05-Mon-198- PM 22.4/22.8
EA 05-1C660K-0512000186-PPNO 2420
20. XX.201.010
October 2013

Small Capital Value
Project Initiation Document
To
Request Programming in the 2014 SHOPP

APPROVAL RECOMMENDED:

DEB LARSON, DISTRICT PROGRAM MANAGER

APPROVAL RECOMMENDED:

JOHN LUCHETTA, PROJECT MANAGER

APPROVED:

TIMOTHY M. GUBBINS, DISTRICT 5 DIRECTOR — DATE: 10/18/13

This project initiation document 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.

JAMES ESPINOSA, REGISTERED CIVIL ENGINEER — DATE: 10/15/13

REGISTERED PROFESSIONAL ENGINEER
JAMES ESPINOSA
No. C 54100
Exp. 12-31-13
CIVIL
STATE OF CALIFORNIA

1. INITIATING OFFICE/INITIATOR:

The Program Manager for the Collision Severity Reduction Program has established that the project meets the qualification for the Safety Improvement Program (Program Code 201.010). The project is located in Monterey County on Route 198 about 22 miles east of San Lucas from 0.2 mile west to 0.2 mile east of North Fork Road.

This project initiation document provides conceptual approval of the proposal and a recommendation to program the project into the current State Highway Operation and Protection Program. A project report will serve as final approval of the proposal.

2. PURPOSE AND NEED:

Purpose:

The purpose of this project is to reduce the number and severity of roadway departure collisions at this location.

Need:

Wet surface collisions triggered a Table C Wet investigation.

3. DEFICIENCY SUMMARY:

The existing section of the roadway has two 11-foot lanes with 0 to 1-foot paved shoulders. There is no superelevation on this curve and less than 1% cross slope. The Table C Wet investigation indicated a high concentration of wet surface collisions at this location.

4. PROJECT PROPOSAL:

The project proposes to construct standard roadway superelevation. The existing roadway will also be widened to 12-foot lanes and 8-foot shoulders. It is recommended that the project proceed to the Project Approval and Environmental Document phase. The project will meet Highway Design Standards. Rubberized Hot Mix Asphalt will not be considered as a component of the structural section.

Right of Way:

No new right of way needs are presently identified. The need for temporary construction easements is not anticipated.

Disposal Site:

A dedicated disposal site will not be needed for this project since only a small volume of excess material will potentially be generated.

Utilities:

Utility relocation is not required.

Environmental:

This project is expected to qualify for a Categorical Exemption under California Environmental Quality Act (CEQA) and Categorical Exclusion under National Environmental Policy Act (NEPA).

5. FUNDING PROGRAMMING:

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

CAPITAL AND SUPPORT COST SUMMARY

PROJECT COST COMPONENT	Fiscal Years				Total
	2013/14	2014/15	2015/16	2016/17	
R/W Capital	0	0	0	0	0
Constr. Capital	0	0	0	1274	1274
PA&ED	567	0	0	0	567
PS&E	0	0	629	0	629
R/W Support	0	0	37	0	37
Constr. Support	0	0	0	523	523
Total Support	567	0	666	523	1756
Total Project Cost	567	0	666	1797	3030

Note: All costs X $1,000. Support categories are the same as those identified by SB 45. Support Costs escalated at 3% per year. Construction Capital escalated at 5% per year. Right of Way Capital estimate is escalated at 5% per year. Support Cost ratio: 138% (All Support Costs divided by the sum of the escalated Construction Capital and escalated R/W Capital).

6. SCHEDULE

Project Milestones	Delivery Date
Begin Environmental	January 1, 2014
PA & ED	July 31, 2015
Regular Right of Way	November 3, 2015
Right of Way Certification	August 2, 2016
Ready to List	November 2, 2016
Approve Contract	April 25, 2017
Contract Acceptance	March 1, 2018
End Project	September 3, 2019

Note: This project will use AADD and will not be sent to HQ until Funds Certification.

7. RISKS:

A Risk Management Plan (RMP) has been prepared for this project. The RMP indentifies several high, moderate and low risks that could possible delay the project. All identified risks are given specific risk response plans and assigned to appropriate risk managers who will monitor and control the risk. There is a low risk that the Federal Transportation Improvement Program (FTIP) is not approved in a timely manner which may cause a schedule delay. There is also a low risk that an archeology site may be found to be eligible and a CE would not be the appropriate Environmental Document.

8. 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.

9. ATTACHMENTS:

A. Vicinity Map
B. Cost Estimate

DISTRIBUTION LIST

Division / Program / Office		
HQ Division of Design	Design Report Routing	1
HQ Division of Engineering Serv.	Division of Engineering Services	1
HQ Environmental	Bob Pavlick	1
HQ SHOPP Program Advisor	Robert Peterson	1
Project Manager	John Luchetta	1
Design Manager	Jim Espinosa	2
Resident Engineer	Xxxxx Xxxxx	1
District Maintenance	Lance Gorman	1
	Kelly Mcclain	1
District Traffic Safety	Mark Ballentine	1
	Romano Verlengia	1
District Traffic Operations	Paul McClintic	1
Region Traffic Design	Mohammed Qatami	1
District Traffic Management	Jacques Van Zeventer	1
Region Materials	Doug Lambert	1
Region Environmental	Susan Schilder	1
Region Right of Way	Connie Shellooe	1
District Planning	Claudia Espino	1
Region Landscape	Dennis Reeves	1
PPM	Linda Araujo	1
Surveys	Jeremy Villegas	1
	Bob Fredricks	1
Region Records	Victoria Pozuelo	1

VICINITY MAP

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EA: 05-1C660k
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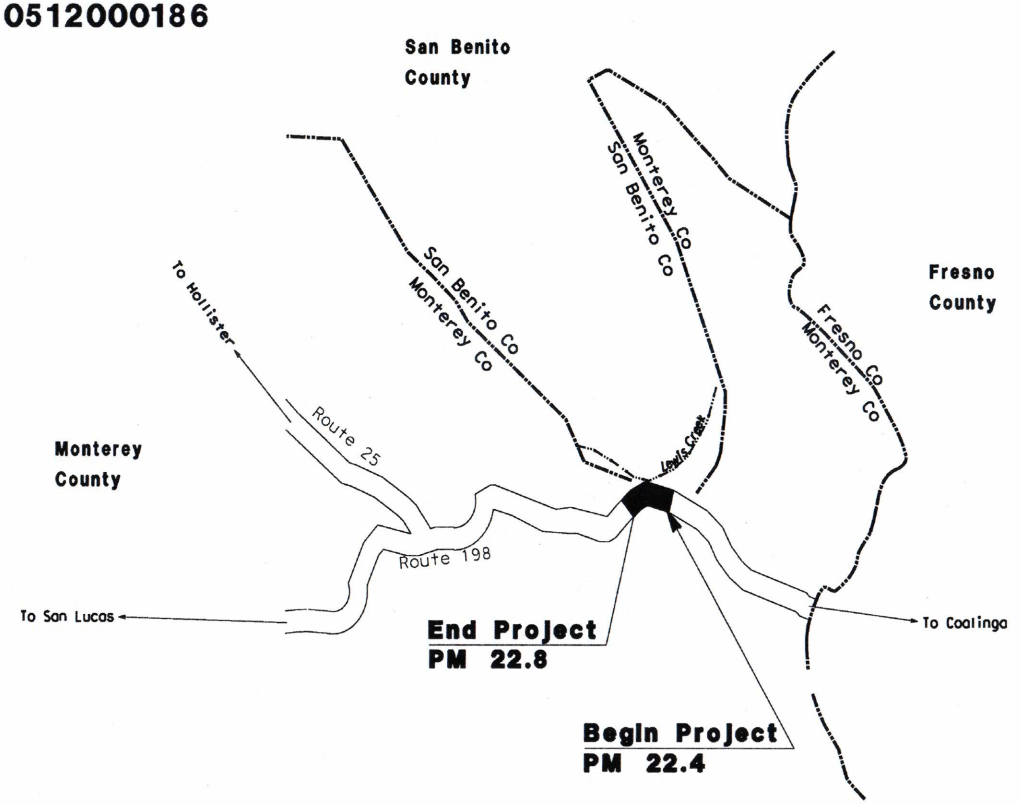

Attachment A

COST ESTIMATE

The following are the five highest cost items.

Item	Quantity	Cost Per	Total
Structural Section			$ 450,000
Supplement and Contingencies			$ 300,000
Traffic Items			$ 80,000
Specialty Items			$ 70,000
Earthwork			$ 200,000
TOTAL			$1,100,000

Key assumptions for the project cost estimate: 10% used for Mobilization, 10% used for Supplemental Work and 20% used for Contingencies.

ATTACHMENT B