

Project Scope Summary Report (Roadway Rehabilitation)

Request Programming in the 2016 SHOPP

On Route 101

Between PM R28.0

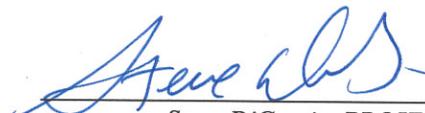
And PM R30.63

I have reviewed the right of way information contained in this report and the R/W Data Sheet attached hereto, and find the data to be complete, current and accurate:



Suzette Shellooe, CENTRAL REGION DIVISION
CHIEF-RIGHT OF WAY

APPROVAL RECOMMENDED:



Steve DiGrazia, PROJECT MANAGER

APPROVED:



Timothy M. Gubbins, DISTRICT 05 DIRECTOR



DATE

This project scope summary 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

6/11/14

DATE



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1. INTRODUCTION AND BACKGROUND

Project Description:

The proposed project is to rehabilitate to 2R standards, a predominantly four-lane divided freeway facility on Route 101 in Monterey County from 0.1 miles south of Paris Valley Road to Rancho Under Crossing. (See Attachment A – Vicinity Map.)

This project proposes to replace the existing structural section of the freeway and ramps to correct the structural deficiencies as indicated in the Pavement Condition Survey (see attachment D). This work is essential to improve the quality of ride, prevent further deterioration, and reduce the cost of future maintenance. The design speed for this project is 70 miles per hour.

This project proposes to replace nonstandard guard railing, replacing ramp structural sections, upgrading dikes, and drainage inlets as required.

All proposed improvements and permanent construction impacts would be within existing public right of way and no temporary construction easements are anticipated.

Project Background:

This section on Route 101 is a four lane divided highway with two 12 foot lanes, 10 feet outside shoulders, and inside shoulders that are five feet. The median width is 70 feet. The right of way within the project varies from 240 feet to 819 feet. There is one interchange, one overcrossing and two vehicular under passes located within the project limits. Listed from south to north, Paris Valley Road Over Crossing, Trescony Under Pass, Echenique Under Pass, and Lockwood Road Under Crossing.

This project shall be rehabilitate the roadway to 2R standards. There are no utility cost and the current construction cost estimate is \$19,215,288. There are four safety screens that must be passed to qualify for a 2R project. The Safety Analysis was approved on March 5,2014 (See Attachment M for the Safety Analysis). All four criteria's for a 2R project have been met.

Project Limits	05-Mon-101-PM R28.0/R30.63
Number of Alternatives	1
Alternative Recommended for Programming	1
Escalated Capital Outlay Support Estimate	\$4,488,000
Current Capital Outlay Construction Estimate	\$19,215,288
Current Capital Outlay Right-of-Way Estimate	0
Funding Source	20.xx.201.122
Funding Year	2018/2019

Type of Facility	4 lane Freeway
Number of Structures	6 Approach slabs
SHOPP Project Output	10.52 Lane Miles Rehabilitated
Anticipated Environmental Determination or Document	CEQA CE/Anticipated NEPA CE
Legal Description	In Monterey County Near King City From 0.1 Miles South of Paris Valley Road OC to Rancho UC
Project Development Category	5

2. RECOMMENDATION

It is recommended that the build alternative be approved and the project be advanced to the Plans, Specifications and Estimate (PS&E) phase by programming into the 2016 State Highway Operation and Protection Program (SHOPP).

3. PURPOSE AND NEED

Purpose:

By replacing the structural section, the quality of ride would be greatly improved, further deterioration would be eliminated, and the cost of future maintenance would be significantly reduced.

Need:

This section of Route 101 is in need of rehabilitation work. This project location was originally constructed as an expressway and continually upgraded to its current status as a freeway. The realignment of Highway 101 for this stretch was completed in 1972. Many of the existing features date back to the 1970's. The roadway structural section has exceeded its original useful life due to increased traffic loading and volumes. The existing structural section has undergone several rehabilitation overlays and slab replacements. The freeway surfacing is now experiencing significant distress markers which indicate supporting subgrade failures.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

4A. Roadway Geometric Information

		Existing	Proposed
Facility Location	(Post Mile Limits)	R28.0/R30.63	R28.0/R30.63
Minimum Curve Radius	Radius (ft)	3000	3000
Through Traffic Lanes	Number of Lanes	4	4
	Lane Width (ft)	12	12
	Type (Flexible, Rigid, or Composite)	Rigid/ Composite	Rigid
Paved Shoulder Width	Left (ft)	5	5
	Right (ft)	10	10
Median Width	(ft)	70	70
Shoulder is a Bicycle Lane	(Y/N)-Width (ft)	N	N
Other Bicycle Lane Width (3)	Width (ft)	n/a	n/a
Bicycle Route	(Y/N)	N	N
Facilities Adjacent to the Roadbed (4)	Code-Width (ft)	n/a	n/a

Notes:

1. Enter existing Post Mile limits (expand as needed for varied geometrics.)
2. Enter proposed Post Mile limits (expand as needed for varied geometrics.)
3. "Other Bicycle Lane Width" is the width of a bicycle lane that is not within the shoulder and is part of the traveled way.
4. Codes for row "Facilities Adjacent to the Roadbed":
 - B – Bicycle path
 - P – Pedestrian walkway
 - B/P – shared bicycle and pedestrian path
 - L – Landscaped area between the curb and sidewalk

Remarks: NONE

4B. Condition of Existing Facility (Repeat for each homogeneous segment):

1) Traveled Way Data

International Roughness Index (IRI) 97

*Rigid Pavement:

* From latest PMS-Pavement Condition Inventory Survey Data.

3rd Stage Cracking % 9.1 Alligator B Cracking % N/A

Faulting YES Patching % N/A

Joint Spalls N/A Rutting N/A

Pumping N/A Bleeding N/A

Corner Breaks % 9.6 Raveling N/A

Remarks: See Attachment D for latest PMS data.

Locations(s) of subsurface or ponded surface-water problem: Design to include hydraulic analysis of dikes.

Deflection Study Results (if available): No deflection studies were conducted.

2) Shoulder Data

Condition: The entire inside and outside shoulders for the freeway mainline will be fully reconstructed with this Project due to the observed distress.

3) Pedestrian Facility Data

Facility Type and Location(s)	Meets American Disabilities Act (ADA) Standards?	If Facility does not meet ADA Standards, what feature(s) are not ADA compliant?	Status of Each Noncompliant Location
Curb Ramps:	N/A	N/A	N/A
Crosswalks:	N/A	N/A	N/A

Remarks: ADA stands for American with Disabilities Act.

4) Bicycle Path Data

Deficiency	Location (Station, post mile limits or other reference points)
None	None

Remarks: Bicyclists are not allowed access to Route 101 in both the northbound and southbound directions from PM R28.0 to the end of the project at PM R30.63.

4C. Structures Information

Structures Name Number	Width Between Curbs			Replace Bridge Railings (Y/N)	Vertical Clearance			Work Identified in STRAIN (Y/N)	Replace Bridge Approach Rail (Y/N)	Replace Bridge Approach Slab	
	Exist (ft)	RRR Std (ft)	Prop (ft)		Exist (ft)	RRR Std (ft)	Prop (ft)			(Y/N)	(Y/N)
Paris Valley Rd OC/ 44-182	32'	32'	32'	N	17'	16'	17'	N	N	N	
Trescony UP	17'	39'	17'	N	19'	15'	19'	N	N	N	
Echenique UP	17'	39'	17'	N	19'	15'	19'	N	N	N	
Lockwood Rd UC/ 44-183 R/L	39'	39'	39'	N	15.5'	15'	15.5'	N	N	Y	4
Rancho UC/44- 184 R/L	39'	39'	39'	N	14.5'	15'	14.5'	N	N	Y	2

Remarks: See Attachment H – STRAIN Data

4D. Traffic Data

Present Year ADT 15,400

Construction Year ADT 19,998 10-Year ADT 22,324

DHV 2,050 20-Year ADT 27,650

D 56.5% % Trucks 17.9%

*T.I. (10-Year) 12 ESAL (10-Year) 8,555,287

*T.I. (20-Year) 13 ESAL (20-Year) 19,432,458

* Must correlate with T.I. in Materials Report

Safety Field-Review _____ January 2014

Latest 3-Year Collision Data:

Route 101 - PM R28.0/R30.63
(units in #/MVM)

	Fatal	Fatal + Injury	Total
Actual	0.000	0.12	0.21
Average	0.013	0.16	0.35

January 1, 2009 through December 31, 2011

Location(s) of Collision Concentration:

There were 9 collisions (5 injury, 0 fatal, 4 multi vehicle, 2 wet, and 4 dark) reported within the project limits. A review of the types of collisions and the primary collision factors found the following:

TYPES OF COLLISIONS

Hit Object	4	Sideswipe	2
Broadside	1		

PRIMARY COLLISION FACTOR

Influence of Alcohol	2	Improper Turn	6
Other Violations	1		

The following are the Objects Hit and the number of times of occurrence: Pole/Post (1), Over Embankment (2), Vehicle (2), Overturn (1), and no object (1).

Of the four ramps reviewed, three returned collision history that was lower than the statewide average for similar facilities. For these ramps, further analysis does not appear to be necessary at this time. The other ramp is discussed below:

South Bound off-ramp to Lockwood Road

1 vehicle failed to stop resulting in a broadside accident.

1 vehicle was speeding resulting in hitting the embankment.

Corrective Strategy: Recommendations for the project are based upon the Safety Analysis dated February 3, 2014.

Safety enhancement recommendations for the project limits are listed below:

- 1) No ADA requirements for Lockwood Road as per District 5 ADA coordinator Kathy DiGrazia.
- 2) Remove curb and dike throughout project limits that do not have a drainage function as well as replace all curb and dike that are not standard height.
- 3) Refresh all pavement delineation including aircraft markings within Caltrans Right of Way (R/W).
- 4) Repair and replace Asphalt Concrete (AC) or overlay inside shoulders on Route 101. Reinstall rumble strip and safety edge where dike or curb is not present. Place shoulder backing as required.
- 5) Repair and replace AC or overlay outside shoulders and reinstall rumble strip and safety edge where dike or curb is not present. Place shoulder backing as required.
- 6) Repair/replace high side of super ditches for drainage.
- 7) Retain vertical clearance at Paris Valley Road overcrossing structure.
- 8) Raise existing Metal Beam Guard Railing (MBGR) to 29 inches, or replace with Midwest Guard Rail System (MGS) railing throughout project limits.
- 9) Install anchor blocks, Midwest Guardrail System Transition Railing (Type WB-31) connections, and terminal sections at all approach and departure bridge rails and concrete barriers in accordance with Revised Standard Plan RSP A77Q1-5. i.e. Midwest Guardrail System Typical Layouts for Structures Approach.
- 10) Replace median MBGR with MGS railing Type 14A Layout at Paris Valley Over Crossing.
- 11) Raise Drainage Inlets (D.I.'s) in right shoulder and clear recovery areas, depending on structural recommendations from Materials Branch.
- 12) Repair or replace overside drains.
- 13) Replace sign as listed:
 - Ground mount, Laminate Sign, G83-5 (CA), North Bound (NB); Need Exit #271, upgrade post
 - Ground mount, Laminate Sign, G85-11 (CA) NB; Need Exit #271, upgrade post
 - Ground mount, Laminate Sign, G83-5 (CA) NB; Need Exit #273
 - Ground mount, Laminate Sign, G83-11 (CA) South Bound (SB); Need Exit # 271

Safety enhancement recommendations for ramps are listed below:

- 1) Remove concrete "V" ditch on NB Lockwood Road off and on-ramps, located off the right shoulder. Consider removing existing dike (approximately 1000 feet for each ramp).
- 2) Raise D.I. in SB on-ramp from Lockwood Road, in right shoulder.

4E. Materials

A Materials Report was prepared by Central Region Materials Lab that recommended several overlay alternatives and several structural section alternatives for both a 20 year and 40 year design life. The following mainline options were provided (See Attachment E – Materials Report for more details):

40-year Overlay			
<u>Mainline</u>			
0.10' HMA or RHMA-O	0.10' RHMA-O	0.95' JPCP	0.85' CRCP
0.20' HMA (PM)	0.20' RHMA-G	0.10' HMA (LC)	0.10' HMA (LC)
0.50' HMA	0.50' HMA		
Fabric Interlayer	Fabric Interlayer		
0.10' HMA (LC)	0.10' HMA (LC)		

40-year Reconstruction		
<u>Mainline</u>		
0.10' HMA or RHMA-O	0.90' JPCP	0.85' CRCP
0.20' HMA (PM)	0.25' HMA	0.25' HMA
0.40' HMA	1.35' ASB	1.35' ASB
0.55' LCB		
1.80' CL1 ASB		

40-year Reconstruction	
<u>Ramps</u>	
Paris Valley Ramp	
Traveled Way	Shoulder
0.10 HMA or RHMA-G	0.25' HMA
0.20' HMA (PM)	0.35' AB
0.25' HMA	0.65' CL 1 ASB
0.50 LCB	
0.65' CL 1 ASB	

20-year Overlay			
<u>Mainline</u>			
0.40' HMA	0.20' RHMA-G	0.85' JPCP	0.80' CRCP
Fabric Interlayer	SAMI-R	0.10' HMA (LC)	0.10' HMA (LC)
0.15' HMA (LC)	0.15' HMA (LC)		

20-year Reconstruction		
<u>Mainline</u>		
0.55' HMA	0.80' JPCP	0.75' CRCP
0.50' LCB	0.25' HMA	0.25' HMA
1.70' CL1 ASB	1.35' ASB	1.35' ASB

20-year Reconstruction	
<u>Ramps</u>	
Paris Valley Ramp	
Traveled Way	Shoulder
0.45' HMA	0.20' HMA
0.50 LCB	0.35' AB
0.35' CL 1 ASB	0.45' CL 1 ASB

Acronyms:

AB	Aggregate Subbase Class 2
ASB	Aggregate Subbase
CRCP	Continuously Reinforced Concrete Pavement
HMA	Hot Mix Asphalt
HMA (LC)	Hot Mix Asphalt (Leveling Course)
HMA (PM)	Hot Mix Asphalt (Polymer Modified)
JPCP	Jointed Plain Concrete Pavement
LCB	Lean Concrete Base
RHMA-O	Rubberized Hot Mix Asphalt Open Graded
RHMA-G	Rubberized Hot Mix Asphalt Gap Graded
SAMI-R	Stress Absorbing Membrane Interlayer-Rubberized

5. CORRIDOR AND SYSTEM COORDINATION

A. Route Description and Functional Classification: Route 101 is California's major north-south coastal route that is considered a vital asset to the national, state and local economies. In Caltrans District 05, Route 101 extends approximately 270 miles starting at the Santa Barbara/Ventura County line to the San Benito/Santa Clara County line. The segment of Route 101 within Caltrans District 05 accommodates interregional, regional and urban and rural traffic with a wide array of trip purposes. Route 101 is a Federal Aid Primary Route and is designated Freeway and Expressway. The highway is part of the National Highway System (NHS). The NHS is comprised of the Interstate System and other urban and rural principal arterials that are essential for interstate and regional commerce and travel, national defense, intermodal transfer facilities, and trade. The Department of Defense, in cooperation with Caltrans, has identified Route 101 as a Strategic Highway Corridor Network (STRAHNET) route, meaning it is considered essential to national defense for facilitating the movement of troops and equipment. Route 101 is part of the Interregional Road System (IRRS) and is designated a Terminal Access Route to the National Truck Network, and a Surface Transportation Assistance Act (STAA) route. Route 101 is identified as a High Emphasis Route and Focus Route in the Caltrans Interregional Transportation Strategic Plan (ITSP) which makes this route a high priority for programming to address increased interregional travel demand with an emphasis towards goods movement, recreational, and lifeline needs. Route 101 serves as an alternative route for a portion of I-5, the state's main north-south route. Within the project limits, Route 101 is a freeway comprised of four lanes.

B. Traffic Movement: Within the project limits a steady increase in Annual Average Daily Traffic (AADT) growth is expected. The 2012 AADT was estimated at 15,400 with an average truck percentage of 17.9%. The 2035 AADT is expected to increase to 27,650. Route 101, within the project limits, accommodates significant amounts of interregional traffic, including commercial and agricultural trucking, tourist, and business traffic. The route also carries moderate regional commuter, recreational and business-related traffic.

C. Planning: The Transportation Concept Report (TCR) of 2013 predicts no congestion exceeding capacity within the project limit for the horizon year of 2035. Note that Route 101 is designated freeway within the project limit. The ultimate design in the TCR is for a four lane facility. This project does not preclude ultimate design of the facility.

This project is located in the County of Monterey. The Association of Monterey Bay Area Governments (AMBAG) is the Metropolitan Planning Organization (MPO) and the Transportation Agency for Monterey County (TAMC) is the Regional Transportation Agency for this project.

6. ALTERNATIVES

6A. Rehabilitation strategy:

The viable alternative proposes to replace the existing structural section of the freeway to correct the structural deficiencies as indicated in the Pavement Condition Survey. This work is essential to improve the quality of ride, prevent further deterioration, and reduce the cost of future maintenance. The design speed for this project is 70 miles per hour.

A Life-Cycle Cost Analysis was completed for this project. There are four alternatives and Alternative 3: 40yr CRCP-reconstruct was recommended based on the lowest Present Value User Cost (see attachment I) even though it is slightly higher Agency Cost than the 40-year JPCP alternative.

The project proposes to replace nonstandard guard railing, replacing ramp structural sections, upgrading dikes, and raise drainage inlets as required

6B. Design exceptions:

This is a pavement-focused project as defined in Design Information Bulletin (DIB) 79, and as such there is no expectation for it to correct or document existing nonstandard features.

6C. Environmental compliance:

This project is Categorical Exemption (CE) for California Environmental Quality Act (CEQA). It is anticipated to get a Categorical Exclusion (CE) for National Environmental Policy Act (NEPA).

6D. Hazardous waste disposal site required? If yes, where are sites?

A hazardous waste disposal site may be required if there is excess soil from the project that exceeds regulatory criteria for lead. The disposal site may be within or outside of California. There will be treated wood waste from MBGR wood post within the project that will require disposal. The treated wood waste will be dealt with per Caltrans Standards.

6E. Other agencies involved (permits/approvals from Fish and Wildlife, Corps of Engineers, Coastal Commission, etc.):

The project does not require any permits or approvals from outside agencies.

6F. Material and/or disposal site need and availability?

No materials or disposal site needs and availability have been identified.

6G. Highway planting and irrigation:

The project will have minimal soil disturbance. The areas of disturbed soil will be treated with erosion control material.

6H. Roadside design and management

The MBGR will be replaced with Midwest Guardrail System and approved end treatments along with vegetation control.

Dikes and curbs will be reinstalled with correct type and any will be remove that do not have a drainage function.

Safety edge and rumble strips will be reinstalled where dike or curb is not present. The installation will be done in accordance with Caltrans Standards and Traffic Safety recommendations. Shoulder backing will be at a minimum since there will be no profile correction.

6I. Stormwater compliance:

A Stormwater Data Report was prepared (see Attachment L) for this project that specifies which Best Management Practices (BMPs) would be incorporated into the project plans and specifications.

The project contains construction activities that have the potential to contribute pollutants such as sediments, hydrocarbons and construction related materials to storm water discharges. During construction *extreme* care shall be taken to avoid allowing excavated or construction related materials to enter surface waters in order for the department to remain in compliance with the NPDES Permit. Design pollution prevention BMPs for erosion control will concentrate on the preservation of existing vegetation.

Construction of this project will require disturbing a soil area (DSA) of approximately 34 acres, therefore it will require coverage under the Construction General Permit (Order 2009-0009-DWQ- As amended by 2010-0014-DWQ and 2012-006-DWG). As this project's net new impervious (NNI) surfaces are under 1 acre, it is not required to consider incorporation of permanent storm water treatment facilities. A preliminary project risk level assessment has determined this project to be a risk level 2. Therefore this project will have to include a construction site monitoring plan. A final risk level determination will be made during the design phase of the project. Temporary construction site BMPs will be implemented to reduce or eliminate the discharge of pollutants during construction. The contractor on the project will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP), which will be approved by the Project Resident Engineer (RE) and entered into the Statewide Multi Application Tracking Systems, SMARTS, prior to the commencement of construction activities.

6J. Right of way and utility issues:

All proposed improvements and permanent construction impacts would be within existing public right of way. No temporary construction easements are anticipated. No utility relocation is anticipated at present.

6K. Railroad involvement:

N/A

6L. Salvaging and recycling of hardware and other non-renewable resources:

The project would incorporate recycling and waste diversion techniques by promoting the reuse of materials such as steel, road base, concrete, asphalt-concrete, etc. to the extent feasible. Where possible, measures would be taken to remove and reuse existing metal beam guardrail and guide signs within the project limits. The project would comply with Caltrans policy DD-17 Recycling Asphalt Concrete, with respect to the reuse of hardscaped materials.

6M. Prolonged temporary ramp closures:

It is proposed to reconstruct each ramp. The ramp reconstruction will be done at the same time as the number two lane is reconstructed that services that ramp. The ramp reconstruction will be done mid week and open on weekends per recommendations from Traffic Operations.

6N. Recycled materials:

The following "green" practices and materials would be used in the project as part of highway planting and erosion control work: compost and soil amendments derived from recycled wood products and green waste materials; fiber produced from recycled pulp such as newspaper, chipboard, cardboard; and wood mulch made from green waste and/or clean manufactured wood or natural wood.

6O. Local and regional input:

During Plans, Specifications and Estimate (PS&E) phase Monterey County will be in contact to discuss any issues.

6P. What are the consequences of not doing this entire project?

If this project does not move forward to PS&E, the lanes will further deteriorate. The further they deteriorate will end up costing more maintenance dollars.

6Q. List all alternatives studied, cost, reasons not recommended, etc.:

The rejected alternative for this project is the "No Build" alternative. This was rejected due not addressing the condition of the existing structural section condition.

7. TRANSPORTATION MANAGEMENT**7A. Transportation Management Plan**

A Traffic Management Plan (TMP) will be developed to address potential impacts on traffic flow during construction. This project would be designed to provide one lane in each direction on Route 101 throughout construction. Significant traffic impacts are not anticipated, although some on- and off-ramps would be closed during part of the construction duration. Coordination with other nearby projects that may be under construction during the same time frame is especially relevant for this project. The TMP for this project may include the following items:

- Public Awareness Campaign: Flyers, brochures, press releases, web site, and advertising, as required to inform travelers of the project
- Construction Zone Enhanced Enforcement Plan (COZEEP): Additional California Highway Patrol (CHP) patrol of the construction zone during peak travel times to ensure construction zone safety
- TMP Strategies: Temporary facilities such as changeable message signs and ramp detours

The costs for the TMP are included in the estimates for this project and generally represent 1-2% of the total construction cost. More detailed TMP strategies would be developed during the design phase of the project.

7B. Vehicle Detection Systems

The current Ramp Meter Development Plan (RMDP) was developed by the Division of Traffic Operations in December 2013 and identifies all ramp meter locations that are either currently in operation or are planned for operation within the next ten years. The 2013 RMDP does not identify the segment of Route 101 within the project limits as a candidate for ramp metering. Therefore, no ramp meters are proposed for this project.

The Central Coast Intelligent Transportation System Strategic Deployment Plan was developed for District 5 in cooperation with AMBAG, the California Highway Patrol, and other regional transportation planning agencies in the

District. This project would protect and perpetuate the current camera and detector system on the through lanes.

8. ENVIRONMENTAL DETERMINATION/DOCUMENT

CEQA determination is a Categorical Exemption (CE). NEPA CE will be processed once project is amended into the FTIP.

Date Approved: 4/7/2014

9. PROJECT ESTIMATE

Pavement Work

	<u>Lane Miles</u>	<u>Number</u>	<u>Estimate</u>
Total Lane-Miles of Rehabilitation	<u>10.52</u>		
Flexible Overlay of Flexible Pavement (recycle not included) (1, 2)	<u>N/A</u>		_____
Rigid Overlay of Flexible Pavement	<u>N/A</u>		_____
Hot Recycled AC (1, 2)	<u>N/A</u>		_____
Cold Recycled AC (1, 2)	<u>N/A</u>		_____
Reconstruct Lane(s)	<u>10.52</u>		<u>\$11,150,379</u>
Crack Seal & Flexible Overlay of Rigid Pavement (2)	<u>N/A</u>		_____
Rigid Overlay of Rigid Pavement (2)	<u>N/A</u>		_____
Rigid Pavement Rehabilitation (list appropriate work type: grind, slab replacement, spall repair, grout & seal random cracks, lane replacement, joint seal, etc.)	<u>N/A</u>		_____
Ramps	<u>reconstruct</u>	<u>4</u>	<u>\$1,123,739</u>
OC/UC and Bridge Approaches (list appropriate work type: grind, replace, etc.)		_____	
Edge Drain (side mi)	<u>N/A</u>		_____
Subtotal			<u>\$12,274,118</u>

Notes:

1. Include cost to remove and replace localized failed areas.
2. Include cost of shoulder backing material for increased thickness at shoulder edge, as needed.

STRAIN Work :

	<u>Estimate</u>
Br. No. 44-183 R/L - Approach Slabs	<u>\$360,000</u>
Br. No. 44-184 R/L - Approach Slabs	<u>\$180,000</u>
Subtotal	<u>\$540,000</u>

Does the Project Include:

	<u>Yes/No</u>	<u>Estimate</u>
Main Line Widening (lanes and/or shoulders)	<u>NO</u>	<u>_____</u>
Bridge Widening and Rail Upgrade	<u>NO</u>	<u>_____</u>
Included in Project	<u>_____</u>	
Deferred (why)		
Bridge Rail Upgrade - Without Widening	<u>NO</u>	<u>_____</u>
Included in Project	<u>_____</u>	
Deferred (why)		
Vertical Clearance Adjustment	<u>N/A</u>	<u>_____</u>
Drainage Rehabilitation (list appropriate work type: roadbed surface, roadside off-site, subsurface, etc.)	<u>roadbed surface</u>	<u>\$10,000</u>
Pedestrian Facilities	<u>N/A</u>	<u>_____</u>
Alternations Required (list):	<u>_____</u>	<u>_____</u>
Traffic Control	<u>YES</u>	<u>\$767,827</u>
Other (identify: e.g., mobilization, hazardous waste compliance, etc.)	<u>YES</u>	<u>\$532,000</u>
Subtotal		<u>\$1,309,827</u>

Safety

	<u>Yes/No</u>	<u>Estimate</u>
Rumble Strip	<u>YES</u>	<u>\$15,600</u>
Superelevation/Cross Slope Correction	<u>NO</u>	<u>_____</u>
Vertical Alignment	<u>NO</u>	<u>_____</u>
Horizontal Alignment	<u>NO</u>	<u>_____</u>
Left/Right-Turn Storage/Widening/Lengthening	<u>NO</u>	<u>_____</u>
Signal Upgrade	<u>NO</u>	<u>_____</u>

Median Barrier (state type: e.g., PCC, Thrie Beam)	<u>NO</u>	<u> </u>
Midwest Guardrail System	<u>YES</u>	<u>\$404,245</u>
Concrete Guardrail (new)	<u>NO</u>	<u> </u>
Roadside Cleanup	<u>YES</u>	<u>\$5,000</u>
Gore Cleanup	<u>NO</u>	<u> </u>
Electroliers	<u>NO</u>	<u> </u>
Subtotal		<u>\$424,845</u>

Roadside Management

	<u>Yes/No</u>	<u>Estimate</u>
Gore Area Pavement	<u>NO</u>	<u> </u>
Pavement beyond Gore Area	<u>NO</u>	<u> </u>
Miscellaneous Paving	<u>NO</u>	<u> </u>
Maintenance Vehicle Pull-outs	<u>NO</u>	<u> </u>
Off-Freeway Access (gates, stairways, etc.)	<u>NO</u>	<u> </u>
Roadside Facilities	<u>NO</u>	<u>\$220,000</u>
Subtotal		<u>\$220,000</u>

Totals

	<u>Estimate</u>
Pavement Work Subtotal	<u>\$12,274,118</u>
STRAIN Work Subtotal	<u>\$540,000</u>
'Does the Project Include" Subtotal	<u>\$1,309,827</u>
Safety Subtotal	<u>\$424,845</u>
Roadside Management Subtotal	<u>\$220,000</u>
Sum of Subtotals	<u>\$14,768,790</u>
10% Contingency	<u>\$1,494,023</u>
Mobilization	<u>\$1,494,023</u>
Minor Items	<u>\$711,440</u>
Supplemental Work	<u>\$747,012</u>

TOTAL PROJECT ESTIMATE**\$19,215,288**

REMAKS: See Attachment C - PSSR Cost Estimate

10. FUNDING/PROGRAMMING

It has been determined that this project is eligible for federal-aid funding.

Capital Outlay Support and Project Estimates

Fund Source	Fiscal Year Estimate							Total
	Prior	2016/17	2017/18	2018/19	2019/20	Future		
Component	In thousands of dollars (\$1,000)							
PA&ED Support		15						15
PS&E Support		1,390						1,390
Right-of-Way Support		18						18
Construction Support				3,065				3,065
Right-of-Way		0						0
Construction				26,950				26,950
Total		1,423		30,015				31,438

Programming in the 2016 SHOPP 201.122. Support escalated 5% per year. Capital Escalated 7% per year. Support/Capital Ratio=17%

11. SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
PROGRAM PROJECT	M015	7/1/16
PA & ED	M200	8/8/16
PROJECT TO DOE	M377	6/8/18
PROJECT PS&E	M380	2/6/19
RIGHT OF WAY CERTIFICATION	M410	8/1/18
READY TO LIST	M460	12/7/18
ADVERTISE	M480	2/28/19
AWARD	M495	5/10/19
APPROVE CONTRACT	M500	5/24/19
CONTRACT ACCEPTANCE	M600	11/24/20
END PROJECT	M800	9/29/22

12. RISKS

Programming: The baseline schedule assumes that amending into the 2016 SHOPP and 2015 FTIP will be successful and that work can begin July 2016. If amending is not successful, the baseline schedule will have to be modified. Should amending into the SHOPP be successful but not the FTIP, State only funds will be requested.

Environmental: The project location will need to be surveyed for the presence of sensitive plant species. Also, the construction schedule will have to be monitored to ensure that plant removal or disturbance does not overlap with the bird nesting season which occurs from February 15th to September 1st each year. If construction is scheduled to begin during the bird nesting season (February 15 - September 1), nesting bird survey's will be required by a qualified biologist. A nesting tree for hawks has been identified in the southern limits of the project on the northbound side of the highway. Although this tree is not directly impacted by construction, a 150 foot construction buffer is required during nesting season. Construction will have to be staged so as to avoid working in this buffer zone. Possible impacts of these risks are schedule delay and cost increases. The project team will anticipate these risks and avoid or minimize their occurrence by initiating botanical surveys as early as possible in the project development phase. If impacts to threatened or endangered plants that cannot be avoided endangered species act consultation will be required, resulting in a negative impact to the cost and schedule for the project. The probability of the risk occurring is very low

Additional risks: The probability of these occurring is very low.

If the scope of the project changes, permits and/or endangered species act consultation would be required.

If work occurs that results in impacts or takes to listed species or within jurisdictional waters, additional coordination will be required between the Environmental Construction Liaison (ECL) branch and Construction.

Please refer to the Risk Management Plan (see Attached K) for additional risks and details.

ASSUMPTIONS (used for activity duration and hour estimates):

Hours in Task 270 are needed for preconstruction surveys for nesting raptors in a known nest 150' from the edge of traveled way.

Permits will not be required.

No endangered species consultation will be required.

Preconstruction surveys for nesting birds will be required.

A complete set of 60% plans will be provided to review at the 60% completion of PS&E (activity 230).

No biological permits will be needed from any agencies (activity 205).

A complete set of 95% plans will be provided to review at the 95% completion of PS&E (activity 255).

Only minimal construction coordination will be required regarding preconstruction trainings and surveys (activity 270).

The project scope will not change.

Standard Special Provisions for Bio will be required to be edited and submitted (activity 250).

No Impacts to threatened or endangered plant species.

The project will be able to avoid impacts to nesting birds.

13. FHWA COORDINATION

This project is considered to be an Assigned Project in accordance with the current Federal Highway Administration (FHWA) and Department of Transportation (Caltrans) Joint Stewardship and Oversight Agreement.

14. PROJECT REVIEWS

Scoping team field review		Date 4/8/2014
Scoping team field review attendance roster attached.		
District Program Advisor	<i>Kelly McClain</i>	Date 6/9/2014
Headquarters SHOPP Program Advisor	<i>Leo Mahserelli</i>	Date 6/9/2014
District Maintenance	<i>Kelly McClain</i>	Date 6/9/2014
Headquarters Design Coordinator	<i>Paul Gennaro</i>	Date 6/9/2014
Project Manager	<i>Steve DiGrazia</i>	Date 6/9/2014
FHWA		Date
District Safety Review	<i>Mark Ballentine</i>	Date 2/21/2014
Constructability Review		Date 6/9/2014
OCER	<i>JoAnne Engelmann</i>	Date 6/4/2014

15. PROJECT PERSONNEL

Steve DiGrazia, Project Manager	(805) 549-3175
John Fouche, Design Manager	(805) 549-3330
Aaron Henkel, Design Engineer	(805) 549-3085
Larry Bonner, Environmental Manager	(805) 549-3337
Dan Miller, Construction Manager	(805) 542-3481
Marshall Garcia, Right of Way Manager	(805) 549-3471
Robert Davis, R/W Utilities	(805) 549-3577
Bob Fredricks, Surveys Manager	(805) 748-3876
Mark Ballentine, Traffic Safety	(805) 549-3024
Pete Riegelhuth, Storm Water	(805) 549-3375

16. ATTACHMENTS (Number of Pages)

List of Attachments

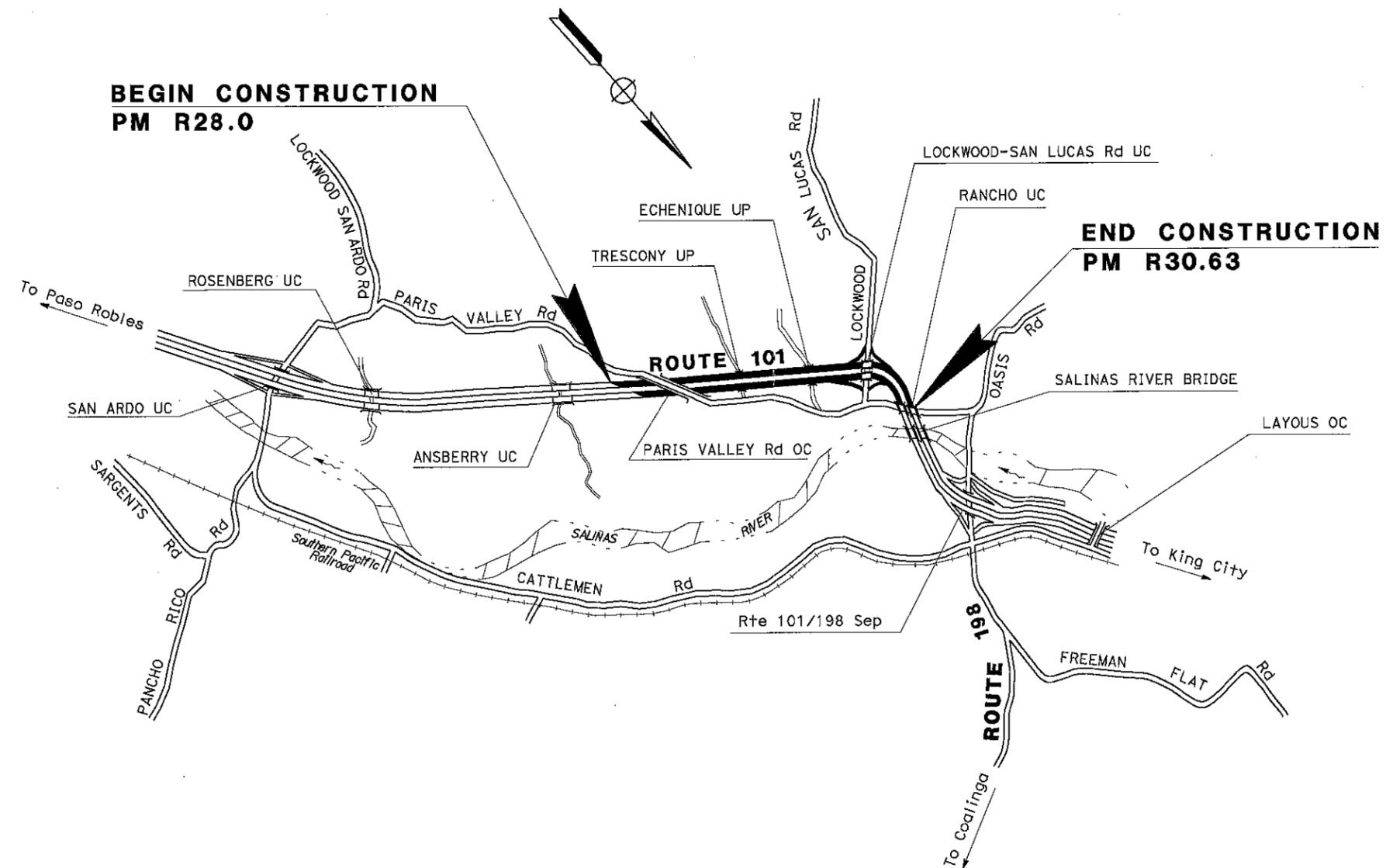
Attachment A - Vicinity Map (1)
Attachment B - Typical Sections (1)
Attachment C - Cost Estimate (6)
Attachment D - PMS Inventory Data (2)
Attachment E - Materials Report (4)
Attachment F - Right of Way Data Sheet (3)
Attachment G - Environment Document (3)
Attachment H - STRAIN Data (1)
Attachment I - Life Cycle Cost Analysis (2)
Attachment J - Traffic Management Checklist (1)
Attachment K - Risk Management Plan (1)
Attachment L - Stormwater Data Report
Attachment M - Safety Analysis (8)
Attachment N - Scoping Team Field Review Attendance (1)
Attachment O - Distribution List (1)

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY**
 IN MONTEREY COUNTY
 NEAR KING CITY
**FROM 0.1 MILES SOUTH OF PARIS VALLEY ROAD OC
 TO RANCHO UC**

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	101	R28.0/R30.63		

LOCATION MAP



PROJECT MANAGER

DESIGN ENGINEER

PROJECT ENGINEER _____ DATE _____
 REGISTERED CIVIL ENGINEER



PLANS APPROVAL DATE _____
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE

Attachment A

CONTRACT No.	05-1F740
PROJECT ID	0514000049

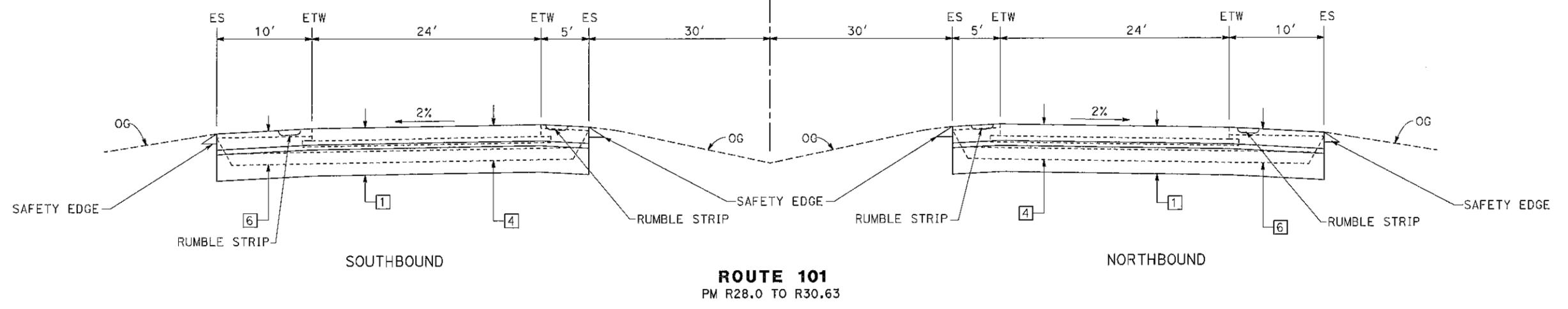
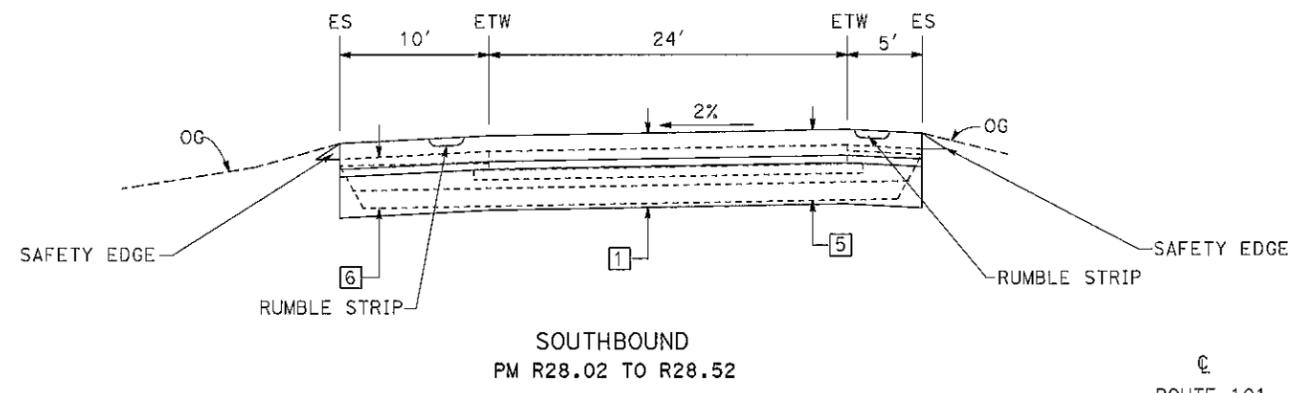
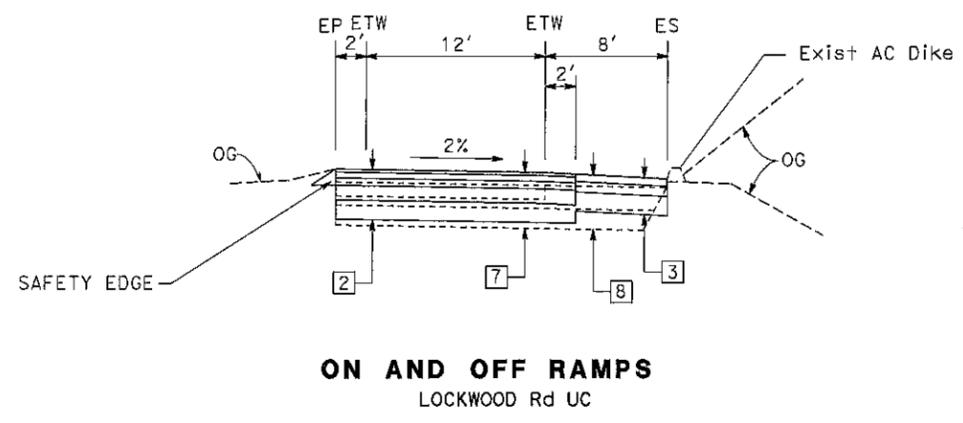
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	101	R28.0/R30.63		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					

DESIGN DESIGNATION

ADT (2012)	15,400	D	56.5%
ADT (2035)	27,650	T	17.9%
DHV	2,050	V	70 mph
ESAL	19,432,458	T ₁₂₀	13
PAVEMENT CLIMATE REGION: INLAND VALLEY			

NOTES .

- DIMENSIONS OF STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.



- | | |
|--|---|
| MAINLINE | Exist MAINLINE |
| 1 0.85' CRCP
0.25' HMA
1.35' ASB | 4 Exist
0.70' PCC
0.35' CTB
0.25' AB
0.50' Min AS |
| RAMPS | Exist RAMPS |
| 2 0.10' RHMA-G
0.20' HMA(PM)
0.25' HMA
0.50' LCB
0.65' CL1 ASB | 5 Exist
0.15' TO 0.65' AC (TYPE B)
0.70' PCC
0.35' CTB
0.25' AB
0.50' Min AS |
| 3 0.25' HMA
0.35' AB
0.65' CL1 ASB | 6 Exist
0.20' Min-0.40' Max AC
0.90' AB
0.50' Min AS |
| | 7 Exist
0.30' AC
0.50' RMCTB
0.20' AB
0.90' AS |
| | 8 Exist
0.30' AC
0.70' AB
0.90' AS |

TYPICAL CROSS SECTIONS
NO SCALE
Attachment B
X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

REVISED BY
DATE REVISED

CALCULATED-DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR

DATE OF REVISION

DATE OF REVISION

PROJECT SCOPE SUMMARY REPORT-PROJECT REPORT COST ESTIMATE



Dist-Co-Rte: 05-Mon-101
 PM: PM R28.0/R30.63
 EA: 05-1F740K
 Program Code: 40.xx.201.122

PROJECT DESCRIPTION:

Limits: In Monterey County Near King City From 0.1 Miles South of Paris Valley Road OC to Rancho UC

Proposed Improvement: Rehabilitate the travel way to a 40 year life, reconstruct shoulders, reconstruct ramps, upgrade metal beam guardrail.
 (Scope of Work)

Alternative: No build

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	Total of Sections 1 - 10 shown above	\$ 18,675,288
TOTAL STRUCTURES ITEMS		\$ 540,000
SUBTOTAL CONSTRUCTION COSTS		\$ 19,215,288
TOTAL RIGHT OF WAY ITEMS (Not Escalated)		\$ 0
TOTAL PROJECT CAPITAL OUTLAY COSTS		\$ 19,215,288

Reviewed by
 District Program Manager:

Kelly J. McClan
 (Signature)

6/10/14
 (Date)

Approved by Project Manager:

[Signature]
 (Signature)

6/11/14
 (Date)

Phone Number:

Form revised 12/01/09

PROJECT SCOPE SUMMARY REPORT-PROJECT REPORT COST ESTIMATE



Dist-Co-Rte: 05-Mon-101
 PM: PM R28.0/R30.63
 EA: 05-1F740K
 Program Code: 40.xx.201.122

I. ROADWAY ITEMS

<u>Section 1 - Earthwork</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Roadway Excavation	106,725	CY	\$15	\$1,600,875	
Imported Borrow		CY		\$0	
Clearing & Grubbing	1	LS	\$5,000	\$5,000	
Develop Water Supply	1	LS	\$30,000	\$30,000	
Top Soil Reapplication			\$0	\$0	
Stepped Slopes and Slope			\$0	\$0	
Rounding (Contour Grading)			\$0	\$0	
Asphalt Fluctuation Index		LS	\$0	\$0	
Tack Coat	66	ton	\$650	\$42,900	
Rumble Strip	520	Sta	\$30	\$15,600	
Shoulder Backing		ton	\$0	\$0	
			Subtotal Earthwork:		\$1,694,375

Section 2 - Pavement Structural Section*

<u>Grind PCC</u>	<u>Depth</u>	<u>SQYD</u>	<u>\$0</u>	<u>\$0</u>
CRCP Pvr	0.85 Depth	34,014	\$180	\$6,122,520
Rubberize Hot Mix Asphalt (gap graded)	755	ton	\$105	\$79,275
Hot Mix Asphalt (PM)	1,511	Ton	\$105	\$158,655
Lean Concrete Base	1,865	CY	\$130	\$242,450
Hot Mix Asphalt Concrete (Type A)	22,929	Ton	\$90	\$2,063,610
CL 2 Aggregate Base	656	CY	\$30	\$19,680
CL 1 Aggregate Subbase	57,442	CY	\$30	\$1,723,260
Seal Pavement Joint	83,424	LF	\$2.30	\$191,875
Edge Drains		FT	\$0	\$0
ADA Ramps		LS	\$0	\$0
Place HMA Dike	10,552	LF	\$2.75	\$29,018
			Subtotal Pavement Structural Section:	\$10,630,343

Section 3 - Drainage

Large Drainage Facilities		LS	\$0	\$0
Storm Drains		LS	\$0	\$0
Pumping Plants		LS	\$0	\$0
Project Drainage	1	LS	\$10,000	\$10,000
				\$0
			Subtotal Drainage:	\$10,000

* Reference sketch showing typical pavement structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

PROJECT SCOPE SUMMARY REPORT-PROJECT REPORT COST ESTIMATE



Dist-Co-Rte: 05-Mon-101
 PM: PM R28.0/R30.63
 EA: 05-1F740K
 Program Code: 40.xx.201.122

<u>Section 4 - Specialty Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Temporary Crash Cushion	4	EA	\$3,300	\$13,200	
Temporary Railing (Type K)	55,600	LF	\$10	\$556,000	
Midwest Guardrail System (Stl Post)	5,175	LF	\$30	\$155,250	
Dbl Midwest Guardrail System (Wd Post)	746	LF	\$45	\$33,570	
Transition Railing (Type WB)	6	EA	\$3,750	\$22,500	
End Anchor Assembly (Type SFT)	5	EA	\$800	\$4,000	
Salvage MBGR	5,500	LF	\$5.75	\$31,625	
Vegetation Control (Minor Concrete)	2,860	SQYD	\$55	\$157,300	
Water Pollution Control	1	LS	\$70,000	\$70,000	
Lead Compliance Plan	1	LS	\$2,000	\$2,000	
Environmental Compliance				\$0	
Time Related Overhead (Wday)	200	wd	\$1,800	\$360,000	
COZEEP	1	LS	\$60,000	\$60,000	
Resident Engineer Office Space	1	LS	\$80,000	\$80,000	

Subtotal Specialty Items: \$1,545,445

<u>Section 5 - Traffic Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Lighting		LS	\$0	\$0	
Traffic Delineation Items	1	LS	\$10,000	\$10,000	
Traffic Signals		LS	\$0	\$0	
Overhead Sign Structures		EA	\$0	\$0	
Construction Area Signs	1	LS	\$4,000	\$4,000	
Traffic Control Systems	1	LS	\$90,000	\$90,000	
Transportation Management Plan	1	LS	\$30,000	\$30,000	
Portable CMS	1	LS	\$28,000	\$28,000	
Staging				\$0	
Pavement Markers	3,611	EA	\$3.00	\$10,833	
Pavement Markings	618	SQFT	\$6	\$3,708	
Striping	63,104	LF	\$0.35	\$22,086	

Subtotal Traffic Items: \$198,627

PROJECT SCOPE SUMMARY REPORT-PROJECT REPORT COST ESTIMATE



Dist-Co-Rte: 05-Mon-101
 PM: PM R28.0/R30.63
 EA: 05-1F740K
 Program Code: 40.xx.201.122

II. ROADSIDE ITEMS

<u>Section 6 Planting and Irrigation</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Highway Planting	0	LS	\$0	\$0	
Replacement Planting	0	LS	\$0	\$0	
Irrigation Modification	0	LS	\$0	\$0	
Relocate Existing Irrigation	0	LS	\$0	\$0	
Facilities	0	LS	\$0	\$0	
Irrigation Crossovers	0	LS	\$0	\$0	
				\$0	

Subtotal Planting and Irrigation Section: \$0

<u>Section 7: Roadside Management and Safety Section</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Vegetation Control Treatments		LS	\$0	\$0	
Gore Area Pavement		LS	\$0	\$0	
Pavement beyond the gore area		LS	\$0	\$0	
Miscellaneous Paving/Roadway Repair		LS	\$0	\$0	
Erosion Control	1	LS	\$90,000	\$90,000	
Storm Water	1	LS	\$60,000	\$60,000	
Side Slopes/Embankment Slopes		LS	\$0	\$0	
Maintenance Vehicle Pull outs					
Off-freeway Access (gates, stairways, etc.)					
Roadside Facilities (Vista Points, Transit, Park & Ride, etc)		LS	\$0	\$0	
Relocating roadside facilities/features		LS	\$0	\$0	
				\$0	

Subtotal Roadside Management and Safety Section: \$150,000

TOTAL SECTIONS 1 thru 7 \$14,228,791

PROJECT SCOPE SUMMARY REPORT-PROJECT REPORT COST ESTIMATE



Dist-Co-Rte: 05-Mon-101
 PM: PM R28.0/R30.63
 EA: 05-1F740K
 Program Code: 40.xx.201.122

III. ROADWAY ADDITIONS

Section 8 - Minor Items

						<u>Item Cost</u>	<u>Section Cost</u>
btotal Sections 1 thru 7)	<u>\$14,228,791</u>	x	<u>0.05</u>	=	<u>\$711,440</u>		
			(5 to 10%)				
						TOTAL Minor Items:	<u>\$711,440</u>

Section 9 - Roadway Mobilization

btotal Sections 1 thru 8)	<u>\$14,940,230</u>	x	<u>0.10</u>	=	<u>\$1,494,023</u>		
			(10%)				
						TOTAL Roadway Mobilization:	<u>\$1,494,023</u>

Section 10 - Supplemental Work & Contingencies

Supplemental Work

btotal Sections 1 thru 8)	<u>\$14,940,230</u>	x	<u>0.05</u>	=	<u>\$747,012</u>		
			(5 to 10%)				

Contingencies

btotal Sections 1 thru 8)	<u>\$14,940,230</u>	x	<u>0.10</u>	=	<u>\$1,494,023</u>		
			(**%)				

Supplemental Work & Contingencies: \$2,241,035

TOTAL ROADWAY ADDITIONS Sections 8 thru 10: \$4,446,497

TOTAL ROADWAY ITEMS: \$18,675,288

(Subtotal Sections 1 thru 10)

Estimate Prepared by:	<u>Glenn Espino</u>	Phone: <u>549-3665</u>	<u>06/10/14</u>
	(Print or Type Name)		(Date)
Estimate Checked by:	<u>Aaron Henkel</u>	Phone: <u>549-3085</u>	<u>06/10/14</u>
	(Print or Type Name)		(Date)



Dist-Co-Rte: 05-Mon-101
 PM: PM R28.0/R30.63
 EA: 05-1F740K
 Program Code: 40.xx.201.122

II. STRUCTURE ITEMS

	STRUCTURE		
Bridge Name	Lockwood-San Lucas Rd UC	Rancho UC	
Structure Type			
Width (out to out) - (ft)	<u>39</u>	<u>39</u>	
Span Length - (ft)	<u>29</u>	<u>40</u>	
Approach Slabs-EA	<u>4</u>	<u>2</u>	
Cost per unit	<u>90,000</u>	<u>90,000</u>	
(incl. 10 % mobilization and 20 % contingency)			
Total Cost for Structure	<u>\$360,000</u>	<u>\$180,000</u>	
SUBTOTAL STRUCTURES ITEMS			<u>\$540,000</u>
(Sum of Total Cost for Structures)			
Railroad Related Costs (Not incl. in R/W Est)	<u> </u>	<u> </u>	<u>\$0</u>
	<u> </u>	<u> </u>	<u>\$0</u>
SUBTOTAL RAILROAD ITEMS			<u>\$0</u>
TOTAL STRUCTURES ITEMS			<u>\$540,000</u>
(Sum of Structures items plus Railroad Items)			

COMMENTS:

Structure cost was given by Michael Downs on 4/8/2014

Estimate
 Prepared by: Glenn Espino Phone: 805-549-366 05/19/14
(Print or Type Name) (Date)

(If appropriate, attach additional pages as backup)

PROJECT SCOPE SUMMARY REPORT-PROJECT REPORT COST ESTIMATE



Dist-Co-Rte: 05-Mon-101
 PM: PM R28.0/R30.63
 EA: 05-1F740K
 Program Code: 40.xx.201.122

III. RIGHT OF WAY ITEMS

No. of years for Escalation = ████████

	Current Values	Rate	Escalation	Escalated
		(%)	<u>Factor</u>	Values
A. Acquisition, including excess lands, damage remainder(s) and Goodwill	\$0	5.0	1.00	\$0
B. Utility Relocation (State Share)	\$0	5.0	1.00	\$0
C. Relocation Assistance	\$0	5.0	1.00	\$0
D. Clearance/Demolition	\$0	7.0	1.00	\$0
E. Title and Escrow Fees	\$0	4.0	1.00	\$0
TOTAL RIGHT OF WAY** ITEMS=	\$0			\$0

(Escalated Value)

Anticipated Date of Right of Way Certification: 0/0/00
 (Date to which Values are Escalated)

F. Construction Contract Work
 Brief Description of Work

Right of Way Branch Cost Estimate for Work* \$0

* This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items

COMMENTS:

Caltrans Maintenance / Ice Program 2011 Pavement Condition Survey Inventory Caltrans Drive Order

District 5, MON, Rte 101, PM 28 - 30.63

District 5 County MON Route 101

Begin PM - End PM	Lane	Surface Type	Alligator Cracking A %	Cracking B %	Cracking C (Y/N)?	Length	LaneMi. (Est.)	Rutting	Bleeding	Type	AADT (,000)	MSL	Slab Cracking 1st %	Cracking 3rd %	Corner %	Fauling Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
27.000 - 28.000	L1 R	R	1.000	4.000	4.000	1.000	4.000	4.000	4.000	MLD	14	1	42	2	39	5	61	98	98	GOOD CONDITION	
	L2 R	R											42	0	3	5	70	98	98	SLAB CRACKING	
	R1 R	R											42	0	3	5	70	98	98	GOOD CONDITION	
	R2 R	R											42	0	3	5	73	32	32	SLAB CRACKING	
28.000 - 29.000	L1 R	R	1.000	4.000	4.000	1.000	4.000	4.000	4.000	MLD	14	1	32	27	20	5	74	98	98	GOOD CONDITION	
	L2 R	R											46	7	8	6	124	7	7	THIRD ST. CRKNG	
	R1 R	R											46	7	8	5	71	98	98	GOOD CONDITION	
	R2 R	R											46	7	8	5	86	7	7	THIRD ST. CRKNG	
29.000 - 29.881	L1 R	R	0.881	3.524	3.524	0.881	3.524	3.524	3.524	MLD	14	1	39	17	17	5	82	98	98	GOOD CONDITION	
	L2 R	R											43	15	19	8	129	7	7	THIRD ST. CRKNG	
	R1 R	R											43	15	19	5	81	98	98	GOOD CONDITION	
	R2 R	R											43	15	19	5	121	7	7	THIRD ST. CRKNG	
29.881 - 29.899	L2 R	R	0.002	0.008	0.008	0.002	0.008	0.008	0.008	MLD	14	1	39	17	17	N/A	N/A	7	7	7	THIRD ST. CRKNG
	R2 B	B											39	17	17	N/A	N/A	0	0	0	N/A - Bridge
29.899 - 29.901	L2 B	B	0.016	0.064	0.064	0.016	0.064	0.064	0.064	MLD	14	1	43	15	19	N/A	N/A	0	0	0	N/A - Bridge
	R2 B	B											43	15	19	N/A	N/A	0	0	0	N/A - Bridge
29.901 - 30.000	L1 R	R	0.099	0.396	0.396	0.099	0.396	0.396	0.396	MLD	14	1	39	17	17	5	65	98	98	98	GOOD CONDITION
	L2 R	R											39	17	17	30	187	1	1	1	THIRD ST. CRKNG, RUDE
	R1 R	R											43	15	19	5	68	98	98	98	GOOD CONDITION
	R2 R	R											43	15	19	14	146	7	7	7	THIRD ST. CRKNG

*Surface type of EB is Enhanced Binder.
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone(916) 595-4586

Caltrans Maintenance Pace Program 2011 Pavement Condition Survey Inventory Caltrans Drive Order

District 5
 County MON
 Route 101
 Begin PM R 30.000

District 5, MON, Rte 101, PM 28 - 30.63

District 5 County MON Route 101

Lane	Surface Type	Alligator Cracking		Length	LaneMi. (Est.)	Routing, Bleeding	Type	AADT (,000)	MSL		Ride, IRI	Priority	Skid	Defect
		A %	B % C (Y/N)?						Slab Cracking 1st % 3rd %	Faulting Area %				
R 30.000	- R	30.637	0.637		2.548		MLD	14	1		5	86	98	GOOD CONDITION
L1	R										8	130	7	THIRD ST. CRKNG
L2	R						40	28	21	Faulting	5	70	98	GOOD CONDITION
R1	R						50	18	37		5	113	7	THIRD ST. CRKNG
R2	R													

Memorandum

To: AARON HENKEL
Project Engineer
Design II

Date: February 26, 2014

File: MON-101-R28.0/30.6
EA 05-1F740K
Paris Valley Rehab

From: Materials Engineering Branch, District 5

Subject: Preliminary Materials Report - Pavement Structure Recommendations

This is in response to your request for preliminary pavement structure recommendations for the above project. The proposed project would rehabilitate mainline and ramps. Mainline 40 and 20 year traffic indices of 14.0 and 13.0 were used for the analysis.

40 year design life

Mainline overlay alternatives-

0.10' HMA or RHMA-O	0.10' RHMA-O	0.90' JPCP	0.85' CRCP
0.20' HMA (PM)	0.20' RHMA-G	0.10' HMA (LC)	0.10' HMA (LC)
0.50' HMA	0.50' HMA		
Fabric Interlayer	Fabric Interlayer		
0.10' HMA (LC)	0.10' HMA (LC)		

New mainline traveled way pavement structure alternatives-

0.10' HMA or RHMA-O	0.90' JPCP	0.85' CRCP
0.20' HMA (PM)	0.25' HMA	0.25' HMA
0.40' HMA	1.35' ASB	1.35' ASB
0.55' LCB		
1.80' CL1 ASB		

Widened slab configuration is assumed for rigid alternatives. The shoulder pavement structure may be the same as the traveled way or JPCP. Also, the PCC shoulder thickness' may be reduced by 0.20' and the HMA increased by 0.20'.

New flexible mainline shoulder - 0.45' HMA, 0.45' AB, 1.10' ASB

Widened mainline shoulders - overlay thickness plus 1.00' AB

Reconstructed ramps -

Traveled Way	Shoulder
0.10' HMA or RHMA-G	0.25' HMA
0.20' HMA (PM)	0.35' AB
0.25' HMA	0.65' CL1 ASB
0.50' LCB	
0.65' CL1 ASB	

It is recommended that outside ramp shoulders also use the traveled way structure due truck traffic/parking.

20 year design life

Mainline overlay alternatives-

0.40' HMA Fabric Interlayer 0.15' HMA (LC)	0.20' RHMA-G SAMI-R 0.15' HMA (LC)	0.85' JPCP 0.10' HMA (LC)	0.80' CRCP 0.10' HMA (LC)
--	--	------------------------------	------------------------------

New mainline traveled way pavement structure alternatives-

0.55' HMA 0.50' LCB 1.70' CL1 ASB	0.80' JPCP 0.25' HMA 1.35' ASB	0.75' CRCP 0.25' HMA 1.35' ASB
---	--------------------------------------	--------------------------------------

Widened slab configuration is assumed for rigid alternatives. The shoulder pavement structure may be the same as the traveled way or JPCP. Also, the PCC shoulder thickness' may be reduced by 0.20' and the HMA increased by 0.20'.

New flexible mainline shoulder - 0.40' HMA, 0.40' AB, 0.95' ASB

Widened mainline shoulders - overlay thickness plus 1.00' AB

Reconstructed ramps -

Traveled Way - 0.45' HMA, 0.50' LCB, 0.35' ASB

Shoulder - 0.20' HMA, 0.35' AB, 0.45' ASB

It is recommended that outside ramp shoulders also use the traveled way structure due truck traffic/parking.

For the above new and reconstructed structures, RHMA-G, up to 0.20 feet, may be substituted in the HMA surfacing thickness above when conditions are acceptable.

Notes:

-New mainline alternatives are provided for use in reconstructing the mainline pavement including that at structures where the existing profile must be maintained.

- See the attached pavement considerations for further discussion on RHMA and pavement edge treatments.

The recommendations in this report are preliminary and suitable for estimation purposes only. They ARE NOT suitable for design. The final design will be based on thorough investigations supported by field exploration and laboratory testing. This office should be contacted at the beginning of the PS&E phase so that the investigations can be performed and design recommendations provided.

Aaron Henkel
EA 05-1F70K
February 26, 2014
Page 3

If you have any questions, please contact me at (805) 549-3158.



Glenn Johnson
Materials Engineer

Legend:

HMA-	Hot Mix Asphalt Type A	AB-	Aggregate Base Class 2
RHMA-	Rubberized Hot Mix Asphalt	LCB-	Lean Concrete Base
JPCP--	Jointed Plain Concrete Pavement	AS-	Aggregate Subbase Class 1
CRCP-	Continuously Reinforced Concrete Pavement	LC-	Leveling Course
PM-	Polymer Modified	AC-	Asphalt Concrete
SAMI-R	– Stress Absorbing Membrane Interlayer - Rubberized		

Attachment

Pavement Considerations

RUBBERIZED PAVEMENT

In order to comply with CA Public Resources Code 42703 that mandates 35% of the total weight of asphalt paving materials be rubberized, the Department has been directed to consider rubberized pavement alternatives. At the discretion of the Project Development Team (PDT), 0.20 foot of RHMA-G may be substituted for 0.20 foot of HMA, and PG 64-16 binder shall be used instead of PG 64-10. Some conditions and criteria to be considered when selecting the use of rubberized materials are:

-Damp, windy, and ambient temperatures below 65 degrees Fahrenheit are not recommended for placement of rubberized pavements.

-Higher cost and lower availability - tonnages less than 3000 tons are difficult to obtain.

-When constructing a single lane or shoulder adjacent to existing, there may be a drainage concern when using rubberized pavements. The slope of the pavement would need to direct runoff away from existing adjacent lanes or shoulders in order to minimize the water on the pavement.

-Rubberized pavements are not recommended in the method process of pavement placement for gore areas, maintenance pullouts, and medians.

- For new pavement structures, no additional pavement life would be gained by use and additional cost of RHMA.

-When hauling distance is a concern it is suggested to consider RWMA-G, which gives the contractor the option to use warm mix to address temperature losses over long hauls.

-When Local Agencies are involved on a project and rubberized pavement is being considered it is advised to get that Agency's concurrence and approval.

SAFETY EDGE

Safety edge can prevent oversteer for motorists reentering the paved road, but is not placed next to features such as curbs, dikes, guardrails, and others. Refer to the 2010 revised Standard Plans "Pavement Edge Treatments" for the appropriate use of Safety Edge and adjoining embankment or shoulder backing. For more information about Safety Edge, please refer to the FHWA Safety Edge website at <http://www.fhwa.dot.gov/everydaycounts/technology/safetyedge/intro.cfm>.

Memorandum

To: Steve DiGrazia

Date: 3/3/2014

Attn Aaron Henkel

File: CD 05 EA 1F740K Alt NA

John Fouche

Co MON RTE 101

DESCRIPTION:

Pavement rehabilitation (2R).

From: Department of Transportation
Division of Right of Way Central Region

Subject: RIGHT OF WAY DATA SHEET

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 2/21/2014

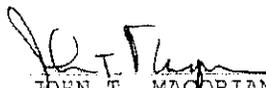
The following assumptions and limiting conditions were identified:

Appraisal

Utility

The PE indicates that no posloc; no utility involvements are anticipated. The Caltrans permit database suggests there are no UG facilities within the project limits except privately owned irrigation lines. These are possibly under the Rancho undercrossing along the county road. There are three transverse aerial crossing within project limits. The aerial communication line immediately north of the Paris Valley Rd overcrossing could conflict with crane or similarly tall equipment if used. Elevation from highway grade should be verified. Protect in place all aerial/UG facilities as needed. Call USA prior to any excavation, including construction sign placement.

Right of Way Lead Time will require a minimum of 6 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.


JOHN T. MACORIAN, Sr. Right of Way Agent
San Luis Obispo Field Office
(805) 549-3002

Right Of Way Cost Estimate

	Current Year 2014	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2016
Acquisition:	\$0	25%	5%	\$0
Mitigation:	\$0	25%	5%	\$0
State Share of Utilities:	\$0	25%	5%	\$0
Expert Witness:	\$0	25%	5%	\$0
Relocation Assistance:	\$0	25%	5%	\$0
Demolition and Clearance:	\$0	25%	5%	\$0
Title and Escrow:	\$0	25%	5%	\$0
Ad Signs:	\$0	25%	5%	\$0
Total Current Value:	\$0			\$0

If RW Cost Est fields are blank, Costs = \$0

Estimated Construction Contract Work (CCW): R/W LEAD TIME/Mo. 6

Cost Break Down	
Pot Hole	
Mitigation	
Land	
Bank	
Permit Fees	

RR Involvement

Railroad Facilities or Right of Way Affected?	no
Const/Maint Agreement:	no
Service Contract:	no
Right of Entry:	no
Clauses:	yes
Estimated Lead-time	3 mon

Parcel Data

# of Parcel Type X:		
# of Parcel Type A: less than \$10,000 non-complex		
# of Parcel Type B: more than \$10,000 non-complex		
# of Parcel Type C: complex, special valuation		
# of Parcel Type D: most complex and time consuming	# of Duals Needed:	
Totals:	0	Totals: 0

of Excess Parcels:

Misc R/W Work

# of RAP Displacements:	0
# of Clearance/Demos:	
# of Const Permits:	
# of Condemnations:	

Utilities

U4-1: Owner Expense	0
U4-2: State Expense, Conventional no Fed Aid	0
U4-3: State Expense, Freeway no Fed Aid	1
U4-4: State Expense, both with Fed Aid	0
U5-7: Utility verification, no relocation/potholing	0
U5-8: Utility verification, w/ some relocation/potholing	
U5-9: Utility verifications, relocation/potholing required	1

EA: 05-1F740K ALT: NA

Parcel Area

Total R/W Required:

Total Excess Area:

General Description of R/W and Excess Lands Required (zoning, use, major improvements, critical or sensitive parcels, etc.):

General Description of Utility Involvement:

Mon 101 is designated a freeway through the project limits. This is a 2R pavement rehabilitation project and includes the ramps at the Lockwood-San Lucas interchange. The only underground facilities installed since the freeway was constructed in 1969 appear to be private irrigation lines. (See assumptions).

Is there a significant effect on assessed valuation: No

Were any previously unidentified sites with hazardous waste or material found: No

Are RAP displacements required: No

of single family: # of multi-family: # of business/nonprofit: # of farms:

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required: No

Are there potential relinquishments or abandonments: No

Are there any existing or potential airspace sites: No

Are environmental mitigation parcels required: No

Data for evaluation provided by:

Estimator:

Railroad Liaison Agent: sah 2/28/2014

Utility Relocation Coordinator: Chris Shaeffer 3/4/2014

I have personally reviewed this Right of Way Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.

Date

ENTERED PMCS 3/3/2014

BY: Patrick Mason

JOHN T. MAGORIAN
Sr. Right of Way Agent, Right of Way

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

05-MON-101 Dist.-Co.-Rte. (or Local Agency)	R28.0/R30.63 P.M./P.M.	05/1F740_0514000049 E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.
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PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)

The California Department of Transportation (Caltrans) proposes to rehabilitate a section of State Route 101 in Monterey County from post miles 28.0 to post mile 30.63, between the towns of San Ardo and King City. The proposed project will involve replacement of the existing highway structural section, as well as reconstruction of the shoulders and ramps. The project is needed because the roadway structural section has exceeded its original useful life due to increased traffic loading and volumes and the freeway surface is showing signs of significant distress. The purpose of the project is to eliminate further deterioration of the freeway structural section and surfacing, reduce maintenance costs and improve ride quality. (continued on page 2)

CEQA COMPLIANCE (for State Projects only)

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (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.

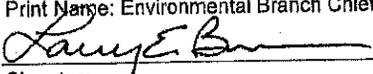
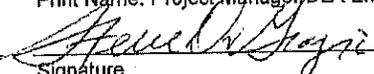
CALTRANS CEQA DETERMINATION (Check one)

Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)

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

Categorically Exempt. Class 1. (PRC 21084; 14 CCR 15300 et seq.)

Categorically Exempt. 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].)]

<p>Larry Bonner Print Name: Environmental Branch Chief  Signature</p>	<p>Steve Digrazia Print Name: Project Manager/DLA Engineer  Signature</p>
4-7-14 Date	4/7/14 Date

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

CALTRANS NEPA DETERMINATION (Check one)

23 USC 326: The State has determined that this project has no significant impact on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). The project is categorically excluded from the requirements to prepare an environmental assessment or statement under the National Environmental Policy Act. The State has been assigned, and hereby certifies, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code and the Memorandum of Understanding dated June 07, 2013, executed between the FHWA and the State. The project is a Categorical Exclusion under:

23 CFR 771.117(c): activity (c)(2)

23 CFR 771.117(d): activity (d)

Activity listed in Appendix A

23 USC 327: Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327.

<p>Print Name: Environmental Branch Chief  Signature</p>	<p>Print Name: Project Manager/DLA Engineer  Signature</p>
Date	Date

Date of Categorical Exclusion Checklist completion: _____ Date of ECR or equivalent: _____

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

Pending FTIP approval

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

05-MON-101 Dist.-Co.-Rte. (or Local Agency)	R28.0/R30.63 P.M./P.M.	05/1F740_/0514000049 E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.
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Continued from page 1:

Biological Commitments:

- Environmentally sensitive area fencing will be installed to protect vegetation adjacent to the project footprint and avoid unnecessary ground disturbance outside of the direct work areas.
- If vegetation disturbance or removal is to occur during the bird nesting season (February 15 through September 1) pre-construction surveys shall be conducted no more than two weeks prior to this activity to ensure that no birds are nesting within the project limits.
- If any birds are found nesting, Caltrans will coordinate with the California Department of Fish and Wildlife to determine an appropriate buffer based on the habits and needs of the nesting bird species and the nest area would be avoided until the nest is vacated and the juvenile birds have fledged.
- If botanical surveys reveal sensitive plants within the project limits, temporary ESA fencing will be used to avoid impacting these species.
- The U.S. Fish and Wildlife Service Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance (*USFWS 2011*) will be implemented. These measures will also protect American badger,

February 12, 2014

Memorandum

*Flex your power!
Be energy efficient!*

To: Steve Digrazia
Project Manager

Date: April 7, 2014

File: EA: 05-1F740_
EFIS: 05-1400-0049
Paris Valley 2R Rehab
MON/101/R28.0-R30.63



From: CECILIA BOUDREAU
Associate Environmental Planner
Central Coast Environmental Management Branch

Subject: NEPA CE

This memo serves to inform you that a NEPA CE for the Paris Valley Rehab Project (05-1F740_) is required prior to finalizing PAED. The NEPA CE will be prepared when the project moves out of the K phase and into the 1 phase, at which time the project is included in the FTIP.

Please notify me when these two milestones have occurred so that the NEPA CE can be finalized.

cc: Aaron Henkel– Design Manager

STRUCTURE REPLACEMENT AND IMPROVEMENT NEEDS REPORT

SMS15010
MAR, 2014

District : 05

Bridge Number : 44 0183R
 Total Length: 29.3 Permit Rating: P P P P P Suff Rating : 91.70
 Feat Intersected: LOCKWOOD-SAN LUCAS ROAD Total Width : 12.5 Rail Rating : 0111 Approach Width: 11.9
 Structure Name : LOCKWOOD-SAN LUCAS ROAD UC Location : 05-MON-101-R29.90 FUNCTIONALLY OBSOLETE
 Item Recom. Date Project Type Urgency Factor Cost Status Tech. rank
 1 07/01/2012 62 - Railing-Upgrade 4 Years \$136,120 0-Proposed 1.77

Project Details :

1 Upgrade Type 9 rail to current standards. (SMS)

Bridge Number : 44 0184L
 Total Length: 40.2 Permit Rating: P P P P P Suff Rating : 97.70
 Feat Intersected: LOCKWOOD SAN LUCAS ROAD Total Width : 12.5 Rail Rating : 0111 Approach Width: 11.9
 Structure Name : RANCHO UNDERCROSSING Location : 05-MON-101-R30.65
 Item Recom. Date Project Type Urgency Factor Cost Status Tech. rank
 1 07/01/2012 62 - Railing-Upgrade 4 Years \$170,560 0-Proposed 1.72

Project Details :

1 Upgrade Type 9 rail to current standards. (SMS)

Bridge Number : 44 0184R
 Total Length: 40.2 Permit Rating: P P P P P Suff Rating : 95.70
 Feat Intersected: LOCKWOOD SAN LUCAS ROAD Total Width : 12.5 Rail Rating : 0100 Approach Width: 11.9
 Structure Name : RANCHO UNDERCROSSING Location : 05-MON-101-R30.65
 Item Recom. Date Project Type Urgency Factor Cost Status Tech. rank
 1 07/01/2012 62 - Railing-Upgrade 4 Years \$170,560 0-Proposed 1.72

Project Details :

1 Upgrade Type 9 rail to current standards. (SMS)

Bridge Number : 44 0190L
 Total Length: 29.9 Permit Rating: P P P P P Suff Rating : 95.60
 Feat Intersected: WILD HORSE ROAD Total Width : 12.5 Rail Rating : 1111 Approach Width: 11.9
 Structure Name : WILD HORSE UC Location : 05-MON-101-R37.31
 Item Recom. Date Project Type Urgency Factor Cost Status Tech. rank
 1 07/01/2012 62 - Railing-Upgrade 4 Years \$137,760 0-Proposed 0.00

Project Details :

1 Upgrade Type 9 rail to current standards. (SMS)

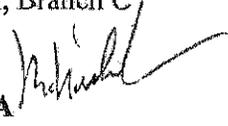
Memorandum

*Flex your power!
Be energy efficient!*

To: JOHN FOCHE
Design Engineer Senior
DEPARTMENT OF TRANSPORTATION
Central Region Design II, Branch C

Date: March 24, 2014

File: EA 05-1F740K
Mon 101-PM R28.0/R30.6
Paris Valley Rehab

From: MARTIN NISHIKAWA 
Senior Transportation Engineer
Branch Manager
Office of Construction Estimate Review
Project Development

Subject: Life-Cycle Cost Analysis

The Life-Cycle Cost Analysis (LCCA) has been completed.

For the analysis, four alternatives for reconstructing the existing pavement structure were analyzed. The Alternatives consist of the following:

- Alternative 1 (40 year): 0.10' RHMA-O/0.20' HMA (PM)/0.40' HMA/0.55' LCB/1.80' CL1 ASB
- Alternative 2 (40 year): 0.90' JPCP/0.25' HMA/1.35' ASB
- Alternative 3 (40 year): 0.85' CRCP/0.25' HMA/1.35' ASB
- Alternative 4 (20 year): 0.10' RHMA-G/0.45' HMA/0.50' LCB/1.70' CL1 ASB

The results of the LCCA have determined that Alternative 2 has the lowest Present Value Agency Cost, and Alternative 3 has the lowest Present Value User Cost. The results are tabulated below.

Total Cost								
Total Cost	Alternative 1: 40 yr RHMA -reconstruct		Alternative 2: 40 yr JPCP-reconstruct		Alternative 3: 40 yr CRCP-reconstruct		Alternative 4: 20 yr RHMA-reconstruct	
	Agency Cost (\$1000)	User Cost (\$1000)	Agency Cost (\$1000)	User Cost (\$1000)	Agency Cost (\$1000)	User Cost (\$1000)	Agency Cost (\$1000)	User Cost (\$1000)
<i>Undiscounted Sum</i>	\$20,048.60	\$4,372.86	\$12,415.79	\$1,475.59	\$11,562.32	\$430.07	\$26,213.90	\$2,236.08
Present Value	\$14,102.35	\$1,233.67	\$11,282.11	\$608.16	\$11,495.74	\$430.07	\$15,169.42	\$683.37
EUAC ¹	\$637.87	\$55.80	\$510.30	\$27.51	\$519.97	\$19.45	\$686.13	\$30.91
Lowest Present Value Agency Cost		Alternative 2: 40 yr JPCP-reconstruct						
Lowest Present Value User Cost		Alternative 3: 40 yr CRCP-reconstruct						

¹ EUAC = Equivalent Uniform Annual Cost

Agency Cost is the sum of initial construction costs, project support costs and future maintenance and rehabilitation costs. User Cost includes travel time costs and vehicle operating costs incurred by the traveling public during work zones which restrict the normal flow of the facility.

Attached is the RealCost_V2.5.2CA output report used for the Life Cycle Cost Analysis and the associated calculations. Submit the LCCA results to the Life Cycle Cost Analysis Coordinator in HQ, refer to the LCCA website for additional guidance and submittal information (http://www.dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Engineering/LCCA_index.html).

If you have any questions, please contact me at (559) 230-3122.

Attachments:

- 05-1F740K_RealCost2.5.2AReport
- 05-1F740K LCCA Project Notes
- 05-1F740K LCCA traffic input calculations
- 05-1F740K LCCA quantity calculations

DISTRICT 5 TRAFFIC MANAGEMENT PLAN CHECK LIST

District / EA: 05/1F740K
 Project Engineer: Aaron Henkel
 Date Prepared: 6/10/2014

Co.-Rte-PM: Mon-101 R28.0/R30.63
 Description: Paris Valley
 Working Days: 200 days

Check each box and reference your attachments to the item(s) number(s) shown on the list.

1.0 Public Information

- 1.1 Public Awareness Campaign
- 1.2 Other Strategies

Required	Not required	Not Applicable	COMMENTS
x			Include \$ 10,000
	x		

2.0 Motorist Information Strategies

- 2.1 Changeable Message Signs (Portable)
- 2.2 Construction Area Signs (SSP 12-003)
- 2.3 Highway Advisory Radio (fixed and mobile)
- 2.4 Planned Lane Closure Web Site
- 2.5 Caltrans Highway Information Network (CHIN)

x			Min. 1 CMS for lane closures, 1 for ramp closure
x			(CMS \$200/day)
	x		
	x		Construction to provide information to TMC
	x		Construction to provide information to TMC

3.0 Incident Management

- 3.1 COZEER - as directed by Engineer
- 3.2 Freeway Service Patrol

x			Include \$100/hour days, \$200/hour nights
	x		

4.0 Traffic Management Strategies

- 4.1 Lane/Ramp Closures Charts
- 4.2 Total Facility Closure
- 4.3 Coordination with adjacent construction
- 4.4 Contingency Plan
 - 4.4.1 Material/Equipment Standby
 - 4.4.2 Emergency Detour Plan
 - 4.4.3 Emergency Notification Plan
- 4.5 SSP 12-220 and Others
- 4.6 Other Strategies:

x			To be provided @ PS&E
	x		
	x		
x			Standard (SSP 12-220)
x			Construction/Contractor to provide - as needed
x			Construction/Contractor to provide - as needed
x			Construction/Contractor to provide - as needed
x			Standard
x			
x			Use amended table for 12-4.04

- Provide 5 working days advance notification for ramp closures using ground mounted signs.

Address wide load issues with lane width reduction

Special Days include Salinas Valley Fair

5.0 Anticipate Delays

- 5.1 Lane Closure Review Committee (for anticipated delays over 30 minutes)
- 5.2 Planned freeway closures

	x		
	x		

- 5.3 Minimal delay anticipated - no further action required if above strategies implemented.

yes no If no, explain additional measures on attached sheet.

Shayne Sandeman
 District TMP Coordinator

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM

PPM-0001 (REV 07/2013)

The risk register is to be approved and signed-off by the District Deputies* listed below for all scalability levels. By signing this form, you are certifying that you have reviewed the risks documented in the register and agree that they have been managed to the extent possible by the PDT.

Project Information: Capital Project Major Maintenance Project (Check One) Total Estimated Cost: \$ _____

Project ID/District-EA: 0514000049/05-1F740

Project Description: Pavement Rehabilitation – Paris Valley 2R Rehabilitation

Project Manager (PM): STEVE DIGRAZIA

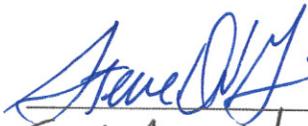
Project Risk Manager: Steve DiGrazia

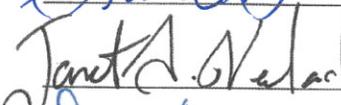
(For Risk Level 3 Projects)

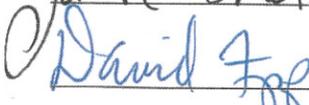
No Risk Register Certification Required -- Check box if project is less than \$1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittal, and RE Handoff File (as applicable).

Project Manager Signature: _____ Date: _____

PA&ED (Required for Capital Projects Only)

STEVE DIGRAZIA
Project Manager  Date: 6/30/14

CHRISTINE COX-KOVACEVICH
Chief, Central Region Environmental  Date: 6-25-14

BRIAN EVERSON
Chief, Central Region Project Development  Date: 6/25/14

SARA VON SCHWIND
Deputy District Director, Program/Project Management  Date: 6/30/14

For

Prior to PS&E (Required for Capital Projects and Major Maintenance Projects)

STEVE DIGRAZIA
Project Manager _____ Date: _____

BRIAN EVERSON
*Chief, Central Region Project Development _____ Date: _____

MARK DER MATOIAN
Chief, Central Region Construction _____ Date: _____

SUZETTE SHELLOOE
Chief, Central Region Right of Way _____ Date: _____

CHRISTINE COX-KOVACEVICH
**Chief, Central Region Environmental _____ Date: _____

SARA VON SCHWIND
Deputy District Director, Program/Project Management _____ Date: _____

*or Deputy District Director, Maintenance & Operations signature for HM Projects designed by the District Maintenance Division

**or Deputy District Director, Transportation Planning signature for HM Projects environmentally cleared by the District Environmental Stewardship Branch

PROJECT RISK MANAGEMENT PLAN

Dist - E.A 05-1F740_ 51400049

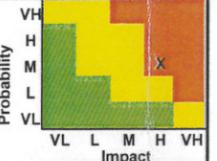
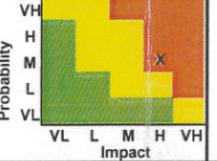
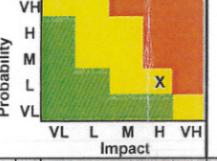
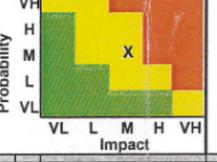
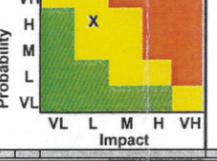
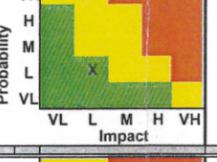
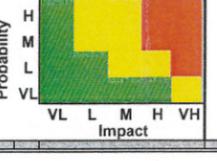
Project Name Paris Valley 2R Rehab

Co-Rte-PM SCR-17-0.74/2.2

Date 4/8/2014

Project Mngr S. DiGrazia

Telephone Number 805-549-3437

PROJECT RISK MANAGEMENT PLAN																	
Priority	Identification						Qualitative Analysis			OPTIONAL Quantitative Analysis			Risk Response Plan		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 (\$) (14)=(12)x(13)	Strategy	Response Actions including advantages and disadvantages	Responsibility (Risk Manager)	Last date changes made to risk and Comments
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)
1	Retired	1	4/8/2014	PM	The baseline schedule assumes that amending into the SHOPP will occur by 7/14.	Failure of amendment request	Schedule	Moderate	High		50%		Multiple Month Delay Possible	Mitigation	The project team is attempting to complete the PID ahead of schedule to mitigate. If this risk occurs, the baseline schedule will be adjusted based on successful programming.	PM	4/30/2014-retired since District decided to program in the 2016 SHOPP
1	Retired	2	4/8/2014	PM	The baseline schedule assumes that amending into the FTIP will occur by 7/14 and if this does not happen, that State only funds will be available to proceed with work.	Missing the timeframe for amending into the FTIP AND failure of State only Funding Request.	Schedule	Moderate	High		50%		Multiple Month Delay Possible	Mitigation	The project team is attempting to complete the PID ahead of schedule to mitigate. If this risk occurs, the baseline schedule will be adjusted based on successful FTIP amendment or approval of State Only Funding.	PM	4/30/2014- FTIP amendment is now expected to occur on time since programming will occur during the regular SHOPP cycle.
2	Active	3	4/8/2014	EM	Botanical Survey reveals the presence of sensitive plant species.	Botanical surveys conducted.	Schedule Cost	Low	High		50%		Schedule Delay and cost increase Possible	Mitigation	The project team will initiate the botanical survey as soon as possible after programming so that any needed responses can be made and minimize impacts to the schedule and cost.	EM	4/8/2014
2	Active	4	4/8/2014	EM	Vegetation disturbance or removal occurs between 2/15 to 9/1 (bird nesting season)	Vegetation disturbance is projected to occur during bird nesting season.	Schedule Cost	Moderate	Moderate		50%		Construction Schedule Delay and cost increase Possible	Mitigation	The project team will anticipate the occurrence of the overlap of construction activities with bird nesting season and at that time, consider options to minimize schedule and cost impacts.	PM/DM/EM	4/8/2014
2	Active		4/8/2014	EM	A hawk nesting tree has been found within 150 feet of the highway.	Construction activity within a 150 foot buffer of this tree during bird nesting season.	Schedule Cost	high	low		100%		Construction Schedule Delay and cost increase Possible	Mitigation	Project staking will be designed so that work near the tree will not occur within bird nesting season.	PM/DM/EM	4/22/2014
2	Active		4/8/2014	PM	Scope Change	A scope change could occur during project studies or design.	Schedule Cost	low	low		10%		Project Development schedule delay and support and capital cost increase	Avoidance	Scope changes will be actively avoided.	PM/DM	4/22/2014
																	

APPENDIX E

Short Form - Storm Water Data Report



Dist-County-Route: 05 - MON - 101
 Post Mile Limits: R28.0/R30.6
 Project Type: PAVEMENT REHABILITATION (2R)
 Project ID (or EA): 05.1400.0049-0 (05-1F740-0)
 Program Identification: SHOPP 201.122
 Phase: PID
 PA/ED
 PS&E

Regional Water Quality Control Board(s): CENTRAL COAST - REGION 3

- 1. Is the project required to consider incorporating Treatment BMPs? Yes No
- 2. Does the project disturb 5 or more acres of soil? Yes No
- 3. Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver? Yes No
- 4. Does the project potentially create permanent water quality impacts? Yes No
- 5. Does the project require a notification of ADL reuse? Yes No

If the answer to any of the preceding questions is "Yes", prepare a Long Form - Storm Water Data Report.

Estimate Construction Start Date: 11/26/2018 Construction Completion Date: 05/15/2020

Separate Dewatering Permit (if yes, permit number) Yes Permit # _____ No

Erosivity Waiver Yes Date: _____ No

This Short Form - Storm Water Data Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

Aaron Henkel 4/21/14
 Aaron Henkel, Registered Project Engineer Date

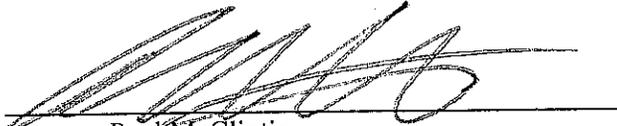
I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

Andrew Prochwatka 4/21/14
 Andrew Prochwatka, Regional SW Coordinator or Designee Date

(Stamp Required for PS&E only)

2R PROJECT CERTIFICATION

A Safety Screening, as required by Design Information Bulletin Number 79, was conducted for the segment of highway identified above in the project description.



Paul McClintic
Chief, District 5 Traffic Operations

Date: 2/12/2014

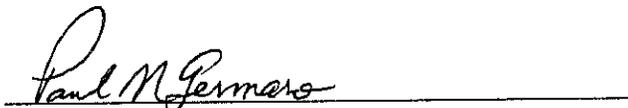
This project will be scoped and designed as a 2R Project per the guidance in Design Information Bulletin Number 79. The Safety Screening that was performed will be an integral part of the development of this project.



David Fapp,
Deputy District Director, Design

Date: 2-14-14

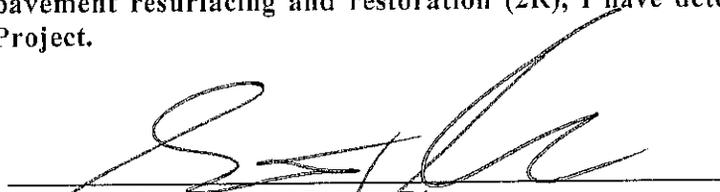
I concur with the 2R Purpose and Need of this project.



Paul Gennaro
Design Coordinator

Date: 2-25-14

I concur that this project should be scoped and designed as a 2R Project per the guidance in Design Information Bulletin Number 79 and that the Safety Screening associated with this project will be an integral part of the development of this project. Therefore, since the appropriate Purpose and Need for this project is pavement resurfacing and restoration (2R), I have determined that this project is to be delivered as a 2R Project.



Steve Price, District 5 Deputy Director
Maintenance and Operations

Date: 3/5/14

Notes:

1. This certification document shall be filed in the district project history files.
2. A copy of this Certification shall be sent to Headquarters Division of Design, attention Design Report Routing.

SAFETY SCREENING EVALUATION

The project segment is located in Monterey County on Route 101, from Post Mile (PM) R28.0 to PM R30.63, is composed of 4-lane divided freeway with two, 12 foot lanes in each direction. Median width is 70 feet with no median barrier. The existing travel lanes are concrete slabs, with 5 feet inside and 10 to 15 feet outside shoulders. This segment of State Route 101 has a posted speed of 70 MPH. Topography in this rural area is rolling hills. Bicyclists are not allowed access to Route 101 through the proposed project limits. There are 2 entrance ramps and 2 exit ramps within the post miles limits, located at Lockwood Road Undercrossing. Collision data is for the three-year period from 1 Jan 2009 to 31 December 2011, the most current available at the time of this report.

1.0: Fatal plus Injury (F+I) Accident Rate screen. This safety screen addresses the overall safety of the facility within the project limits. It must be passed to be eligible as a 2R project.

1.1 For projects on expressways with four lanes or more and freeways, the F+I accident rates must be below either the statewide average **or** 0.35 accidents per million vehicle miles (acc/mvm):

This project is entirely freeway with four lanes or more:

Actual F+I rate (0.12 col/mvm) < Statewide Average F+I Rate (0.16 col/mvm)
< 0.35 acc/mvm; Passes Safety Screen 1.1

1.2 For projects on other highway types, the F+I accident rates must be below both statewide average **and** 1.0 acc/mvm.

This project is entirely freeway with four or more lanes, Safety Screen 1.2 does not apply. Passes Safety Screen 1.2.

The proposed project passes Safety Screen 1.0

2.0: Highway Width Fatal & Injury screen. This screen addresses collisions related to roadway widths on 2 and 3 lane conventional highways, where shoulder widths are less than standard per DIB 79-03. This screen applies only to roadways where shoulders do not meet current RRR standards as discussed in DIB 79-03. It must be passed to be eligible as a 2R project.

This safety screen compares average and actual F+I collision rates related to highway width

(HW). HW collisions are defined as head-ons and side-swipes, plus collisions with primary locations of beyond right shoulder. It is recognized that other collision types may also be related to the highway width, but for this screen, only these parameters are to be used. The Highway Groups for this screen and the threshold percentage that apply to the corresponding group are listed in the table shown in DIB 79-03.

This project is entirely freeway with four or more lanes, Safety Screen 2.0 does not apply.

The proposed project passes Safety Screen 2.0

3.0: Safety Analysis. This safety screen addresses other potential safety issues that are not addressed by safety screens 1.0 and 2.0. Section 3.1 of this safety screen must be passed to be eligible as a 2R project. Improvements based on the analysis from Section 3.2 should be incorporated into the 2R project as discussed below.

3.1 The district Traffic Safety unit will perform a safety analysis to determine if there are other issues that would indicate general geometric improvements are needed. These issues can include items such as high fatal rates, and high collision rate related to narrow shoulders in Highway Groups not listed above. Projects failing to pass this threshold should be discussed with the Traffic Liaison and the Design Coordinator.

3.2 The safety analysis should also determine if there are cost effective geometric improvements at spot locations that should be included in the project. Typical spot location improvements include items such as intersection improvements and spot location shoulder or bridge widening. These improvements should be included in the 2R project if they do not significantly impact project cost nor will significantly delay the project. Spot improvement costs totaling less than 10% of the total project cost are not considered significant. A project that can be delivered in the target construction season or the same fiscal year is not considered significantly delayed.

If it is not feasible to include all such spot location improvements in the project, they should be developed as candidate projects in the appropriate program or justify why not.

A Safety Analysis report (attached) has been prepared for this project following the guidance given in Article 5, Chapter 9 of the Caltrans Project Development Procedures Manual. Please review this report for any issues that may indicate that geometric improvements are needed. Please see the attached Safety Analysis report for design considerations of cost effective improvements on this project. The attached Safety Analysis contains traffic safety and

operational improvement recommendations and considerations. These improvements are intended to reduce collision rates, reduce maintenance worker exposure to traffic, and increase vehicular safety within the corridor.

The proposed project passes Safety Screen 3.0

4.0: Pedestrian and Bicycle Needs in or near Communities. The purpose is to address needs of pedestrians and bikes, and to improve general vehicular safety. Widening in areas of driveways allows a right turning vehicle the ability to use the shoulder thus clearing the traveled way as well as providing width to go around a left turning vehicle. This screen applies to conventional highways where shoulder widths are less than standard per DIB 79-03. This safety screen must be passed or shoulders must be widened to RRR standards to be eligible as a 2R project.

This proposed project is entirely freeway with four or more lanes. Safety Screen 4.0 does not apply because of the freeway designation. Bicyclists are not permitted access through the proposed project limits. The ADA Coordinator has verified that no pedestrian facilities or curb ramps need to be constructed at the Lockwood Road on and off-ramp terminuses.

The proposed project passes Safety Screen 4.0

This project meets the criteria necessary to be developed as a 2R project under DIB 79-03.

Memorandum

*Flex your power!
Be energy efficient!*

To: JOHN FOUICHE
Senior Transportation Engineer
Central Region Design II, Branch C

Date: February 13, 2014

File: 05-1F740K
MON-101-
R28.0/R30.63

From: 
PAUL McCLINTIC
Senior Transportation Engineer
District 5, Traffic Operations

Subject: **SAFETY ANALYSIS**

A Safety Analysis has been performed as required during project development of the proposed 2R Roadway Rehabilitation project on State Route 101 south of King City, in accordance with requirements given in Chapter 9, Article 5 of the Project Development Procedure Manual.

DESCRIPTION OF ROADWAY SEGMENT

Generally, through the proposed project limits, is a 4 lane divided freeway with an open 70 feet median. Paved inside shoulders are 5 feet in width and in fair condition. Paved outside shoulders range from 10 to 15 feet, are in poor to fair condition, and have several hundred feet of asphalt concrete that comprise a drainage ditch, in both the north Bound (NB) and South Bound (SB) directions. The existing 12 feet wide lanes are concrete slabs, in poor to good condition, with several 100 to 300 feet Asphalt Concrete (A/C) overlay patches. Rumble strip is existing on both inside and outside shoulders. Proper signing is in place and visible, with adequate sight distance. This segment of State Route 101 has a posted speed of 70 MPH. Topography in this rural area is rolling hills. Bicyclists are not allowed access to Route 101 through the proposed project limits.

The 2012 Traffic Volumes Book shows an Annual Average Daily Traffic volume of 15,400 at Lockwood Road Undercrossing (PM R29.88). The 2012 Annual Average Daily Truck Traffic on the California State Highway System Book shows a daily truck traffic volume of 2757 for the back leg segment at San Lucas and Route 198 Junction (PM R32.02). For future traffic volumes, contact District 5 Planning Division.

The following structures are located within the project limits:

Structure	Post Mile
Paris Valley Road O.C. 44-182	R28.14
Vehicle U.P.	R28.76
Vehicle U.P.	R28.96
Lockwood Road U.C. 44-183	R29.88 to 29.90

There are two off-ramps and two on-ramps within the project limits at Lockwood Road U.C.

PROPOSED IMPROVEMENTS

Currently, there are no proposed projects or scheduled construction within these proposed project limits, according to Status of Projects (January 2014).

TRAFFIC DATA

The collision rates within the project limits for the most recent 3-year study period, 1 Jan 2009 to 31 Dec 2011, are as follows:

COLLISIONS PER MILLION VEHICLE MILES

Route 101	Actual			Average		
	Fatal	F+I	Total	Fatal	F+I	Total
PM R28.0 to R30.63	0	0.12	0.21	0.013	0.16	0.35

There were 9 collisions (5 injury, 0 fatal, 4 multi vehicle, 2 wet, and 4 dark) reported within the project limits. A review of the types of collisions and the primary collision factors found the following:

TYPES OF COLLISIONS

Hit Object	4	Sideswipe	2
Overturn	2	Broadside	1

PRIMARY COLLISION FACTOR

Influence of Alcohol	2	Improper Turn	6
Other Violations	1		

The following are the Objects Hit and the number of times of occurrence: Pole/ Post (1), Dike/ Curb (2), Over Embankment (2), Vehicle (2), Overturn (1), and no object (1). The following are the locations of the collisions and the number of occurrence: Beyond Shoulder Drivers Right (5), Beyond Shoulder Drivers Left (2), and Right Lane (2).

The collision history for the same 3-year study period, 1/1/2009 to 12/31/2011, was accomplished for each of the ramps within the project limits with the following results:

COLLISIONS PER MILLION VEHICLE MILES, RAMPS

Ramp	Actual			Average		
	Fatal	F+I	Total	Fatal	F+I	Total
NB off-ramp to Lockwood, PM R29.758	0	0	0	0.007	0.34	1.04



Ramp	Actual			Average		
	Fatal	F+I	Total	Fatal	F+I	Total
SB on-ramp from Lockwood, PM R29.777	0	0	0	0.004	0.17	0.53

Ramp	Actual			Average		
	Fatal	F+I	Total	Fatal	F+I	Total
SB off-ramp to Lockwood, PM R30.050	0	4.57	9.13	0.007	0.34	1.04

Ramp	Actual			Average		
	Fatal	F+I	Total	Fatal	F+I	Total
NB on-ramp from Lockwood, PM R30.051	0	0	0	0.004	0.17	0.53

Of the four ramps reviewed, three returned collision history that was lower than the statewide average for similar facilities. For these ramps, further analysis does not appear to be necessary at this time.

SB off-ramp to Lockwood Road, PM R30.050

Both collisions occurred in Zone 4, which is at the intersection of Lockwood Road and the off-ramp terminus. One collision was a failure to yield resulting in a broadside collision. One collision was due to speeding, and resulted in hitting the embankment, beyond shoulder drivers right.

RECOMMENDATIONS

~ No ADA requirements for Lockwood Road as per District 5 ADA Coordinator Kathy DiGrazia.

~ Remove curb and dike throughout project limits that do not have a drainage function as well as replace all curb and dike that are not standard height.

~ Refresh all pavement delineation including aircraft markings within Caltrans R/W.

~ Repair and replace A/C or overlay inside shoulders on Route 101, and reinstall rumble strip and install safety edge where dike or curb is not present. Place shoulder backing as required.

~ Repair and replace A/C or overlay outside shoulders and reinstall rumble strip and install safety edge where dike or curb is not present. Place shoulder backing as required.

~ Maintain vertical clearance at Paris Valley Road O.C.

~ Repair/ replace high side of super ditches for drainage.

SAFTEY ANALYSIS, PARIS VALLEY

February 7, 2014

Page 4 of 4

~ Raise existing MBGR to 29 inches, or replace with MGS railing throughout project limits.

~ Install anchor blocks with WB connections at all approach bridge rails and concrete barriers.

~ Replace median MBGR with MGS railing Type 14A Layout at Paris Valley O.C.

~ Remove concrete "V" ditch on NB Lockwood Road off and on-ramps, located off the right shoulder. Consider removing existing dike (approximately 1000 feet for each ramp).

~ Replace signs as listed:

Type	Dir	PM	Work
Ground Mount, Laminate Sign, G83-5 (CA)	NB	R28.80	Need Exit # 271, upgrade posts
Ground Mount, Laminate Sign, G85-11 (CA)	NB	R29.62	Need Exit # 271, upgrade posts
Ground Mount, Laminate Sign, G83-5 (CA)	NB	R30.20	Need Exit # 273
Ground Mount, Laminate Sign, G85-11 (CA)	SB	R30.20	Need Exit # 271

CONSIDERATIONS

~ Raise D.I. in SB on-ramp from Lockwood Road, in right shoulder.

~ Raise D.I.'s in right shoulder and clear recovery areas, depending on structural recommendations from Materials Branch.

~ Repair or replace over side drains.

TRAFFIC SAFETY CONTACT

A traffic representative will be available for a filed review of the proposed project. Should you have any questions, or require further information, please contact Mark Ballentine at (805) 549-3024 or myself, at (805) 549-3473.

Field Review

EA 05-1F790 & 05-1F750

3/20/14

Person	Department	
Aaron Hinkel	DESIGN	
Mark Ballantine	Traffic	ex 3024
JOHN FOUCHE	DESIGN	5493330
Kelly McClain	Mike Design	549-3078

CENTRAL REGION PID DISTRIBUTION LIST

HQ Division of Design	All Projects	Design Report Routing	1
HQ Program Advisor	SHOPP	HQ Program Advisor gets one copy but do not duplicate other Advisors listed below. For Program Advisors not listed, refer to http://crweb/ajfd/docs/CR_SHOPP_Program_Advisors.xls	1
HQ Division of Engineering Serv	All Projects	Division of Engineering Services	5
HQ Transportation Programming	SHOPP	Rick Cuevel	
HQ Environmental	All Projects	Bob Pavlik	1
HQ Maintenance	HA22	Go Mahseralli	1
Project Manager	All Projects	Project Manager	1
Design Manager	All Projects	Design Manager	2
Resident Engineer	All Projects	Resident Engineer	1
District Maintenance	All Projects	Lance Gorman	1
	D6 Eastern Kern		0
	SHOPP	Kelly McClain	1
District Traffic Management	All Projects	Jacques Van Zevener	1
District Traffic Safety	Mon	Mark Ballentine	1
Region Traffic Design	All Projects	Mohammed Qatani	1
District Traffic Operations	All Projects	Paul McClintic	1
Region Materials	All Projects	Doug Lambert	1
Region Environmental	All Projects	Susan Schilder	1
Region Landscape	All Projects	Dennis Reeves	1
Region Right of Way	All Projects	Nick Dumas	1
District Planning	All Projects	Claudia Espino	1
PPM	All Projects	Linda Araujo	1
District Single Focal Point	All Projects	No Copy	0
Surveys	All Projects		0
	All Projects	Jeremy Villegas	1
	Mon/SC/SBt	Bob Fredricks	1
			1
District Records	All Projects	Pat Duty (electronic copy only)	0