

Project Scope Summary Report (Roadway Rehabilitation)

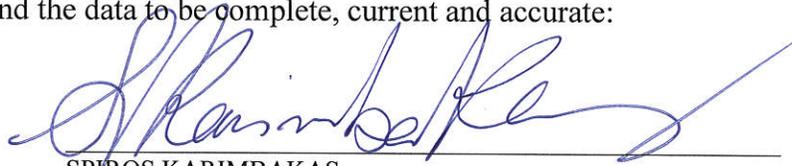
To *Request Programming in the 2014 SHOPP*

On Route 101 in Monterey County and the City of Salinas

Between East Market Street Overcrossing

And 0.3 Miles South of Russell/Espinosa Road

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:



SPIROS KARIMBAKAS
CHIEF, CENTRAL REGION RIGHT OF WAY

APPROVAL RECOMMENDED:



DAVID M. SILBERBERGER, PROJECT MANAGER

APPROVED:

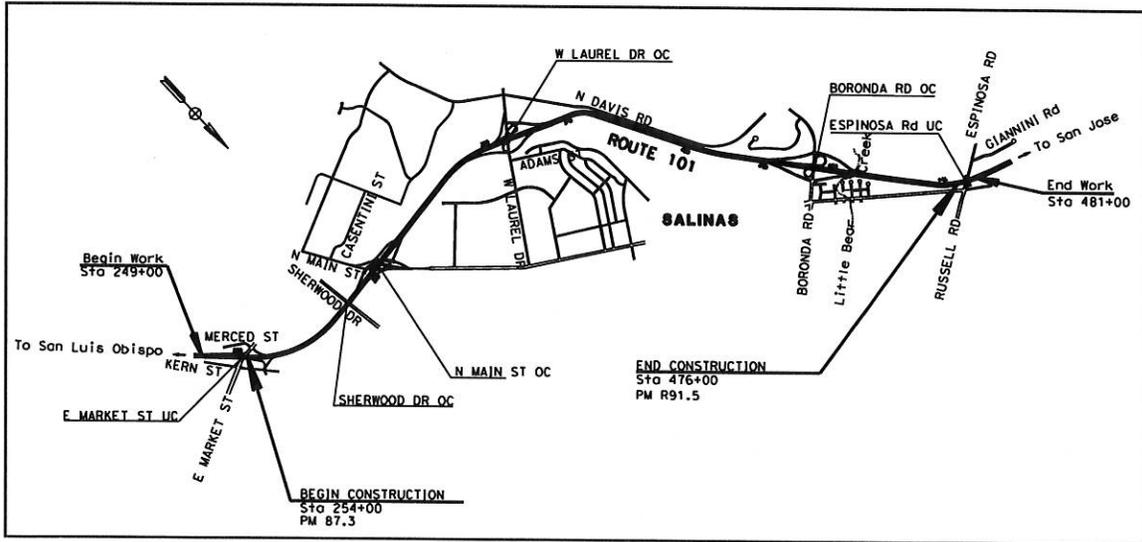

9/16/13
DATE

TIMOTHY M. GUBBINS
DISTRICT DIRECTOR
DISTRICT 5

PROJECT SCOPE AND TECHNICAL DATA ARE VALID THROUGH:
Cost & Work Plan must be updated prior to use for Programming.

9/16/13

Vicinity Map



On Route 101 in Monterey County and the City of Salinas

Between East Market Street Overcrossing

And 0.3 Miles South of Russell/Espinosa Road

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

9/13/13

DATE



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1. INTRODUCTION AND BACKGROUND

This Pavement Focus (2R) project proposes to provide a 20-year design life by rehabilitating the existing pavement and restoring it to a state of good repair using the combination of the following rehabilitation methods within the project limits: crack, seal and overlay of the existing rigid mainline pavement with reconstruction of all ramps within the project limits. All work would be within the existing State Right of Way with the exception of Temporary Construction Easements (TCEs) required to construct ADA related features.

The Safety Review performed for this project has identified improvements per the Pavement Focus (2R) criteria that should be considered to be included within the scope of work if they don't significantly impact project cost or significantly delay the project (see Safety Screening in Attachment E). These safety related improvements are discussed further in Section 6 "Alternatives" of this report.

This project is located on Route 101 in Monterey County from PM 87.3 to R 91.5, in and near the City of Salinas. This segment of Route 101 is a 4-lane divided freeway with median barrier and outside paved shoulders that vary from 8 to 10 feet in width. The inside shoulders are paved and vary from 2 to 5 feet in width. The median width varies from 40 to 46 feet in width. There are 11 on-ramps and 8 off-ramps.

Project Limits	05-Mon-101-PM 87.3/R91.5
Number of Alternatives	2 (Build and No build)
Alternative Recommended for Programming	Alt. 1- Build
Escalated Capital Outlay Support Estimate	\$5,220,000
Current Capital Outlay Construction Estimate	\$30,239,884
Current Capital Outlay Right-of-Way Estimate	\$90,000
Funding Source	20.XX.201.122
Funding Year	2017/2018
Type of Facility	4 lane divided freeway
Number of Structures	11
SHOPP Project Output	17.2 Lane Miles of Rehabilitation
Anticipated Environmental Determination or Document	ND/CE
Legal Description	In Monterey County In Salinas from East Market Street overcrossing to 0.3 mile south of Espinosa Road.
Project Development Category	4B

2. RECOMMENDATION

It is recommended that this project be approved and programmed in the 2014 SHOPP cycle, Pavement Rehabilitation Program (20.XX.201.122) and funded for 2017/2018 fiscal year.

3. PURPOSE AND NEED

Purpose:

The purpose of this project is to restore the facility to a state of good repair by rehabilitating the roadway to reduce future maintenance expenditures by the Department.

Need:

The condition of the pavement within the project limits is severely deteriorated due to extensive surface and subsurface pavement failure. This has resulted in increasing costs to maintain the existing pavement and the inability of State forces to maintain this section of freeway in good condition for traveling public.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

4A. Roadway Geometric Information

		Existing	Proposed
Facility Location	(Post Mile Limits)	87.3/R91.5	No Change (NC)
Minimum Curve Radius	Radius (ft)	2400' @PM 87.40 4000' @PM88.32 2600' @PM88.87 2600' @PM89.50 4000' @PM89.85 3000' @PMR91.26	NC
Through Traffic Lanes	Number of Lanes	4	
	Lane Width (ft)	12'	
	Type (Flexible, Rigid, or Composite)	NB and SB Rigid with AC Overlay PM 87.3/88.0 NB and SB Rigid PM 88.0/R91.5	
Paved Shoulder Width	Left (ft)	NB (2') PM 87.3/88.3 NB (5') PM 88.3/R91.5 SB (5') PM 88.5/R91.5 SB (2') PM 88.5/87.3	NC

	Right (ft)	NB (10') PM 90.2/R91.5 NB (8') 87.3/90.2 SB (10') PM R91.5/90.2 SB (8') PM 90.2 to 87.3	NC
Median Width	(ft)	40' - 46'	NC
Shoulder is a Bicycle Lane	(Y/N)- Width (ft)	No	NC
Other Bicycle Lane Width (3)	Width (ft)	0	NC
Bicycle Route	(Y/N)	No	NC
Facilities Adjacent to the Roadbed (2)	Code- Width (ft)	L	

Notes:

1. "Other Bicycle Lane Width" is the width of a bicycle lane that is not within the shoulder and is part of the traveled way.
2. 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:

The project proposes to maintain the existing lane and shoulder width, profile and geometry of existing roadway.

4B. Roadway Ramps Geometric Information

		Existing	Proposed
Facility Location	(Post Mile Limits)	87.3/R91.5	No Change (NC)
Minimum Curve Radius	Radius (ft)	130' @PM 87.40 N.B OFF 300' @PM 87.45 N.B ON 1250' @PM88.18 N.B OFF 600' @PM 88.45 N.B ON 1200' @PM88.89 N.B OFF 120' @PM89.22 N.B LOOP 800' @PM89.4 N.B ON 1500' @PMR90.8 N.B OFF 150' @PMR98.8 N.B LOOP 1500' @PMR91.15 N.B ON 400' @PM 87.40 S.B OFF 1000' @PM 88.14 S.B ON 2450' @PM 88.40 S.B OFF 500' @PM 89.25 S.B ON 150' @PM 89.30 S.B LOOP 900' @PM 89.55 S.B OFF 1500' @PM 90.9 S.B ON 190' @PM 91.5 S.B LOOP 1500' @PM 91.2 S.B OFF	NC
Paved Shoulder Width	Left (ft)	1'-2'	NC
	Right (ft)	3'-5'	NC

4C. Condition of Existing Facility

1) Traveled Way Data

PMS Category (1-29) 7 Priority Classification (.1-.4) .3

International Roughness Index (IRI) 82-220

*Rigid Pavement: PM 88.04 to R91.5 *Flexible Pavement: PM 87.3 to 88.04

* From latest PMS-Pavement Condition Inventory Survey Data.

3rd Stage Cracking % 7 Alligator B Cracking % 1.63

Faulting Yes Patching % None

Joint Spalls None Rutting None

Pumping None Bleeding None

Corner Breaks % 2.5 Raveling None

Faulting between PM 89.0 to 91.5 #2 lane (outside) in both directions.

Locations(s) of subsurface or ponded surface-water problem: None

Deflection Study Results: The deflection study will be requested and performed when this project is approved, programmed and proceeds to Plans, Specification and Estimate (PS&E) phase.

2) Shoulder Data

Condition:

The outside shoulders in the northbound and the southbound direction vary 8-10 feet wide. The inside shoulder in the northbound and the southbound directions vary 2-5 feet wide.

Deficiencies

The existing shoulders do not meet current design standards. The inside and outside shoulders should be 5 feet and 10 feet, respectively for 4- lane freeway facility as defined in Table 302.1 of the Highway Design Manual (HDM).

3) Pedestrian Facility Data

Facility Type and Location(s) <i>(Station, post mile or other reference point)</i>	Meets ADA Standards? <i>(Yes or No for each listed location)</i>	If Facility does not meet ADA Standards, what feature(s) are not ADA compliant? <i>(List features per location)</i>	Status of Each Noncompliant Location Use the following statements, as appropriate: <ul style="list-style-type: none"> • <i>Will be corrected as part of this project;</i> • <i>Will not be corrected because it is technically infeasible to correct;</i> • <i>This work is outside the scope of this project. This facility and its location have been so documented in the Project History File and this information was submitted to the District ADA Coordinator on (Date) for inclusion in the Department's Transition Plan.</i>
Sidewalks: <i>(List locations as appropriate)</i>	Yes	See Remarks Below	
Curb Ramps: <i>1) Two ramps on the NW & SE corners @ PM</i>	No.	See Remarks Below	1) These ramps will be corrected as part of this project and will require TCE's at the NW corner of Kern St. near the In-Out

<p>87.40 of the NB off/on near Market St.</p> <p>2) One ramp at the SE corner @ PM 87.34 of the SB off at Market St.</p> <p>3) Two ramps @ PM 88.27 of the NB off at N. Main St.</p> <p>4) Two ramps @ PM 88.28 of the SB off at N. Main St.</p> <p>5) Six ramps @ PM 89.26 of the N/B on/off ramp and loop at Laurel Drive</p> <p>6) Six ramps @ PM 89.28 of the S/B on/off ramp and loop at Laurel Drive</p> <p>7) Eight ramps @ PM 91.00 of the N/B on/off ramp and loop at Boronda Rd.</p> <p>8) Eight ramps @ PM 91.02 of the S/B on/off ramp and loop at Boronda Rd.</p>			<p>Burger and the SE corner of Kern St. near Quality Inn</p> <p>2) This ramp will be corrected as part of this project and will require a TCE at the SE corner at Market St near Carl's Jr.</p> <p>3) These ramps will be corrected as part of this project.</p> <p>4) These ramps will be corrected as part of this project.</p> <p>5) These ramps will be corrected as part of this project.</p> <p>6) These ramps will be corrected as part of this project.</p> <p>7) These ramps will be corrected as part of this project.</p> <p>8) These ramps will be corrected as part of this project.</p>
<p>Crosswalks: (List locations as appropriate)</p>	<p>Yes</p>	<p>See Remarks Below</p>	
<p>Driveways: (List locations as appropriate)</p>	<p>Yes</p>	<p>See Remarks Below</p>	
<p>Shared bicycle/ pedestrian path: (List locations as appropriate)</p>	<p>Yes</p>	<p>See Bicycle Path Remarks</p>	

Others: (List locations as appropriate)	N/A	See Remarks Below	
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Remarks:

There are no American with Disability Act (ADA) requirements for the 4-lane freeway section. However, pedestrian facilities such as sidewalks, curb ramps, crosswalks, and/or driveways exist in the vicinity of the off and on ramps within the project limits. The ADA requirements will be addressed as necessary at each of these locations as stated in the table above.

4) Bicycle Path Data

This project is entirely freeway with four or more lanes. Pedestrians and bicyclists are prohibited from this roadway and alternative routes are available. No bicycle access improvements are proposed in this project.

4D. Structures Information

Structures	Width Between Curbs		Replace Bridge Railings	Vertical Clearance		Work Identified in STRAIN	Replace Bridge Approach Rail	Replace Bridge Approach Slab
	Exist (ft)	Prop (ft)		(Y/N)	Exist (ft)			
E. Market St 44-0093L	41.6	No Change (NC)	N	14.6	No Change (NC)	N	N	N
E. Market St 44-0093R	41.6	NC	N	15.3	NC	N	N	N
Sherwood Dr 44-0094	77.1	NC	N	15.5	NC	N	N	N
Rt 183/101 Sep 44-0095L	55.1	NC	N	15.2	NC	N	N	N
N Main St Ramp OC 44-0174K	26.2	NC	N	19.3	NC	N	N	N
N. Rt 183/101 Sep. 44-0099S	37.1	NC	N	17.7	NC	N	N	N
W Laurel Dr. 44-0130	63.6	NC	N	16.0	NC	N	N	N

Boronda Rd 44-0131R	50.8	NC	N	17.7	NC	N	N	N
Boronda Rd 44-0131L	50.8	NC	N	15.2	NC	N	N	N
Little Bear Creek Br 44-0175L	85.3	NC	N	N/A	NC	N	N	N
Little Bear Creek Br 44-0175R	58.1	NC	N	N/A	NC	N	N	N

Remarks:

The project proposes to maintain the existing lane width, clearance, profile and geometry of existing structures. No work was identified in the STRAIN report for the structures identified in the table above.

4E. Traffic Data

Present Year ADT PM 87.30 to 88.24 73,800
 Present Year ADT PM 88.24 to 89.27 63,100
 Present Year ADT PM 87.27 to 91.01 57,800
 Present Year ADT PM 91.01 to 91.50 58,300

The data below based on the highest number of current ADT

Construction Year ADT (2017) 78,837 10-Year ADT 87,231

DHV 6,807 20-Year ADT 95,626

D PM 87.30 to 90.2 55.2% % Trucks 18.1
 D PM 90.20 to 91.5 65.7% % Trucks 18.1

*T.I. (10-Year) 12 ESAL (10-Year) N/A

*T.I. (20-Year) 14 ESAL (20-Year) N/A

* Must correlate with T.I. in Materials Report

Safety Field-Review January 3, 22 and February 21, 2013
 (date)

Latest 5-Year Collision Data: 0.22 vs 0.24
 (average vs. actual rates)

Locations of Collision Concentrations:

The location of the collision concentrations are contained within the Safety Screening

which is provided in Attachment E of this report.

The Safety Analysis reviewed 5 years of collision data from 7/1/2006 to 6/30/2011 within the project limits. A total of 452 collisions were reported. Of these 452 collisions, there were 2 reported fatalities and 122 reported injury collisions resulting in 161 injuries. The total collision rate is above the statewide average for a similar facility. There is a pattern of congestion related collisions within the project limits with 38% of collisions being rear end type and 36% of the collisions involved vehicles that were slowing or stopped. Speeding was the primary collision factor in 38% of all collisions. Collision rates are also higher than average at several of the ramps and are predominately congestion related.

Corrective Strategy:

Since 2011, Traffic Investigation Reports (TIRs) were triggered by the Caltrans Highway Safety Improvement Program for investigations into high collision concentration locations including under wet conditions. The following list provides sample corrective measures used in the corridor:

1. Object Markers and delineators were installed to help prevent merge related collisions between southbound mainline traffic and southbound on-ramp traffic at Boronda Road (PM R90.9/R91.22).
2. Open graded Asphalt Concrete was placed on the northbound lanes between PM 87.42 and 87.63 due to wet condition accidents. This project (05-0L0101) was completed in the spring of 2005.
3. Additional wrong way signage was placed at the northbound off ramp to Boronda road (PM 90.72). Also, an additional signal head was placed facing westbound traffic by the City in 2008 due to a collision pattern related to intersection of Laurel Drive and the off ramp.

Along with the past improvements, the "Build Alternative" discussed in Section 6A provides details of additional safety enhancements that were identified for the mainline and ramp areas. Some of the enhancements included with this project are: new and/or upgrading of metal beam guard railing, concrete median barrier, improved signing, and clear recovery spot improvements.

5. CORRIDOR AND SYSTEM COORDINATION

According to the Transportation Concept Report (TCR) this segment is identified as Segment 8 (PM 85.44/R90.20). This segment is a four lane freeway non scenic segment and part of National Network STAA and Interregional Road Systems. It extends from the Salinas south urban boundary near Airport Blvd. to Salinas north urban boundary near Laurel Drive. This segment carries heavy commuter traffic as

well as interregional and local traffic. In 1998, AADT averaged 53,000 with truck traffic at approximately 18% of total traffic with a Level of Service (LOS) at peak of D and non-peak of C. In 2020, AADT is projected to be at an average of 68,500 with deteriorating LOS of peak of E and non-peak of C.

Segment 8 is the second area of interregional concern in Monterey County. To improve traffic flow through the rest of the segment Caltrans expects Route 101 in this area will need to be widened to six lanes.

The southern limits of the Prunedale Improvement Project (PIP-EA 05-0161E4 - PM R91.2/100.4) are within the limits of this project. The PIP project should be complete before this project is delivered in the 2017/ 2018 Fiscal year. However, it is possible that the Landscape Split Project for the PIP EA (05-0161H_) will be constructed during the same timeframe this project is being built. Also, the City of Salinas is working on a project at the Sanborn Interchange (EA 0P9600 at PM 86.1) that could be constructed while this project is under construction.

6. ALTERNATIVES

Two alternatives ("Build" and "No Build") were evaluated. The "No Build" alternative was determined not viable because deterioration of the pavement will continue which will result in excessive maintenance costs and an on-going impact to the traveling public. Therefore, the "Build" alternative is the preferred alternative that would address the purpose and need for the project. Details of the "Build" alternative are discussed further in the Rehabilitation Strategy.

6A. Rehabilitation Strategy – The “Build” Alternative:

A Life Cycle Cost Analysis (LCCA) was completed for this project and the results determined that the "Lowest Present Value Agency Cost" and "Lowest Present Value User Cost" for the mainline rehabilitation work was the crack, seat and overlay of the existing rigid pavement for a 20-year design life. Further, the analysis had shown that any of the 40-year pavement alternatives had substantial greater agency and user costs.

Based of the results identified in the LCCA, the existing concrete mainline panels will consist of an overlay of 0.2' RHMA (Type G) over 0.15' HMA. Prior to the overlay, the concrete panels will be cracked and seated and a fabric interlayer and 0.10' HMA leveling course will be placed. It should be anticipated that some localized concrete panels will need to be replaced due to excessive failure. Transition pavement tapers will be utilized at each end of the project and at all structures to ensure a smooth ride and maintain all structure vertical clearances.

Ramps within the project limits will be entirely reconstructed to meet the 20-year design life of the project. The structural section for the ramp reconstruction will include 0.40' HMA over 0.50' lean concrete base and 1.05' Class 1 aggregate sub

base (AS) for the travel way sections. The structural section for the shoulders will consist of 0.3' HMA over 0.35' AB and 0.70' AS.

Imported shoulder backing will be placed as needed for the differing pavement elevation caused from the overlay. In addition, new and/or reconstructed metal beam guard railing will be installed. Further, thermoplastic striping, detection loops, and dike will be replaced as needed throughout the project limits. Some additional project features of the "Build" alternative include:

- 1) Install inside and outside shoulder rumble strips.
- 2) Isolated clear recovery zone spot improvements.
- 3) Improved signing.
- 4) Concrete Median Barrier from the Market St. undercrossing to roughly the Sherwood Dr. overcrossing (approximately PM 87.3 to PM 87.9).
- 5) Roll curb along the right of the edge of traveled way encountered at the NB off-ramp to North Main Street will be removed and the shoulder widened to 8 feet.
- 6) Install delineators where required per California Manual on Uniform Traffic Control Devices (CAMUTCD).

It is anticipated that all work would be within State Right of Way with the exception of the TCEs necessary for ADA improvements. Utility relocation is not anticipated. However, further studies and verification will be performed during the Project Approval and Environmental Document (PA&ED) and PS&E phases.

6B. Design Exceptions:

The emphasis of the 2R Program is to restore the facility to a state of good repair and that Mandatory and Advisory Design Exceptions fact sheets would not be required. However due to the complete reconstruction of all ramps, further evaluation of the need for design exceptions will be necessary during either the PA&ED or PS&E phases. Many design details of the ramp reconstruction, such as existing super elevation rates and transition lengths, are not sufficiently known at this time to provide an adequate analysis of the existing geometric conditions. Further studies will be conducted once additional survey information is obtained and the actual design characteristics of the ramps are derived.

6C. Environmental Compliance:

The anticipated environmental document for this project is a Mitigated Negative Declaration or Categorical Exclusion (ND/CE). This document level has been selected based on the possible impacts to the California-Red Legged Frog, the Black Legless Lizard and Burrowing Owl which are anticipated to be mitigated below the threshold of significance as defined by California Environmental Quality Act (CEQA). It should be also noted that further studies in the PA&ED phase could result in a step down in document complexity to a Categorical Exemption (CE) under

the CEQA, and a CE under the National Environmental Policy Act (NEPA) as shown in the Preliminary Environmental Analysis Report (PEAR) (See Attachment C)

6D. Hazardous Waste Disposal Site Required? If yes, where are sites?

The Hazardous Waste unit will provide a Preliminary Site Investigation (PSI) report during the PA&ED phase of the project. Likely items to be studied would include aerially deposited lead and thermoplastic traffic material.

6E. Other Agencies Involved (permits/approvals from Fish and Game, Corps of Engineers, Coastal Commission, etc.):

The following agencies would likely be involved with this project:

- US Fish and Wildlife Services,
- California Department of Fish and Wildlife Services
- Regional Water Quality Control Board

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

Disposal of materials generated from the ramp reconstruction work will be identified through the PA&ED and PS&E phases of the project.

6G. Highway Planting and Irrigation:

Areas disturbed during the construction of this project would be covered with the placement of permanent erosion control which may include preservation and reuse of existing beneficial topsoil (“duff”) to achieve successful revegetation coverage. In addition to duff application, all disturbed areas would be seeded with a mix appropriate for the climate and plant community of the area. Irrigation facilities may have to be modified at some locations. Also, care should be taken to blend the newly constructed slopes aesthetically with the surrounding landscape. Further studies will be performed during PS&E stage to accurately determine project related erosion control needs.

6H. Roadside Design and Management:

The project proposes to upgrade many roadway sign panels and enhance clear recovery at spot locations through the project limits. In addition, further discussions with maintenance personnel will occur during PA&ED phase to ensure concerns are adequately addressed for this rehabilitation type project.

6I. Storm Water Compliance:

This project proposes to create roughly 26.6 acres of soil disturbance during construction. It will require coverage under Construction General Permit for projects that disturb 1 or more acres of soil. A preliminary project risk level assessment, as per the construction General permit, has determined this project to be a Risk Level 2 (RL-2). The sediment risk is low, and receiving water risk is high. As a RL-2 project will include compulsory storm water sampling and analysis for pH and turbidity, plus the preparation of Rain Event action Plans (REAPs) prior to all predicated rain events. This project proposes to create about 1.5 acre of net impervious surfaces. Therefore consideration of permanent storm water treatment BMPs is required. A preliminary assessment has determined that biofiltration type treatment BMPs, along with soil based good landscaping practices, are the most likely BMP type selection. Further investigation as to treatment BMPs will occur during the PA&ED phase of this project. See Attachment F for the signature page of the Storm Water Data Report prepared for this project.

6J. Right of Way and Utility Issues:

Utility relocation is not anticipated. Temporary Construction Easements are anticipated for some of the modifications to curb ramps necessary for ADA compliance. Further studies and utility positive location will be performed during the PA&ED and PS&E phases of the project (See Attachment D).

6K. Railroad Involvement:

There is no anticipated railroad involvement with this project.

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

Salvaging and recycling of hardware and other non-renewable resources are not anticipated.

6M. Prolonged Temporary Ramp Closures:

Due to reconstructing of all ramps mentioned in Section 6, complete ramp closure would be required and detour routes would be established during PA&ED and further detailed in the PS&E phase. Development of detour and closure plans will occur with the consultation and recommendations from D-5 Traffic Operations, Traffic Design and Traffic Management Plan branches in addition to the local agencies. Also, it is anticipated that detours along local streets within the City of Salinas will be required.

6N. Recycled Materials:

No recycled materials are anticipated to be used for the proposed project.

6O. Local and Regional Input:

The City of Salinas, the Transportation Agency for Monterey County (TAMC) and Monterey County Public Works will be consulted and directly involved during the PA&ED and PS&E stages to provide any insight on detours and local traffic issues.

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

The condition of the pavement will continue to deteriorate resulting in increased maintenance costs and an increasingly higher exposure of maintenance personnel to continually maintain this section of freeway in good condition for the traveling public.

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

As indicated previously, the "No Build" alternative was determined not viable because deterioration of the pavement will continue which will result in excessive maintenance costs and an on-going impact to the traveling public.

7. TRANSPORTATION MANAGEMENT

7A. Transportation Management Plan

Preliminary traffic impacts and mitigation have been identified for this project and are outlined in the attached Transportation Management Plan Data Sheet (see Attachment G). An updated TMP will be requested when the design is complete enough to determine specific traffic impacts but early enough to make adjustments or changes in an effort to minimize any adverse impacts.

It is proposed to reconstruct ramps mentioned in Section 6. Therefore, ramp closures would be required and detour routes would be established in the PS&E stage with the consultation and recommendation from D-5 Traffic Operation, Traffic Management Plan Branch and local agencies.

7B. Vehicle Detection Systems

There are existing vehicle detection systems located within the project limits and will be perpetuated with this project. Details will be further defined during the PS&E phase of the project.

8. ENVIRONMENTAL DETERMINATION/DOCUMENT

The anticipated environmental document for this proposed project is a Mitigated Negative Declaration or Categorical Exclusion. This document level has been selected based on the possible impacts to the California-Red Legged Frog, the Black Legless Lizard and Burrowing Owl which are anticipated to be mitigated below the threshold of significance as defined by CEQA. It should be also noted that further study in the PA&ED phase could result in a step down in document complexity to a Categorical Exemption (CE) under the California Environmental Quality Act (CEQA), and a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA) (See Attachment C for the Preliminary Environmental Analysis Report)

Date Approved 09-13-13

9. PROJECT ESTIMATE

Pavement Work

	<u>Lane Miles</u>	<u>Number</u>	<u>Estimate</u>
Total Lane-Miles of Rehabilitation	<u>17.2</u>		
Crack Seal & Flexible Overlay of Rigid Pavement (1 and 2)	<u>17.2</u>		<u>8,500,000</u>
Ramp (reconstruction)	<u>5.0</u>	<u>19</u>	<u>6,920,000</u>
Subtotal			<u>15,420,000</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.

Does the Project Include:

	<u>Yes/No</u>	<u>Estimate</u>
Drainage Rehabilitation (modifications and upgrades)	<u>Y</u>	<u>230,000</u>
Remove, Replace and/or Upgrade HMA Dike	<u>Y</u>	<u>45,000</u>
Pedestrian Facilities	<u>Y</u>	
Alternations Required (see Section 4C (3), Pedestrian Facility Data):	<u>Y</u>	<u>350,000</u>
Traffic Control/Traffic Management Plan	<u>Y</u>	<u>750,000</u>
MVDS and CCTV	<u>Y</u>	<u>195,000</u>
NPDES/Storm Water Management	<u>Y</u>	<u>300,000</u>
Permanent Erosion Control, Slope Protection, And Vegetation Control	<u>Y</u>	<u>210,000</u>

Pavement Delineation	<u>Y</u>	<u>775,000</u>
Subtotal		<u>2,855,000</u>
 <u>Safety</u>		
	<u>Yes/No</u>	<u>Estimate</u>
Rumble Strip	<u>Y</u>	<u>25,000</u>
Median Barrier (Concrete Barrier Type 60)	<u>Y</u>	<u>265,000</u>
Metal Beam Guardrails (removal, new and upgraded)	<u>Y</u>	<u>270,700</u>
Roadside and Gore Cleanup	<u>Y</u>	<u>175,000</u>
Improve and Upgrade Signs	<u>Y</u>	<u>940,650</u>
Improve and/or Modify Lighting	<u>Y</u>	<u>20,000</u>
Electroliers	<u>Y</u>	<u>100,000</u>
Subtotal		<u>1,796,350</u>
 <u>Roadside Management</u>		
	<u>Yes/No</u>	<u>Estimate</u>
Pavement beyond Gore Area	<u>Y</u>	<u>500,000</u>
Subtotal		<u>500,000</u>
 <u>Totals</u>		
		<u>Estimate</u>
Pavement Work Subtotal		<u>15,420,000</u>
Does the Project Include Subtotal		<u>2,855,000</u>
Safety Subtotal		<u>1,796,350</u>
Roadside Management Subtotal		<u>500,000</u>
Sum of Subtotals		<u>20,571,350</u>
5% Minor Items		<u>1,028,567</u>
10% Roadway Mobilization		<u>2,159,992</u>
10% Supplemental Work		<u>2,159,992</u>
20% Contingencies		<u>4,319,983</u>
Total Roadway Items		<u>30,239,884</u>

10. FUNDING/PROGRAMMING

This project is proposed for funding in the 2014 SHOPP with funding from 20.XX.201.122 Pavement Rehabilitation Program (HA-22). This project is eligible for federal-aid funding.

Capital Outlay Support and Project Estimates

Fund Source	Fiscal Year Estimate							
	Prior	2014/15	2015/16	2016/17	2017/18	2018/19	Future	Total
20.XX.201.122								
Component	In thousands of dollars (\$1,000)							
PA&ED Support		700						700
PS&E Support			1,600					1,600
Right-of-Way Support			120					120
Construction Support					2,800			2,800
Right-of-Way			90					90
Construction					34,000			34,000
Total		700	1,810		36,800			39,310

Support costs escalated at 5.0%, capital costs escalated at 3.0% and right of way capital escalated at 5.0%

The support cost ratio is 15.28%.

11. SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
BEGIN ENVIRONMENTAL	M020	07/01/2014
PA & ED	M200	01/04/2016
PROJECT PS&E (AADD Process)	M380	01/24/2018
RIGHT OF WAY CERTIFICATION	M410	07/21/2017
READY TO LIST	M460	11/01/2017
AWARD	M495	05/02/2018
APPROVE CONTRACT	M500	05/16/2018
CONTRACT ACCEPTANCE	M600	05/15/2020
END PROJECT	M800	05/24/2021

12. RISKS

A Risk Register has been developed by the Project Team and is located in Appendix I of this report. Some of the primary risks that have been identified are a significant increase in material costs, changes in the project scope and additional right of way needs for ADA requirements.

13. FHWA COORDINATION

None.

14. PROJECT REVIEWS

Scoping team field review	<u>see Attachment H</u>	Date <u>3/12/2013</u>
Scoping team field review attendance roster attached.		
District Program Advisor	<u>Kelly McClain</u>	Date <u>05/15/2012</u>
Headquarters SHOPP Program Advisor	<u>Leo Mahserelli</u>	Date <u>05/17/2012</u>
District Maintenance	<u>Kelly McClain</u>	Date <u>05/15/2012</u>
Central Region Design Coordinator	<u>Getachew Eshete</u>	Date <u>02/28/2013</u>
Project Manager	<u>David Silberberger</u>	Date <u>08/30/2013</u>
District Safety Review	<u>Romano Verengia</u>	Date <u>04/30/2013</u>
Constructability Review	<u>Dan Miller</u>	Date <u>08/29/2013</u>

15. PROJECT PERSONNEL

David M. Silberberger, Project Manager	Phone 805-549-3798
Getachew Eshete, Design Manager	Phone 559-243-3890
Dan Massa, Project Engineer	Phone 559-243-3826
Thaer Jawhar, Project Engineer	Phone 559-243-3819
Rick Wiley, Environmental Planner	Phone 805-549-3046

16. ATTACHMENTS

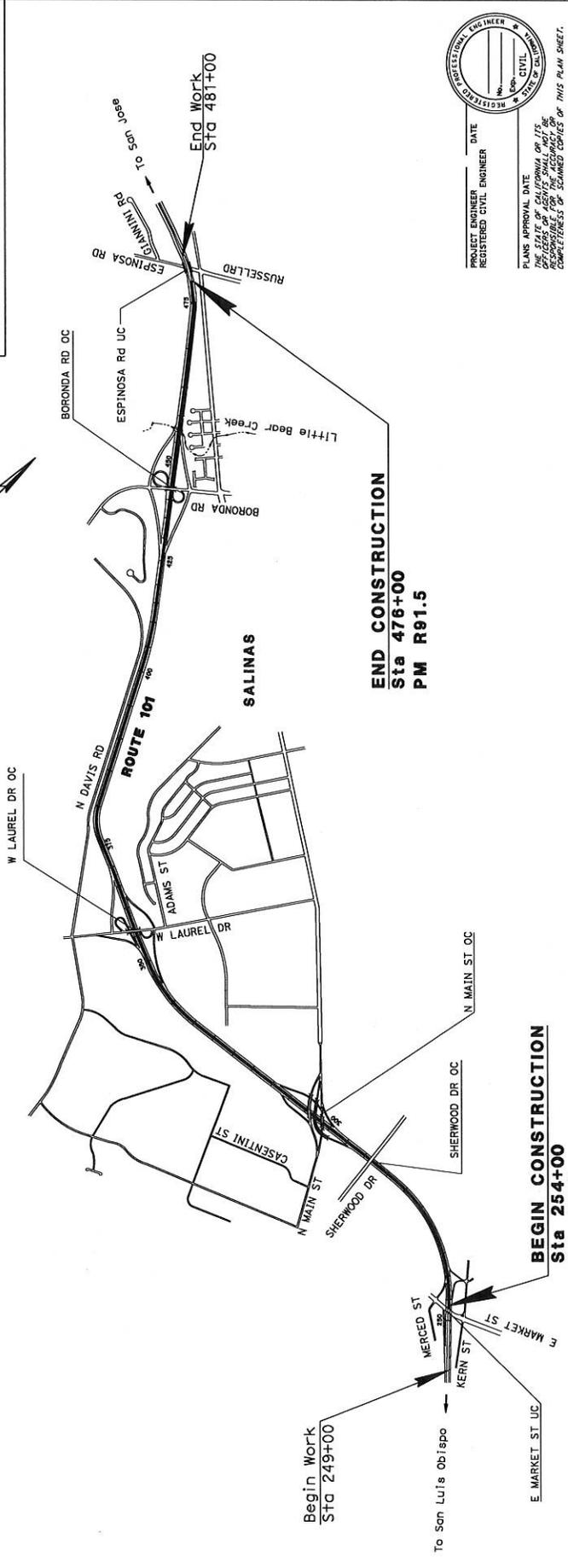
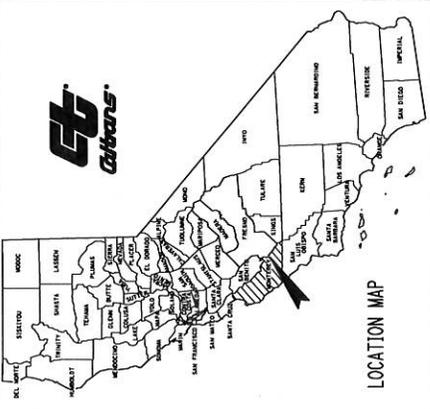
- A. Project Location Map
- B. Typical Cross Sections
- C. Preliminary Environmental Analysis Report
- D. Right of Way Data Sheet
- E. Safety Screening
- F. Storm Water Data Report Signature Page
- G. Transportation Management Plan (TMP)
- H. Team Field Review Sheet
- I. Project Risk Register

INDEX OF PLANS

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY
 IN MONTEREY COUNTY
 IN SALINAS
 FROM EAST MARKET STREET OVERCROSSING
 TO 0.3 MILE SOUTH OF ESPINOSA ROAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
05	Mon	101	87.3 / R91.5	



END CONSTRUCTION
 Sta 476+00
 PM R91.5

BEGIN CONSTRUCTION
 Sta 254+00
 PM 87.3

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

REGISTERED PROFESSIONAL ENGINEER
 CIVIL
 STATE OF CALIFORNIA
 PROJECT MANAGER: DAVID SILBERBERGER
 DESIGN ENGINEER: GETACHEW ESHETE
 DATE: _____
 PLANS APPROVAL DATE: _____
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE COMPLETELY RESPONSIBLE FOR THE COMPLETENESS OF DRAWING COPIES OF THIS PLAN SHEET.

CONTRACT No.	05-1C890
PROJECT ID	0513000009
UNIT	1475
PROJECT NUMBER & PHASE	0513000009

NO SCALE

RELATIVE BORDER SCALE 0 1 2 3
 IS IN INCHES
 USERNAME => a132130
 DON FILE => Title_Sheet.dgn

BORDER LAST REVISED 7/2/2010 CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/

PROJECT MANAGER	DAVID SILBERBERGER
DESIGN ENGINEER	GETACHEW ESHETE

LAST REVISION: 07-09-13
 TIME PLOTTED => 04-52P-2013

ATTACHMENT A

DATE	05	COUNTY	Mon	ROUTE	101	TOTAL PROJECT SHEETS	87.3/R91.5	SHEET NO.	101
REGISTERED CIVIL ENGINEER	DATE	APPROVAL DATE		REGISTERED CIVIL ENGINEER		PROJECT NO.		SHEET NO.	
PLANS APPROVAL DATE THE STATE OF CALIFORNIA OR ITS OFFICERS HEREBY CERTIFY THAT THE ENGINEER HAS THE NECESSARY QUALIFICATIONS AND EXPERIENCE TO PREPARE AND SEAL COPIES OF THIS PLAN SHEET.									

STRUCTURAL SECTIONS

A	EXIST+ 0.67' PCC 0.33' RMCTB 1.00' AS	D	EXIST+ 0.33' - 0.17' AC 0.67' AB 1.17' AS	G	EXIST+ 0.17' - 0.25' AC 0.80' AB 1.00' AS
B	EXIST+ 2.00' SM	E	EXIST+ 0.20' AC 0.40' AB	H	EXIST+ 0.44' AC 1.44' AS
C	EXIST+ 0.06' OGAC 0.33' AC 0.67' RMCTB 1.17' AS	F	EXIST+ 0.20' AC 0.40' AS		

* - SELECTED MATERIAL
 ** - SEE NOTE 1
 *** - SEE NOTE 2
 **** - SEE NOTE 3

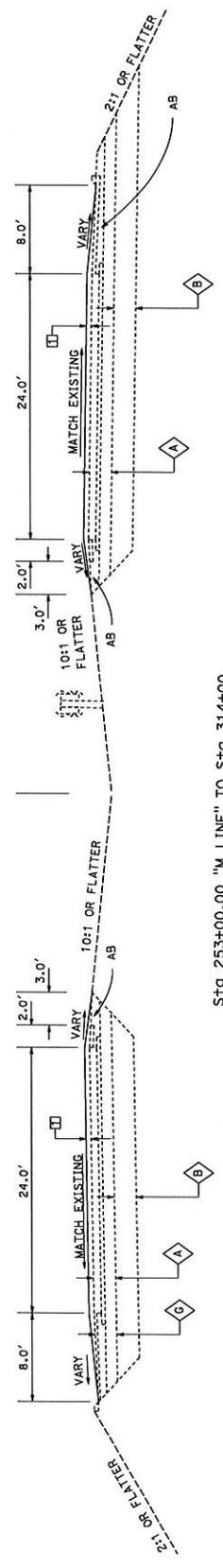
ABBREVIATION:
 SM - SELECTED MATERIAL
 RHMA - RUBBERIZED HOT MIX ASPHALT
 HMA - HOT MIX ASPHALT TYPE A
 HMA (LC) - LEVELING COURSE
 LCB - LEAN CONCRETE BASE
 AS - CLASS 1 AGGREGATE SUBBASE
 AB - CLASS 2 AGGREGATE BASE
 RMCTB - CLASS B ROAD MIXED CEMENT TREATED BASE

EXIST+
 [] 0.20' RHMA-G
 [] 0.15' HMA
 [] 0.10' HMA (LC)

EXIST
 [] 0.40' HMA
 [] 0.50' LCB
 [] 1.05' AS

EXIST
 [] 0.30' HMA
 [] 0.35' AB
 [] 0.70' AS

- NOTES:**
1. APPLIES ONLY FROM STA 298+00 TO 320+00
 2. APPLIES ONLY FROM STA 314+00 TO 406+00
 3. APPLIES ONLY FROM STA 406+00 TO 476+00



TYPICAL CROSS SECTIONS
NO SCALE

X-1

PROJECT NUMBER & PHASE

UNIT 1475

RELATIVE BORDER SCALE IS IN INCHES

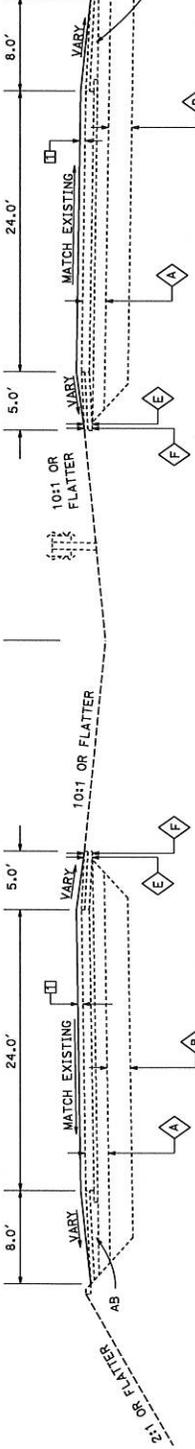
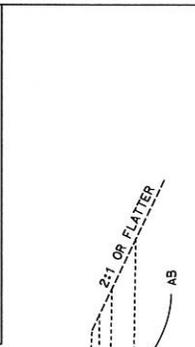
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DGN FILE # 05130000000001.dgn

BORDER LAST REVISED 7/2/2010

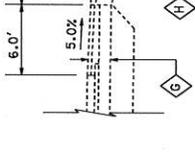
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN
FUNCTIONAL SUPERVISOR	CHECKED BY
CALCULATED-	DESIGNED BY
REVISOR	DATE REVISED
DESIGNED BY	DATE REVISED

ATTACHMENT B

DATE	05	COUNTY	MON	ROUTE	101	POST MILES	87.3/191.5	SHEET TOTAL	NO. SHEETS
REGISTERED CIVIL ENGINEER DATE _____ PLANS APPROVAL DATE _____ THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL HOLD RESPONSIBLE FOR COPIES OF THIS PLAN SHEET.									

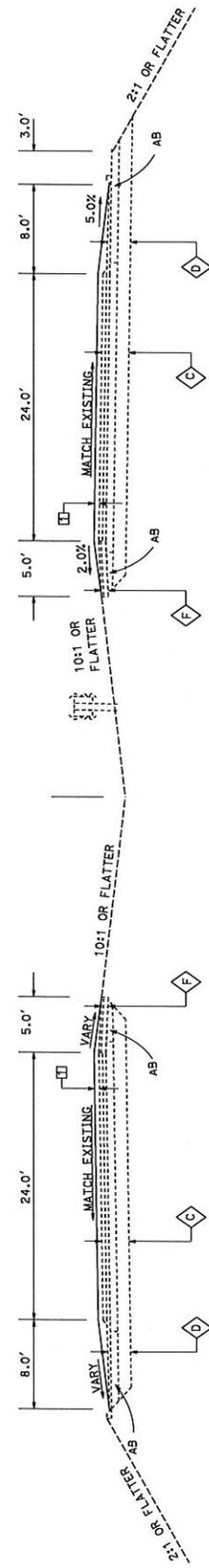


Sta 314+00.00 "M LINE" TO Sta 474+00

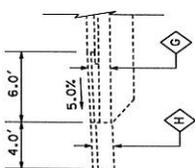


- Sta 406+00 "M LINE" TO Sta 425+00
- Sta 428+50 "M LINE" TO Sta 442+00
- Sta 454+00 "M LINE" TO Sta 455+50
- Sta 469+00 "M LINE" TO Sta 476+00

- Sta 406+00.00 "M LINE" TO Sta 422+00
- Sta 430+00.00 "M LINE" TO Sta 437+00
- Sta 468+00.00 "M LINE" TO Sta 476+00



Sta 474+00.00 "M LINE" TO Sta 476+00



TYPICAL CROSS SECTIONS

NO SCALE

X-2

PROJECT NUMBER & PHASE

UNIT 1463



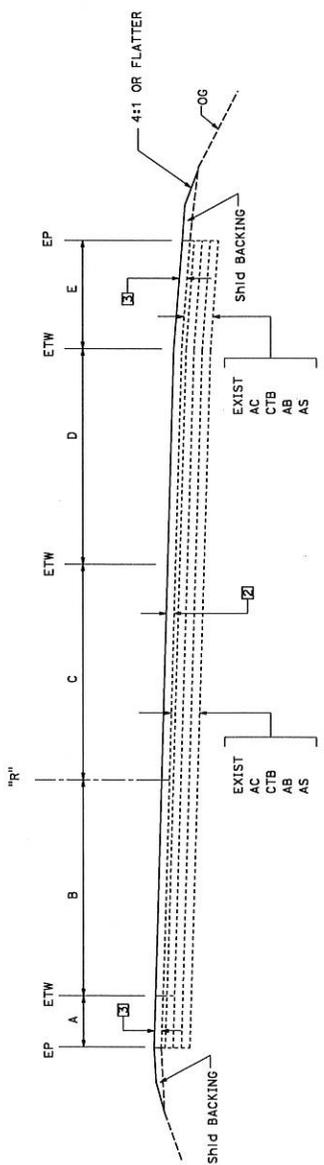
RELATIVE BORDER SCALE IS IN INCHES

USERNAME: s132130
DGN FILE # 051300000000.dgn

BORDER LAST REVISED 7/2/2010

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN
FUNCTIONAL SUPERVISOR	CHECKED BY
DESIGNED BY	DATE REVISOR
REVISOR	DATE REVISOR

SHEET TOTAL 101
 PROJECT MILEAGE 87.3/891.5
 COUNTY MON ROUTE 101
 REGISTERED CIVIL ENGINEER DATE 8/7.3/891.5
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS
 DO NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF ANY INFORMATION
 CONTAINED HEREIN UNLESS IT COMES FROM THIS PLAN SHEET.



LOCATION	ALIGNMENT "R"	STATIONS	EXISTING ROADWAY WIDTH								EXISTING STRUCTURAL SECTION								
			TRAVELED-WAY								SHOULDER								
			A	B	C	D	E	AC	CTB	AB	AS	AC	CTB	AB	AS	AC			
NB OFF RAMP AT MARKET ST.	R1	10+00 TO 13+00	2'	0	12'	0	4'												
NB ON RAMP AT MARKET ST.	R2	10+00 TO 13+00	2'	0	12'	0	5'												
SB OFF RAMP AT MARKET ST.	R3	10+00 TO 16+00	1' - 2'	0	12'	0 - 12'	0.5' - 5'												
NB OFF RAMP AT MAIN ST.	R4	10+00 TO 19+00	1'	0	12'	0	1'												
NB ON RAMP AT MAIN ST.	R5	6+13 TO 17+25	0.5'	0	12'	0	3' - 5'	0.25'	0.67'	0.25'	0.67'	0.00'	0.67'	1.00'	0.25'-0.17'	0.00'	0.67'	1.00'	
SB OFF RAMP AT MAIN ST.	R6	6+13 TO 17+25	1'	0	12'	0	5'	0.25'	0.67'	0.25'	0.67'	0.00'	0.67'	1.00'	0.25'-0.17'	0.00'	0.67'	1.00'	
SB ON RAMP AT MAIN ST.	R7	0+00 TO 9+00	1'	0	12'	0	5'	0.25'	0.67'	0.25'	0.67'	0.00'	0.67'	1.00'	0.25'-0.17'	0.00'	0.67'	1.00'	
NB OFF RAMP AT LAUREL DR.	R8	10+00 TO 22+00	2'	0 - 12'	12'	0 - 12'	5'	0.40	0.60	0.40	0.60	0.30'	0.95	0.25	0.60	0.30'	0.95	0.25	
NB LOOP ON RAMP AT LAUREL DR.	R9	10+00 TO 19+00	1'	0	12'	0	5'	0.25'	0.50'	0.25'	0.50'	0.00'	0.50'	0.75'	0.25'-0.17'	0.00'	0.50'	0.75'	
NB ON RAMP AT LAUREL DR.	R10	10+00 TO 20+00	0.5'	0	12'	0	5'	0.25'	0.50'	0.25'	0.50'	0.00'	0.50'	0.75'	0.25'-0.17'	0.00'	0.50'	0.75'	
SB OFF RAMP AT LAUREL DR.	R11	7+00 TO 19+00	0.5'	0 - 12'	12'	0 - 12'	5'	0.25'	0.50'	0.25'	0.50'	0.00'	0.50'	0.75'	0.25'-0.17'	0.00'	0.50'	0.75'	
SB LOOP ON RAMP AT LAUREL DR.	R12	6+48 TO 24+94	0.5'	0	12'	0	5'	0.25'	0.50'	0.25'	0.50'	0.00'	0.50'	0.75'	0.25'-0.17'	0.00'	0.50'	0.75'	
SB ON RAMP AT LAUREL DR.	R13	11+97 TO 18+92	0.5'	0	12'	0	4'	0.25'	0.67'	0.25'	0.67'	0.00'	0.67'	0.83'	0.25'-0.17'	0.00'	0.67'	0.83'	
NB OFF RAMP AT BORONDA RD.	R14	26+00 TO 44+00	2'	0 - 12'	12'	0 - 12'	4'	0.40	0.60	0.40	0.60	0.30'	0.95	0.25	0.60	0.30'	0.95	0.25	
NB LOOP ON RAMP AT BORONDA RD.	R15	10+00 TO 20+00	1'	0	12'	0	4'	0.25'	0.50'	0.25'	0.50'	0.00'	0.50'	0.75'	0.25'-0.17'	0.00'	0.50'	0.75'	
NB ON RAMP AT BORONDA RD.	R16	43+30 TO 55+00	2'	0	12'	0	4'	0.40	0.60	0.40	0.60	0.30'	0.95	0.25	0.60	0.30'	0.95	0.25	
SB OFF RAMP AT BORONDA RD.	R17	10+00 TO 28+19	2'	0 - 12'	12'	0 - 12'	5'	0.40	0.60	0.40	0.60	0.30'	0.95	0.25	0.60	0.30'	0.95	0.25	
SB LOOP ON RAMP AT BORONDA RD.	R18	10+00 TO 24+00	2'	0	12'	0	5'	0.40	0.60	0.40	0.60	0.30'	0.95	0.25	0.60	0.30'	0.95	0.25	
SB ON RAMP AT BORONDA RD.	R19	30+01 TO 44+52	2'	0	12'	0	5'	0.40	0.60	0.40	0.60	0.30'	0.95	0.25	0.60	0.30'	0.95	0.25	

TYPICAL CROSS SECTIONS
 NO SCALE
 PROJECT NUMBER & PHASE 0513000009

X-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 FUNCTIONAL SUPERVISOR
 CALCULATED BY
 CHECKED BY
 DESIGNED BY
 REVISIONS
 DATE REVISIONS



Preliminary Environmental Analysis Report

Project Information

District	<u>05</u>	County	<u>MON</u>	Route	<u>101</u>	Post Mile	<u>87.1/91.7</u>	EA	<u>05-1C890</u>
Project ID#:	<u>0513000009</u>								
Project Title:	<u>Salinas Rehabilitation Project (2-R)</u>								
Project Manager:	<u>David Silberberger</u>	Phone #:	<u>805-549-3798</u>						
Design Manager:	<u>Getachew Eshete</u>	Phone #:	<u>559-243-3890</u>						
Design Engineer:	<u>Steve Fukagawa</u>	Phone #:	<u>559-243-3597</u>						
Environmental Manager:	<u>Matt Fowler</u>	Phone #:	<u>805-542-4603</u>						
Environmental Planner:	<u>Rick Wiley</u>	Phone #:	<u>805-549-3046</u>						

PSR Summary Statement

“The anticipated environmental document for the proposed project is a Mitigated Negative Declaration/Categorical Exclusion. This document level has been selected based on the impacts to CTS and California red –legged frog habitat which is anticipated to be mitigated below the threshold of significance as defined by CEQA. The California Department of Transportation would act as the lead agency in the preparation of a joint NEPA/CEQA (National Environmental Policy Act/California Environmental Quality Act) environmental document. Caltrans will serve as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S. Code 327. The estimated time to obtain environmental approval is 24 months from the start of Environmental studies. Assuming a start date of July, 2014, environmental studies would begin October, 2014 after project preliminary maps and permits to enter are completed. Final environmental document would be anticipated by October, 2016.

Project Description

The California Department of Transportation proposes a project on State Route 101 in Monterey County from PM 87.3 to RPM 91.5. This project proposes to crack, seat, and overlay this segment of State Route 101, including reconstruction of all ramps, from the East Market Street Undercrossing to 0.4 miles south of the Russell / Espinosa Road Intersection. Work will also be conducted in drainage inlets / outlets impacting wells, as well as the installation of ADA Ramps and up-grades to MBGR.

Purpose and Need

The purpose of this project is to protect Highway 101 from failure due to degraded asphalt and unacceptable ride quality.

The need is to improve safety and to provide quality ride control for this section of Highway 101 PM 87.3 to RPM 91.5. If this section of Highway is left unattended it will continue to deteriorate.

Description of Work

The California Department of Transportation proposes a project on State Route 101 in Monterey County from PM 87.3 to RPM 91.5. This project proposes to crack, seat, and overlay this segment of State Route 101, including reconstruction of all ramps, from the East Market Street Undercrossing to 0.4 miles south

of the Russell / Espinosa Road Intersection. Work will also be conducted in drainage inlet / outlets as well as the installation of ADA Ramps and up-grades to MBGR.

Alternatives

Build and No Build.

Funding

State Federal

This project is proposed for the 2014 SHOPP with funding from State and Federal sources.

Anticipated Environmental Approval

CEQA

- Categorical Exemption/Statutory Exemption
- Negative Declaration/Mitigated ND(Appendix G)
- Environmental Impact Report

NEPA

- Categorical Exclusion (6004/ 6005)
- Finding of No Significant Impact
- Environmental Impact Statement

Anticipated Environmental Schedule

Total Time for Environmental Approval	24 Months
Start Date	3/1/2014
Begin Environmental	10/1/2014
Draft Environmental Document	1/1/2016
Final Environmental Document	7/1/2016
PA&ED*	8/1/2016

**PA&ED is generally 1 month following the FED date*

Assumptions and Risks

Risks to the project have been defined in accordance with the Project Risk Management Handbook, May 2, 2007, Second Edition, Rev 0:

Assumptions :

- 1.If the proposed avoidance and minimization measures included in the Environmental Document SSP's and implemented during construction then a State incidental Take Permit may be required for CTS, California red-legged frog may be obtained. If, design or construction finds these measures to be infeasible, then consultation may be necessary, which would negatively affect the project's schedule and cost. In addition, it would require additional resources and add considerable time to the schedule. **(Risk Moderate 3)**

2. As proposed, this project may impact jurisdictional wetlands or waters. If further along in the design of the project additional drainage work is required then a 401 and 404 permits may be required Additional resources will be required in order to obtain permits affecting the scope/cost of the project. In addition, time will need to be added to the schedule for this work to occur. **(Risk Moderate1&2)**

3. Plant and wildlife surveys will be conducted in Spring, 2015. If, during those surveys, a sensitive species is observed that cannot be avoided with the proposed project, the scope, schedule and cost of the project could be negatively impacted. **(Risk Moderate1)**

4. As proposed, woody vegetation will be removed with this project. If, during design or construction, trees or shrubs must be trimmed or removed, additional surveys may be warranted and could affect the schedule and cost of the project. **(Risk Low 1)**

5. Avian nesting surveys must be conducted if construction will occur between February 15 and September 1. If, as a result of preconstruction surveys, an active nest is found, a negative impact to the project schedule and scope will result. Construction activities could be delayed until the nest becomes inactive affecting the schedule. Additional nest monitoring surveys may be required, affecting the schedule, although the risks appear to be **(Risk Low 1)**

Risk Probability Ranking	
Ranking	Probability of Risk Event
5	60-99%
4	40-59%
3	20-39%
2	10-19%
1	1-9%

Evaluating Impact of a Threat on Project Objectives						
Impact		Very Low	Low	Moderate	High	Very High
Objectives	Time	Insignificant Schedule Slippage	Delivery Plan Milestone Delay within quarter	Delivery Plan milestone delay of one quarter	Delivery Plan milestone delay of more than 1 quarter	Delivery Plan milestone delay outside fiscal year
	Cost	Insignificant Cost Increase	<5% Cost Increase	5-10% Cost Increase	10-20% Cost Increase	>20% Cost Increase
	Scope	Scope decrease is barely noticeable	Changes in project limits or features with <5% Cost Increase	Changes in project limits or features with 5-10% Cost Increase	Sponsor does not agree that Scope meets the purpose and need	Scope does not meet purpose and need

Mitigation

With incorporation of standard avoidance measures per the USFWS PBO, no additional mitigation would be expected.

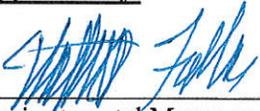
Disclaimer

This report is not an environmental document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in this report. The estimates and conclusions provided are approximate and are based on cursory analysis of probable effects. This report is to provide a preliminary level of environmental analysis to supplement the Project Initiation Document. Changes in project scope, alternatives, or environmental laws will require a reevaluation of this report.

Review and Approval

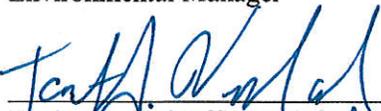
I confirm that environmental cost, scope, and schedule have been satisfactorily completed and that the PEAR meets all Caltrans requirements. Also, if the project is scoped as a routine EA, complex EA, or EIS, I verify that the HQ DEA Coordinator has concurred in the Class of Action.

Approved by:



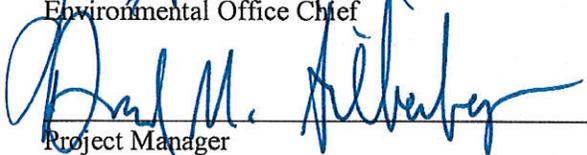
Environmental Manager

Date: 09/12/13



Environmental Office Chief

Date: 9-12-13



Project Manager

Date: 9/13/13

Environmental Technical Reports or Studies Required

Required—requires analysis including field surveys, database searches, report, or memo to file and brief explanation in the environmental document.

Not Required—Issue is not applicable to the proposed project.

Possible Critical Path—Major issue that has the potential to drive the schedule and determine the length of time to reach PA&ED (can be more than one major issue).

	Required	Clearance Memo Received	Not Required	Possible Critical Path
Biology		<input type="checkbox"/>		<input checked="" type="checkbox"/>
Endangered Species (Federal)	<input checked="" type="checkbox"/>		<input type="checkbox"/>	
Endangered Species (State)	<input checked="" type="checkbox"/>		<input type="checkbox"/>	
Species of Concern (CNPS, USFS, BLM, S, F)	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Wetland Delineation	<input checked="" type="checkbox"/>		<input type="checkbox"/>	
Natural Environment Study	<input checked="" type="checkbox"/>		<input type="checkbox"/>	
Biological Assessment (USFWS, NMFS, State)	<input checked="" type="checkbox"/>		<input type="checkbox"/>	
Cultural Resources				<input type="checkbox"/>
ASR	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
HRER	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
HPSR/HRCR	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Screening Memo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
SHPO Concurrence	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Native American Coordination	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Finding of Effect Document	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Treatment Plan & MOA	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Hazardous Waste		<input type="checkbox"/>		<input type="checkbox"/>
ISA	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
PSI	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
ADL	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Air Quality Analysis		<input checked="" type="checkbox"/>		<input type="checkbox"/>
Hot Spot Analysis	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
MSAT	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Noise Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community Impact Assessment				<input type="checkbox"/>
Environmental Justice	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Growth Related Impacts	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Cumulative Impacts	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Farmland	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Visual Resources		<input type="checkbox"/>		<input type="checkbox"/>
Scenic Resource Evaluation	<input checked="" type="checkbox"/>		<input type="checkbox"/>	
Visual Impact Assessment	<input checked="" type="checkbox"/>		<input type="checkbox"/>	
Floodplain Evaluation	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Paleontology	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 4(f) Evaluation	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wild and Scenic River Consistency	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Geology	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Topology	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Soils	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Greenhouse Emissions	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>

Permits Anticipated for Construction

	<u>Required</u>	<u>Not Required</u>
401 Permit Coordination (discharge into navigable waters)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
404 Permit Coordination (discharge into waters of the US including wetlands)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> - Nationwide		
<input type="checkbox"/> - Individual		
1600 Permit (Streambed Alteration)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
City/County Coastal Permit Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State Coastal Permit Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NPDES Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US Coast Guard (Section 10)	<input type="checkbox"/>	<input type="checkbox"/>
State 2081 Permit (State only incidental take of threatened or endangered species)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Technical Review

Biology

Additional surveys are warranted within the scope of the project area.

Because work is confined to the paved highway and ramps, impacts to sensitive species and natural communities are not anticipated. However, field reconnaissance surveys will be required during PA&ED to identify any sensitive resources along the highway, including water ways that could be impacted by shoulder-backing and proposed drainage upgrades, and to conduct habitat assessments for sensitive species. These surveys are not appropriate for the K phase and need a proper O- phase of the project to open for further Environmental surveys.

Cultural Resources

There are no recorded cultural resources within the project area. The project is in an area that has a low sensitivity for historic architectural properties and archaeological resources.

Hazardous Waste

Treated wood waste (TWW) – If TWW will be replaced as part of any guardrail reconstruction then include SSP 14-11.09 for proper management of the TWW.

Aerially deposited lead (ADL) – ADL might be an issue if this project includes soil excavation. If soil is being excavated and placed elsewhere in the project limits or disposed of outside of the highway right of way, then a task order will need to be written to have soil sampling performed. This must be done in order to document the soil lead concentrations so this material can be properly handled and disposed. The task order will cost approximately \$20,000.00 and take 4 months to complete once the limits of excavation are known. Since it is possible that the soil might contain lead in excess of regulatory limits, include a cost estimate of \$200 per cubic yard to dispose of excess soil as a hazardous waste unless the soil can be reused within the project limits in accordance with the terms of the variance issued by the Department of Toxic Substances Control. Since soil is being disturbed, a bid item must be included for a Lead Compliance Plan (LCP). Use a cost estimate of \$2,000.00 for this item.

Yellow thermoplastic or traffic stripe – If yellow stripe or thermoplastic is going to be removed it will need to be managed differently depending on its age and the way it will be removed. Some of the yellow traffic stripe in this segment of highway 101 may be newer yellow stripe that does not contain lead. The SSP's for any recent projects that placed yellow stripe on this portion of highway 101 should be reviewed to verify that lead free yellow stripe was used. If this can be verified, that it will be appropriate to include SSP 15-2.02C(2) that requires preparation of a lead compliance plan but does not require the stripe debris to be disposed of as a hazardous waste.

If it cannot be determined if lead free yellow stripe was used or if some of the alignment has older yellow paint that the lead content cannot be determined then SSP 14-11.07 must be included to collect the residue and determine if it needs to be disposed of as a hazardous waste. If the stripe is going to be removed as part of a cold plane or grinding operation where the stripe is being removed with the asphalt concrete, then use SSP 15-1.03B.

Air Quality and Noise

In view of the nature of the proposed project, no further investigation concerning Air quality or Noise is needed to proceed with this project.

Water Quality

Assessment has determined that no water quality impacts are anticipated for this project. By incorporating proper and accepted engineering control and Best Management practices, the proposed project would not result in significant impacts to water quality.

Community Impacts Assessment

There are no community impacts with this project.

Cumulative Impacts

Do to the nature of this project Cumulative Impacts are not anticipated.

Farmland

There is no Farmland present within the project area.

Visual Resources

There will no removal of resources or obstruction to the driving public.

Section 4 (f) Evaluations

There are no historical buildings / bridges that would fall into the 4 (f) evaluation category.

Wild and Scenic River Consistency

There are no wild or scenic rivers in the footprint of the project.

Geology

With all of the work being conducted within the roadway and Geology will not be affected.

Topology

There will be grading , all work will be conducted within State Right of Way / roadway.

Soil

There will be no soil removed or added within the project.

Greenhouse Emissions

Based on the type of project and also the Air Quality report Greenhouse gas emission impacts are not expected. However further review will be needed during PAED.

Permits.

A 404, 401 and 1620 permits may be required this will depend on further studies by Biology.

List of Preparers

Biology by Paul Holmes	8/21/2013
Hazardous by James Tkach	8/22/2013
Paleontology by Isaac Leyva	3/28/2013
Water by Cris Timofet	9/4/2013
Air and Noise by Cris Timofet	9/4/2013
Cultural by Terry Joslin	8/21/2013
Preliminary Environmental Analysis Report by Rick Wiley	9/12/2013

Memorandum

To: David Silberberger

Date: 9/12/2013

Attn: Steve Fukagawa

File: CD 05 EA 1C890K Alt NA
Co MON RTE 101

Getachew Eschete

DESCRIPTION:
The project proposes to crack, seal, and overlay this segment of Route 101, including an overlay of all ramps.

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 7/8/2013

The following assumptions and limiting conditions were identified:

Appraisal

TCE's were valued for 1 year.

Utility

The PE indicates on the datasheet request that utility permit search was not done; and utility involvement/relocation/pos-loc requirements are not identified. The permit record and as-builts for projects OR200 and OR210 indicate the presence of extensive utilities transverse to mainline, at ramp nodes and along the local roads/structures of Market, Sherwood, Laurel and Boronda. This includes gas, water, sewer, telephone, fiber, and cable TV. At the NB Boronda on-ramp there is an electric pole at the EOP. At Kern/Mobray and Merced/Market intersections it is more opaque although visual evidence indicates the presence of water, UG fiber/telephone, fire hydrants. At the NB Market St off-ramp there are extensive irrigation/water boxes and under ramp bore; a sanitary sewer MH; and unmarked MH in the intersection. It is not clear the extent of 2R work if any within this intersection. It is assumed that aerial facilities and guys along the mainline will be avoided. Due to depth of excavation appendix LL Hi/Lo risk policy applies. It is assumed that UG facilities will be identified and protected in place. However, it is advised that utility verification requests be submitted timely to determine the extent of utilities, probable conflicts and to identify pos-loc requirements. The schedule should anticipate 24 months from the time that conflict plans are delivered to the utility owners to actual relocation if required. Comply with USA alert requirements to include project signage; avoid and protect in place buried and aerial/overhead utilities in the project area. It is assumed that design will coordinate with TAMC for callbox relocation; it is assumed that design will coordinate with R/W acquisitions regarding private sewer systems, if required. If the scope of this project changes due to addition of "Incidental Work - Attachment A" for 2R projects (for instance MBGR, drainage facilities, or an upgrade to 3R) this datasheet is no longer valid. Estimated costs may change (up or down) once the full extent of utility conflicts are identified.

Right of Way Lead Time will require a minimum of 24 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.

Connie Shellooe
CONNIE SHELLOOE, Sr. Right of Way Agent
San Luis Obispo Field Office
(805) 549-3471

ATTACHMENT D

Right Of Way Cost Estimate

	Current Year 2013	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2016
Acquisition:	\$13,715	25%	5%	\$15,877
Mitigation:	\$12,500	25%	5%	\$14,470
State Share of Utilities:	\$49,375	25%	5%	\$57,158
Expert Witness:	\$0	25%	5%	\$0
Relocation Assistance:	\$0	25%	5%	\$0
Demolition and Clearance:	\$0	25%	5%	\$0
Title and Escrow:	\$2,950	25%	5%	\$3,415
Ad Signs:	\$0	25%	5%	\$0
Total Current Value:	\$78,540			\$90,919

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

Estimated Construction Contract Work (CCW): 0 R/W LEAD TIME/Mo. 24

Pot Hole	16,500
Mitigation	
Land	0
Bank	0
Permit Fees	10,000

RR Involvement

Railroad Facilities or Right of Way Affected?	no
Const/Maint Agreement:	no
Service Contract:	no
Right of Entry:	no
Clauses:	no
Estimated Lead-time	0 mon

Parcel Data

# of Parcel Type X:	0		
# of Parcel Type A: less than \$10,000 non-complex	2		
# of Parcel Type B: more than \$10,000 non-complex	0		
# of Parcel Type C: complex, special valuation	0		
# of Parcel Type D: most complex and time consuming	0	# of Duals Needed:	0
Totals:	2	Totals:	0

of Excess Parcels: 0

Misc R/W Work

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

Utilities

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

EA: 05-1C890K ALT: NA

Parcel Area

Total R/W Required:	0
Total Excess Area:	0

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

Two commercial properties in Salinas needed for TCE's for ADA ramps. The requirements seem excessive for one parcel (Sherwood Mobile Home Park) and should be reviewed for necessity.

General Description of Utility Involvement:

US 101 is designated a freeway in the project area. The project is a crack, seal, and overlay of the mainline and the ramps and classified as a "2R" rehab project. Depth of excavation for mainline, shoulders, and ramps is expected to be 2.5' or less within existing right of way. All curb ramp locations are included unless completed within project 0R840. There are 5 locations identified which do not have curb ramps; 33 existing ADA curb ramp locations are identified. A field review indicates that all 5 locations of "curb ramp needed" have recently been constructed. The number of potholes are estimated at 33 - one per curb ramp. This will or should change based on a clearer evaluation of which existing curb ramps will in fact be a part of this project. In addition the PE may want to identify other locations for pos-loc as needed. See as-built pages PP-1 thru PP-6 for EA 0R210 which depicts extensive utilities transverse from Sherwood Dr overcrossing to Laurel Dr overcrossing.

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:

0

of multi-family:

0

of business/nonprofit:

0

of farms:

0

Sufficient replacement housing will be available without last resort housing:

N/A

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:

Yes

Data for evaluation provided by:

Estimator:	Jim Gentry	8/13/2013
Railroad Liaison Agent:	sah	7/24/2013
Utility Relocation Coordinator:	Chris Shaeffer	8/1/2013

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 9/12/2013

BY: Patrick Mason



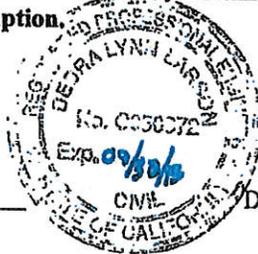
 CONNIE SHELLOOE
 Sr. Right of Way Agent, Right of Way

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.



Chief, District Traffic Safety Branch



Date: 8/30/2013

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.

~~RAT~~ 

Deputy District Directory for Design

Date: 9/6/2013

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



Design Coordinator

Date: 9-3-2013

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.



District Deputy Director, Maintenance and Operations

Date: 8/30/2015

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 87.3 to post mile R91.5, composed of 4-lane or 5-lane divided freeway with three beam median barriers throughout. Paved outside shoulders vary from 4 to 8 feet in width. Paved inside shoulders vary from 1 to 5 feet. The median width varies from 40 to 46 feet in width. There are 12 entrance ramps and 8 exit ramps. Collision data is for the five-year period from July 1, 2006 to June 30, 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 or more lanes:

Actual F+I rate (0.24 col/mvm) > Statewide Average F+I Rate (0.22 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 improvements cost 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 general geometric improvements are needed.

Recommended safety enhancements for this project are listed in the attached spreadsheet labeled: "05-1C890K; Traffic Safety Analysis Field Notes, Attachment A", which is a part of the attached safety analysis. These safety enhancements are intended to reduce collision rates

and increase vehicular safety within the corridor, and it is anticipated that they can be considered as part of a Pavement Focused 2R Project.

An important component of this screening is to elevate projects with high fatality rates to 3R status. However, this project's Actual Fatal Collision Rate is below the Statewide Average Fatal Collision Rate for facilities with similar characteristics.

Five year collision data (7/1/2006-6/30/2011) identified two fatal collisions in this corridor. There was no correctable pattern to these fatal collisions. One collision occurred northbound at PM 87.8 and involved a single vehicle run off road beyond the right shoulder embankment. The driver was driving under the influence (BAC > 0.08%). The second fatal collision occurred northbound at PM 90.51 involving a pedestrian in the roadway under dark conditions. The pedestrian was found to be under alcohol influence (BAC >0.08%) as well as drug influence.

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 project is entirely freeway with four or more lanes, Safety Screen 4.0 does not apply because pedestrians and bicyclists are prohibited from this roadway and alternative routes are available. No bicycle access improvements have been identified.

The ADA Coordinator and Design have identified 29 to 36 possible ADA accessible curb ramps that are to be constructed, or reconstructed, on this project, see attached list. This ADA ramp work can be considered as part of a Pavement Focused 2R Project.

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.

ATTACHMENT "A"

05-1C890K; TRAFFIC SAFETY ANALYSIS FIELD NOTES: 05-Mon-101-PM 87.3/R91.5 Page 1 of 4

Direction	PM Limits	Desc.	* Recommended Safety Enhancements	Collisions
N/B	87.30-87.49	NB Off-Ramp to Market	<ul style="list-style-type: none"> * Consider improving overhead sign & foundation by increasing sign size to meet current guidelines * PM 87.25 -Anchor block, Type WB, MBGR Length of Need (+/- 900 Ft), & end treatment (on approach to project), right shoulder. * PM 87.33-87.49 Consider widening Rt. shoulder & shield Rt. slope * Consider improving gore area treatment * Consider improving Market Off-Ramp taper length 	40 Total
N/B	87.51-87.88	NB On-Ramp from Market	<ul style="list-style-type: none"> * PM 87.51-87.88 Consider widening Rt. shoulder & shield Rt. slope * New Concrete Median Barrier from 87.39 to 87.94 * Consider additional freeway light at PM 87.55 * Study drainage needs in vicinity of PM 87.51 * Consider improving Market On-Ramp taper length * Replace/repair Right-of-Way fencing 	18 Total
N/B	87.93-88.12	Mainline approaching Ramp	<ul style="list-style-type: none"> * Shield bridge abutment on Rt shoulder with Concrete Barrier, anchor block, Type WB, MBGR Length of Need (+/- 50 Ft) & end treatment 	8 Total
N/B	R88.130	NB Off-Ramp to 183/N.Main St.	<ul style="list-style-type: none"> * Consider improving advance ramp signage to meet current size & location guidelines. * Consider relocation & improvement of overhead Sign & Foundation, to meet current size & location guidelines, shield w/alternative crash cushion as appropriate. * Consider removal of rolled curb on right 	3 Total

05-1C890K; TRAFFIC SAFETY ANALYSIS FIELD NOTES: 05-Mon-101-PM 87.3/R91.5 Page 2 of 4

Direction	PM Limits	Desc.	* Recommended Safety Enhancements	Collisions
N/B	R88.18-R88.46		<ul style="list-style-type: none"> * Consider improvement of gore area treatment * Shield bridge abutment on Rt shoulder with RSP A77U3 type anchor block, Type WB, MBGR Length of Need (+/- 15 Ft) & end treatment 	24 Total
N/B	R88.47-R89.07		<ul style="list-style-type: none"> * Reconfigure mainline DI at PM R88.53 * Relocate street light at PM R88.60 away from CRZ * Reconfigure mainline DI at PM R88.77 	18 Total
N/B	R89.07	NB Off-Ramp to W.Laurel Dr.	<ul style="list-style-type: none"> * Consider replacement of existing AC Dike from PM R89.07 * Consider improved advance ramp signage * Consider improvement of gore area treatment 	9 Total
N/B	R89.08-R89.37		<ul style="list-style-type: none"> * Anchor block on Rt Shoulder, Type WB, MBGR Length of Need (+/- 20 Ft) & end treatment (may want to consider buried end treatment) * Reconfigure headwall & ditch at PM R89.29 	30 Total
N/B	R89.440	NB On-Ramp from WB W.Laurel Dr.	<ul style="list-style-type: none"> * Install new delineators and signage * Consider removing PCC Curb and AC Dike 	4 Total
N/B	R90.50-R90.71		<ul style="list-style-type: none"> * Shield or regrade drainage ditch on Rt. shoulder at PM 90.55 to R90.70 	17 Total
N/B	R90.719	NB off-ramp to Boranda Road	<ul style="list-style-type: none"> * Consider improvement of advance ramp signage * Consider improvement of gore area treatment 	13 Total
N/B	R90.81-R91.22		<ul style="list-style-type: none"> * Shield bridge abutment on Rt shoulder with RSP A77U3 type anchor block, Type WB, MBGR Length of Need (+/- 20 Ft) & end treatment (buried end) 	36 Total
N/B	R91.232	NB on-ramp from Boranda Rd.	<ul style="list-style-type: none"> * Anchor block on Rt shoulder, Type WB, MBGR Length of Need (+/- 300 Ft) & end treatment 	6 Total

05-1C890K; TRAFFIC SAFETY ANALYSIS FIELD NOTES: 05-Mon-101-PM 87.3/R91.5 Page 3 of 4

Direction	PM Limits	Desc.	* Recommended Safety Enhancements	Collisions
S/B	87.34-87.50		* PM 87.3, Anchor Block, Type WB, MBGR Length of Need (+/-250 Ft) and End Treatment.	21 Total
S/B	87.52-87.77		<ul style="list-style-type: none"> * Consider improvement of Advance Ramp Signage to meet current size & location guidelines. * PM 87.5 MBGR at Sign Structure; MBGR Length of Need & End Treatment * Relocate Street Light at PM 87.5 out of CRZ * Consider new Concrete Median Barrier from PM 87.33 to 87.94 * Consider improving Market St. Off-Ramp Taper Length * Consider Tree Removals at approximately PM 87.6 	12 Total
S/B	87.87-87.90		* Consider Tree Removals at Approx 87.8 to 88.0	8 Total
S/B	R88.18-R88.38		* Shield Bridge Abutment on Rt Shoulder with RSP A77U3 type Anchor Block, Type WB, MBGR Length of Need (+/- 400 Ft) to include sheilding Bridge Pier on slope, and possible Buried End Treatment.	11 Total
S/B	R88.254	merge-ramp to 183/N.Main St.	* Consider Tree Removals at approximately PM 88.13	1 Total
S/B	R88.39	SB off-ramp to 183/N.Main St.	* Consider improvement of Advance Ramp Signage	4 Total
S/B	R88.39-R88.58		* Shield Drainage Crossing on Rt Shld at PM R88.5, MBGR Length of Need (+/- 150 Ft) & End Treatment	10 Total

05-1C890K; TRAFFIC SAFETY ANALYSIS FIELD NOTES: 05-Mon-101-PM 87.3/R91.5 Page 4 of 4

Direction	PM Limits	Desc.	* Recommended Safety Enhancements	Collisions
S/B	R89.17-R89.51		<ul style="list-style-type: none"> * reconfigure drainage in gore median at PM 89.253 and relocate out of the CRZ. * PM R89.30 Protect Bridge Piers w/MBGR Length of Need (+/- 100 Ft) & replace crash barrel array with Alternative Crash Cushion System * R89.43-R89.12 Replace/Remove Dike * Shield Drainage Crossing on Rt Shld at PM R89.44, MBGR Length of Need (+/- 150 Ft) & End Treatment 	14 Total
S/B	R89.520	SB Off-Ramp to W.Laurel Dr.	* Consider improvement of Advance Ramp Signage	10 Total
S/B	R90.27-R90.71		* Relocate Street Light at PM R90.64 out of CRZ	12 Total
S/B	R90.81-R91.06		* Shield Abutment Wall on Right Shoulder with RSP A77U3 type Anchor Block, Type WB, MBGR Length of Need (+/- 250 Ft) & End Treatment (Possible Buried End)	21 Total
S/B	R91.292	SB off-ramp to Boronda Rd	* Consider contrasting Gore Striping in Gore Area to contrast with new PCC ramp color	12 Total
S/B	R91.30-R91.41		* Ensure proper tie-in to project 05-016E4 (PIP), near Little Creek Bridge (44-175)	5 Total

Direction	N/B - PM Limits	Desc.	Total Collisions	Primary Collision Factor(s)	Comments/Related Collisions
	87.3	BEGIN PROJECT	*****	*****	*****
N/B	87.30-87.49		40 Total	21-Hit Obj,1-Overturn,10-Sideswipe,1-Broadside,7-Rearend	High number of Barrier Repairs
N/B	87.51-87.88	just past NB Market On-Ramp	18 Total	4-Overturn,6-Hit Obj,3-Sideswipe,5-Rearend	High number of Barrier Repairs
N/B	87.93-88.12	Mainline approaching Ramp	8 Total	4-Hit Obj, 2-Sideswipe, 2-Rearend	
N/B	R88.130	NB Off-Ramp to 183/N.Main St.	3 Total	1-Hit Obj, 1-Sideswipe, 1Rearend	
N/B	R88.18-R88.24		11 Total	4-Hit Obj, 1-Sideswipe, 6-Rearend	
N/B	R88.27-R88.46		13 Total	2-Overturn,3-Hit Obj,3-Sideswipe,5-Rearend	
N/B	R88.460	NB On-Ramp from 183/N.Main St.	2 Total	1-Overturn,1-Hit Obj	
N/B	R88.47-R89.07		18 Total	1-Overturn,12-Hit Obj,2-Sideswipe,2-Rearend,1-Other	1-Overturn at R88.44 within 0.2 mile
N/B	R89.07	NB Off-Ramp to W.Laurel Dr.	9 Total	2-Hit Obj,7-Rearend	
N/B	R89.08-R89.23		12 Total	4-Hit Obj,2-Sideswipe,1-Broadside,5-Rearend	
N/B	R89.230	NB On-Ramp from EB W.Laurel Dr.	4 Total	2-Hit Obj,2-Rearend	1-Overturn,1-Sideswipe,4-Hit Obj,1-Rearend within 0.2 mile
N/B	R89.25-R89.37		18 Total	7-Hit Obj,2-Sideswipe,1-Broadside,7-Rearend,1-Other	
N/B	R89.440	NB On-Ramp from WB W.Laurel Dr.	4 Total	3-Hit Obj,1-Rearend	
N/B	R89.45-R89.57		8 Total	2-Hit Obj,2-Sideswipe,4-Rearend	
N/B	R89.77-R90.41		9 Total	1-PED,3-Hit Obj,2-Sideswipe,3-Rearend	
N/B	R90.50-R90.71		17 Total	1-PED/FATAL,2-Overturn,4-Hit Obj,3-Sideswipe,7-Rearend	
N/B	R90.719	NB off-ramp to Boranda Road	13 Total	1-Sideswipe,1-Broadside,10-Rearend,1-not stated	
N/B	R90.81-R90.98		22 Total	1-Overturn,2-Sideswipe,1-Broadside,5-Hit Obj,13-Rearend	
N/B	R91.02-R91.22		14 Total	1-Overturn,1-Sideswipe,4-Hit Obj,7-Rearend,1-Other	
N/B	R91.232	NB on-ramp from Boranda Rd.	6 Total	1-Overturn,1-Sideswip,2-Hit Obj,2-Rearend	
N/B	R91.24-R91.41		8 Total	1-Broadside,3-Hit Obj,4-Rearend	
	R91.5	END PROJECT	*****	*****	*****

ATTACHMENT "B"

Direction	S/B - PM Limits	Desc.	Total Collisions	Primary Collision Factor(s)	Comments/Related Collisions
	87.3	BEGIN PROJECT	*****	*****	*****
S/B	87.34-87.50		21 Total	2-PED,3-Overturn,6-Hit Obj,2-Sideswipe,1-Broadside,7-Rearend	High number of Barrier Repairs
S/B	87.52-87.77	approach to SB Market Off-Ramp	12 Total	1-Head On,3-Overturn,6-Hit Obj,2-Rearend	High number of Barrier Repairs
S/B	87.87-87.90		8 Total	2-Sideswipi,2-Broadside,4-Rearend	
S/B	87.920	SB on-ramp from SB N.Main St	4 Total	1-Overturn,1-Sideswipe,1-Hit Obj,1-Rearend	
S/B	87.93-88.08		6-Total	1-Overturn,1-Sideswipe,1-Hit Obj,3-Rearend	
S/B	R88.18-R88.38		11 Total	1-Overturn,3-Sideswipe,3-Hit Obj, 4-Rearend	
S/B	R88.254	merge-ramp to 183/N.Main St.	1 Total	1-Hit Obj	
S/B	R88.39	SB off-ramp to 183/N.Main St.	4 Total	1-Sideswipe,2-Rearend,1-Other	
S/B	R88.39-R88.58		10 Total	3-Hit Obj, 2-Sideswipe, 5-Rearend	
S/B	R88.68/R89.07		13 Total	1-Overturn,3-Sideswipe,7-Hit Obj,2-Rearend	
S/B	R89.090	SB merge-ramp from W.Laurel Dr	4 Total	2-Overturn,1-Hit Obj,1-Rearend	
S/B	R89.220	SB on-ramp from EB W.Laurel Dr	2 Total	1-Overturn,1-Hit Obj	
S/B	R89.221	SB on-ramp from WB W.Laurel Dr	7 Total	1-Head On,1-Overturn,4-Hit Obj,1-Rearend	
S/B	R89.17-R89.51		14 Total	2-Overturn,4-Sideswipe,5-Hit Obj,3-Rearend	
S/B	R89.520	SB Off-Ramp to W.Laurel Dr.	10 Total	1-Hit Obj,9-Rearend	
S/B	R89.57-R90.11		10 Total	3-Sideswipe,1-Broadside,6-Hit Obj	
S/B	R90.27-R90.71		12 Total	6-Sideswipe,4-Hit Obj,2-Rearend	
S/B	R90.750	SB on-ramp from EB Boranda Rd	2 Total	2-Hit Obj	
S/B	R90.81-R91.06		21 Total	2-Sideswipe,2-Broadside,5-Hit Obj,9-Rearend,3-Other	
S/B	R91.063	SB on-ramp from WB Boranda Rd	1 Total	1-Overturn	*****
S/B	R91.11-R91.26		5 Total	1-Sideswipe,4-Hit Obj	
S/B	R91.292	SB off-ramp to Boronda Rd	12 Total	2-Hit Obj,10-Rearend	
S/B	R91.30-R91.41		5 Total	1-Broadside,2-Hit Obj,2-Rearend	
	R91.5	END PROJECT	*****	*****	*****

APPENDIX E

Long Form - Storm Water Data Report



Dist-County-Route: 05-MON-101
 Post Mile Limits: 87.3/R91.6
 Project Type: Roadway Preservation
 Project ID (or EA): 05-1300-0009-K (05-1C890K)
 Program Identification: 201.122
 Phase: PID
 PA/ED
 PS&E

Regional Water Quality Control Board(s): Central Coast, Region 3

Is the Project required to consider Treatment BMPs? Yes No
 If yes, can Treatment BMPs be incorporated into the project? Yes No

If No, a Technical Data Report must be submitted to the RWQCB at least 30 days prior to the projects RTL date. List RTL Date: _____

Total Disturbed Soil Area: 26.6 acres Risk Level: RL-2
 Estimated: Construction Start Date: 5/16/2018 Construction Completion Date: 4/3/2019
 Notification of Construction (NOC) Date to be submitted: _____

Erosivity Waiver Yes Date: _____ No
 Notification of ADL reuse (if Yes, provide date) Yes Date: TBD No
 Separate Dewatering Permit (if yes, permit number) Yes Permit # _____ No

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

[Signature] 8/30/13
 Dan Massa, Registered Project Engineer Date

I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:
[Signature] 8/30/13
 David Silberberger, Project Manager Date

[Signature] 9/4/13
 Chris Chalk, Designated Maintenance Representative Date

[Signature] 8/30/13
 Dennis Reeves, Designated Landscape Architect Representative Date

[Signature] 9/4/2013
 Marissa Nishikawa, Regional Design SW Coordinator or Designee Date
 (Stamp Required for PS&E only) for

DISTRICT 5 TRANSPORTATION MANAGEMENT PLAN DATA SHEET/CHECKLIST

District / EA: 05-1C8900
 Project Engineer: Steve Fukagawa
 Date Prepared: 8/27/2013

Co.-Rte-PM: Mon-87.3/R91.5
 Description: Salinas Rehab
 Working Days: 310 days

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

Required	Recommended	Not required	COMMENTS
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1.0 Public Information

- 1.1 Public Awareness Campaign
- 1.2 Other Strategies

<input checked="" type="checkbox"/>			Estimate \$25,000

2.0 Motorist Information Strategies

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

<input checked="" type="checkbox"/>			Estimate 4 PCMS at \$100K
<input checked="" type="checkbox"/>			
		<input checked="" type="checkbox"/>	
<input checked="" type="checkbox"/>			Construction to provide information to TMC
<input checked="" type="checkbox"/>			Construction to provide information to TMC

3.0 Incident Management

- 3.1 COZEEP (during k-rail moving & work in live traffic)
- 3.2 Freeway Service Patrol

<input checked="" type="checkbox"/>			Estimate \$200/hour nights
	<input checked="" type="checkbox"/>		Consider implementing

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:
 - Investigate including permanent CMS, CCTV and loop detectors as part of project.
 - Advance notification for ramp closures
 - Noise restrictions on crack and seating - hours limited to early evenings.
 - Special Days: California Rodeo Salinas
 - California International Airshow Salinas
 - Moto Grand Prix at Laguna Seca

<input checked="" type="checkbox"/>			To be provided during PS&E - nights only
		<input checked="" type="checkbox"/>	
<input checked="" type="checkbox"/>			Standard SSP
<input checked="" type="checkbox"/>			Construction/Contractor to provide
<input checked="" type="checkbox"/>			Construction/Contractor to provide
<input checked="" type="checkbox"/>			Construction/Contractor to provide
<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			Contact Sherwyn Gilliland in Traf. Electrical
<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			Include in SSPs
<input checked="" type="checkbox"/>			

5.0 Anticipated Delays

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

- 5.3 Minimal delay anticipated - no further action required

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

6.0 Placement of CMS

<input checked="" type="checkbox"/>			Per RE

ATTACHMENT G

PROJECT RISK MANAGEMENT PLAN

Dist - E.A 05-1C890_ Project Name Salinas Rehab
 Co-Rte-PM MON -101 - 87.3/R91.5
 Date 9/13/2013
 Project Mngr David Silberberger Telephone Number 805-549-3798

PROJECT RISK REGISTER																	
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 (\$)	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) = (12)x(13)	(15)	(16)	(17)	(18)
1	Active	1	8/28/2013	Design	Needed Design Exceptions cannot be approved.	The HQ Division of Design Coordinator determines that she will not sign one or more design exceptions.	Scope	Moderate	Moderate		50%			Acceptance	The Design staff will present a strong case for each design exception required for the project. Because this is a rehabilitation project, the footprint of the project is relatively fixed so the design exception issues cannot be avoided.	Getachew Eshete	8/28/2013
1	Active	2	8/28/2013	Design	Significant increase in the project scope	Any unforeseen addition to the project scope that increases the project cost by \$500,000 or more.	Scope	Moderate	Moderate		50%			Avoidance	The project team will work closely with project stakeholders to ensure that the project scope stays on target. If additional construction items are needed in one place, then removal of construction items in another place will be investigated to see that there is no net scope increase.	Getachew Eshete	8/28/2013
1	Active	3	8/28/2013	Design	Increase in cost due to requirements in final Materials recommendation	The final Materials recommendation for pavement treatment costs significantly more than what is programmed.	Cost	Moderate	Moderate		50%			Acceptance	The Design, Maintenance and Materials staff will work together to control project costs by negotiating the best design. Some approaches are more expensive than others. A more expensive Materials recommendation will trigger team negotiations.	Getachew Eshete	8/28/2013
2	Active	4	8/28/2013	Right of Way	Unforeseen significant utility impacts	It is determined that utility relocations require difficult construction easements and/or right of way takes.	Scope	Low	Moderate		30%			Acceptance	The Utility Unit will immediately notify the project team of any significant utility issues. The project team will investigate the impact to the project schedule and the potential cost impacts. It will be decided whether the work causing the utility conflict is necessary. An action plan with then be developed.	John Magorian	8/28/2013
2	Active	5	8/28/2013	Environmental	An environmental study that takes longer than 2 years.	It is determined that the project requires a Negative Declaration level study that requires more than two years.	Schedule	Low	High		30%			Avoidance	Should it be determined that a Negative Declaration is needed for this project that will exceed 2 years, the project team will need to determine whether the work causing the lengthy study is necessary. If necessary, management will be involved in difficult final decisions.	Matt Fowler	8/28/2013
1	Active	6	9/10/2013	Design	Additional parcel requirements added after PA&ED is achieved due to ADA requirements.	ADA locations added after project scope has been approved.	Scope	Moderate	High		50%			Avoidance	Design staff to review potential ADA locations as soon as possible to avoid any additional requirements.	Getachew Eshete	9/10/2013
1	Active	7	9/12/2013	Project Management	The planned start date of 7/1/14 is delayed due to FTIP programming problems.	The delay will occur if the project is not programmed in the outgoing 2013 FTIP.	Schedule	Moderate	Moderate		50%			Acceptance	If we are allowed to program this project into the outgoing 2013 FTIP, as was done in the last cycle, then this project could be in the FTIP by August or September 2014. If not, then it will not get into the 2015 FTIP until mid-December 2014 and therefore delay the beginning of the project and all subsequent milestones.	David Silberberger	9/12/2013