

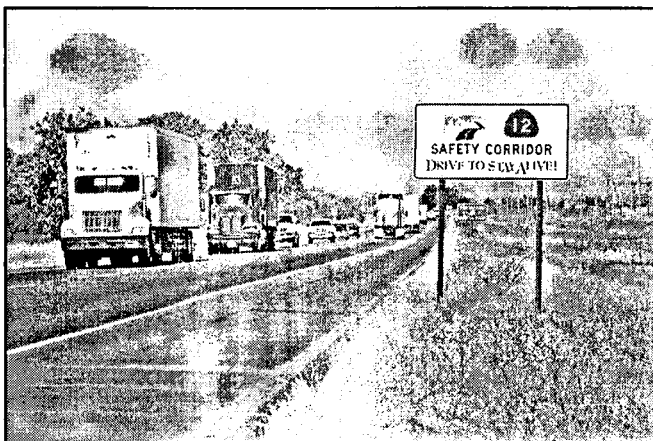
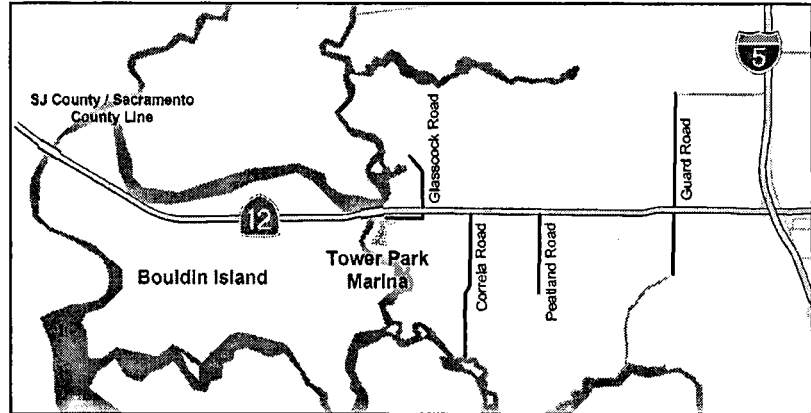


State Route 12 Improvements Project (I-5 to Bouldin Island)



Project Scope/Description

- Realignment of Tower Parkway under the Potato Slough Bridge to connect with Glasscock Road.
- Westbound left turn lane at Correia Road.
- Eastbound acceleration lanes at Tower Parkway and Guard Road and extend left and right turn lanes at Guard Road.
- Bus turnout on westbound connector road west of Glasscock Road.
- Extend the westbound merge lane onto SR12 from I-5 exit.
- New technology known as Intelligent Transportation Systems (ITS) will help to alert drivers with message signs on I-5 and Highway 12. This is aimed to help relieve driver frustration by alerting them to traffic conditions (delays).
- (NEW) Addition of Park & Ride lot to be included within scope of project but will be separated from the main project to maintain project schedule. Funding for this improvement will be with \$305,428 CMAQ federal funding that was approved last month and \$39,572 in Measure K Renewal matching funds totaling \$345,000 in additional funding.



Project Costs

The total cost for the project is approximately \$27.7 million. The project has \$22.7 million in STIP (RIP) and \$5 million in Measure K funds.

Project Schedule

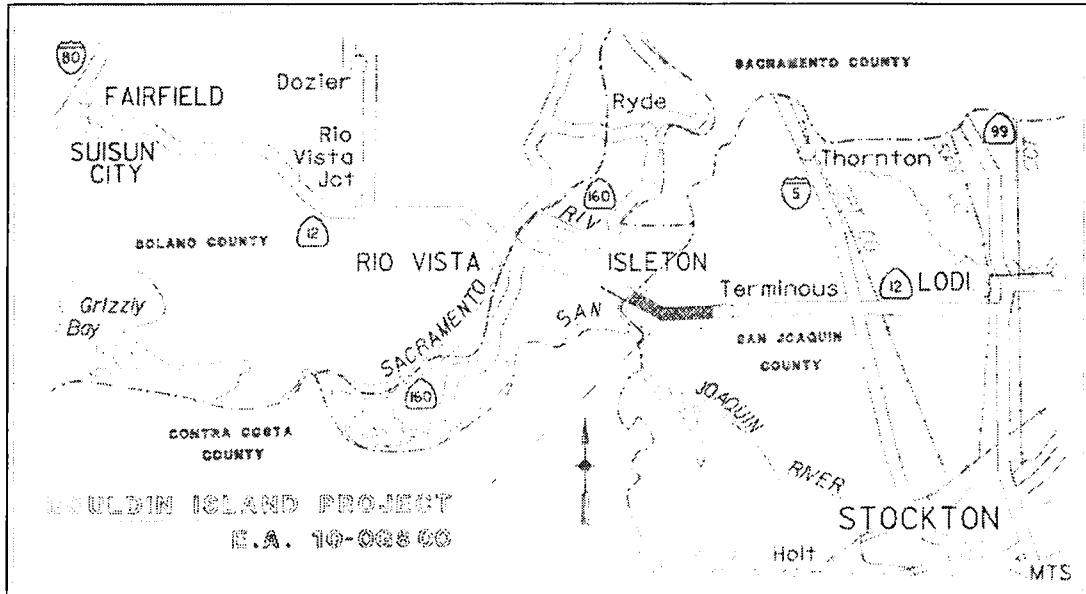
PA&ED	October 2009
Design & RW Complete	December 2010
Begin Construction	May 2011
Finish Construction	June 2013

PROJECT FACT SHEET

Bouldin Island

EA 10-0G800

10-SJ-PM 0.0/4.5



- **Project Description:**

This project proposes to rehabilitate the existing State Route (SR) 12 from PM 0.0 to PM 4.5, in San Joaquin County. The scope of work includes widening of the existing shoulders to 10 feet, removing the existing asphalt concrete and the underlying oiled sand and placing the recommended structural section(s) at various locations within the project limits, placing an AC blanket and installing rumble strips.

- **Background:**

The SR 12 is underlain by a highly compressive peat and clay layers and has historically been a maintenance challenge for District 10 due to the differential settlements of the pavement. A roadway rehabilitation project (EA 10-339504), designed to provide a 10-year service life, used a pavement reinforcing mesh to strengthen the structural section so it would better resist differential settlements and minimize the associated cracking. The project was completed in July 1995, but within months, signs of distress began to appear and again triggered for rehabilitation in the 1999 pavement condition survey, thus providing less than a three-year service life.

- **Purpose and Need:**

The Purpose of this project is to improve the structural section/s at various locations that have deteriorated due to the underlying oiled sand and to improve safety by widening the shoulders and installing rumble strips. This project is needed because the existing shoulder-width does not meet current standards and because the structural section

contains oiled sand under AC and it continues to settle and crack at several locations within the limits of this project.

- **Project Cost:** (cost in \$1,000's)

Phase	07/08	08/09	09/10	10/11	11/12	Total
Right of Way Capital		\$2,404				\$2,404
Construction Capital					\$35,000	\$35,000
PA&ED Support	\$1,833					\$1,833
PS&E Support			\$2,017			\$2,017
Right of Way Support			\$158			\$158
Cons. Support					\$5,282	\$5,282
TOTAL	\$1,833	\$2,404	\$2,175		\$40,282	\$46,694

*GARVEE FUNDS

- **Alternatives:**

Three buildable alternatives are been considered. The first alternative consists of digging out and repairing localized areas of severe failure and placing an asphalt concrete overlay. Safety will be enhanced by widening the shoulders to 8 feet. This alternative will provide a 3-year service life. The estimated cost is \$11,000,000.

The second alternative proposes to do all the widening to the south of the existing roadway. Because of the nature and extent of the required structural section repair work, staging will be required to maintain two-way traffic throughout. During stage 1, K-rail will be placed at the edge of traveled way of the westbound lane and a new structural section, 24-foot wide, will be constructed to the south side of the roadway capable of handling stage 2-way traffic. Stage 2 will call for traffic being switched over to the new section and structural section repair work taking place on a portion of the existing. The final stage will call for removal of K-rail and a final overlay with cross slope adjustments. This alternative will provide a 20-year service life. The estimated construction cost is \$35,000,000.

The third alternative is currently under consideration by the Project Development Team. This alternative will construct a viaduct, which will have a width of 45 feet and a length of 4.5 miles. The construction cost of this alternative is about \$181,000,000. This estimate includes 40% contingency. This alternative is considered in an event of global warming, which might cause sea level to rise significantly.

- **Funding Source:**

Construction and Right of Way Capital will be funded under SHOPP Program in 2010 FY.

- **Tentative Schedule:**

Program Project	03/14/2008
PA&ED (Achieved)	02/02/2010
Project PS&E	06/01/2010
R/W Cert	09/01/2010
RTL	09/15/2010
Award	12/15/2010
Appr Cont	12/30/2010
CCA (M600)	08/01/2013

- **Current Issue/s:**

1. Four parcels (one owner) are needed for the project. Right of Way has made offers and is also negotiating. If the property owner does not accept the offer, the Department may initiate the condemnation process. Should the Department take this route, Right of Way Cert 1 or 2 may be challenging to a point where the Certification date of 9/1/10 may be missed.

- **Contact Information:**

For more information, please contact Iorzua Akuva, Project Manager.

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Program Project Management

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