

DIST	COUNTY	ROUTE	POSTMILE TOTAL PROJECT	SHEET No	TOTAL SHEETS
06	Ker	178	R6.7 / T9.2		

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

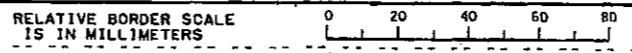
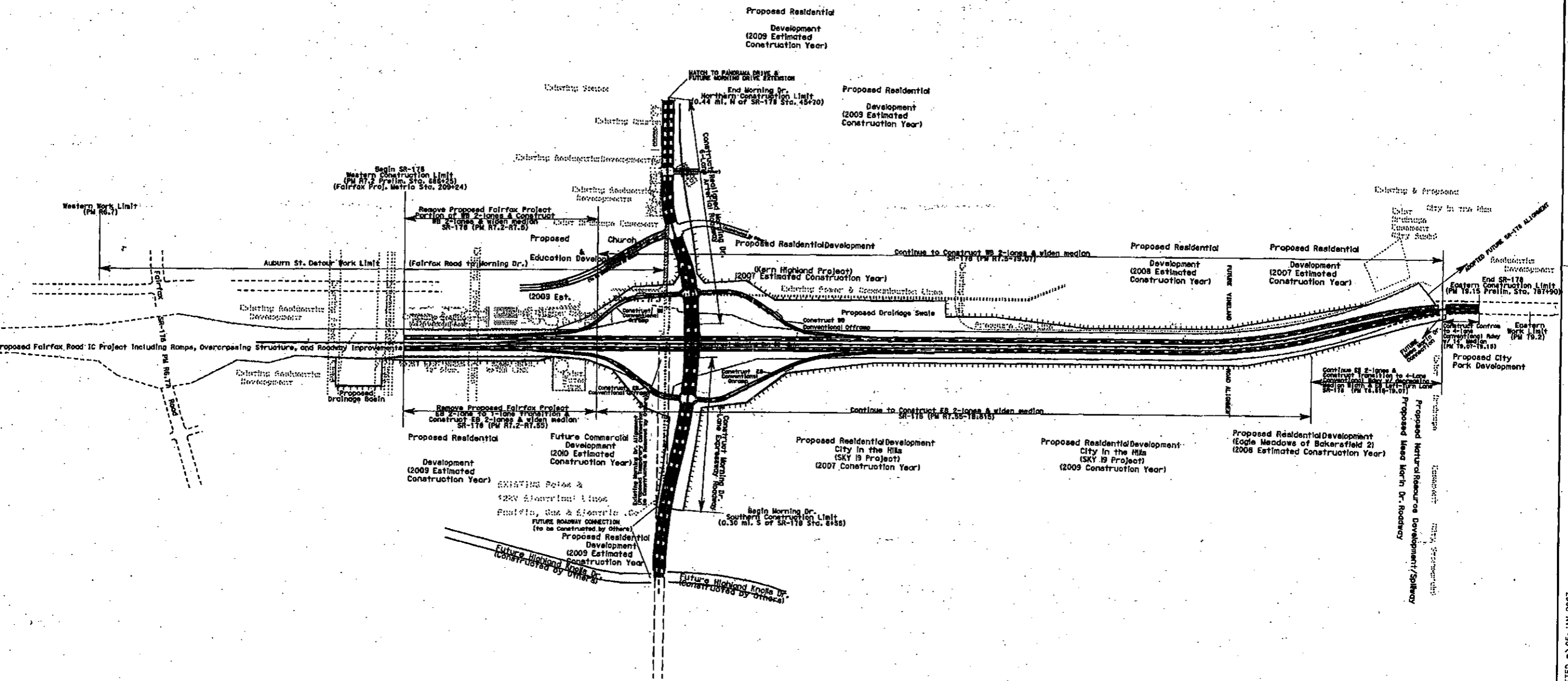
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LAYOUT for ALTERNATIVE 2 Spread Diamond Interchange Configuration, Roadway Improvements on SR-178 and Realignment and Construction of Morning Drive

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans



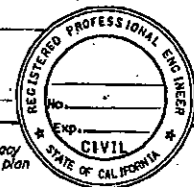
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ATTACHMENT B

CU 06257 EA 06-0C940K

LAST REVISION
10-31-06
DATE PLOTTED => 05-JAN-2007
TIME PLOTTED => 13:13

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
06	Ker	178	66.7 / 19.2		

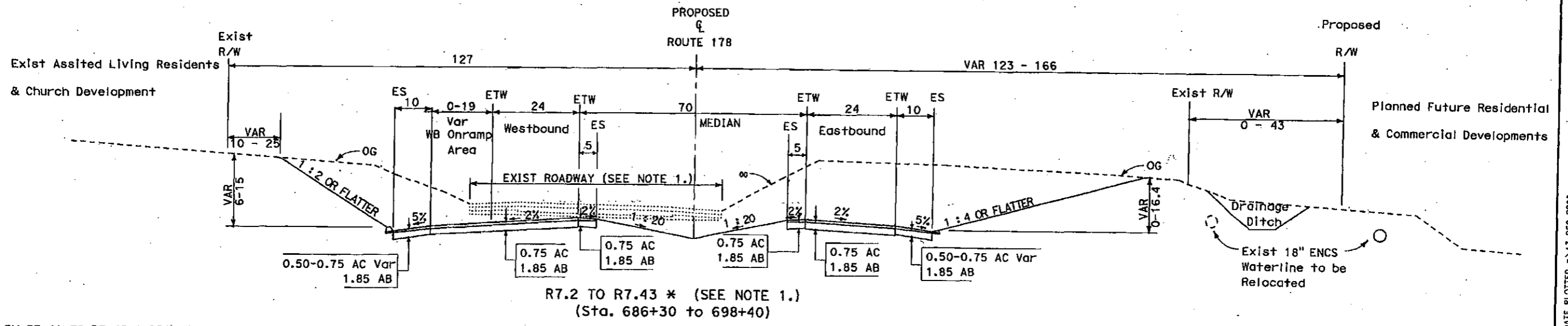
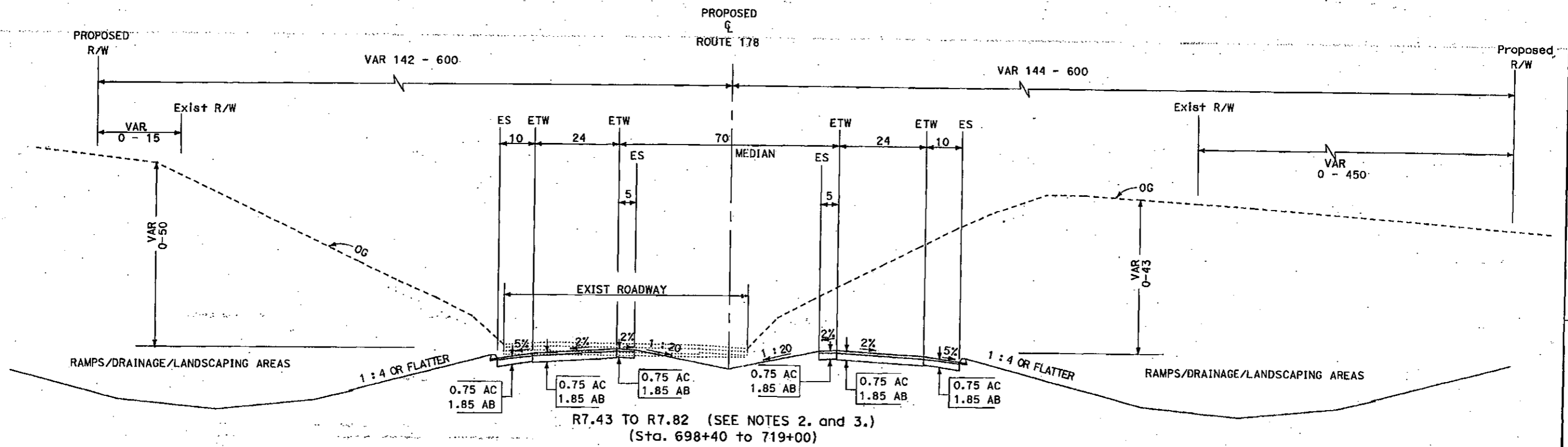
REGISTERED CIVIL ENGINEER	
PLANS APPROVAL DATE	

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PROPOSED TYPICAL CROSS SECTION FOR ALT. 1 & ALT. 2 (PM R7.2 to R7.8) (Sta. 686+30 to 719+00)

- NOTES:
- The R7.2 to R7.5 cross sections do not reflect the proposed 4-lane to 2-lane SR-178 transition and corresponding earthwork of the Fairfax Road Interchange and roadway improvement Project, EA 39520. Most of the Earthwork will be performed by the project between PM R7.2 to R7.43 (Sta. 686+30 to 698+40) prior to Morning Dr. Project.
 - The existing ridge north and south of SR-178 is proposed to be excavated to provide standard sight distance for ramp movements as well as provide drainage areas and landscape areas within the earthen areas of the Morning Dr. Interchange.
 - See Advanced Planning Study General Plans for typical cross section beneath the Morning Dr. overcrossing structure.

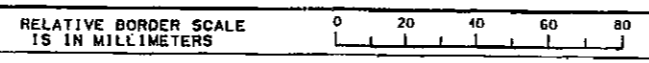


* PM R7.41 TO R7.43 A DRAINAGE AREA EXIST REQUIRING EMBANKMENT EARTHWORK

ROUTE 178

ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN


ATTACHMENT B



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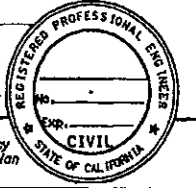
CU 06257

EA 0C940K

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 PROJECT ENGINEER
 ANTON K.
 REVISIONS: DATE REVISIONS BY DATE REVISIONS BY
 CALCULATED/DESIGNED BY CHECKED BY
 PROJECT ENGINEER
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION


LAST REVISION: 12-05-05
 DATE PLOTTED => 13-DEC-2006
 TIME PLOTTED => 20:08

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
06	Ker.	178	R6.7 / T9.2		

REGISTERED CIVIL ENGINEER	
PLANS APPROVAL DATE	

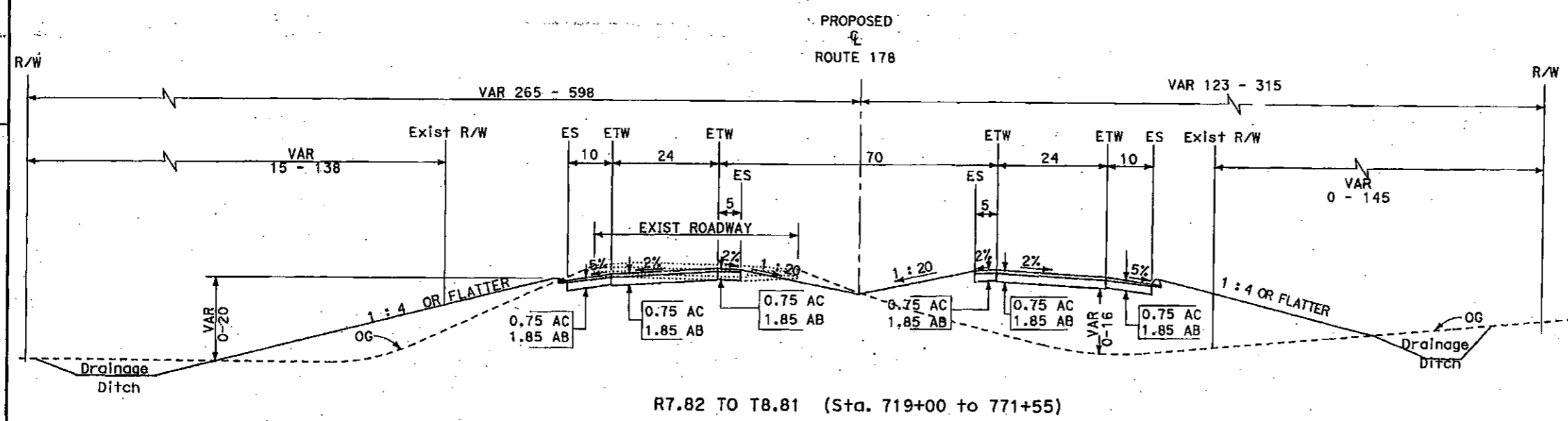
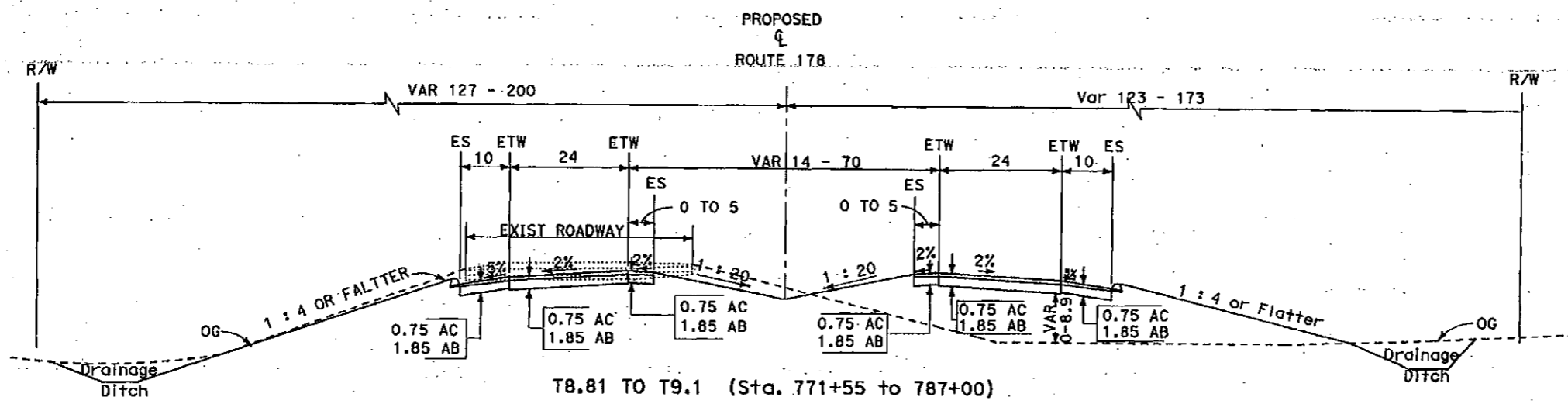
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PROPOSED TYPICAL CROSS SECTION FOR ALT. 1 & ALT. 2 (PM R7.82 to T9.1) (Sta. 719+00 to 787+00)

- NOTES:
- T8.9 to T9.2 should be coordinated with the SR-178 Widening and roadway Improvement Project, EA 0F350k with respect to the geometry and profile of SR-178.
 - Temporary Canterria Road Intersection Improvements should be coordinated with the City of Bakersfield and local adjacent developments.

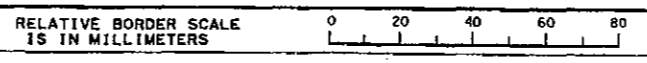
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
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 CHECKED BY
 ANTON K.
 DATE REVISIED
 DATE REVISIED



ROUTE 178

ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN

ATTACHMENT B



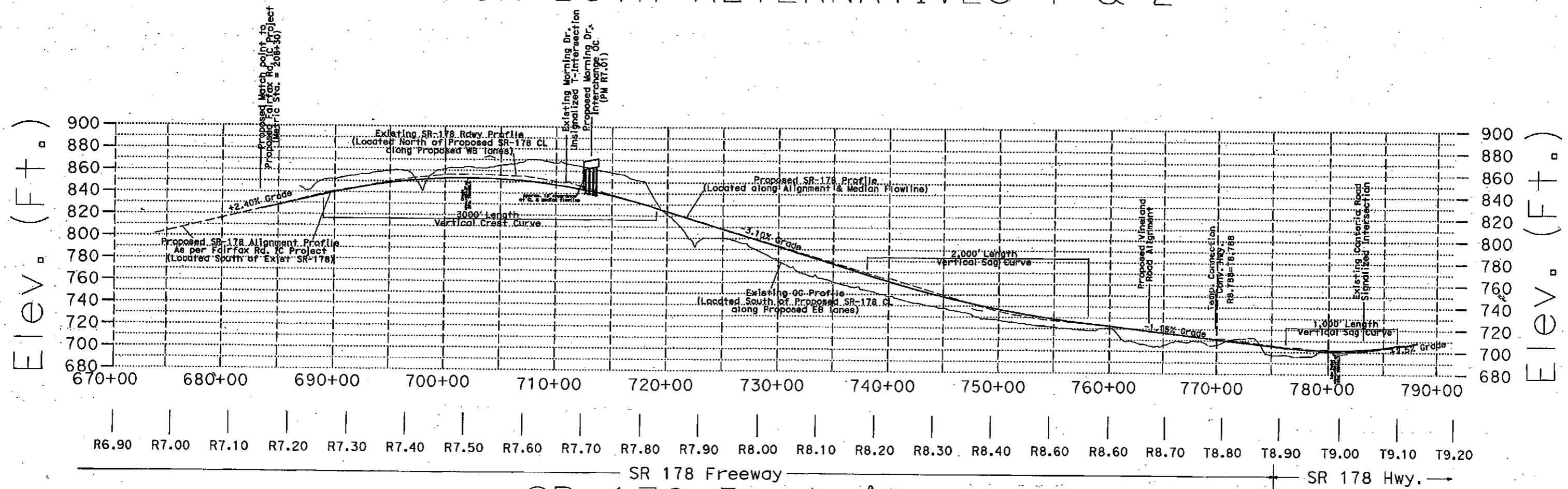
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CU 06257

EA 0C940K

LAST REVISION
 12-05-05
 DATE PLOTTED => 14-DEC-2006
 TIME PLOTTED => 08:37

EXISTING & PROPOSED SR-178 PROFILES FOR BOTH ALTERNATIVES 1 & 2

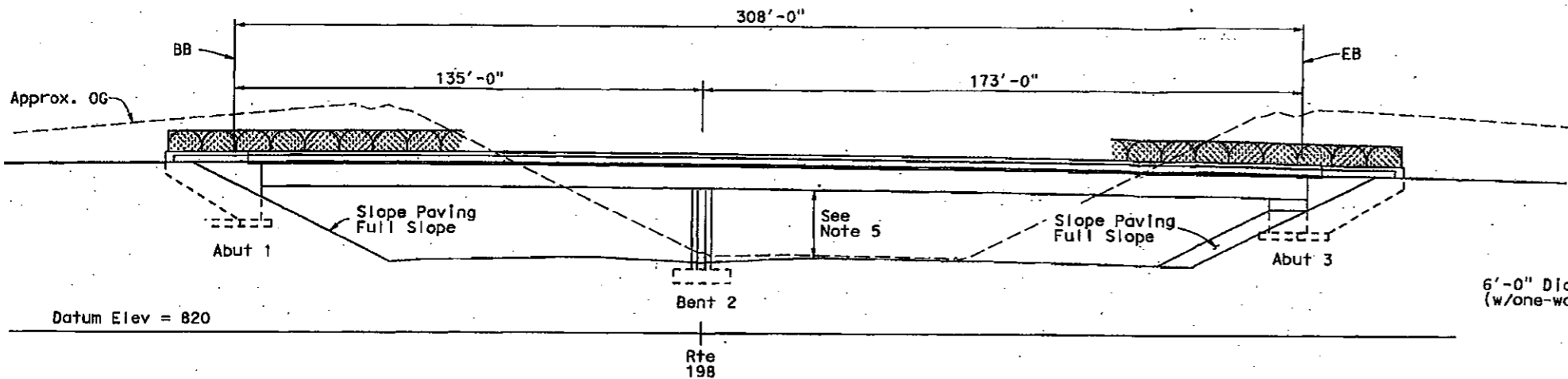


SR-178 Postmiles
SR-178 Stations

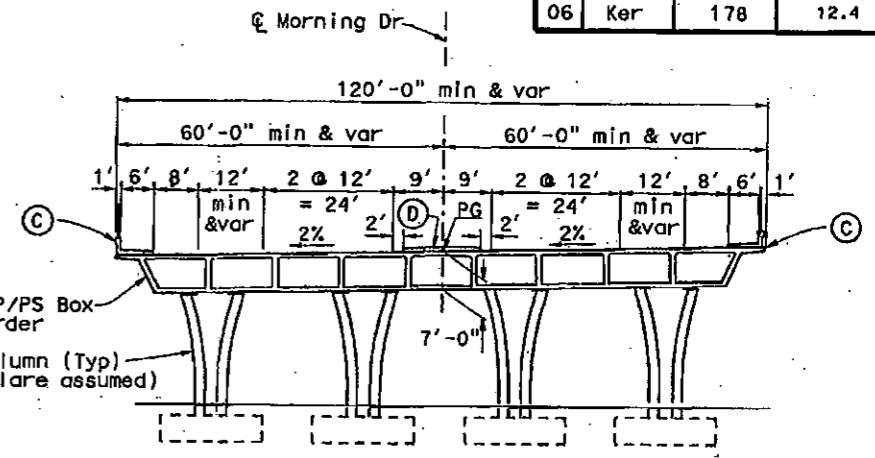
V SCALE: 1:10
H SCALE: 1:1

ATTACHMENT B

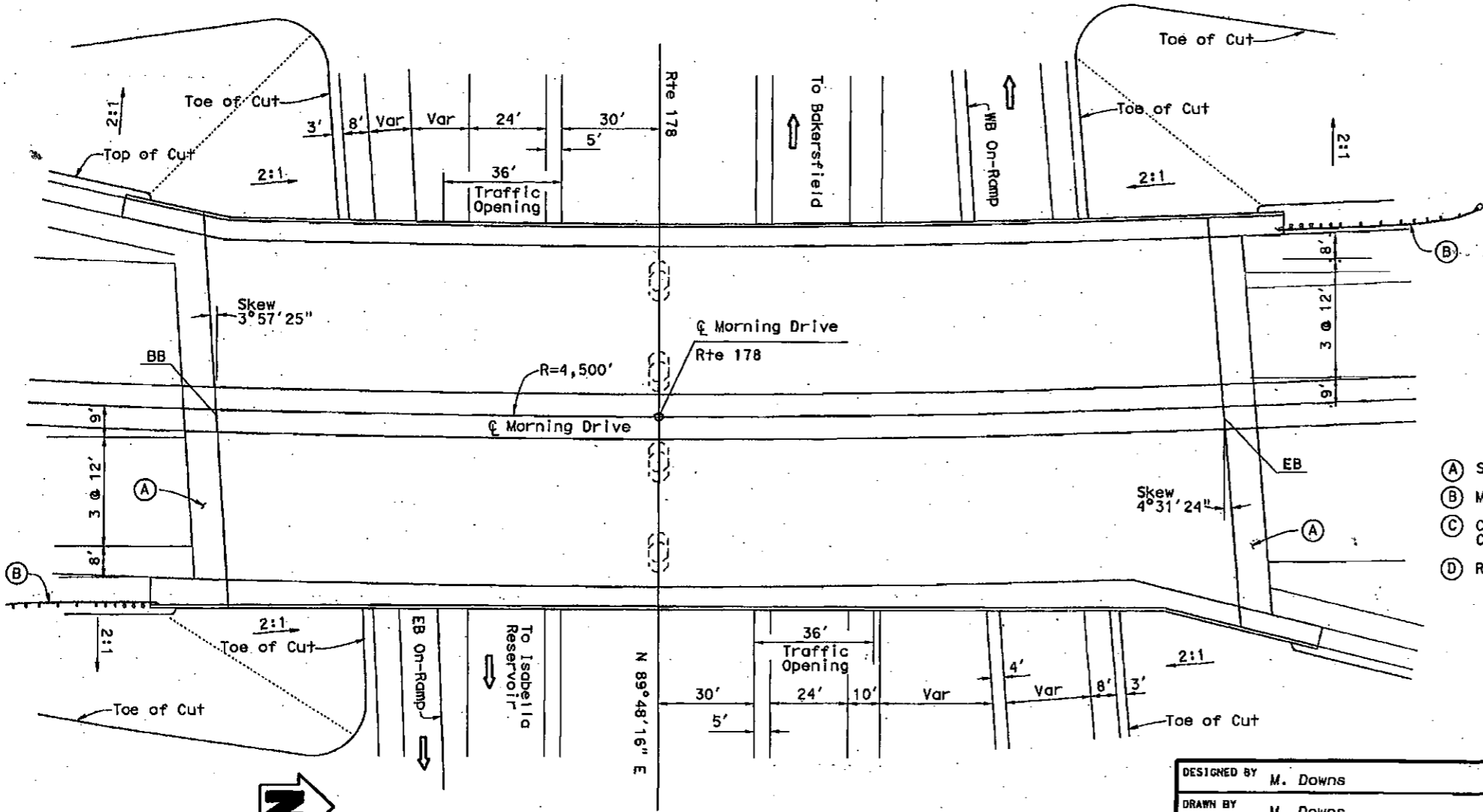
DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
06	Ker	178	12.4



ELEVATION
No Scale



TYPICAL SECTION
No Scale



PLAN
No Scale

Notes/Assumptions:

- Route 178 traffic will pass through construction site. Falsework openings required (15'-0" minimum vertical clearance required under falsework). Traffic openings of 36'-0" assumed.
- Route 178 EB direction to be constructed prior to beginning of bent foundation construction.
- Bridge length based on preliminary profile
- Route 178 and Morning Drive stationing not available.
- Profile grade shall accommodate a final vertical clearance of at least 17'-9" within the traffic opening locations and 16'-9" elsewhere.
- Morning Drive traffic will be detoured from site.
- Route 178 night closures, WB/EB cross overs and/or detours will be required for falsework erection and removal operations.
- Spread footing foundations assumed.
- Aesthetic details assumed similar to the nearby Fairfax Rd OC (Br. No. 50-0503) (EA 395201).
Slope paving - native cobble stone
Abutment wingwalls - formliner cobble stone texture
Columns - heavy blast texture
Barriers - heavy blast texture

- (A) Structure Approach Type EQ(3)
- (B) MBGR by District
- (C) Concrete Barrier Type 26 with Chain Link Railing Type 6
- (D) Raised Median

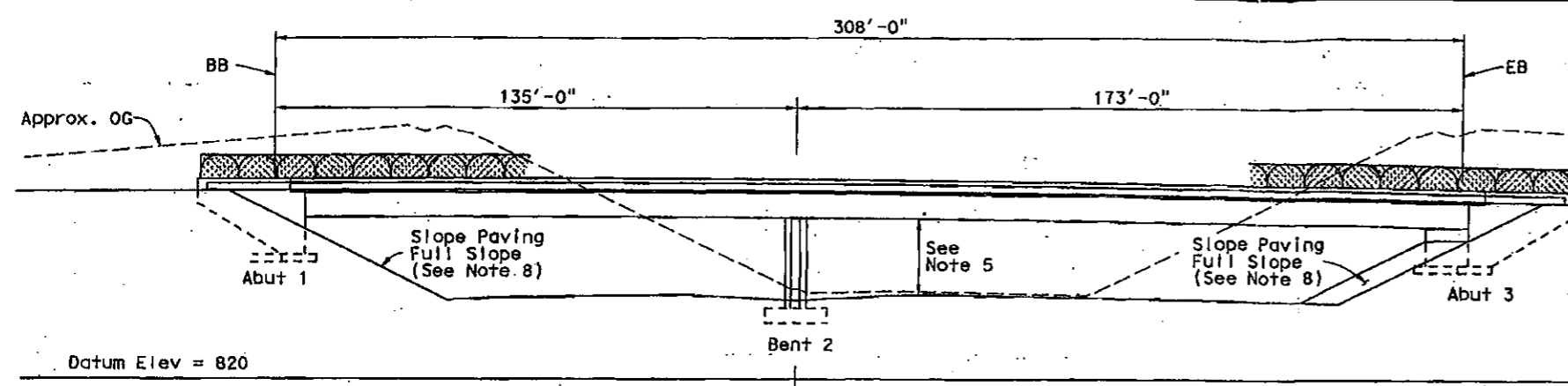
DATE OF ESTIMATE	/ /
BRIDGE REMOVAL	= N/A
STRUCTURE DEPTH	= 7'-0"
LENGTH	= 308'-0"
WIDTH	= 120'-0" min & var
AREA	= 37,044 sq. ft.
COST/□ m INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	=
TOTAL COST	=

ALTERNATIVE 1

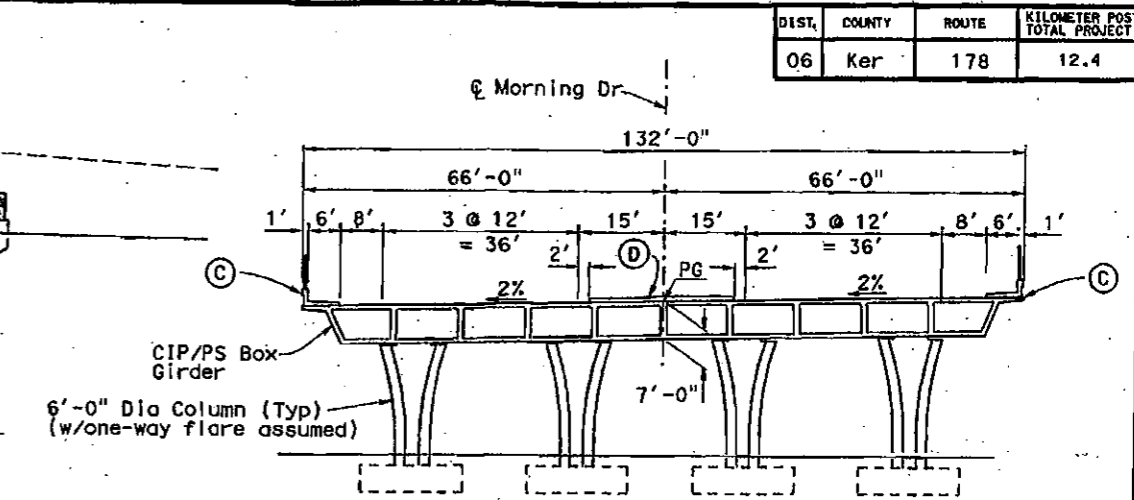
DESIGNED BY	M. Downs	DATE	3/06
DRAWN BY	M. Downs	DATE	3/06
CHECKED BY		DATE	
APPROVED		DATE	

STRUCTURE DESIGN	PLANNING STUDY	
	MORNING DRIVE OC	
	BRIDGE NO. 50-NEW	CU 06
SCALE: No Scale	EA 0C940K	

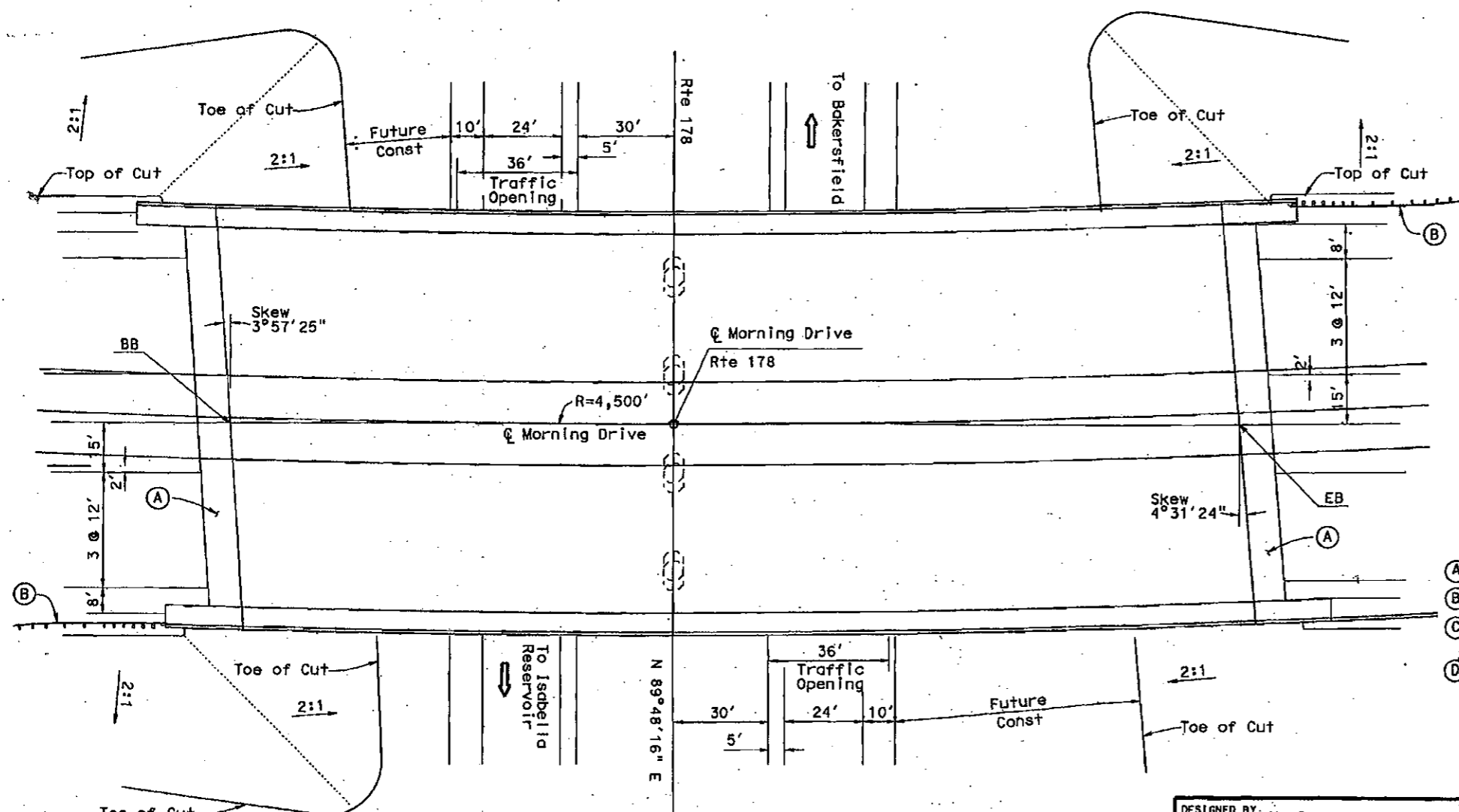
DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
06	Ker	178	12.4



ELEVATION
No Scale



TYPICAL SECTION
No Scale



PLAN
No Scale

Notes/Assumptions:

- Route 178 traffic will pass through construction site. Falsework openings required (15'-0" minimum vertical clearance required under falsework). Traffic openings of 36'-0" assumed.
- Route 178 EB direction to be constructed prior to beginning of bent foundation construction.
- Bridge length based on preliminary profile
- Route 178 and Morning Drive stationing not available.
- Profile grade shall accommodate a final vertical clearance of at least 17'-9" within the traffic opening locations and 16'-9" elsewhere.
- Morning Drive traffic will be detoured from site.
- Route 178 night closures, WB/EB cross overs and/or detours will be required for falsework erection and removal operations.
- Spread footing foundations assumed.
- Aesthetic details assumed similar to the nearby Fairfax Rd OC (Br. No. 50-0503) (EA 395201).
Slope paving - native cobble stone
Abutment wingwalls - formliner cobble stone texture
Columns - heavy blast texture
Barriers - heavy blast texture.

- (A) Structure Approach Type E0(3)
- (B) MBGR by District
- (C) Concrete Barrier Type 26 with Chain Link Railing Type 6
- (D) Raised Median

DATE OF ESTIMATE	= / /
BRIDGE REMOVAL	= N/A
STRUCTURE DEPTH	= 7'-0"
LENGTH	= 308'-0"
WIDTH	= 132'-0"
AREA	= 40,656 sq.ft.
COST/□ m INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	=
TOTAL COST	=

ALTERNATIVE 2

DESIGNED BY	M. Downs	DATE	3/06
DRAWN BY	M. Downs	DATE	3/06
CHECKED BY		DATE	
APPROVED		DATE	

STRUCTURE DESIGN

PLANNING STUDY	
MORNING DRIVE OC	
BRIDGE NO. 50-NEW	CU 06
SCALE: No Scale	EA 0C940K

Dist - E.A 06-0C940K

Project Name SR-178/Morning Dr. Interchange and Roadway Improvement Project

Co-Rte-PA KER - 178 - R6.7/T9.2

Date 12/5/2006

Project M(Sharri Bender Ehlert

Telephone Number

(559) 243-3456

PROJECT RISK MANAGEMENT PLAN																	
Priority	Identification					Qualitative Analysis				OPTIONAL Quantitative			Response Strategy		Monitoring and Control		
	Status	ID #	Date Identified Project Phase	Functional Assignment	Threat/Opportunity Event	Risk Trigger	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact (\$ or days)	Effect (\$ or days)	Strategy	Response Actions including advantages and disadvantages	Responsibility (Task Manager)	Last date changes made to risk and Comments
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14) = (12)x(13)	(15)	(16)	(17)	(18)
1	Active	1	10/27/2005 PID	Environmental	Unavoidable impacts and/or ground disturbance resulting in habitat loss and potential take of a Biological resource (San Joaquin Kit Fox and other potential special-status species) requiring formal Section 7 Consultation with the F&WS	A standard estimate for Section 7 Consultation is 18 to 24 months. The project schedule will assume 12 months to receive a BO from the F&WS. The schedule could be met due to mitigation through the Metropolitan Bakersfield Habitat Conservation Plan.	Schedule	Moderate	Very High		50%	360	180	Acceptance	SFP to place the Project on the F&WS priority list for an accelerated delivery of the BO.	Zachary Parker	31-Oct-06
2	Active	2	10/18/2005 PID	R/W	Dramatic Cost Increase of R/W	Rapid urbanization of adjacent lands	Cost	High	Moderate		70%	\$4,000,000	\$2,800,000	Acceptance	Conservative Escalation Rate of 24% per year (8 properties @ approx. \$11,000 per acre in 2005/06 FY)	R/W	13-Dec-05
3	Active	3	12/1/2005 PID	Landscape	Problems with Future Highway Planning	Steep slopes (> 1:4) and erosive soils	Quality	Moderate	Low		50%	240	120	Avoidance	Bench cut and fill slopes 1:4 or flatter as much as possible	Landscape and Design	13-Dec-05
4	Active		11/2/2006 PID	Environmental	A Cultural resource that is determined to be eligible for the National Register of Historic Places requires preparation of a Finding of Effect and concurrence from SHPO. In addition, a Memorandum of Agreement must be negotiated with SHPO and any consulting party(ies).	The project schedule assumes cultural resources, which need evaluation or are determined to be eligible for the National Register of Historic Places will not be found. The schedule assumes that Section 106 compliance will be documented with a Historic Property Survey Report, which will take 15 months to complete, including preparation of an Archaeological Survey Report, Historic Resource Evaluation Report and SHPO concurrence.	Schedule	Low	Very High		30%	365	110	Acceptance	Work with SHPO to accelerate delivery of the Finding of Effect and Memorandum of Agreement.	Jeanne Blinning	6-Nov-06
5	Active		11/3/2006 PID	Environmental	Unavoidable impacts and/or ground disturbance resulting in the possible loss of paleontological resources.	Paleontological studies identify or recommend monitoring during construction.	Cost	Moderate	Low		50%	\$150,000	\$75,000	Acceptance	Hire a paleontology monitor to develop a mitigation plan and monitor construction of the project.	Gerald White	6-Nov-06
6	Active		11/16/2006 PID	Environmental	Delays in complying with mitigation requirements for habitat loss for biological resources.	The project schedule assumes that mitigation for habitat loss can be achieved through the Metropolitan Bakersfield Habitat Conservation Plan. If the Metropolitan Bakersfield Habitat Conservation Plan is no longer available then a mitigation parcel or parcels would need to be purchased on the open market or credits would need to be obtained in another mitigation bank.	Schedule	Very Low	Very High		10%			Acceptance	Purchase acreage or mitigation bank credits in conformance with the requirements of the BO.	Zachary Parker	16-Nov-06