

Project Study Report-Project Report

For Project Approval

On Route 101

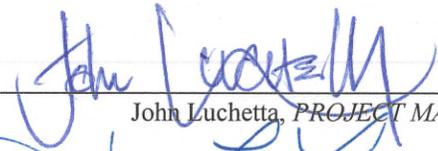
Between Teague Ave (post mile 47.7)

And Walnut Ave O.C. (post mile 53.9)

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:

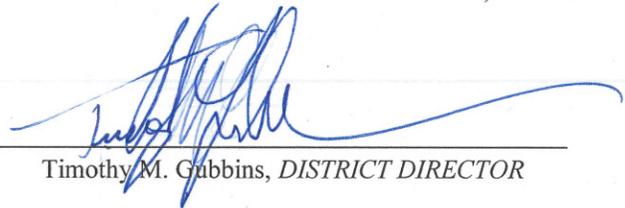

Lori Guinan, *Acting DISTRICT DIVISION CHIEF, RIGHT OF WAY*

APPROVAL RECOMMENDED:


John Luchetta, *PROJECT MANAGER*

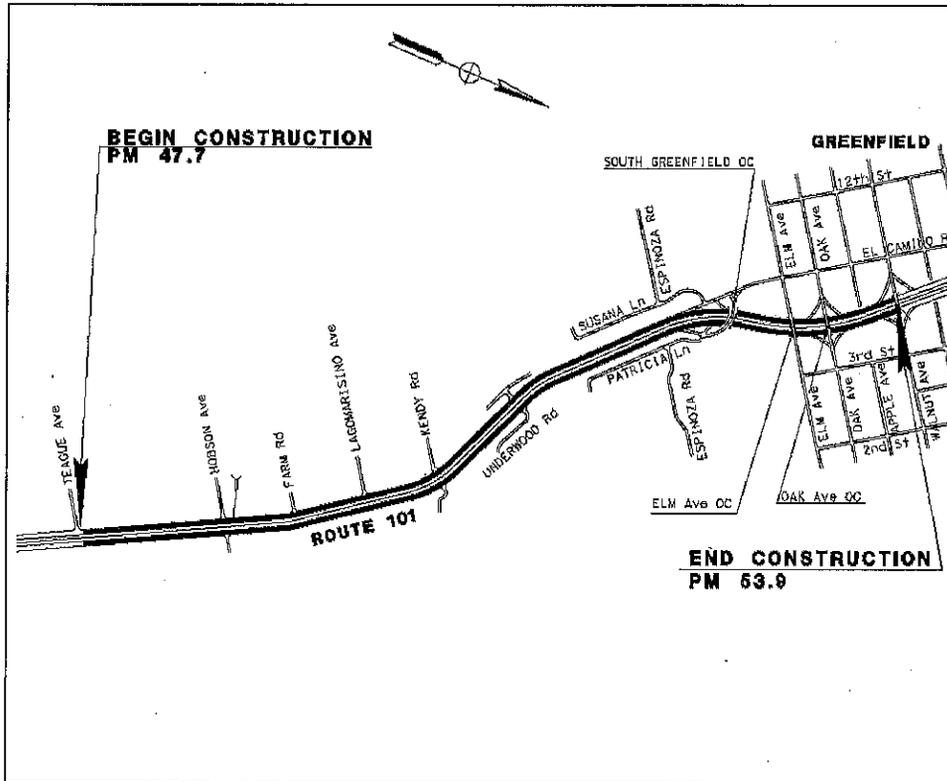

Deb Larson, *DISTRICT PROGRAM MANAGER*

APPROVED:


Timothy M. Gubbins, *DISTRICT DIRECTOR*

1/23/14
DATE

Vicinity Map



This project study report-project 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.

Brian Fuller

REGISTERED CIVIL ENGINEER

12-3-13

DATE



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1. INTRODUCTION

Project Description:

It is proposed to construct median barrier on Route 101 in Monterey County from post mile 47.7 to post mile 53.9 and widen inside shoulders that are less than five feet wide to current standards (minimum of 5 ft) as well as install rumble strips on inside shoulders. This project is proposed to be funded from the SHOPP (State Highway Operation and Protection Program) Safety Improvements Program (201.010) in the 2014/2015 fiscal year.

See the Cost Estimate for specific work items included in this project.

Project Limits	05-Mon-101-47.7 to 53.9
Number of Alternatives	2
Alternative Recommended for Programming	Build
Capital Outlay Support Estimate	\$2,597,000
Capital Outlay Construction Estimate	\$4,600,000
Capital Outlay Right of-Way Estimate	\$6,000
Funding Source	SHOPP
Funding Year	2014 / 2015
Type of Facility	4-lane expressway and 4-lane freeway
Number of Structures	0
SHOPP Project Output	62 Collisions reduced over 20 years.
Environmental Determination or Document	Categorical Exemption/ Categorical Exclusion
Legal Description	Project located along Route 101 in Monterey Co. from Teague Ave PM 47.7 to the Walnut Ave O.C. PM 53.9.
Project Development Category	Category 5

2. RECOMMENDATION

It is recommended that this project report be approved and the project be amended into the 2012 SHOPP and proceed to the plans, specifications and estimates phase.

3. BACKGROUND

Project History

This section of highway was identified as needing median barrier through the Multilane Cross Median Collision Monitoring Program. The Multilane Cross Median Collision Monitoring Program is a tool used to identify and investigate cross median incidents and possible countermeasures. This section of Route 101 (post mile 50.26 to 51.46) showed 3 total collisions in a cross median Table of Selected Accident Retrieval (TSAR) from January 1, 2005 to December 31, 2009 with 7 injuries and 0 fatalities. The limits of the proposed project were extended to logical stopping points at Teague Ave and Walnut Ave.

The Headquarters Chief for Caltrans Traffic Safety has concurred with the recommendation to initiate this project (March 2012).

Existing Facility

Within the project limits, Route 101 is a rural divided expressway from post mile 47.7 to 51.2 and a rural freeway from post mile 51.2 to 53.9. The posted speed limit is 65 miles per hour and the design speed within the project limits is 65 miles per hour. The terrain within the project limits is relatively flat with the route bordered by agriculture until entering the city of Greenfield where the project is bordered by mixed suburban use. There are six paved median crossovers within the project limits allowing full turn movements. Existing inside shoulders vary in size from 0 ft to 5 ft. Existing median widths are generally 32 ft to 50 ft from inside edge of travel way to inside edge of travel way.

In 2009 a project was constructed through this section of expressway / freeway (post mile 45.8 to post mile 82.0) to improve acceleration lanes and left turn pockets at median cross over locations within the expressway limits of the current median barrier project. The proposed project intends to complement the improvements added in 2009 and will not conflict with any of the added improvements.

Additionally there are three other Caltrans projects in development that lie within or near the limits of this project. Project 05-1A730 (Mon-101-49.8-55.3) is a Capital Preventative Maintenance project which intends to resurface the route. Project 05-1E050 (Mon-101-51.2-61.1) is a 201.015 clean up the roadside environment safety project which will widen the inside shoulder to 5 feet, place rumble strips and improve the clear recovery zone. Project 05-0T990 (Mon-101-40.5-55.0) is a 201.015 clean up the roadside environment safety project that is removing trees and metal beam guardrail to improve the clear recovery zone. Please refer to the Project Reports for the specific items of work included in these projects.

There are several drainage culverts that cross the route as well as drainage inlets in the median. There is a 100-year flood plain (Monroe Creek) that crosses the highway at post mile 48.20 to post mile 48.36.

The existing alignment through the project limits is mostly tangent with the exception of six curves. The curves range in radii from 3000 feet to 6500 feet. Standard superelevation rates within the curves range from 2% to 4%. Traveled way cross slopes are 2% in tangents.

As mentioned above, there are six median crossovers within the project limits. Five are public local roads and one is a private agricultural driveway; all accommodate large volumes of turning agricultural truck traffic and other traffic.

The median crossovers at Teague Ave (post mile 47.7), Hobson Ave (post mile 48.8), Kenny Road (post mile 50.3) and Underwood Road consist of 505-foot long left-turn lanes, and 1,000-foot to 1,095-foot acceleration lanes both north and southbound. The median crossover at Lagomarsino Ave (post mile 49.8) consists of a 505-foot northbound left-turn lane and a 1,090-foot northbound acceleration lane.

The median is planted with oleanders from post mile 52.23 to post mile 53.28.

4. PURPOSE AND NEED

Need:

The section of highway from post mile 47.7 to post mile 53.9 has been identified through the Multilane Cross Median Collision Monitoring Program as having higher than statewide average cross median collision rates.

Purpose:

To reduce the number and severity of cross median collisions within the project limits.

5. DEFICIENCIES

This section of highway was identified as needing median barrier through the Multilane Cross Median Collision Monitoring Program. The Multilane Cross Median Collision Monitoring Program is a tool used to identify and investigate cross median incidents and possible countermeasures. This section of Route 101 (post mile 50.26 to 51.46) showed 3 total collisions in a cross median TSAR from 1-1-2005 to 12-31-2009 with 7 injuries and 0 fatalities.

Collision information from the three year period March 1, 2008 to February 28, 2011 for the entire project length is shown in the table below. In the three year period there were 67 total collisions of which 2 was fatal and 26 were injury. The total collisions

were 20% below the statewide average for similar facilities. The total fatal and injury collisions were 10% below the statewide average for similar facilities. The total fatal collisions were 50% above the statewide average for similar facilities.

Additionally collision rates were analyzed for the same three-year-period (March 1, 2008 to February 28, 2011) at the median crossover locations within the project. Total collision rates at these locations ranged from 0% of the statewide average for similar facilities to 65% of the statewide average for similar facilities.

Location (Mon Co)	Actual			(# of Collisions / Million Vehicle Miles)					
	Number of Collisions			Collision Rates*					
Rte 101 PM 47.7-53.9	Total	Fatal	Injury	Actual F+I	Avg F+I	Actual Fatal	Avg Fatal	Actual Total	Avg Total
	67	2	26	0.17	0.19	0.012	0.008	0.40	0.50

* Statewide average collision rate for similar facilities.
(From March 1, 2008 to February 28, 2011)

6. CORRIDOR AND SYSTEM COORDINATION

Route 101 within the project limits (segment 7b in 2001 Route Concept Report) consists of a rural divided 4-lane expressway from post mile 47.7 to 51.2 and a rural divided 4-lane freeway from post mile 51.2 to 53.9. The route carries interregional trucks, business, recreational and commuter traffic. The route is a part of the STAA national network. Within the project limits the traffic is made up of a large commuter component as people travel to and from jobs in Soledad and Salinas. During the weekdays the dominant flow is northbound in the morning and southbound in the evening. The 2014 Annual Average Daily Traffic ranges from 19,605 just south of the project limits to 30,517 in the northern project limits. About 11.8% of the traffic is truck traffic.

The transportation Route Concept Report for Route 101 written in 2001 identifies the transportation concept for this segment as peak Level of Service C or better. A draft corridor study has recently been circulated that looks into maintaining the level of service to 2026 and upgrading the segment from expressway to freeway. Upgrading the segment to freeway would require closing access points and median crossovers as well as realigning the route and constructing new frontage roads for access to bordering agriculture.

This project is compatible with the future concept of the route as outlined in the 2001 Route Concept Report.

C. Design Designation

The Design Designation is a concise expression of the basic factors controlling the design of a given highway, as described in Topic 103 of the Highway Design Manual (HDM). The following is Design Designation for this project.

FROM	TO	(DHV)	(ADT)
(PM)	(PM)	2014	2014
43.2	48.0	1,585	19,605
48.0	52.7	2,150	26,371
52.7	53.4	2,450	26,303
53.4	53.9	2,900	30,517

(DHV) = Daily Hourly Volume

(ADT) = Average Daily Traffic

From	To	Split	Trucks in ADT	Traffic Index (10 Year)	Traffic Index (20 Year)	Design Speed (MPH)
PM 39.3	PM 54.9	54.3%	11.8%	12	14	65

7. ALTERNATIVES

7A. Viable Alternatives

Where the median is less than 36-feet wide the Type 60 Concrete barrier will be placed on centerline and pavement will extend to the face of barrier. Where the median is greater than 46-feet wide the Type 60 Concrete median barrier will be placed at 15 feet from the edge of traveled way and the inside shoulders will be widened to 5 feet where they are currently less than 5 feet. Double concrete barrier will be placed at 10 feet from edge of traveled way around existing median plantings (oleanders) from post mile 52.23 to post mile 53.28. A small portion of these oleanders will be removed to provide sight distance within an existing curve.

Rumble strips will be installed on the inside shoulders through the project limits where they are not currently installed. Drainage inlets that are impacted by the work will be replaced and relocated.

All median crossovers within the project are to remain open. District Traffic concurs with this decision. All proposed median barrier will be installed such that standard sight distance is maintained at all crossovers and at all curves.

A Median Barrier Policy Exception was signed for this project by Steve Price (District 5 Deputy Director of Maintenance), Ken Cozad (HQ Traffic Operations) and Patti Jo Dickinson (HQ Maintenance District Liaison). The policy exception was needed to allow the use of double concrete Type 60 barrier to be installed around the

above mentioned oleanders in the median. The standard is to use double thrie beam barrier. Double concrete has been chosen to protect maintenance forces from exposure to traffic.

This project meets all Mandatory and Advisory Geometric design standards.

Rubberized asphalt concrete will not be used on this project due to the small quantity of asphalt and mobilization costs for asphalt rubber production. Additionally the workability of asphalt rubber is less than hot mix asphalt and will not produce a high quality pave on the narrow shoulder widening proposed.

7B. Rejected Alternatives

No Build is also an alternative, however it does not meet the project purpose and need.

8. CONSIDERATIONS REQUIRING DISCUSSION

Hazardous Waste:

Lead may be present in the soil from automobile emissions. Soil that will be excavated for this project will be tested during the design phase to determine the lead concentrations so this material can be handled in accordance with all applicable laws and regulations.

The ISA has indicated that a lead compliance plan is necessary for the project.

Resource Conservation:

The proposed project will follow existing grade and alignment closely to minimize the use of new material.

Rubberized Hot Mix Asphalt was considered for this project but due to the small quantity required and mobilization costs for asphalt rubber production equipment, it was not considered economically feasible.

Right of Way:

Right of Way acquisition is not required for this project and utilities are not impacted by this project, see Right of Way Data Sheet attached. Positive locations have been requested for a transverse natural gas line crossing at post mile 53.61 in order that the facility may be avoided.

Flood Plain:

A flood plain crosses the highway at Monroe Creek (post mile 48.28). In order to not raise the 100-year flood water elevation thrie Beam median barrier will be constructed in this location in place of Type 60 Concrete Barrier per district hydraulics recommendation.

Storm Water Quality:

Construction of this project will require a disturbed soil area (DSA) of approximately 21.5 acres, therefore it will require coverage under the Construction General Permit (Order 2009-0009-DWQ- As amended by 2010-0014-DWQ and 2012-006-DWG). As this project' s net new impervious (NNI) surfaces are over 1 acre, it is required to consider incorporation of permanent storm water treatment facilities. A preliminary project risk level assessment has determined this project to be a risk level 2. Therefore this will have to include construction site monitoring plan and compensatory run-off monitoring for pH and turbidity will be required. Temporary construction site BMPs will be implemented to reduce or eliminate the discharge of pollutants during construction. The contractor on the project will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP), which will be approved by the Project Resident Engineer (RE) and entered into the Statewide Multi Application Tracking Systems, SMARTS, prior to the commencement of construction activities.

9. OTHER CONSIDERATIONS AS APPROPRIATE

Transportation Management Plan:

The median barrier and inside shoulder widening will be constructed with a single lane closure of the number one lane. COZEEP (Construction Zone Enhanced Enforcement Program) will be provided to assist the construction engineer and public in maintaining safe passage through the area. Portable Changeable Message Signs will also be provided in advance of any lane closure to alert traffic. Notice of planned lane closures will be provided to the public through standard media outlets.

10. COMMUNITY INVOLVEMENT

Representatives from the Project Development Team met with the City of Greenfield to explain the project and receive feedback on October 8th, 2013. The City of Greenfield supports the project as scoped.

11. ENVIRONMENTAL DETERMINATION/DOCUMENT

The project is Categorically Exempt under Class 1 of the State CEQA guidelines.
The project is Categorically Excluded under NEPA.

12. FUNDING/PROGRAMMING

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

Capital Outlay Support and Project Estimates***CAPITAL AND SUPPORT COST SUMMARY***

Project Cost Component	Fiscal Years			Total
	2013/14	2014/15	2015/16	
R/W Capital	6	0	0	6
Constr. Capital	0	4,830	0	4,830
PAED	0	0	0	0
PS&E	1,396	0	0	1,396
R/W Support	20	0	0	20
Constr. Support	0	1,181	0	1,181
Total Support	1,416	1,181	0	2,597
Total Project Cost	1,422	6,011	0	7,433

Note: All costs X \$1,000. Support categories are the same as those identified by SB 45. Support Costs escalated at 5% per year. Construction Capital escalated at 5% per year. Right of Way Capital estimate is escalated at 5% per year. Support Cost ratio: 56% (All Support Costs divided by the sum of the escalated Construction Capital and escalated R/W Capital).

13. SCHEDULE

HQ Milestones	Scheduled Delivery Date (Month/Day/Year)
PA & ED	1/15/2014
Regular Right of Way	5/15/2014
Project PS&E	8/17/2015
Right of Way Certification	5/15/2015
Ready to List	6/15/2015
Approve Contract	11/18/2015
Contract Acceptance	9/30/2016
End Project	3/30/2018

14. RISKS

The risks for the project are summarized below.

If yellow stripe contains lead there will be an increase in project cost. Supplemental funds will be included in the estimate to cover any cost increase.

Reduced CTC (California Transportation Commission) meeting schedule may result in funds vote that doesn't occur promptly after ready to list. The PDT accepts this fact.

If AMBAG's (Association of Monterey Bay Area Governments) FTIP (Federal Transportation Improvement Program) is not approved in a timely manner there is the potential for a schedule delay. The project manager will request a workaround if this happens.

The risk management plan is attached to the report as Attachment I. Please refer to the risk register for various risks associated with the project.

15. FHWA COORDINATION

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

16. PROJECT REVIEWS

District Program Advisor	Deb Larson	Date	September, 2013
District Maintenance	Lance Gorman*	Date	April 10, 2013
Headquarters Design Coordinator	Mike Janzen*	Date	April 10, 2013
Project Manager	John Luchetta	Date	April 10, 2013
District Safety Review	Romano Verlengia	Date	February 2013
Constructability Review	PDT	Date	April 10, 2013

*document reviewed during constructability review

17. PROJECT PERSONNEL

John Luchetta	Project Manager
Steve Wyatt	Design Manager
Kathleen Jenkins	Stormwater
Rick Wiley	Environmental
Connie Shellooe	Right of Way
Chris Shaeffer	RW / Utilities
Romano Verlengia	Traffic Safety
Mark Ballentine	Traffic Safety
Bruce Pastorius	Construction
Scott Dowlan	Landscape Architecture
Bob Carr	Landscape Architecture (Aesthetics)

18. ATTACHMENTS

- A. Vicinity Map**
- B. Typical Cross Sections**
- C. Typical Layouts**
- D. Right of Way Data Sheet**
- E. CE**
- F. 6-Page Cost Estimate**
- G. Storm Water Data Report**
- H. Traffic Management Plan**
- I. Risk Management Plan**
- J. Distribution List**

ATTACHMENT A

ATTACHMENT B

ATTACHMENT C

DIST#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTALS
05	MON	101	47.7/53.9	NO. SHEETS

REGISTERED CIVIL ENGINEER	DATE
BRIAN FULLER	09-12-31-19

PLANS APPROVAL DATE
09-12-31-19

REGISTERED CIVIL ENGINEER
 No. 73000
 09-12-31-19
 CIVIL
 STATE OF CALIFORNIA
 THE STATE OF CALIFORNIA OR ITS OFFICERS
 THE ACCURACY OR COMPLETENESS OF SCANNED
 COPIES OF THIS PLAN SHEET.



WIDEN BOTH INSIDE SHOULDERS TO 5'
 INSTALL RUBBER STRIPS
 CONSTRUCT TYPE 60 CONCRETE BARRIER

**TYPICAL LAYOUT
 GREENFIELD MEDIAN BARRIER
 L-1**
 SCALE: 1"=50'

PROJECT NUMBER & PHASE 0513000030K UNIT 1450

RELATIVE BORDER SCALE IS IN INCHES

0 1 2 3

USERNAME #9133700
 DGN FILE # 10660_001.dgn

BORDER LAST REVISED 7/2/2010

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	DATE REVISION
Steve Wyatt	Brian Fuller	DATE REVISION	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	STEVE WATT	DATE REVISION
FUNCTIONAL SUPERVISOR			
DESIGNED BY	BRIAN FULLER	REVISION	
CHECKED BY		DATE REVISION	

BORDER LAST REVISED 7/2/2010
 USRWAVE → 1133700
 DWT FILE → 140052_002.dwg

PROJECT NUMBER & PHASE 0513000030K
 UNIT 1450
 SCALE: 1"=50'
 GREENFIELD MEDIAN BARRIER L-2
 TYPICAL LAYOUT

REMOVE PLANTINGS WHERE THEY INTERFERE WITH SIGHT DISTANCE
 CONSTRUCT TYPE 60 CONC BARRIER ON BOTH SIDES OF VEGETATION 70' FROM ETW PAVE TO FACE OF BARRIER



DATE PLOTTED → 28-OCT-2013	DATE REVISION	POST MILES	SHEET TOTAL
04-05-12		TOTAL PROJECT	NO. SHEETS
		ROUTE	
		05 MON 101	47.7/53.9

REGISTERED CIVIL ENGINEER DATE
BRIAN FULLER
 No. 73000
 Exp. 12-31-19
 CIVIL
 STATE OF CALIFORNIA

PLANS APPROVAL DATE
 THE OFFICIAL SEAL OF THE REGISTERED CIVIL ENGINEER
 OR AGENT SHALL NOT BE RESPONSIBLE FOR
 THE ACCURACY OR COMPLETENESS OF SCANNED
 COPIES OF THIS DRAWING

05	MON	101	47.7/53.9	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE			BY	REGISTERED CIVIL ENGINEER BRIAN FULLER No. 73000 Exp. 12-31-19 CIVIL STATE OF CALIFORNIA	
THE DATE OF APPROVAL OF THESE PLANS BY THE REGISTERED CIVIL ENGINEER SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF THE INFORMATION CONTAINED HEREIN. THE USER SHALL BE RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE INFORMATION CONTAINED HEREIN.					



PSR-PR
GREENFIELD MEDIAN BARRIER
 SCALE: 1"=50'
TYPICAL L-3

PROJECT NUMBER & PHASE 0513000030K

UNIT 1450



RELATIVE BORDER SCALE
 IS IN FEET

USERNAME → 131703
 DGN FILE → 14500.dwg, 003.dgn

BORDER LAST REVISED 7/2/2010

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	DATE REVISID
California	STEVE WYATT	BRIAN FULLER	
DESIGN	CHECKED BY	REVISID BY	DATE REVISID

ATTACHMENT D

Memorandum

To: John Luchetta

Date: 6/12/2013

Attn: Brian Fuller

File: CD 05 EA 1E060K Alt REV 1

Steve Wyatt

Co MON RTE 101

DESCRIPTION:

It is proposed to construct median barrier from Monterey 101 post mile 47.7 to post mile 53.9 and widen inside shoulders to current standards as well as install rumble

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 4/8/2013

The following assumptions and limiting conditions were identified:

Appraisal**Utility**

The PE has received and reviewed utility mapping from ATT & PGE and validated with city PWDirector location of water & sewer. This datasheet assumes that existing utilities will not require relocation. On datasheet request form dated 4/10/13 PE indicates that permit search is completed; utility involvement/relocation is not required; and that posloc is required at three transverse HP Gas line locations. According to section 4-1 appendix LL (Hi/Lo risk facilities) location determinations are required on each side and in the median of a divided highway for each transverse facility. (In no event should spacing between posloc locations exceed 100'). As required, obtain mark outs from Utility owners. Comply with USA alert requirements, including at construction sign locations. Avoid and protect in place all existing buried and aerial utility facilities in the project area. Final or final draft plan sheets should reflect locations of all known utilities as provided by the utility owners. If posloc data results in the requirement to relocate any utility this datasheet will require updating to reflect the changes in project schedule and cost, as required.

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



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

Right Of Way Cost Estimate

	Current Year 2013	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2014
Acquisition:	\$0	25%	5%	\$0
Mitigation:	\$0	25%	5%	\$0
State Share of Utilities:	\$5,625	25%	5%	\$5,906
Expert Witness:	\$0	25%	5%	\$0
Relocation Assistance:	\$0	25%	5%	\$0
Demolition and Clearance:	\$0	25%	5%	\$0
Title and Escrow:	\$0	25%	5%	\$0
Ad Signs:	\$0	25%	5%	\$0
Total Current Value:	\$5,625			\$5,906

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

Estimated Construction Contract Work (CCW):

R/W LEAD TIME/Mo. 6

Cost Break Down	
Pot Hole	4,500
Mitigation	
Land	
Bank	
Permit Fees	

RR Involvement

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

Parcel Data

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

of Excess Parcels:

Misc R/W Work

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

Utilities

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

Parcel Area

Total R/W Required:
Total Excess Area:

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

General Description of Utility Involvement:

Project is located on MON-101 PM 47.7 - 53.9. US 101 is both expressway & freeway within this limit. Work consists of widening inside shoulder, rumble strips, and concrete median barrier. This will occur from the intersection at Teague Road in the County to the Walnut I/C in Greenfield. All work will be on the inside shoulders and in the median. Permit search revealed PGE, ATT, and city of Greenfield as permittees within the r/w. Utility verification requests were sent on 11/1/2012. Utility responses were subsequently received in November and forwarded to the PE. Alternate Rev1 scope is the same as the BUILD alt. Note that a new permit search revealed PGE overhead reconductoring on or after June 2012 at PM 49.76.

Is there a significant effect on assessed valuation:

No

Were any previously unidentified sites with hazardous waste or material found:

No

Are RAP displacements required:

No

of single family:

of multi-family:

of business/nonprofit:

of farms:

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required:

No

Are there potential relinquishments or abandonments:

No

Are there any existing or potential airspace sites:

No

Are environmental mitigation parcels required:

No

Data for evaluation provided by:

Estimator:

Railroad Liaison Agent:

sah

6/11/2013

Utility Relocation Coordinator:

Chris Shaeffer

5/6/2013

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.

Connie Shelloe

Date

ENTERED PMCS

6/11/2013

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

BY: Patrick Mason

ATTACHMENT E

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

05-MON-101	47.7/53.9	05-1E060K	0513000030	November 4,2013
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project) /Project No.	Federal-Aid Project No. (Local project)/ Proj. No.	

Continued from page 1:

Biological Environmental :

In order to comply with the Migratory Bird Treaty Act (MBTA) and CDFG Code, a qualified biologist must survey any trees and shrubs to be removed or trimmed for active bird nests prior to the work. Surveys for birds and their nests will be conducted prior to the initiation of construction activities during the early part of the breeding season (Feb 15 to Sept 1) and no more than 30 days prior to the initiation of construction activities. If nests are present within the project limits and they are slated to be removed, removal will be scheduled to occur outside the nesting season (February 15- Sept), or after a qualified biologist verifies that the nest is empty and the adult and young birds no longer use the nest.

All staging and equipment and material storage areas shall occur in existing pullouts or at currently paved locations. If you should have any questions or comments please contact **Paul Holmes Associate Environmental Planner (NS) (805)-549-3811**

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.

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 1 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 1 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. If you should have any questions or comments please contact **James Tkach (805)-549-3196**

Visual :

Color the median barrier from post mile 52.2 to 53.9. Barrier color should be determined by Caltrans Landscape Architecture in conjunction with a City of Greenfield representative.

Yellow array crash cushion end treatments should not be used on the project. If you should have any questions or concerns Please contact **Bob Carr Landscape Architecture at (805) 549-3083**

ATTACHMENT F

PLANNING COST ESTIMATE



Dist-Co-Rte: 05-MON-101
PM: PM 47.7/53.9
EA: 05-1E060K
Program Code: 40.50.201.010

PROJECT DESCRIPTION:

Limits: On route 101 between Teague Ave and Walnut Ave.

Proposed Improvement: (Scope of Work) It is proposed to construct median barrier from Monterey 101 post mile 47.7 to post mile 53.9 and widen inside shoulders to current standards as well as install rumble strips on inside shoulders. This project is funded from the Highway Safety Improvement Program (201.010) in the 2013/2014 fiscal year.

Alternative: Build: construct concrete median barrier (type 60) and widen inside shoulders.

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	Total of Sections 1 - 10 shown above	\$	4,590,000
TOTAL STRUCTURES ITEMS		\$	0
SUBTOTAL CONSTRUCTION COSTS		\$	4,590,000
TOTAL RIGHT OF WAY ITEMS (Not Escalated)		\$	5,625
TOTAL PROJECT CAPITAL OUTLAY COSTS		\$	4,600,000

Reviewed by
District Program Manager:

(Signature)

(Date)

Approved by Project Manager:

(Signature)

(Date)

Phone Number:

Form revised 12/01/09

PLANNING COST ESTIMATE



Dist-Co-Rte: 05-MON-101
 PM: PM 47.7/53.9
 EA: 05-1E060K
 Program Code: 40.50.201.010

III. ROADWAY ADDITIONS

Section 8 - Minor Items

				<u>Item Cost</u>	<u>Section Cost</u>
(Subtotal Sections 1 thru 7)	<u>\$3,489,600</u>	x	<u>0.05</u> (5 to 10%)	=	<u>\$174,480</u>

TOTAL Minor Items: \$174,480

Section 9 - Roadway Mobilization

(Subtotal Sections 1 thru 8)	<u>\$3,664,080</u>	x	<u>0.10</u> (10%)	=	<u>\$366,408</u>
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TOTAL Roadway Mobilization: \$366,408

Section 10 - Supplemental Work & Contingencies

Supplemental Work

(Subtotal Sections 1 thru 8)	<u>\$3,664,080</u>	x	<u>0.05</u> (5 to 10%)	=	<u>\$183,204</u>
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Contingencies

(Subtotal Sections 1 thru 8)	<u>\$3,664,080</u>	x	<u>0.10</u> (**%)	=	<u>\$366,408</u>
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Supplemental Work & Contingencies: \$549,612

TOTAL ROADWAY ADDITIONS Sections 8 thru 10: \$1,090,500

TOTAL ROADWAY ITEMS: \$4,580,100

(Subtotal Sections 1 thru 10)

Estimate Prepared

by: Brian Fuller Phone: 805-549-3104 09/01/13
 (Print or Type Name) (Date)

Estimate Checked by: Mike O'Neal

Phone: 805-549-3489 09/01/13
 (Print or Type Name) (Date)

**Use appropriate percentage per PDPM, Part 3 Chapter 20.
<http://www.dot.ca.gov/hq/cppd/pdpm/pdpmn.htm> - pdpm

PLANNING COST ESTIMATE



Dist-Co-Rte: 05-MON-101
 PM: PM 47.7/53.9
 EA: 05-1E060K
 Program Code: 40.50.201.010

II. STRUCTURE ITEMS

	STRUCTURE			
	No. 1	No. 2	No. 3	
Bridge Name	_____	_____	_____	
Structure Type	_____	_____	_____	
Width (out to out) - (ft)	_____	_____	_____	
Span Length - (ft)	<u>0</u>	<u>0</u>	<u>0</u>	
Total Area - ft ²	<u>0</u>	<u>0</u>	<u>0</u>	
Footing Type (pile/spread)	<u>0</u>	<u>0</u>	<u>0</u>	
Cost per ft ²	<u>0</u>	<u>0</u>	<u>0</u>	
(incl. 10 % mobilization and 20 % contingency)				
Total Cost for Structure	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	
SUBTOTAL STRUCTURES ITEMS (Sum of Total Cost for Structures)				<u>\$0</u>
Railroad Related Costs (Not incl. in R/W Est)	_____	_____	_____	<u>\$0</u>
	_____	_____	_____	<u>\$0</u>
SUBTOTAL RAILROAD ITEMS				<u>\$0</u>
TOTAL STRUCTURES ITEMS (Sum of Structures items plus Railroad Items)				<u>\$0</u>

COMMENTS:

No Structure items.

Estimate Prepared by: Brian Fuller Phone: 805-549-3104 05/23/13
 (Print or Type Name) (Date)

(If appropriate, attach additional pages as backup)

PLANNING COST ESTIMATE



Dist-Co-Rte: 05-MON-101
 PM: PM 47.7/53.9
 EA: 05-1E060K
 Program Code: 40.50.201.010

III. RIGHT OF WAY ITEMS

No. of years for Escalation = 0

	Current Values	Rate (%)	Escalation Factor		Escalated Values
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$0	5.0	1.00	-	\$0
B. Utility Relocation (State Share)	\$5,625	5.0	1.05	-	\$5,906
C. Relocation Assistance	\$0	5.0	1.00	-	\$0
D. Clearance/Demolition	\$0	7.0	1.00	-	\$0
E. Title and Escrow Fees	\$0	4.0	1.00	-	\$0
TOTAL RIGHT OF WAY** ITEMS=	\$5,625				\$5,906 (Escalated Value)

Anticipated Date of Right of Way Certification: 07/07/14
 (Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work

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

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

COMMENTS:

All utilities to be protected in place. No R/W takes or easements required. Positive Location Funds included in data sheet.

Estimate Prepared

by: Brian Fuller
 (Print or Type Name)

Phone: 805-549-3104

05/23/13
 (Date)

(If appropriate, attach additional pages and backup including Right of Way Data Sheet and Environmental Mitigation and Compliance Cost Estimate Sheet).

ATTACHMENT G



Dist-County-Route: 05-MON-101
 Post Mile Limits: 47.7/53.9
 Project Type: Concrete Median Barrier, Inside Shoulder Widening
 Project ID (or EA): 05.1300.0030.K (05-1E060-K)
 Program Identification: SHOPP 201.010
 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: 21.5 acres Risk Level: 2
 Estimated: Construction Start Date: 11/01/2015 Construction Completion Date: 9/01/2016
 Notification of Construction (NOC) Date to be submitted: _____

Erosivity Waiver Yes Date: _____ No
 Notification of ADL reuse (if Yes, provide date) Yes Date: _____ 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.

Brian Fuller 11/21/13
 Brian Fuller, Registered Project Engineer Date

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

John Luchetta 11/21/13
 John Luchetta, Project Manager Date

Chris Chalk 11/25/13
 Chris Chalk, Designated Maintenance Representative Date

Dennis Reevis 12/2/2013
 Dennis Reevis, Designated Landscape Architect Representative Date

Susan Greenwood 12/3/2013
 Susan Greenwood, Regional Design SW Coordinator or Designee Date

[Stamp Required for PS&E only] FOR

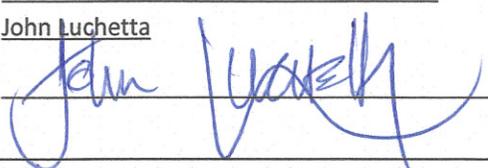
ATTACHMENT H

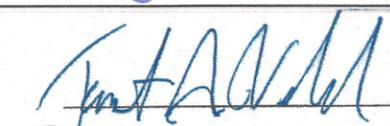
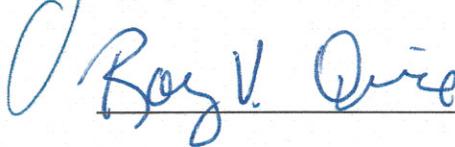
ATTACHMENT I

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS)

Form PM-001/CR (Rev. 1/8/13)

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

<u>Project Information</u>	
District – EA/EFIS	05-1E060/0513000030
Project Description	Concrete Median Barrier Inside Shoulder
Project Risk Manager (Same as PM for Risk Level 1&2 Projects)	John Luchetta
John Luchetta, Project Manager (PM)	

<u>PA&ED (Required)</u>	
CHRISTINE COX-KOVACEVICH Chief, Central Region Environmental	 Date: 12-26-13
BRIAN EVERSON Chief, Central Region Project Development	 Date: 12-26-13
SARA VON SCHWIND Deputy District Director, Program/Project Management	 Date: 1.10.14

<u>Prior to PS&E (Required)</u>	
MARK DER MATOIAN Chief, Central Region Construction	____ N/A _____ Date: _____
LORI GUINAN Acting Chief, Central Region Right of Way	____ N/A _____ Date: _____
CHRISTINE COX-KOVACEVICH Chief, Central Region Environmental	____ N/A _____ Date: _____
BRIAN EVERSON Chief, Central Region Project Development	____ N/A _____ Date: _____
SARA VON SCHWIND Deputy District Director, Program/Project Management	____ N/A _____ Date: _____
Project Manager	____ N/A _____ Date: _____

PROJECT RISK MANAGEMENT PLAN

Dist - E.A 05-1E060
 Co-Rte-PM MON-101-47.7/53.9
 Date 12/19/2013
 Project Mngr John Luchetta

Project Name Greenfield Median Barrier
 Telephone Number 805-549-3175

PROJECT RISK REGISTER

Priority	PROJECT RISK REGISTER																	
	Identification						Qualitative Analysis				OPTIONAL Quantitative Analysis			Risk Response Plan		Monitoring and Control		
	Status	ID #	Date Identified	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)	
3	Active	1	11/21/2013	Design	If excavated earth contains lead there will an increase in project costs	Test results during construction show earth contains lead above regulatory thresholds.	Cost	Low	Low		30%			Mitigation	Supplemental Funds will be included in the estimate to cover the cost of proper disposal of lead-laden soil.	Design Manager Steve Wyatt		
1	Active	2	11/21/2013	PM	Reduced CTC meeting schedule may result in funds vote that doesn't occur promptly after RTL.	Potential delay in Advertising date.	Schedule	Low	Low		30%	30 days		Acceptance	Team to deliver RTL as scheduled, accept that CTC vote date out of team control.	Project Manager John Luchetta		

ATTACHMENT J

Point here for instructions		CENTRAL REGION PROJECT REPORT DISTRIBUTION LIST							
Division / Program / Office	Project Type	D5		D6		D9		D10	
District SFP	All Projects	No Copy	0	No Copy	0	Bryan Winzenread	1	No Copy	0
PPM	All Projects	Linda Araujo	1	Andrea Nason	1	Linda Araujo	1	Andrea Nason	1
District Surveys	All Projects		0	Hanna Kassis (electronic copy only)	0	Hanna Kassis (electronic copy only)	0	Hanna Kassis (electronic copy only)	0
	All Projects	Jeremy Villegas	1						
	Mon/SC/SBt	Bob Fredricks	1						
	SB/SLO	Nick Tatarian	1						
HQ DES/OPPM	Proj w/Structures	Andrew T S Tan	1	Peggy Lim	1	Andrew T S Tan	1	Peggy Lim	1
District Records	All Projects	Beverly Connolly (electronic copy only)	0	Victoria Pozuelo (electronic copy only)	0	PM gets District's copy per Craig Holste	1	Beverly Connolly (electronic copy only)	0
TOTAL COPIES		District 5 = 21		District 6 = 20		District 9 = 19		District 10 = 19	
PJD Technical Support		Last Revised 11-20-12				Report Changes to Randy Perkins			