



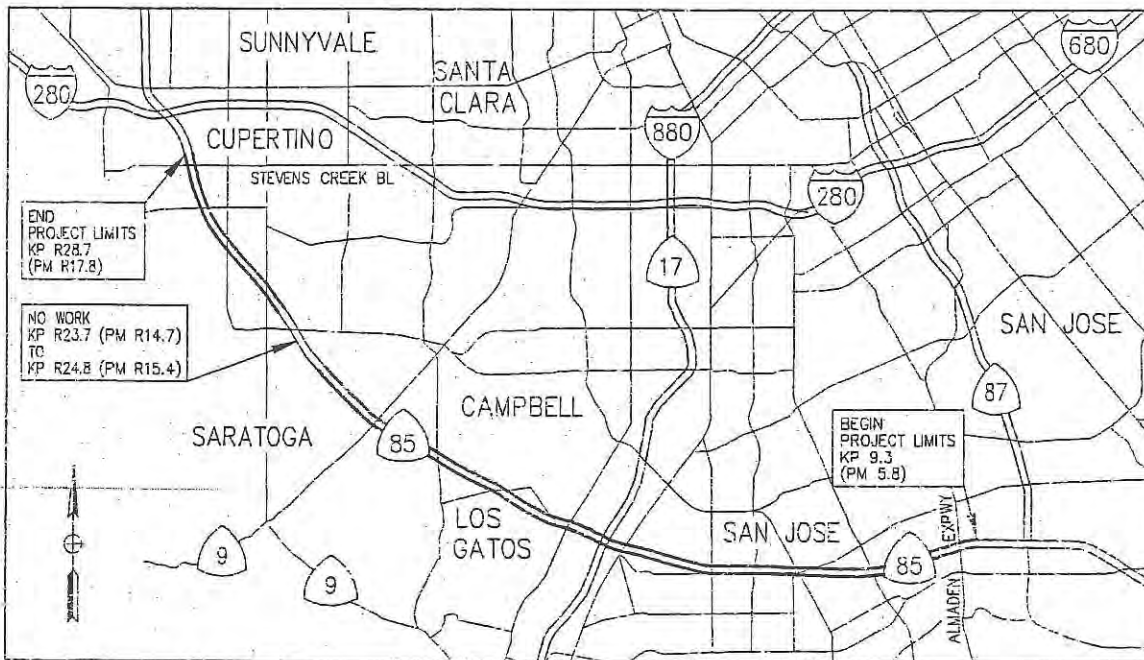
04-SCI-85, 9.3/R28.7(5.8/R17.8)

04-609 - EA 436200

RAS - HA22 Program

May 2005

# CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT



In Santa Clara County on Route 85 from east of Almaden Expressway  
to north of Stevens Creek Boulevard

APPROVAL RECOMMENDED:

PROJECT MANAGER

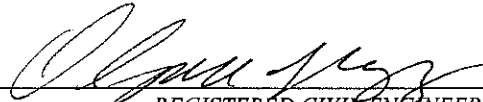
APPROVED:

YADER A. BERMUDEZ  
DEPUTY DISTRICT DIRECTOR - MAINTENANCE

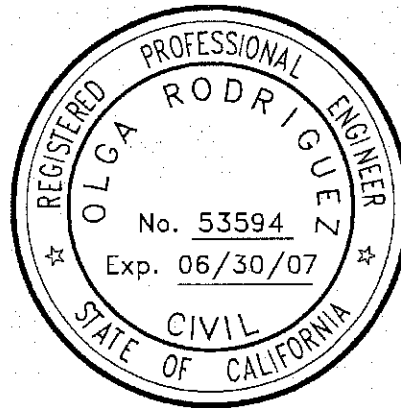
5/5/05  
DATE

RECEIVED  
MAY 20 2005  
BY: VHA Doc

This Capital Preventive Maintenance Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

  
REGISTERED CIVIL ENGINEER

5/3/05  
DATE



# CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

1. Project Limits: 04-SCI-85, 9.3/R28.7(5.8/R17.8)

2. Brief Project Description:

This project proposes to texture grind and groove 11 miles of PCC pavement on Route 85 from east of Almaden Expressway to north of Stevens Creek Boulevard to complete Santa Clara County's Measure B Base Case Plan, funded by a ½ cent sales tax approved in 1996. The textured grinding will take place from edge to edge on the PCC traveled way and is intended to lower the frequency of the noise generated by traffic to a frequency more acceptable to nearby residents. The project includes the grinding of one foot of AC shoulder on the low side of each section, to prevent ponding. Work to ramps, approach slabs or structures is excluded, as is any work on the 0.7 mile textured grinding test strip, completed in 2003, between the Scully Avenue Utility Overcrossing (KP 23.7/PM 14.7) and the south end of the Calabazas Creek Bridge (KP 24.8/PM 15.4).

3. Environmental Status:

Categorical Exemption

Date Approved: April 4, 2005

4. Traffic Data:

Present ADT: varies 106,000 to 143,000      5-Year ADT NA

DHV \_\_\_\_\_ % Trucks: 0.5% (trucks prohibited)

\*T.I. (5 Year) N/A

\* Must correlate with T.I. in Materials Report/Deflection Study

5. Roadway and Structures Information:

Route 85 is a six lane divided urban freeway located in Santa Clara County. The Route begins at Route 101 in south San Jose near Bernal Road and proceeds northward through San Jose, Los Gatos, Campbell, Saratoga, Cupertino, and Sunnyvale before ending at Route 101 in Mountain View.

The project's southern limit is the west end of the Guadalupe River Bridge, just east of Almaden Expressway, to about one-half of a mile south of Route 280. The route is defined as a freeway between the project limits. The northbound and southbound lanes of traffic are PCC, and are separated by a median typically 14 meters in width, which includes a (typically) 7.92 meter earth area with barriers 3 to 8.5 m from the traveled way, and 2.43-to-3.05 meter AC-paved inside shoulders. The outside, AC-paved shoulder widths are 3.05 meters.

Please see Attachment C for typical cross sections.



The roadway geometric information for Route 85 within the project limits are:

Existing Northbound							
FACILITY 04-SCI-85	THROUGH TRAFFIC LANES (ALL PCC)		AC PAVED SHOULDER WIDTH			BRIDGE APPROACH SLAB WORK	
KP	NUMBER OF LANES	LANE WIDTH (M)	LEFT* (M)	RIGHT* (M)	MEDIAN WIDTH** (M)	(Y/N)	NO. OF SLAB S
9.3	4	3.66	2.44	3.05	21.34		
9.3/9.6	3	3.66	2.44	3.05	21.34		
9.7 Almaden Expwy UC 37-053R	3	3.66	NA	NA	NA	N	NA
9.6/12.9	3	3.66	2.44-4.27	2.44-3.05	15.24-21.34		
13.0 Camden UC 37-0481R	3	3.66	NA	NA	NA	N	NA
13.0/13.5	3	3.66	2.44	3.05	21.34-15.24		
13.5/14.7	4	3.66	2.44	3.05-2.44	15.24		
14.7/15.4	3	3.66	2.44-4.27	2.44-3.05	14.63-21.34		
15.4/16.3	4	3.66	4.27-2.44	3.05	14.63-19.51		
16.3/16.3	5	3.66	2.44	3.05	19.51		
16.3/17.2	3	3.66	2.44	3.05	19.51-15.24		
17.2 Oka Road UC 37-0537R	3	3.66	NA	NA	NA	N	NA
17.2/17.5	3	3.66	2.44	3.05	15.24		
17.5 Los Gatos Creek 37-0491R	3	3.66	NA	NA	NA	N	NA
17.3/17.7	3-4	3.66	2.44-3.05	3.05-2.44	15.24-14.02		
17.7/18.7	4	3.66	3.05	2.44-3.05	14.02		
18.7/19.2	3-4	3.66	3.05	3.05	14.02		
19.2 Pollard Road UC 37-0520R	3	3.66	NA	NA	NA	N	NA
19.2/20.2	3	3.66	3.05	3.05	14.02		
20.3 San Tomas Aquino Creek 37-0524R	3	3.66	NA	NA	NA	N	NA
20.3/21.9	3	3.66	3.05-4.27	3.05	14.02		
22.0 Saratoga Ave UC 37 0499R	3	3.66	NA	NA	NA	N	NA
22.0/22.2	3	3.66	3.05	3.05	14.02		
22.3 Saratoga Creek 37-0500R	3	3.66	NA	NA	NA	N	NA

22.2/23.8	3	3.66	3.05	3.05	14.02		
22.3/24.6	3	3.66	3.05	3.05	14.02		
24.6 Calabazas Creek 37-0527R	3	3.66	NA	NA	NA	N	NA
24.6/27.3	3-4	3.66	3.05-4.27	3.05	7.92-10.97		
27.3/28.1	4	3.66	3.05	3.05	10.97-7.92		
28.1/28.7	3	3.66	3.05	3.05	7.92-6.7		
Existing Southbound							
FACILITY 04-SCI-85	THROUGH TRAFFIC LANES (ALL PCC)		AC PAVED SHOULDER WIDTH		MEDIAN WIDTH** (M)	BRIDGE APPROACH SLAB WORK	
	NUMBER OF LANES	LANE WIDTH (M)	LEFT* (M)	RIGHT* (M)		(Y/N)	NO. OF SLABS
KP							
9.3/9.7	3-4	3.66	2.44	3.05	21.34		
9.7 Almaden Expwy UC 37-053L	3	3.66	NA	NA	NA	N	NA
9.8/12.9	3	3.66	2.44-4.27	3.05	21.34-15.24		
13.0 Camden UC 37-0481L	3	3.66	NA	NA	NA	N	NA
13.0/13.5	3-4	3.66	2.44	2.44-3.05	15.24		
13.5/15.3	3	3.66	2.44-4.27	3.05-2.44	15.24-21.34		
15.3/16.1	4	3.66	4.27-3.05	2.44-3.05	14.63-15.24		
15.9/17.2	3	3.66	1.52-2.44	3.05	14.63-19.51		
17.2 Oka Road UC 37-0537L	3	3.66	NA	NA	NA	N	NA
17.2/17.5	3	3.66	2.44	3.05	15.24-16.46		
17.5 Los Gatos Creek 37-0491L	3	3.66	NA	NA	NA	N	NA
17.5/17.6	3	3.66	2.44	3.05	15.24		
17.6/18.3	4	3.66	2.44-3.05	3.05	15.24-14.02		
18.3/19.2	3-4	3.66	3.05	3.05	14.02		
19.2 Pollard Road UC 37-0520L	3	3.66	NA	NA	NA	N	NA
19.2/20.2	3	3.66	3.05	3.05	14.02		
20.3 San Tomas Aquino CLeek 37-0524L	3	3.66	NA	NA	NA	N	NA
20.3/22.0	3	3.66	3.05-4.27	3.05-2.44	14.02		

22.0 Saratoga Ave UC 37 0499L	3	3.66	NA	NA	NA	N	NA
22.0/22.3	3	3.66	3.05	3.05	14.02		
22.3 Saratoga Creek 37-0500L	3	3.66	NA	NA	NA	N	NA
22.3/24.6	3	3.66	3.05	2.44-3.05	14.02		
24.6 Calabazas CLeek 37-0527L	3	3.66	NA	NA	NA	N	NA
24.6/27.0	3-4	3.66	3.05-4.27	3.05	14.02-10.97		
27.0/28.7	4	3.66	3.05	3.05-2.44	10.97-6.7		

\* Distance from inside edge of traveled way to toe of barrier.

\*\* "Median Width" is as defined in Topic 305 of the HDM, "the dimension between the inside edges of traveled way, including the inside shoulder."

6. Condition of Existing Facility:

This project is not a conventional preventive maintenance project with a goal of prolonging pavement life or bringing the roadway to a maintainable condition. The roadway inside the project limits is in its eleventh year of an expected 40 year life and is in generally good and maintainable condition already. The traveled way in the project area is entirely PCC.

PMS Category (1-29): 10

Priority Classification: 0.63

Ride Score: IRI ranges from 56 to 138

PCC Pavement:

(From latest Pavement Condition Inventory Survey Data; see Attachment G)

3rd Stage Cracking % : negligible

Faulting : none

Joint Spalls : none identified

Pumping : none identified

Corner Breaks % : negligible

Location(s) of subsurface or ponded surface-water problem: none identified

7. Deflection Study Data (Findings and Recommendation for AC pavement):



A deflection study is not required for this project. Textured grinding is to take place on the PCC traveled way and only the first one foot of AC shoulder, adjacent to the low PCC edge, will be ground.

8. Cost Estimate Breakdown:

<u>Pavement Structural Section Work</u>	<u>Lane-Kilometers</u>	<u>Cost</u>
Total Lane-Kilometers of CAPM work	125	\$4,417,600
Digouts	0	
AC Overlay of AC Pavement	0	
Hot Recycled AC	0	
Cold Recycled AC	0	
AC Overlay of PCC Pavement	0	
PCC Pavement Work – textured grinding	125	\$4,400,000
Ramps	0	
OC/UC and Bridge Approaches	0	
Other – Fog seal conform-ground AC shoulder	NA	\$ 17,600
<b>COSTS SUBTOTAL</b>		<b>\$4,417,600</b>
<u>Non-Pavement Structural Section Work</u>		
<u>Does the Project Include:</u>	<u>Yes/No*</u>	<u>Cost</u>
Railroad Agreements	N	
Traffic Control	Y	(\$ 310,000)
Traffic Stripes and Pavement Markings	Y	\$ 87,500
Paint	N	
Thermoplastic	Y	(\$ 87,500)
Pavement Markers (Remove and Replace)	Y	\$ 198,310
Mobilization	Y	\$ 490,000
Other:		
Progress Schedule	Y	\$ 60,000
Prepare and implement Water Pollution Control Plan	Y	\$ 30,000
Develop Water Supply	Y	\$ 50,000
<b>COSTS SUBTOTAL</b>		<b>\$ 915,810</b>
<b>SUM OF SUBTOTALS</b>		<b>\$5,333,410</b>
<b>20% Contingency</b>		<b><u>\$1,066,682</u></b>
<b>TOTAL PROJECT COST</b>		<b>\$6,400,092</b>

Notes: \*Cost is shown in parenthesis if duplicated in other items.

9. Other Agencies Involved:

The Santa Clara Valley Transportation Authority (VTA) is involved as this project is funded by the sales tax approved as Measure B in 1996. The VTA is performing all

environmental and design phase work with Caltrans performing quality assurance as described in Cooperative Agreement 4-1794-C.

This Project Report serves as the authorizing document to develop a cooperative agreement with the VTA to cover construction activities. The VTA will perform all construction activities and Caltrans will provide Quality Assurance.

Disposal of the grindings may involve the Regional Water Quality Control Board and the California State Water Resources Control Board.

10. Other Considerations:

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

There will be no hazardous waste generated.

Materials and or disposal site needs and availability?

The contractor will be offered use of a designated area at the Caltrans maintenance facility on Bubb Road in Cupertino for use in installing and using a separation plant for the duration of the project. Water from this operation will be recycled during the project, and any discharge will conform to the Storm Water Pollution Prevention Plan, The Water Pollution Control Program Preparation Manual and the Construction Site Best Management Practices Manual, as well as applicable federal, state and local regulations. Solid waste that cannot be recycled will be disposed of at a site qualified to receive it outside of state right of way and will be the contractor's responsibility. The contractor may choose to pond-dry the residue, recycle the water from the drying operation and transport the solids to a site qualified to receive it, outside of state right of way.

In the event the Contractor chooses not to use a separation plant or drying operation, he or she will be required to dispose of the wet grinding residue at a site that has a current permit to accept concrete grindings, a list of which will be included in the project specifications.

Utility and Railroad Involvement:

The scope of work of this project is not expected to involve utilities or railroads.

Consistency with other planning:

This project does not conflict with any planning on Route 85. Cities along the project length will be kept informed of the project's status and construction staging.

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

Residue from AC grinding will be disposed of together with the PCC residue from grinding and grooving operations.

Prolonged temporary ramp closures:



Textured-grinding will take place at night, and no prolonged lane closures are anticipated.

Effects on bicycle traffic:

There will be no effect on bicycle traffic, as no bicycles are allowed on Route 85.

11a. Has the project been field reviewed by:

The scope of the project was determined by Caltrans, the VTA and adjacent cities after Caltrans completed noise abatement testing in January 1998 and the VTA examined additional abatement alternatives in 1998 and 2003. Funding for texture grinding along this portion of Route 85 was approved by the Santa Clara County Board of Supervisors in June 1999.

District:

Ron Moriguchi	March 3, 2005
Robert Camargo	March 3, 2005
Moji Nasab	March 3, 2005

11b. Project Reviewed by:

District Maintenance  
Robert Camargo \_\_\_\_\_ Date \_\_\_\_\_

Headquarters Concrete Lab - METS:  
Karl Smith, Doran Glanz \_\_\_\_\_ Date \_\_\_\_\_

HQ DLLP:  
\_\_\_\_\_ Date \_\_\_\_\_

HQ Maintenance Program:  
Brian Weber \_\_\_\_\_ Date \_\_\_\_\_  
(HA22 Program Advisor)

Type of federal Involvement: Exempt

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

13. Proposed Funding :

This project is entirely funded by Santa Clara County's Measure B, approved in 1996.

14. Project Support:

Support hours shown are for Caltrans quality assurance only.

Proposed Program FY	District PY'S			Engineering Service Center PY'S					FY Total PY'S	Other Costs (\$)
	Design	R/W	Constr	METS and Others		Structures		Office Engr		
				Design	Constr	Design	Constr			
04/05	.6	.1	.1	.1	0	0	0	0	0.9	
05/06	0.1	0	0.65	0	0.1	0	0	0	0.85	
TOTAL ESTIMATED PROJECT PY'S AND OTHER SUPPORT COSTS:									PY'S	\$*

\* Note: Dollar value of estimated specialty contracts, etc. to be shown only when applicable.

15. Remarks

Caltrans used an independent noise consultant, Acentech, to analyze the noise reduction options for two segments of Route 85 in Saratoga and Cupertino, a length of 3.5 miles. The study was completed in January 1998. The primary noise mitigation measures recommended in the report were:

- (1) reducing the highway speed limit by 10 mph
- (2) highway resurfacing treatments
- (3) soundwall geometric modifications
- (4) soundwall absorption methods

Mitigation measure (1) was considered unfeasible due to enforcement issues and mitigation measure (4) was deemed too costly (\$8.2 million). The analysis showed that mitigation measures (1) and (4) projected a noise reduction of 3 dBA. Measure (3), although cost-feasible (\$1 million), could cause reflective noise problems in currently unaffected areas and the projected noise reduction was also 3 dBA. Mitigation measure (2), resurfacing the highway with an open graded asphalt concrete (OGAC) material, was considered cost-feasible (\$1 million initially, surface replacement required every 10 years) and was projected to provide an initial noise reduction of 4 dBA.

Because of the increased maintenance required for OGAC over PCC and the uncertainty of how the noise reduction would degrade over time, resurfacing was never implemented.

The VTA (the responsible agency for implementation of the Measure B program) made a decision to investigate the 1998 Acentech Report to determine whether the reported cost estimates for the recommended mitigation measures were accurate and to determine if all viable mitigation measures were explored. The VTA was specifically interested in collecting test data to determine the viability of PCC grinding as a noise mitigation measure. The VTA's investigation resulted in their hiring of Parsons Transportation Group Inc. to prepare a supplemental noise mitigation study of the efficacy of textured grinding.

Although Parsons' 2003 noise evaluation of a .7 mi test section of Route 85 (KP 23.7 to 24.8) showed little overall noise reduction as measured in decibels, the shift in dominant frequency from 1250 hertz to 1000 hertz is perceived as less objectionable by residents.

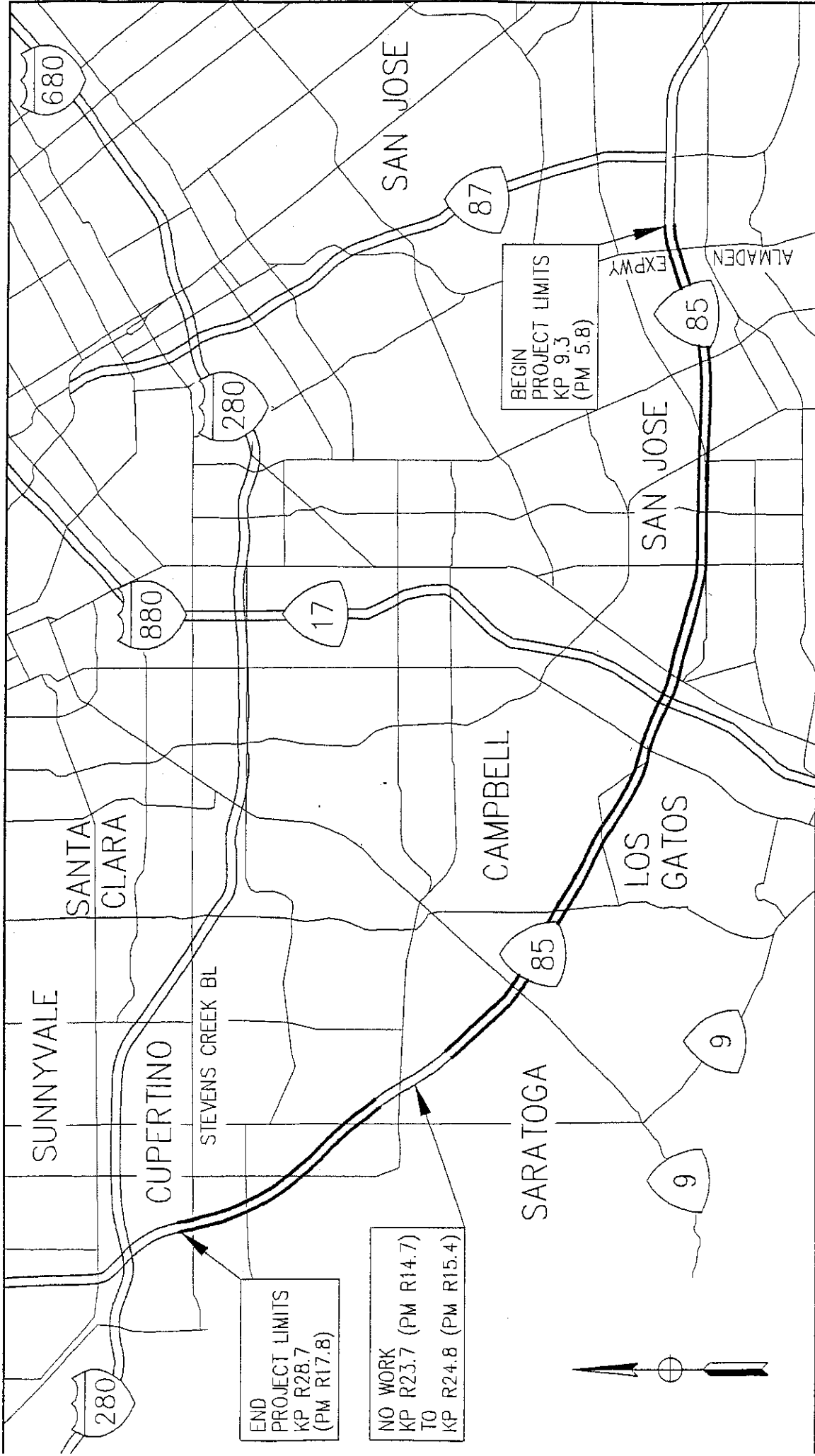
Attachment B is a letter of support for this project, dated April 2003, from the West Valley Mayors and Managers' Association.

16. List of Attachments:

- A. Vicinity Map
- B. Letter from West Valley Mayors and Managers
- C. Typical Section(s)
- D. Pavement Condition Survey Inventory Data
- E. Right of Way Certification
- F. Scoping Team Field Review Attendance Roster
- G. Categorical Exemption

**ATTACHMENT A**

**Vicinity Map**



**ROUTE 85 TEXTURE GRINDING  
 VICINITY MAP**

**ATTACHMENT B**

**Letter from West Valley Mayors and Managers**



## TOWN OF LOS GATOS

CIVIC CENTER  
110 E. MAIN STREET  
P.O. Box 949  
LOS GATOS, CA 95031

### WEST VALLEY MAYORS & MANAGERS' ASSOCIATION

**CITY OF CAMPBELL**

Daniel E. Furtado  
Mayor  
Bernie Strojny  
City Manager

April 23, 2003

Board of Supervisors  
Santa Clara County  
70 West Hedding Street  
10<sup>th</sup> Floor, East Wing  
San Jose, California 95110

**CITY OF CUPERTINO**

Michael Chang  
Mayor  
David Knapp  
City Manager

Subject: Route 85 Noise Mitigation Project

Dear Chairperson and Board Members:

**TOWN OF LOS GATOS**

Sandy Decker  
Mayor  
Debra Figone  
Town Manager

The Cities of Cupertino, Saratoga, Campbell, Los Gatos and San Jose abut Highway 85 and have been supporters of the inclusion of the Route 85 Noise Mitigation project as part of the 1996 Measure B Transportation Improvement Program (MBTIP). We understand the financial situation that resulted in the County Board of Supervisor's September 2002 action to defer any additional funding for construction of a solution to reduce freeway noise along the corridor. We are appreciative that the County's action kept in place adequate funding for VTA to continue its efforts to identify a potential solution. This letter requests the VTA Board of Directors recommend and the County Board of Supervisors approve keeping the Route 85 Noise Mitigation Project as part of the 1996 MBTIP, with construction funding deferred, in the hopes that an economic recovery could provide additional funding for this project to proceed to construction.

**CITY OF MONTE SERENO**

David Baxter  
Mayor  
Brian Loventhal  
City Manager

**CITY OF SARATOGA**

Nick Streit  
Mayor  
Dave Anderson  
City Manager

In April 2003, VTA completed a test project where they performed "textured-grinding" on all lanes of Route 85 for approximately three-fourths of a mile on either side of Prospect Avenue in the Cities of San Jose and Saratoga. VTA conducted "before and after" noise readings on both sides of the freeway to ascertain the changes to noise resulting from the altered pavement surface. While VTA identified that there was little overall noise reduction due to the ground surface, they did observe noise reductions in frequencies that are above 1,250 hertz and a shift of the dominant noise frequency from 1,250 hertz down to 1,000 hertz. VTA concludes that this is potentially perceived as a significant improvement as the human ear hears more efficiently in the frequency region between 1,250 hertz and 5,000 hertz.

**CITY OF SAN JOSE**

Linda J. LeZotte  
Council Member  
Del Borgsdorf  
City Manager




Page 2

Board of Supervisors - Santa Clara County  
Subject: Route 85 Noise Mitigation Project  
April 23, 2003

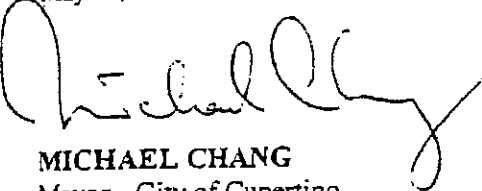
On March 26, 2003, the West Valley Mayors and City Managers were presented a report from VTA staff with the test project's results. Our citizens in the area of the test project have acknowledged they perceive an improvement has been accomplished. With this information, we unanimously agreed that the project should remain as part of the 1996 MBTIP. Consistent with other deferred projects, we would request that the \$7.9 million remaining in the project budget be used for a texture-grinding project on Route 85 between Route 87 and I-280 when funding becomes available.


We believe that VTA has identified an implementable solution that our communities believe could produce improvement for noise mitigation for this stretch of Route 85. Thank you for considering the needs of our cities in that regard.


Sincerely,

  
**SANDY DECKER**  
Mayor - Town of Los Gatos

  
**DANIEL E. FURTADO**  
Mayor - City of Campbell

  
**MICHAEL CHANG**  
Mayor - City of Cupertino

  
**DAVID BAXTER**  
Mayor - City of Monte Sereno

  
**NICK STREIT**  
Mayor - City of Saratoga

DJF:pg

N:\MGR\AdminWorkFiles\West Valley Mayor Manager\BRDOFSUP.RT85MITIGATION.LTR.wpd

cc Debra J. Figone, Town Manager - Town of Los Gatos  
Bernie Strojny, City Manager - City of Campbell  
David Knapp, City Manager - City of Cupertino  
Brian Loventhal, City Manager - City of Monte Sereno  
Dave Anderson, City Manager - City of Saratoga  
Mike Evanhoe, Director - Santa Clara County Transportation Agency

**ATTACHMENT C**

**Typical Sections**

FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

**GENERAL NOTES:**

- EXISTING STRUCTURAL SECTIONS AS OBTAINED FROM AS-BUILTS.
- FOR ABBREVIATIONS NOT SHOWN, SEE STANDARD PLANS.
- GRIND AND GROOVE IS TO BE APPLIED TO CONCRETE PAVEMENT ONLY.
- AC PAVEMENT SHALL BE GRIND ONLY FOR CONFORM PURPOSES. SEE CONFORM DETAILS ON SHEETS C-1 THRU C-11.
- AC PAVEMENT ON AND OFF-RAMPS, APPROACH SLABS, AND STRUCTURES ARE TO BE OMITTED FROM GRIND AND GROOVE OPERATION.
- DETAILS ON SHEETS C-1 THRU C-6 ARE INTENDED TO ADDRESS ON/OFF-RAMP CONFIGURATIONS.

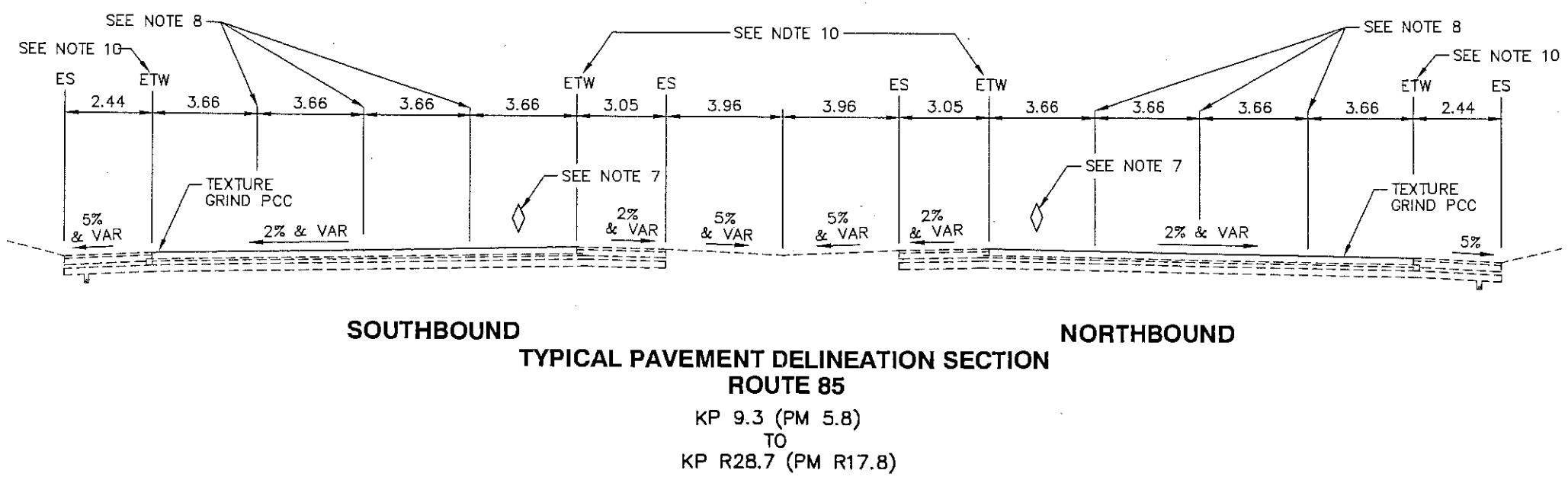
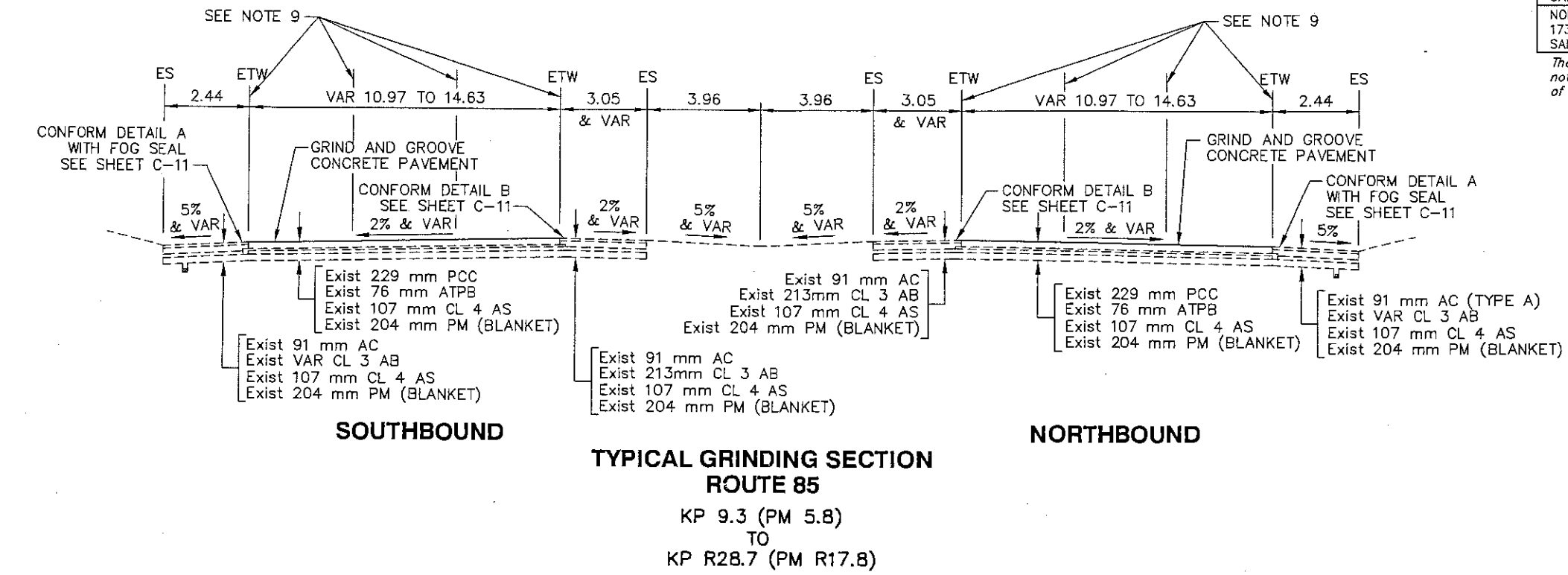


DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
04	SC	85	9.3 28.7	2	52

REGISTERED CIVIL ENGINEER  
 5/3/05  
 PLANS APPROVAL DATE  
 SANTA CLARA VALLEY TRANSPORTATION AUTHORITY  
 3331 N. FIRST STREET  
 SAN JOSE, CA 95134  
 NOLTE ASSOCIATES, INC.  
 1731 NORTH FIRST STREET, SUITE A  
 SAN JOSE, CA 95112



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



**PAVEMENT DELINEATION NOTES:**

- REPLACE IN-KIND HOV DIAMOND SYMBOL REMOVED BY GRINDING (150 m INTERVALS).
- REPLACE IN-KIND LANELINES (DETAIL 13 & 14) REMOVED BY GRINDING.
- REMOVE ALL PAVEMENT MARKERS BEFORE GRINDING.
- REPLACE IN-KIND EDGELINES (DETAIL 25 & 27B) REMOVED BY GRINDING.
- SEE GRIND AND GROOVE TABLE ON SHEETS Q1 AND Q2 FOR WORK STATION LOCATIONS.
- SEE PAVEMENT DELINEATION DETAILS ON SHEETS PD-1 THRU PD-11.

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.

**TYPICAL CROSS SECTIONS**

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 Caltrans  
 DESIGN OVERSIGHT  
 CHECKED BY  
 DESIGNED BY  
 CALCULATED BY  
 DATE REVISOR  
 DATE REVISOR

**ATTACHMENT D**

**Pavement Condition Survey Inventory Data**

Job Date: 07/31/2003  
 Issue: 02/07/2005

# Caltrans Maintenance Program 2003 Pavement Condition Survey Inventory Caltrans Drive Order

District: 4  
 County: SCL  
 Route: 085  
 Begin PM: 4.000

District 4 County SCL Route 085

Lane	Surface Type	Alligator Cracking A %	Length B %	LaneMl. (Est.) C (Y/N)?	Type	AADT (,000)	MSL	Rutting, Bleeding	Slab Cracking 1st %	Corner %	Faulding	Patching Area %	Poor Cond.?	Ride, IRI	Priority	Skid	Defect
00	-	4.528	0.528	3.168	MLD	135	2							10	107		
L1	F-DG	0	0											14	122		
L2	F-DG	0	0											21	148		
L3	F-DG	0	0											5	87		
R1	F-DG	0	0											6	90		
R2	F-DG	0	0											16	131		
R3	F-DG	0	0														
028	-	5.592	1.064	8.512	MLD	135	2							5	63		
L1	F-DG	0	0											8	97		
L2	F-DG	0	0											10	108		
L3	F-DG	0	0											5	79		
R1	F-DG	0	0											6	90		
R2	F-DG	0	0											16	129		
R3	F-DG	0	0														
592	-	5.899	0.307	2.456	MLD	111	2							5	89		
L1	R	0	0											5	115		
L2	R	0	0											5	123		
L3	R	0	0											5	83		
R1	F-DG	0	0											10	105		
R2	F-DG	0	0											13	119		
R3	F-DG	0	0														
899	-	6.000	0.101	0.808	MLD	111	2							5	83		
L1	R	0	0											8	129		
L2	R	0	0											11	138		
L3	R	0	0											5	101		
R1	R	1	0											6	124		
R2	R	0	0											10	134		
R3	R	0	0														

*1st - International Rule Index*

Surface type of 'E' is Enhanced Binder.  
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 654-2355.

tion Date: 07/31/2003  
 di: 02/07/2005

# Caltrans Maintenance Program 2003 Pavement Condition Survey Inventory Caltrans Drive Order

Dist: SCL  
 County: 085  
 Route: 6.000  
 Begin PM:

District 4 County SCL Route 085

Lane	Surface Type	End PM	Length	Alligator Cracking A % B % C (Y/N)?	Lane Mi. (Est.)	Rutting, Bleeding	Type	AADT (,000)	MSL	Slab Cracking		Faulding	Patching	Area %	Poor Cond.?	Ride, IRI	Priority	Skid	Defect
										1st %	3rd %								
100	-	7.000	1.000		7.000		MLD	121	2							5	74		
L1	R						0	0	0							5	105		
L2	R						0	0	0							5	119		
L3	R						0	0	0							5	85		
R1	R						1	0	0							5	105		
R2	R						0	0	1							5	123		
R3	R						0	0	0										
000	-	8.000	1.000		6.000		MLD	121	2							5	74		
L1	R						0	0	0							5	77		
L2	R						0	0	0							5	110		
L3	R						0	0	0							5	79		
R1	R						0	0	0							5	97		
R2	R						0	0	0							5	118		
R3	R						0	0	0										
000	-	9.000	1.000		8.000		MLD	139	2							5	70		
L1	R						0	0	0							5	70		
L2	R						0	0	0							5	104		
L3	R						0	0	0							5	70		
R1	R						0	0	0							5	90		
R2	R						0	0	0							5	109		
R3	R						0	0	0										
000	-	10.000	1.000		8.000		MLD	143	2							5	63		
L1	R						0	0	0							5	56		
L2	R						0	0	0							5	86		
L3	R						0	0	0							5	58		
R1	R						0	0	0							5	71		
R2	R						0	0	0							5	85		
R3	R						0	0	0										

Surface type of 'EB' is Enhanced Binder.  
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 654-2355.

tion Date: 07/31/2003  
 d: 02/07/2005

# Caltrans Maintenance Program 2003 Pavement Condition Survey Inventory Caltrans Drive Order

Dist: SCL  
 County: 085  
 Route: 10.000  
 Begin PM

District 4 County SCL Route 085

Lane	Surface Type	In PM - End PM	Length	Alligator Cracking A %	LaneMi. (Est.)	Type	AADT (,000)	MSL	Cracking		Faulting	Patching	Area %	Poor Cond.?	Ride, IRI	Priority	Skid	Defect
									1st %	3rd %								
000	-	10.407	0.407	3.256	MLD	143	2							5	69			
L1	R					0	0							5	63			
L2	R					0	0							5	95			
L3	R					0	0							5	70			
R1	R					0	0							5	76			
R2	R					0	0							5	89			
R3	R					0	0							5				
231	-R	10.816	0.585	4.095	MLD	143	2							5	68			
L1	R					0	0							5	67			
L2	R					0	0							5	102			
L3	R					0	0							5	72			
R1	R					0	0							5	78			
R2	R					0	0							5	90			
R3	R					0	0							5				
1816	-R	10.824	0.008	0.048	MLD	113	2							5	78			
R1	R					0	0							5	85			
R2	R					0	0							5	95			
R3	R					0	0							5				
1824	-R	10.849	0.025	0.150	MLD	113	2							5	82			
L1	R					2	0							5	83			
L2	R					2	0							5	109			
L3	R					0	0							5				
1849	-R	11.824	0.975	7.800	MLD	119	2							5	67			
L1	R					2	0							5	70			
L2	R					2	0							5	89			
L3	R					0	0							5	60			
R1	R					2	0							5	86			
R2	R					2	0							5	84			
R3	R					0	0							5				

*MSL - mean sea level*

Surface type of 'EB' is Enhanced Binder.  
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 654-2355.



Contract Name: **Caltrans Maintenance Program**  
**2003 Pavement Condition Survey Inventory**  
**Caltrans Drive Order**

Execution Date: 07/31/2003  
 Report Date: 02/07/2005

County: SCL  
 Route: 085  
 Begin PM: R  
 End PM: 11.824

District 4 County SCL Route 085

Begin PM - End PM	Lane	Surface Type	Alligator Cracking A % B % C (Y/N)?	Length	Lane MI. (Est.)	Ruttings, Bleeding	Type	AADT (,000)	MSL	Faulding		Patching Area %	Ride, IRI	Priority	Skid	Defect
										Slab Cracking 1st % 3rd % Corner %	Faulting					
11.824 - 12.824	L1 R		1.000	6.000	6.000	MLD	119	2					5	82		
	L2 R												5	86		
	L3 R												6	125		
	R1 R												5	68		
	R2 R												5	88		
	R3 R												5	108		
12.824 - 13.824	L1 R		1.000	6.000	6.000	MLD	119	2					5	68		
	L2 R												5	73		
	L3 R												5	109		
	R1 R												5	75		
	R2 R												5	89		
	R3 R												5	101		
13.824 - 14.824	L1 R		1.000	6.000	6.000	MLD	106	2					5	82		
	L2 R												5	92		
	L3 R												9	133		
	R1 R												5	88		
	R2 R												5	112		
	R3 R												5	108		
14.824 - 15.824	L1 R		1.000	6.000	6.000	MLD	106	2					5	102		
	L2 R												5	113		
	L3 R												10	134		
	R1 R												5	98		
	R2 R												5	108		
	R3 R												5	106		

\*Surface type of 'EB' is Enhanced Binder.  
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 654-2355.

Revision Date: 07/31/2003  
 Date: 02/07/2005

# Caltrans Maintenance Program 2003 Pavement Condition Survey Inventory Caltrans Drive Order

Dist. County Route  
 SCL 085  
 15.824

District 4 County SCL Route 085

Lane	Surface Type	Alligator Cracking A %	Length	LaneMi. (Est.)	Type	AADT (,000)	Slab Cracking		Faulding	Patching Area %	Ride, IRI	Priority	Skid	Defect
							1st %	3rd %						
5.824	- R	16.824	1.000	6.000	MLD	111	0	0			5	61		
	L1	R					1	0						
	L2	R					1	0						
	L3	R					1	0						
	R1	R					0	0						
	R2	R					0	0						
	R3	R					0	0						
6.824	- R	17.824	1.000	8.000	MLD	125	0	0			5	68		
	L1	R					1	0						
	L2	R					1	0						
	L3	R					0	0						
	R1	R					0	0						
	R2	R					0	0						
	R3	R					0	0						
7.824	- R	18.824	1.000	10.000	MLD	125	0	0			5	120		
	L1	R					1	0						
	L2	R					4	0						
	L3	R					5	0						
	R1	R					6	0						FAULTING
	R2	R					4	0						FAULTING
	R3	R					4	0						FAULTING
18.824	- R	19.824	1.000	6.000	MLD	125	0	0			10	134		
	L1	R					0	0						
	L2	R					2	0						
	L3	R					9	0						FAULTING
	R1	R					3	0						
	R2	R					12	1						FAULTING
	R3	R					18	2						FAULTING

**ATTACHMENT E**  
**Right of Way Certification**

## STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY CERTIFICATION**

(Form #)

EXHIBIT

17-EX-18 (6/2002)

	Date:	<u>March 21, 2005</u>
	Dist.-Co.-Rte.-KP/PM:	<u>04-SCI-85, KP R28.7 PM R17.8 to KP 9.3 PM 5.8</u>
	EA (Design Phase No.):	<u>EA 436201</u>
	Const. Fed-Aid No.:	<u>None</u>
COUNTY OF <u>Santa Clara</u>	Right of Way Fed-Aid No.:	<u>None</u>

**From:** Santa Clara Valley Transportation Authority

**Subject:** Right of Way Certification No. 3 for the project Route 85 Textured Grinding. The project will grind 11 miles of Portland cement pavement on Route 85 from Route 280 to Route 87.

1. **STATUS OF REQUIRED RIGHT OF WAY:** The acquisition of right of way was not required. All work proposed is within existing right of way acquired for a previous construction project.

A. Construction Permits, etc., required

Location	Owner	Type Document	Effective Date	Expiration Date
Route. 85	Caltrans	Construction Access	Pending	

2. **STATUS OF AFFECTED RAILROAD OPERATING FACILITIES:**

None affected.

3. **MATERIAL/DISPOSAL SITE(S):**

None required.

4. **STATUS OF REQUIRED UTILITY RELOCATIONS:**

None required.

5. **RIGHT OF WAY CLEARANCE:**

There are no improvements or obstructions located within the limits of this project.

6. **AIRSPACE AGREEMENTS:**

There are no airspace lease properties within the limits of this project.

7. **COMPLIANCE WITH RELOCATION ASSISTANCE PROGRAM REQUIREMENTS:**

Compliance was not required as there were no displacements for this project.

8. **COOPERATIVE AGREEMENTS:**

Agency Agreement: Pending

9. **ENVIRONMENTAL MITIGATION:**

No environmental mitigation parcels are required for this project.

10. The Santa Clara County Transportation Authority (VTA) agrees to indemnify, defend, and hold harmless the Department of Transportation (Caltrans) from any and all liability which may result in the event the right of way for this project is not clear as certified. The VTA shall pay, from its own nonmatching funds, any costs which arise out of delays to the construction of the project because utility facilities have not been removed or relocated, or because rights of way have not been made available to VTA for the orderly performance of the project work.

**RIGHT OF WAY CERTIFICATION (Cont.)**  
(Form #)

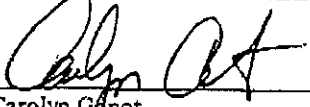
EXHIBIT  
17-EX-18 (6/2002)  
Page 2 of 2

**11. CERTIFICATION**


I hereby certify the right of way on this project as conforming to 23 CFR 635.309(C)(3). The project may be advertised at any time. The project will be certified as conforming to Paragraph (C)(1) by June 1, 2005.


Certification is subject to issuance of State Encroachment Permit

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY**

By:  Date: 3/24/05  
Carolyn Genot  
Chief Development Officer

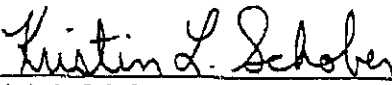
Recommend for Approval:

By:  3-23-05  
John Ristow  
Deputy Director  
Programming and Highway Administration

By:  3/23/05  
Karen Stagner  
Right of Way Manager  
VTA Highway Programs

The Undersigned Caltrans Official has reviewed this Right of Way Certification as to form and content. Based on the review of the documents submitted, the Certificate is accepted on behalf of the local public agency. It remains the sole responsibility of the local public agency to ensure compliance with the Federal Uniform Act and this Certificate is accepted on their behalf.

Reviewed:

By:  Date: 3/28/05  
Kristin L. Schober  
Branch Chief  
LPA Services, B

State of California

Business, Transportation and Housing Agency

## Memorandum

To: Ms. Allison Paich  
District Branch Chief  
R/W Planning & Management

Date: March 28, 2005

File: 04-SCI-85 KP R28.7/9.3

Attention: Associate R/W Agent -- Certifications

E.A. 436201

Texture Grinding from SR 280  
to SR 87

From: DEPARTMENT OF TRANSPORTATION—District 4  
R/W Local Public Agency Services "D"

Subject: REVIEW OF CERTIFICATION – Project involving the State Highway System.

The Project has not been reviewed by Local Public Agencies. This Project has been approved by Caltrans and the right of way was acquired in accordance with Caltrans' practices and procedures (Volume 9, Chapter 906.00.00 of the Right of Way Procedural Handbook).

I verify the certification of this Project as conforming to the requirements of 23 CFR 635.309:

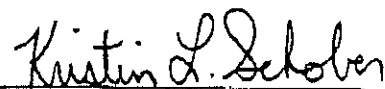
\_\_\_\_\_ (C) (1) All necessary rights-of-way, including control of access rights when pertinent, have been acquired including legal and physical possession. Trial or appeal of cases may be pending in court but legal possession has been obtained. There may be some improvements remaining on the right-of-way but all occupants have vacated the lands and improvements and the (Project Sponsor) has physical possession and the right to remove, salvage, or demolish these improvements and enter on all land.

\_\_\_\_\_ (C) (2) Although all necessary rights-of-way have not been fully acquired, the right to occupy and to use all rights-of-way required for the proper execution of the project has been acquired. Trial or appeal of some parcels may be pending in court and on other parcels full legal possession has not been obtained but right of entry has been obtained, the occupants of all lands and improvements have vacated and the (Project Sponsor) has physical possession and right to remove, salvage, or demolish these improvements.


X (C) (3) The acquisition or right of occupancy and use of a few remaining parcels is not complete, but all occupants of the residences on such parcels have had replacement housing made available to them in accordance with 49 CFR 24.204. The VTA may request authorization on this basis only in very unusual circumstances. This exception must never become the rule. Under these circumstances, advertisement for bids or force-account work may be authorized if FHWA (or STATE when applicable) finds that it will be in the public interest. The physical construction may then also proceed, but the VTA shall ensure that occupants of residences, businesses, farms or non-profit organizations who have not yet moved from the right-of-way are protected against unnecessary inconvenience and disproportionate injury or any action coercive in nature. When the VTA requests authorization to advertise for bids and to proceed with physical construction where acquisition or right of occupancy and use of a few parcels has not been obtained, full explanation and reasons therefor including identification of each such parcel will be set forth in the VTA's request along with a realistic date when physical occupancy and use is anticipated as well as substantiation that such date is realistic. Appropriate notification shall be provided in the bid proposals identifying all locations where right of occupancy and use has not been obtained. Project will be upgraded to a (C)1 upon issuance of a Caltrans encroachment permit.

\_\_\_\_\_ No additional right of way required.

REVIEWED BY:



KRISTIN L. SCHIEBER  
District Branch Chief  
Local Public Agency Services "D"



R.A. MACPHERSON  
Deputy District Director  
Right of Way

3/29/05

Date

**ATTACHMENT F**

**Scoping Team Field Review Attendance Roster**



MEETING ATTENDANCE / SIGN IN LIST

PROJECT: Route 85 Textured Grinding

MEETING: LOCATION: Caltrans Maintenance Facility - Cupertino

Date: March 3, 2005

ATTENDEE	AFFILIATION	PHONE NUMBER	E-MAIL
Robert Camargo	Caltrans - D4	510 286-4450	robert_camargo@dot.ca.gov
Moji Nasab	caltrans - D4	510-622-0771	moji_nasab@dot.ca.gov
Ren Moriguchi	CT - D4	510-286-5073	ren-moriguchi@dot.ca.gov
Ahmed Ahmed	VTA Hwy	(408) 952-4192	Ahmed.Ahmed@VTA.org
Karl Smith	Caltrans	(916) 227-7230	Karl.Smith@dot.ca.gov
BRIAN WEBER	HQ - CT MAINT	(916) 654-5862	BRIAN.WEBER@DOT.CA.GOV
DORAN BLANK	CT Concrete Lab	916 227-7272	doran.blank@dot.ca.gov
BRUCE SHEWCHUK	VTA	408 5922671	bruce.shewchuk@vta.org
SUZANNE SARRO	Nolte Assoc	408 392-7243	Suzanne.Sarro@nolte.com

**ATTACHMENT G**  
**Categorical Exemption**

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

Revised 11/2003

436201

04-SCI-85  
Dist.-Co.-Rte. (or Local Agency)

KP 24.8/PM 15.4 to  
KP 7.5/PM 4.7  
K.P./K.P.(P./M.P./M.)

E.A. (State project)

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

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

*Enter project description in this text box. Use Continuation Sheet, if necessary*

Texture grind 12.5 miles of Route 85 between Interstate 280 and Route 87. Work would include six lanes of existing concrete pavement between the edges of the traveled way and would require the disposal of grinding residue outside the State right-of-way.

**CEQA COMPLIANCE** (for State Projects only)

Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

**CALTRANS CEQA DETERMINATION**

Exempt by Statute (PRC 21080)

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

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

15061(b)(3)])

Signature: Environmental Office Chief

Date

Signature: Project Manager

Date

**NEPA COMPLIANCE** (23 CFR 771.117)

Based on an examination of this proposal, supporting information, and the following statements.

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

**CALTRANS NEPA DETERMINATION**

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

**PROGRAMMATIC CATEGORICAL EXCLUSION (PCE):** Based on the evaluation of this project and supporting documentation in the project files, all the conditions of the November 18, 2003 Programmatic Categorical Exclusion Agreement have been met.

**CATEGORICAL EXCLUSION (CE):** For actions that do not individually or cumulatively have a significant environmental effect and are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS). Require FHWA determination.

Signature: Environmental Office Chief

Date

Signature: Project Manager/DLA Engineer

Date

**FHWA DETERMINATION**

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

Signature: FHWA Project Development Engineer

Date

Additional information attached or referenced, as appropriate (e.g. Mitigation commitments for NEPA only ; Air Quality studies or documentation of exemption from regional conformity or use of CO Protocol; §106 commitments; §4(f) or Programmatic §4(f); date of COE nationwide permit; § 7 species survey results; Wetlands Finding; Floodplain Finding; additional studies; design conditions. Rev. 11/2003