prefers a Kiernan-Claribel alternative that would follow property lines and maintain straight lines.
36. How far would it be to site the roadway just off Claribel or Kiernan? What is the closest you can get? The interchange standards require approximately 600 to 650ft separation between the ramps and the nearest signalized intersection.
37. The new Mayor of Riverbank wants visibility for Riverbank. Modesto wants to compete with the Crossroads Center in Riverbank.
38. Discussion of visibility for the Crossroads Center.
39. Matt stressed the importance of access at Claribel.
40. Does the decision come down to the least expensive route?
 - a. *Kris: Cost is one of several factors.*
41. Is a dollar value placed on everything?
 - a. *Kris: Cost is discussed. Mitigation issues are discussed.*
42. Alternatives 1 and 2 have differences in constructability.
43. No one could farm during construction of Alternative 1. There would be extreme impacts on farming. (*Kris: These impacts will be taken into consideration*)
44. Will the JPA or Caltrans pick the route?
 - a. *Kris: The PDT makes the recommendation.*
45. The JPA or Caltrans?
 - a. *Kris: The PDT makes the recommendation. The JPA may adopt the recommendation by motion. Through the NEPA delegation, Caltrans is designated by Federal Highway Administration to approve the environmental document to select a route.*
 - b. *Jesus: In addition to FHWA, studies will be reviewed by other federal agencies, also.*
46. Concern about value judgments was expressed.
 - a. *Kris: The CTC is also involved as they need to approve the CEQA.*
47. NEPA/CEQA both have alternatives to be included in a federal review, but ultimately, who approves a project? The federal Record of Decision (ROD) by the Caltrans as NEPA lead, and the CTC approval of the CEQA will culminate in project approval.

48. Will the CTC have one recommendation? *Kris: Yes, the CTC will have one alignment (recommended by the PDT and Caltrans) for them to approve.*
49. Can we eliminate Hammett?
 a. *Matt: Connectivity issues are being discussed in the Salida Community Plan.*
50. Not mentioned yet is the issue of supplying water to Modesto. The reviewers need to look long term. There is a lack of groundwater.
 a. *Matt: This is a stand-alone issue at Hammett/99 in the Salida General Plan.*
51. Is it possible to refrain from permitting additional development? (*Matt: That is a local planning jurisdiction issue*)
52. Alternative 1: Is there a reason why it cannot be parallel south of Kiernan to avoid the church? (*Matt: There will be huge impacts near the intersection of Kiernan and McHenry if we did this*)
53. Could there be an option of Alternative 1 designed to connect to Kiernan?
 a. *Matt: Yes. Hybrids of each alternative will be examined.*

In concluding the evening, Kris mentioned four items:

- If the group members get calls asking about trees being removed or any other field construction work being done for this NCC project, please note that there is no connection with the project. We cannot even scratch the ground to build something or prepare to build something until the environmental approval is obtained.
 - We promised to notify CFG members before general publication of any alternatives, but next week, a JPA afternoon meeting follows a PDT morning meeting; and the project team may go to the JPA in the afternoon with results of the morning deliberations.
 - This CFG process seems to be working!
54. A CFG member asked why the baseball park is being treated like a sovereign nation?
 a. *Matt: A lot of items must be considered there, not just the baseball park, e.g., its proximity to the canal, trailer park, power plant/substation, etc.*

Matt commented that he heard the following:

- The need to keep 2A on
 - Take the Claribel alignment south of Riverbank between Oakdale Rd and Eleanor Avenue off
 - A variation on Stearns is needed.
55. North of Route 219, why not drop to south of Kiernan? Nothing is there other than Kaiser until east of the auction yard. If you continue across, you would cut the business park on the north. Why the difference on the south?
 a. *Matt and Kris: The team will look at this issue again.*

Note: Mr. Tucker asked that the project not take pieces of the UUA church.

The meeting was adjourned at 7:30 p.m.

ID	Task Name	Duration	Start	Finish	% Complete	Predecessors	2010				2011				2012				2013				2014				2015
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
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 Coordination	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%																						
74	Task 2 - Consensus Building and Outreach (WBS 100.10.99)	983 days	Wed 7/21/10	Fri 4/25/14	0%	1																					
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	983 days	Wed 7/21/10	Fri 4/25/14	9%	1																					
82	Task 3 - Preliminary Engineering and Technical Studies (WBS 160)	718 days	Wed 7/21/10	Fri 4/19/13	14%																						
83	3.1 - Traffic Studies	374 days	Mon 8/23/10	Thu 1/26/12	48%																						
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	58%																						
86	Existing Conditions Report	146 days	Fri 9/10/10	Fri 4/1/11	85%																						
87	Existing Conditions Traffic Analysis	40 days	Fri 9/10/10	Thu 11/4/10	100%																						
88	Draft Existing Conditions Report to JPA	5 days	Fri 11/5/10	Thu 11/11/10	100%	87																					
89	JPA Review and Discussions	15 days	Fri 11/12/10	Thu 12/2/10	100%	88																					
90	Draft Existing Conditions Report to Caltrans	5 days	Fri 12/3/10	Thu 12/9/10	100%	89																					
91	Caltrans Review Period	58 days	Fri 12/10/10	Tue 3/1/11	100%	90																					
92	Focused Meeting with Caltrans to Discuss Report	3 days	Fri 1/14/11	Tue 1/18/11	100%																						
93	Response to Comments on Draft Existing Report from Caltrans	20 days	Wed 3/2/11	Tue 3/29/11	0%	91																					
94	Submit Final Existing Conditions Report to Caltrans for Approval	3 days	Wed 3/30/11	Fri 4/1/11	0%	93																					
95	Traffic Forecasting Report	204 days	Fri 11/12/10	Wed 8/24/11	39%																						
96	Draft Traffic Forecasting Model Cal/Val Report to JPA	27 days	Fri 11/12/10	Mon 12/20/10	100%																						
97	JPA Review and Discussions	19 days	Tue 12/21/10	Fri 1/14/11	100%	96																					
98	Draft Traffic Forecasting Model Calibration/Validation Report to Caltrans	3 days	Mon 1/17/11	Wed 1/19/11	100%	97																					
99	Caltrans Review Period	29 days	Thu 1/20/11	Tue 3/1/11	100%	98																					
100	Focus Meeting with Caltrans to Discuss Report	4 days	Mon 2/7/11	Thu 2/10/11	100%	99SS+12 days																					
101	Respond to Comments on Draft Traffic Forecasting Model Cal/Val from Caltrans	15 days	Wed 3/2/11	Tue 3/22/11	0%	99																					
102	Submit Final Traffic Forecasting Model Calibration/Validation Report	1 day	Wed 3/23/11	Wed 3/23/11	0%	101																					
103	Draft Traffic Forecasts Report to JPA	45 days	Thu 3/24/11	Wed 5/25/11	0%	102																					
104	JPA Review and Discussions	15 days	Thu 5/26/11	Wed 6/15/11	0%	103																					
105	Draft Traffic Forecast Report to Caltrans	10 days	Thu 6/16/11	Wed 6/29/11	0%	104																					
106	Caltrans Review Period	20 days	Thu 6/30/11	Wed 7/27/11	0%	105																					
107	Focused Meeting with Caltrans to Discuss Draft Traffic Forecasts Report	3 days	Fri 7/15/11	Tue 7/19/11	0%	106SS+11 days																					
108	Respond to Caltrans Comments	15 days	Thu 7/28/11	Wed 8/17/11	0%	106																					
109	Final Traffic Forecasts Report for Caltrans Approval	5 days	Thu 8/18/11	Wed 8/24/11	0%	108																					
110	Traffic System Analysis Report	111 days	Thu 8/25/11	Thu 1/26/12	0%	95																					
111	Future Year Traffic Operations Analysis	35 days	Thu 8/25/11	Wed 10/12/11	0%																						
112	Draft Traffic Operations Report to JPA	10 days	Thu 10/13/11	Wed 10/26/11	0%	111																					
113	JPA Review and Discussions	15 days	Thu 10/27/11	Wed 11/16/11	0%	112																					
114	Draft Traffic System Analysis Report to Caltrans	10 days	Thu 11/17/11	Wed 11/30/11	0%	113																					
115	Caltrans Review Period	20 days	Thu 12/1/11	Wed 12/28/11	0%	114																					
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 Caltrans	20 days	Thu 12/29/11	Wed 1/25/12	0%	115																					
118	Final Traffic System Analysis Report to Caltrans for Approval	1 day	Thu 1/26/12	Thu 1/26/12	0%	117																					
119	3.2 - Preliminary Engineering & Technical Studies	474 days	Wed 7/21/10	Mon 5/14/12	2%																						
120	Preliminary Geometric Maps for Alternative Alignments (Assume 3 AtI)	174 days	Wed 7/21/10	Mon 3/21/11	7%																						
121	Environmental Study Area Maps	30 days	Wed 10/13/10	Fri 4/22/11	20%	120																					
122	Conceptual Hydraulics/Hydrology Studies	60 days	Tue 3/22/11	Mon 6/13/11	0%	120																					
123	Drainage Concept Plans	40 days	Tue 6/14/11	Mon 8/8/11	0%	122																					
124	Storm Water Data Report	60 days	Tue 6/14/11	Mon 9/5/11	0%	122																					
125	Right of Way Requirements	60 days	Tue 3/22/11	Mon 6/13/11	0%	120																					

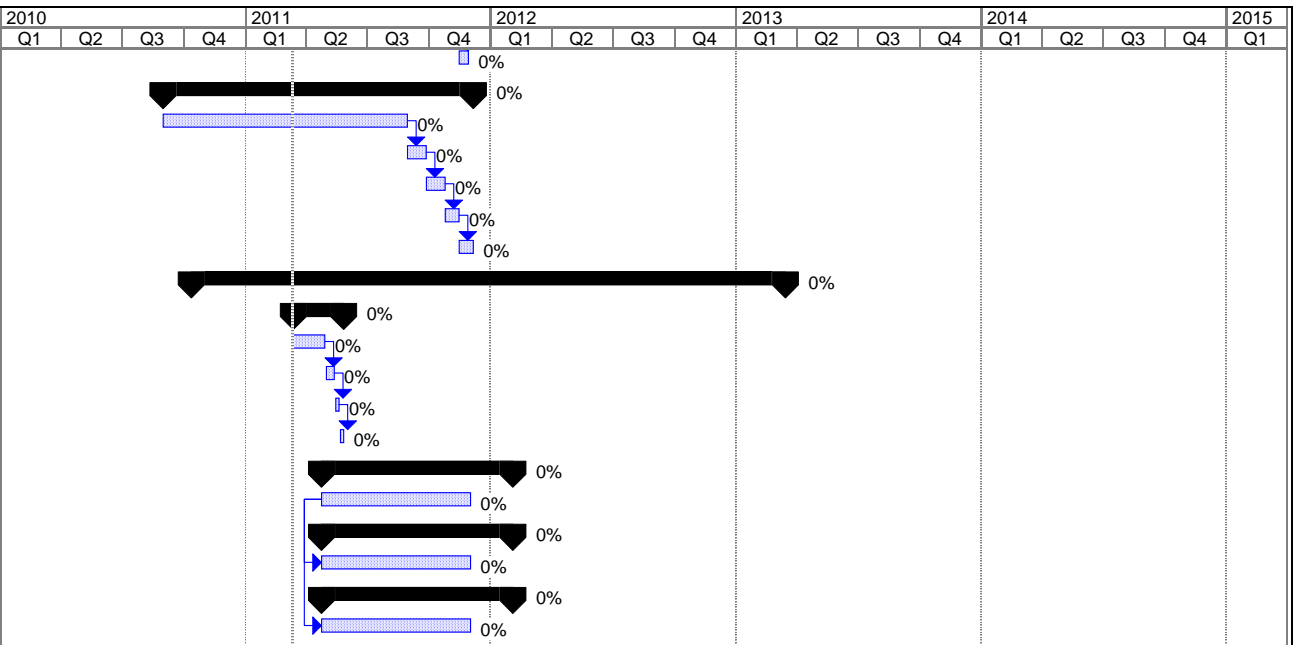
Project: 7SAC038 Project Schedule 20
Date: Fri 3/11/11

Critical		Split		Baseline Milestone		Project Summary		Split		Baseline Milestone	
Critical Split		Task Progress		Milestone		Critical Split		Task Progress		Milestone	
Critical Progress		Baseline		Summary Progress		Critical Progress		Baseline		Summary Progress	
Task		Baseline Split		Summary		Task		Baseline Split		Summary	

ID	Task Name	Duration	Start	Finish	% Complete	Predecessors	2010				2011				2012				2013				2014				2015
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
126	Utility Location Requirements	60 days	Tue 6/14/11	Mon 9/5/11	0%	125																					
127	Right of Way Data Sheets	90 days	Tue 6/14/11	Mon 10/17/11	0%	125																					
128	Railroad Study	40 days	Tue 6/14/11	Mon 8/8/11	0%	125																					
129	Park and Ride Study	40 days	Tue 6/14/11	Mon 8/8/11	0%	125																					
130	Geotechnical Information	60 days	Tue 6/14/11	Mon 9/5/11	0%	122																					
131	Structure Advanced Planning Study	90 days	Tue 6/14/11	Mon 10/17/11	0%	125																					
132	Preliminary Transportation Management Plan	40 days	Tue 6/14/11	Mon 8/8/11	0%	125																					
133	Fact Sheets for Exceptions to Design Standards	60 days	Tue 6/14/11	Mon 9/5/11	0%	125																					
134	PSR-PDS (Draft, CT Reviews, Final)	120 days	Tue 10/18/11	Mon 4/2/12	0%	127																					
135	VA Study	30 days	Tue 4/3/12	Mon 5/14/12	0%	134																					
142	Engineering and Land Net Surveys	163 days	Wed 7/21/10	Fri 3/4/11	0%																						
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	335 days	Wed 7/21/10	Tue 11/1/11	63%																						
157	Public Agency Scoping Process	335 days	Wed 7/21/10	Tue 11/1/11	59%																						
160	6002 Agency Review and Coordination Process	335 days	Wed 7/21/10	Tue 11/1/11	50%																						
167	Receive PTE letters	60 days	Thu 12/9/10	Wed 3/2/11	100%																						
168	Prepare Purpose and Need Statement	279 days	Fri 10/8/10	Wed 11/2/11	14%																						
174	Prepare draft project description/purpose and need chapter	45 days	Thu 3/24/11	Wed 5/25/11	0%	103SS																					
175	Caltrans Central Region Review	20 days	Thu 5/26/11	Wed 6/22/11	0%	174																					
181	Alternatives Development and Screening	187 days	Fri 10/8/10	Mon 6/27/11	36%																						
191	Prepare alternatives screening and selection report	20 days	Tue 2/22/11	Mon 3/21/11	0%	190																					
192	Caltrans Central Region Review	5 days	Tue 3/22/11	Mon 3/28/11	0%	191																					
193	Prepare project description level design concepts	30 days	Tue 3/29/11	Mon 5/9/11	0%	192																					
194	Draft alternatives chapter	60 days	Tue 2/22/11	Mon 5/16/11	0%	190																					
195	Caltrans Central Region Review	20 days	Tue 5/17/11	Mon 6/13/11	0%	194																					
197	Distribute alternatives development, screening, selection report for 6002 agency review	30 days	Tue 3/29/11	Mon 5/9/11	0%	192																					
198	Hold alternatives agency workshop	30 days	Tue 3/29/11	Mon 5/9/11	0%	192																					
199	Revise screening report and draft chapter per agency input	15 days	Tue 5/10/11	Mon 5/30/11	0%	198																					
200	Caltrans review	10 days	Tue 5/31/11	Mon 6/13/11	0%	199																					
201	Task 5 - General Environmental Studies	673 days	Wed 9/1/10	Fri 3/29/13	0%																						
202	Community Impact Analysis, Land Use and Growth Studies	245 days	Wed 9/1/10	Tue 8/9/11	0%	159SS																					
203	Admin Draft Report	200 days	Wed 9/1/10	Tue 6/7/11	0%	159SS																					
208	Visual Impact Assessment and Scenic Resources Evaluation	245 days	Wed 9/1/10	Tue 8/9/11	0%	159SS																					
210	Admin Draft Report	200 days	Wed 9/1/10	Tue 6/7/11	0%	159SS																					
227	Water Quality and Hydrology Study	245 days	Wed 9/1/10	Tue 8/9/11	0%	159SS																					
229	Admin Draft Report	200 days	Wed 9/1/10	Tue 6/7/11	0%	159SS																					
234	Geotechnical and Geology Study	245 days	Wed 9/1/10	Tue 8/9/11	0%	159SS																					
236	Admin Draft Report	200 days	Wed 9/1/10	Tue 6/7/11	0%	159SS																					
241	Hazardous Waste Preliminary Site Investigations	245 days	Wed 9/1/10	Tue 8/9/11	0%	159SS																					
243	Admin Draft Report	200 days	Wed 9/1/10	Tue 6/7/11	0%	159SS																					
248	Indirect & Cumulative Impact Study	245 days	Wed 9/1/10	Tue 8/9/11	0%	159SS																					
250	Admin Draft Report	200 days	Wed 9/1/10	Tue 6/7/11	0%	159SS																					
255	Floodplain Study	245 days	Wed 9/1/10	Tue 8/9/11	0%	159SS																					
257	Admin Draft Report	200 days	Wed 9/1/10	Tue 6/7/11	0%	159SS																					
262	Paleontology Study	245 days	Wed 9/1/10	Tue 8/9/11	0%	159SS																					
264	Admin Draft Report	200 days	Wed 9/1/10	Tue 6/7/11	0%	159SS																					
269	Biological Studies	325 days	Wed 9/1/10	Tue 11/29/11	0%	159SS																					
270	Environmental Study Area Maps	30 days	Wed 10/13/10	Tue 11/23/10	0%																						
271	Prepare NES	260 days	Wed 9/1/10	Tue 8/30/11	0%	159SS																					
272	Caltrans Specialist Review	20 days	Wed 8/31/11	Tue 9/27/11	0%	271																					
273	Revise Draft Report	25 days	Wed 9/28/11	Tue 11/1/11	0%	272																					
274	Caltrans Review of Final Report	10 days	Wed 11/2/11	Tue 11/15/11	0%	273																					

Project: 7SAC038 Project Schedule 20 Date: Fri 3/11/11	Critical		Split		Baseline Milestone		Project Summary		Split		Baseline Milestone	
	Critical Split		Task Progress		Milestone		Critical Split		Task Progress		Milestone	
	Critical Progress		Baseline		Summary Progress		Critical Progress		Baseline		Summary Progress	
	Task		Baseline Split		Summary		Task		Baseline Split		Summary	

ID	Task Name	Duration	Start	Finish	% Complete	Predecessors	2010				2011				2012				2013				2014				2015
							Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
275	Finalize Report	10 days	Wed 11/16/11	Tue 11/29/11	0%	274																					
276	Wetland Delineation and Report	330 days	Wed 9/1/10	Tue 12/6/11	0%	159SS																					
277	Admin Draft Report	260 days	Wed 9/1/10	Tue 8/30/11	0%																						
278	Caltrans Specialist Review	20 days	Wed 8/31/11	Tue 9/27/11	0%	277																					
279	Revise Draft Report	20 days	Wed 9/28/11	Tue 10/25/11	0%	278																					
280	Caltrans Review of Final Report	15 days	Wed 10/26/11	Tue 11/15/11	0%	279																					
281	Finalize Report	15 days	Wed 11/16/11	Tue 12/6/11	0%	280																					
291	Cultural Resources Studies	633 days	Wed 10/13/10	Fri 3/15/13	0%																						
293	Define Area of Potential Effects (APE)	55 days	Mon 3/14/11	Fri 5/27/11	0%																						
294	Define Area of Potential Effects	35 days	Mon 3/14/11	Fri 4/29/11	0%																						
295	Caltrans Specialist Review	10 days	Mon 5/2/11	Fri 5/13/11	0%	294																					
296	Revise APE	5 days	Mon 5/16/11	Fri 5/20/11	0%	295																					
297	Caltrans Review of Final APE	5 days	Mon 5/23/11	Fri 5/27/11	0%	159SS,296																					
298	Archaeological Survey Report (ASR)	205 days	Mon 4/25/11	Fri 2/3/12	0%																						
299	Admin Draft Report	160 days	Mon 4/25/11	Fri 12/2/11	0%																						
310	Historic Resources Evaluation Report (HRER)	205 days	Mon 4/25/11	Fri 2/3/12	0%																						
311	Admin Draft Report	160 days	Mon 4/25/11	Fri 12/2/11	0%	299SS																					
316	Historic Properties Survey Report (HPSR)	205 days	Mon 4/25/11	Fri 2/3/12	0%																						
317	Admin Draft Report	160 days	Mon 4/25/11	Fri 12/2/11	0%	299SS																					



Project: 7SAC038 Project Schedule 20
Date: Fri 3/11/11

Critical		Split		Baseline Milestone		Project Summary		Split		Baseline Milestone	
Critical Split		Task Progress		Milestone		Critical Split		Task Progress		Milestone	
Critical Progress		Baseline		Summary Progress		Critical Progress		Baseline		Summary Progress	
Task		Baseline Split		Summary		Task		Baseline Split		Summary	