

Project Study Report-Project Report

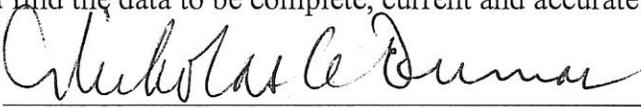
Request for Programming in the 2014 SHOPP

On Route 129

Between 1.8 Miles east of Watsonville (SCr County)

And School Road (SBt County)

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:


per SUZETTE SHELLOOE, DISTRICT DIVISION CHIEF, RIGHT OF WAY

APPROVAL RECOMMENDED:


For DOUG HESSING, PROJECT MANAGER

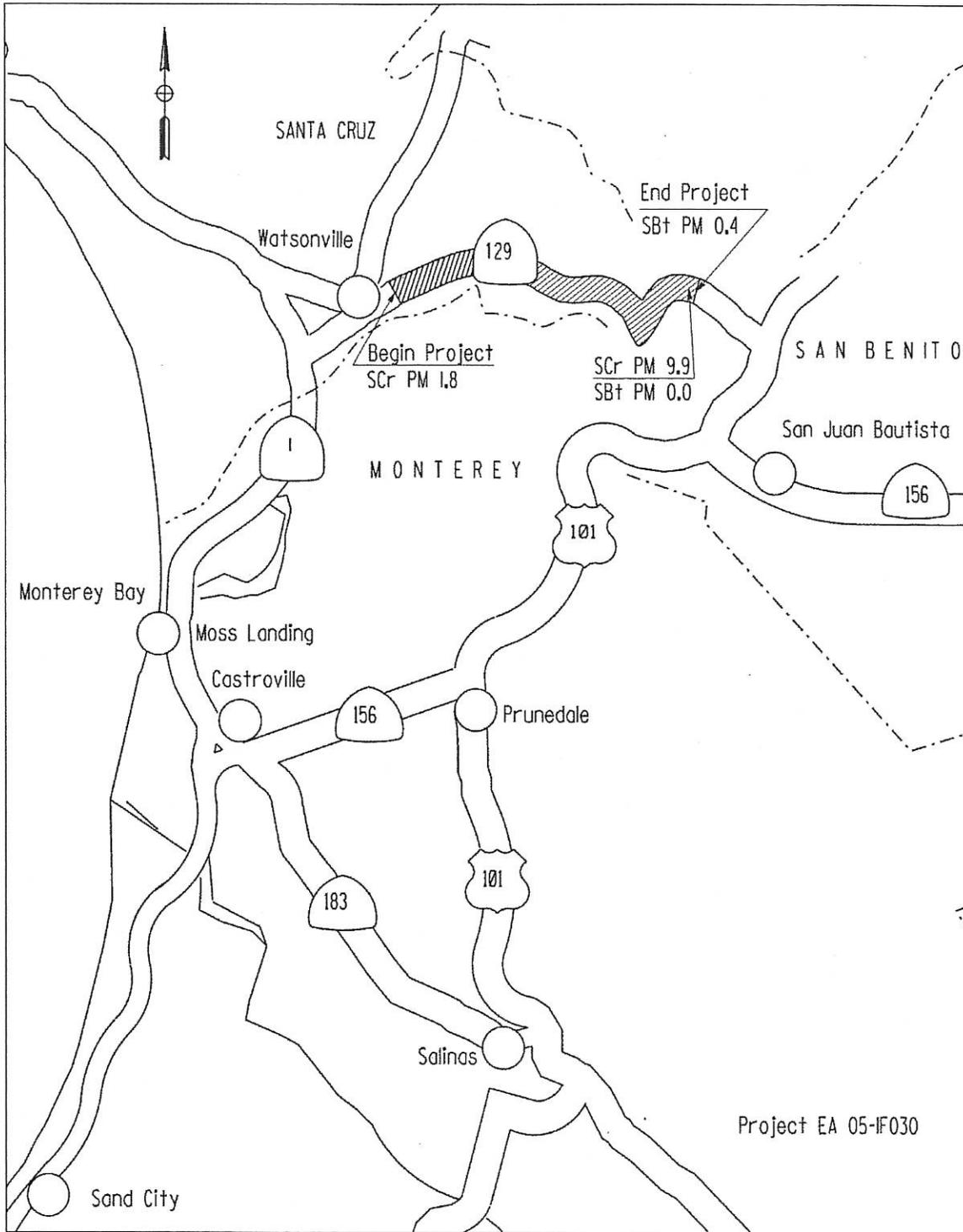

DEB L. LARSON, DISTRICT PROGRAM ADVISOR/PROGRAM MANAGER

APPROVED:


TIMOTHY M. GUBBINS, DISTRICT 5 DIRECTOR.

6/30/14
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.

ADG

6/25/14

REGISTERED CIVIL ENGINEER

DATE



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1. INTRODUCTION

Project Description:

This project proposes to place an Open Graded Friction Course (OGFC) and replace/raise/update the existing Metal Beam Guardrail (MBGR) and end treatments along State Route 129 (SR-129) from Santa Cruz (SCr) Post Mile (PM) 1.8 to PM 9.99 & San Benito (SBt) PM 0.0 to PM 0.4. The scope of work includes: excavation, cold plane, repair failed pavement areas, drainage work, updating the MBGR to the Midwest Guardrail System (MGS), Midwest Concrete Beam, concrete barriers, concrete anchor blocks, piles, crash cushions, shoulder backing, refresh/replace faded pavement delineation, install new delineation on guardrails, curves and rural intersections, centerline rumble strip and remove two large rocks. The current estimated construction cost is \$6,000,000 (2014 dollars). The escalated right of way estimate for the project is \$13,781 (2016 dollars). The project is a candidate for the 2014 SHOPP to be funded in the 20.XX.201.010 (HB1) Safety Improvements Program for delivery in the 2016/2017 fiscal year.

Project Limits	05-SCr&SBt-129 SCr PM 1.80/9.9 and SBt PM 0.0/0.4
Number of Alternatives	2
Alternative Recommended for Programming	1
Current Capital Outlay Support Estimate	\$2,819,000
Current Capital Outlay Construction Estimate	\$ 6,000,000
Current Capital Outlay Right-of-Way Estimate	\$ 12,500
Funding Source	SHOPP 20.XX.201.010
Funding Year	2016/2017
Type of Facility	2-lane conventional highway
Number of Structures	2
SHOPP Project Output	131 collisions reduced over 10 years.
Environmental Determination or Document	Categorical Exemption /Categorical Exclusion
Legal Description	1.8 miles east of Watsonville to School Road
Project Development Category	5

2. RECOMMENDATION

It is recommended that this project be approved with the preferred alternative and that the project proceed to the design phase.

3. BACKGROUND

SR-129 is a mountainous and rural 2-lane undivided conventional highway within the project limits. From PM 1.8 to PM 4.7, the shoulder width and lane width are standard. From PM 4.7 to the project end, the lane width and shoulder width varies from 10'-12' and 1' - 8' respectively.

A Caltrans Project Initiation Form (PIF) was signed on 08/28/2012, for SR-129 Overlay (Expenditure Authorization ([EA] 05-1F030), to place OGFC and replace/raise MBGR and end treatment along SR-129 from SCr PM 4.7 to SBt PM 0.4; this PIF incorporated the improvement of an approved 201.015 Safety Project with EA 05-1C270. HQ Traffic Liaison Jerry Champa reviewed and conceptually supports the methodology used for the analysis of this open grade asphalt overlay, MBGR, and end treatment project. The District Multifunctional Safety Improvement team reviewed and discussed this project on 06/28/2012, and concurred with the proposed improvement. The Headquarters (HQ) Chief for Caltrans Office of Traffic Safety Program has concurred with the recommendation to initiate this open grade asphalt overlay, MBGR, and end treatment per Memorandum dated 8/27/2012.

The PIF of 05-1C270 was signed on 9/30/2011, titled as Hwy 129 Guardrail End Treatment and Delineation Upgrades, to upgrade end treatments for guard railing, bridge railing, concrete railing and headwall between SCr PM 1.8 to PM 9.98. HQ Office of Traffic Safety Program's Chief, Janice Benton, previously concurred with the proposed improvements per Two- and Three-Lane Safety Monitoring Program memorandum dated 08/18/2011.

It was recommended by District 5 Traffic Safety to upgrade all the existing MBGR to MGS within the project limits and construct the MGS Concrete Beam System as mentioned in Chapter 7 (Year 2012) of the Traffic Manual, where the offset between hinge point and pavement edge is less than 2 feet for MBGR (2.5 feet for MGS).

On 5/16/14, Headquarters Highway Safety Operational Improvement Program (HSOIP) concurred with a cost increase for a total construction cost of \$6 million. HQ HOSIP re-emphasized that if guardrail work causes any delay to the original project, guardrail work will have to be split from OGFC.

4. PURPOSE AND NEED

Purpose:

The purpose of the project is to reduce the number and severity of wet surface collisions and reduce the quantity and severity of cross centerline and roadway departure collisions by placing OGFC, reconstruct and update the existing MBGR and install and update end treatments.

Need:

From SCr PM 4.7 to SBt PM 0.4, SR-129 experienced a pattern of run-off road and head on collisions associated when wet conditions exist; Safety Investigation of SCr PM 1.8/9.9 noted deficient guardrail end treatments and concrete rail ends, and faded or missing delineators.

5. DEFICIENCIES

A wet Table C Report is an analysis tool used to identify concentrations of collisions on freeways, expressways and conventional highways in 0.2 mile increments under wet conditions; this section of SR-129 (PM SCr 4.7/ SBt 0.4) was identified as having 5 locations with concentration of collisions. Also SCr 129 PM 1.8/9.89 appeared in the Two- and Three-lane Monitoring Program Report, which is a tool to identify and investigate locations that warrant corrective actions; these locations were shown in the PIF dated 9/30/2011.

Current and Forecasted Traffic:

Segment	Split	Truck % AADT
SCr 129 PM 1.1 to PM 3.35	72.3%	17.9%
SCr 129 PM 3.35 to PM 9.998	72.3%	17.9%
SBt 129 PM 0 to PM 2.644	72.3%	24.1%

		Design Hourly Volume(DHV)				Annual Average Daily Traffic (AADT)			
From	To	2011	2015	2025	2035	2011	2015	2025	2035
SCr 129 PM 1.4	SCr 129 PM 3.35	1,075	1,134	1,281	1,428	10,000	10,816	12,855	14,895
SCr 129 PM 3.35	SCr 129 PM 7.2	800	866	1,032	1,198	8,800	9,566	11,483	13,399
SCr 129 PM 7.2	SBt 129 PM 0	990	1,069	1,267	1,465	10,100	10,969	13,142	15,315
SBt 129 PM 0	SBt 129 PM 2.644	990	1,060	1,234	1,407	9,850	10,427	11,868	13,309

Collision Data and Analysis:

SCr PM 4.7 to SBt PM 0.4
For the 3-year period from 01/01/08 to 12/31/2010

Collision records were analyzed on this highway segment and date range. One hundred fourteen collisions were reported. Six of those were fatal collisions and 38 were injury collisions. Seventy-three collisions, or 64%, were single vehicle collisions. The primary collision factor in 55 collisions, or 48.2%, was speeding, 28 collisions or 24.6% improper turn, and 12 collisions, or 10.5%, influence of alcohol. Types of collisions are tabulated below.

Types of Collisions							
	Hit Object	Overturn	Rear End	Broadside	Sideswipe	Head-on	Other
Number	62	13	17	8	8	4	2
Percentage	54.4	11.4	14.9	7.0	7.0	3.5	1.8

Sixty-five collisions or 57% occurred on wet surface. Objects struck included cut slope or over embankment (44 vehicles), guardrail (18 vehicles), and overturned (32 vehicles). Collisions per million vehicle miles (MVM) are tabulated below.

Location	Actual			Average		
	Fatal	F+I	Total	Fatal	F+I	Total
Route 129	0.095	0.70	1.81	0.026	0.55	1.17

The data reveals that the actual rate of collisions in the segment under consideration is higher than the average of similar roadways throughout the state.

SCr PM 1.8 to SCr PM 9.98
For the 3-year period from 1/1/2009 to 12/31/2011
(For the incorporated project 05-1C270)

Collision Rate per Million Vehicle Miles

Location	Actual			Average		
	Fatal	F+I	Total	Fatal	F+I	Total
Route 129	0.057	0.64	1.51	0.024	0.55	1.20

The data reveals that the actual rate of collisions in the segment under consideration is higher than the average of similar roadways throughout the state.

6. CORRIDOR AND SYSTEM COORDINATION

SR-129, known locally as Riverside Drive, within Santa Cruz County starts at State Route 1 (SR-1) in Watsonville and continues east until it reaches the San Benito/Santa Cruz County line. It continues in San Benito County until it ends at SR 129/101 junction. SR-129 is a commercial and recreational route. A high percentage of trucks utilize this route as a means to get to US Route 101 from the Watsonville area. The SR-129 Transportation Concept Report (TCR) divides SR-129 into Segments A (PM0.0/3.35) and B (PM 3.35/10.0) in SCr County and Segment C (PM 0.0/R 2.64) in SBt County. Within the project limits, the classification of this highway is a conventional highway. This project is compatible with the Ultimate Facility outlined in the Transportation Planning Fact Sheet of State Route (SR) 129 in Santa Cruz County.

7. ALTERNATIVES

A. Viable Alternative

The viable alternative is to place OGFC, replace/raise and update MBGR and end treatments along SR-129 from SCr PM 1.8 to SBt PM 0.4. The current estimated construction cost is \$6,000,000 (2014 dollars).

B. No Build Alternative

This alternative does not reduce the number and severity of wet collisions nor reduce the quantity and severity of roadway approach and departure collisions. It will not meet the project purpose and need.

8. CONSIDERATIONS REQUIRING DISCUSSION

A. Hazardous Waste

There are no hazardous waste sites or businesses commonly associated with hazardous waste generation nearby that would have a potential for impacting this type of project. Following is a discussion regarding typical hazardous waste issues that could affect this project.

Aerially deposited lead (ADL) – Since soil is being disturbed, Standard Special Provisions (SSP) will be included. A lead compliance plan will be required.

Treated wood waste (TWW) - TWW will be disposed of properly per current State regulations.

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 SR-129 may be newer yellow stripes that do not contain lead. The SSP's for any recent projects that placed yellow stripe on this portion of this State Route should be reviewed to verify that lead free yellow stripes were used. If this can be verified, then 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 were 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 a grinding operation, then use SSP 15-1.03B.

Regardless of which SSP is included, a bid item will need to be included for a lead compliance plan. Only one lead compliance plan is required for this project.

The issues identified above are routine construction issues that are handled in the construction contract through inclusion of standard special provisions. This project can proceed with very little risk of impacts due to unanticipated hazardous waste or other contamination related issues.

B. Value Analysis

Due to the cost and scope of work, which is less than \$50 million, a value analysis is not warranted.

C. Utilities

The preliminary utility verification shows the possibility of utility conflict in some areas. Potholing will be required during the project Plans, Specifications and Estimate (PS&E) stage. In case of any utility conflict, the Project Development Team (PDT) will decide whether to relocate or drop this area of conflict from the project proposal.

D. Right of Way

The estimated right of way cost is \$13,781 (escalated year 2016). The Right of Way Data Sheet states that there is not sufficient information to estimate any possible relocation expense and this data sheet was provided for information purposes only, not for programming, and suggested the data sheet should be updated after pothole work is completed.

Right of way lead time will require a minimum of 18 months after receiving Certified Appraisal maps and/or Utility Conflict Plans, and obtaining necessary environmental clearance and applicable freeway agreements.

E. Maintenance

Maintenance shall be consulted to identify and treat the failed pavement areas prior placing the OGFC. Maintenance and D05 Traffic Operations Division Traffic Liaison will be consulted on rail end treatments.

F. Environmental

An Environmentally Sensitive Area will be depicted on the final layout plans to include all vegetated areas and wetlands. Fencing will be installed to delineate the roadside wetlands at PM 5.9 (SCr) .

During the appropriate time of year, surveys will be conducted for nesting birds and marginal habitat.

For the segment of the project within PM 6.9/9.9 (SCr) and PM 0.0/0.4 (SBt), work shall take place between April 1 and November 1, when California red-legged frogs are less likely dispersing between areas of aquatic habitat.

Prior to construction training sessions will be conducted (for all construction personal) regarding red-legged frog and burrowing owls.

G. Hydraulic

Several culverts and drainage inlets are within the project limits that need further investigation as they may be in conflict with the current fixed object policy.

It is recommended to maintain the existing pavement elevation between PM 5.5/6.5 and PM 7.7/8.8; these segments are within 100 year flood zone, designated as Zone A.

H. Stormwater

This project area is under the jurisdiction of the Central Coast Regional Water Quality Control Board and will comply with all requirements of the Caltrans National Pollution Discharge Elimination System (NPDES) Storm Water Permit and General Construction Permit.

This project results in a net increase of less than one acre of new impervious surface and will not change the grade or the hydraulic capacity. Therefore, this project is not required to consider permanent Treatment Best Management Practices (BMPs). This project will still require a Water Pollution Control Program (WPCP) in order to implement water pollution control during construction. During construction, Design Pollution Prevention BMPs, Construction Site BMPs and Maintenance BMPs will be incorporated. Any applicable temporary construction site BMP will be identified in the WPCP and employed as necessary during construction to limit discharge of pollutants. (See Attachment H).

I. Preliminary Structural Section Recommendations

Open Graded Friction Course and is non-structural wearing course providing no structural value. Service life more is commonly from 4 to 6 years.

The preliminary District Material Engineer recommendations include two alternatives. The first one is to to overlay the existing pavement from edge of pavement to edge of pavement with 0.10 foot Hot Mix Asphalt (Open graded) (HMA-O). The second alternative is to overlay the existing pavement from edge of pavement to edge of pavement with 0.10 foot Rubberized Hot Mix asphalt (Open graded) (RHMA-O) or Rubberized Warm Mix asphalt (Open graded) (RWMA-O). The type of pavement will be determined during the project design stage.

Existing OGFC cannot be overlaid with new OGFC; OGFC is a broad term referring to any open graded mix. Further research shall be conducted to determine the existing top pavement. Structures should be consulted about the feasibility of thin maintenance overlay over bridges.

Existing thermoplastic traffic striping and above grade pavement markers should be removed. Rutting and structurally inadequate pavement should be repaired by mill and fill with HMA. The method to cure the cracks and joints $\frac{1}{4}$ inch wide or wider will be determined during the project design stage.

This project uses a pavement overlay less than 0.15 foot, and therefore would not require a safety edge.

Where no dike is planned, it is recommended to use shoulder backing material between the paved edge of shoulder and the hinge point. The thickness of the shoulder backing material ranges from at least 0.25 foot to no more than approximately 0.5 foot.

J. Geotechnical

Geotechnical Engineering Branch shall be consulted regarding any pile installation, the installation of the Midwest Concrete Beam where the slopes are steeper than 2:1 and any rock fall.

K. Structures

Structures shall be consulted regarding any work associated with bridges, culverts, headwalls and other structures.

L. Non Standard Features

Per Mike Janzen, HQ Design Reviewer, non-structural wearing course projects are not expected to correct or document existing nonstandard features; however, since railings are proposed for modification, the decision regarding their new horizontal positions is documented in the fact sheet (Exception to Mandatory Design Standards for non-standard horizontal clearance) which was approved and signed on 11-27-2013.

9. OTHER CONSIDERATIONS AS APPROPRIATE

A. Transportation Management Plan for Use during Construction

A Traffic Management Plan (TMP) will be prepared for use during construction. Traffic will be controlled by standard methods in accordance with lane closure charts, which will be provided in the PS&E phase (See Attachment F).

10. COMMUNITY INVOLVEMENT

No community involvement for this project is anticipated.

11. ENVIRONMENTAL DETERMINATION/DOCUMENT

The environmental document for this project is a Categorical Exemption/ Categorical Exclusion for California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) respectively. It was approved on 01/06/2014 (See Attachment G).

12. FUNDING/PROGRAMMING

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

Capital And Support Cost Summary

Project Cost Component	Fiscal Years				Total
	2013/2014	2014/2015	2015/2016	2016/2017	
R/W Capital			\$14		\$14
Constr. Capital				\$6946	\$6946
PA&ED					
PS&E		\$1,658			\$1,658
R/W Support		\$69			\$69
Constr. Support				\$1092	\$1092
Total Support		\$1,727		\$1092	\$2,819
Total Project Cost		\$1,727	\$14	\$8,038	\$9,779

*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: 42.5 % (All Support Costs divided by the sum of the escalated Construction Capital and escalated R/W Capital).*

13. SCHEDULE

HQ Milestones	Delivery Date (Month & Year)
M200 Project Approval & Environmental Document	07/01/2014
M225 Regular Right of Way	03/01/2015
M377 PS&E to District Office Engineer	05/01/2016
M410 Right of Way Certification	09/01/2016
M460 Ready to List	09/15/2016
M480-HQ Advertise	10/10/2016
M500-Approve Construction Contract	12/21/2016
M600-Contract Acceptance	02/15/2018
M800-End Project	02/15/2019

14. RISKS

A Risk Management Plan (RMP) has been prepared for this project. The RMP identifies the risks that could possibly delay the project. All identified risks are given specific response plans and assigned to appropriate risk managers who will monitor and control the risks.

The possibility of utility conflicts is a risk identified with low probability of occurring and moderate impact on schedule and cost. The possibility to require further analysis of habitat for California tiger salamander by of California Department of Fish and Wildlife (CDFW) is low and impact is high on schedule and cost. There is a moderate probability that Biological Opinion for California red-legged frog will be required.

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.

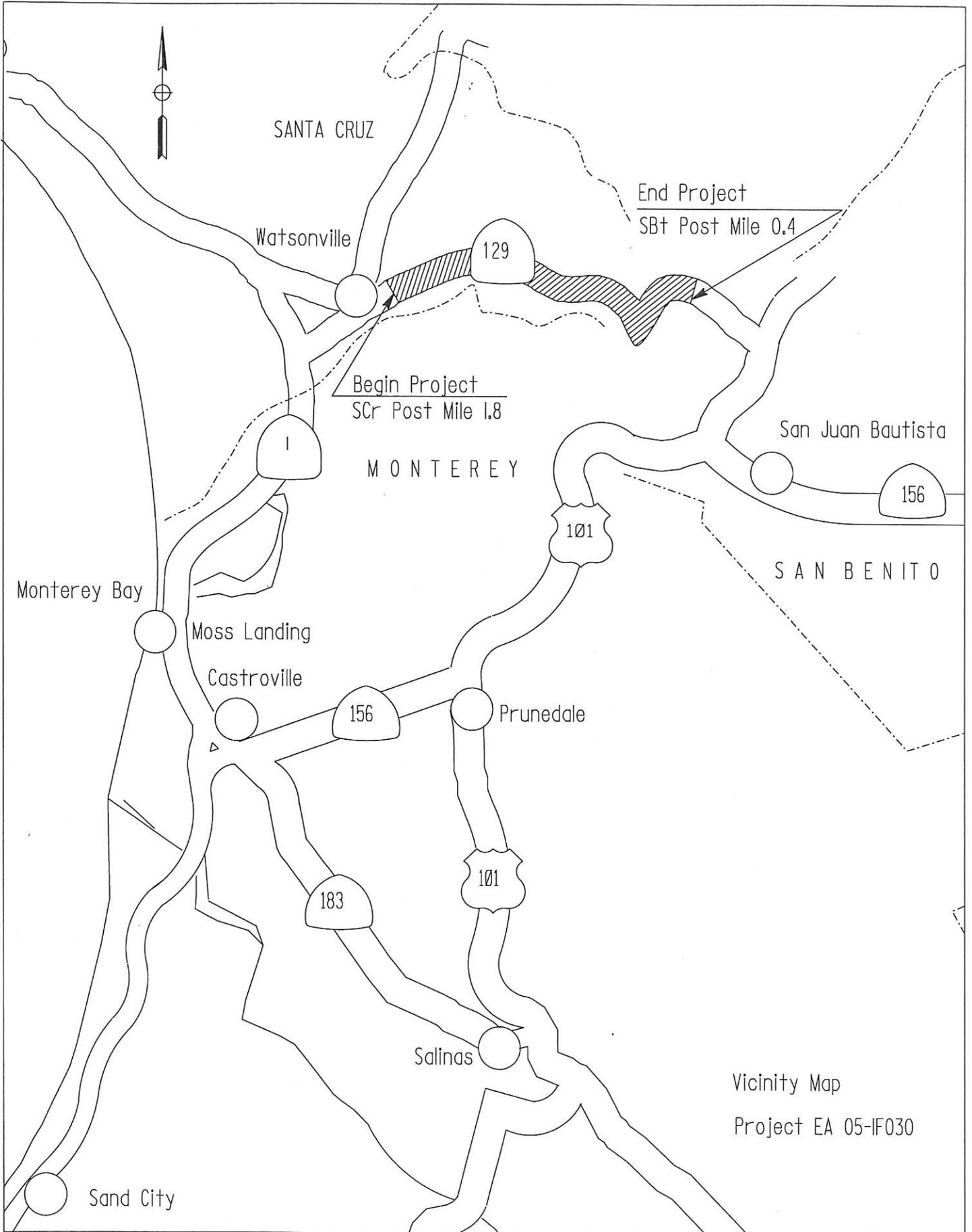
16. PROJECT REVIEWS

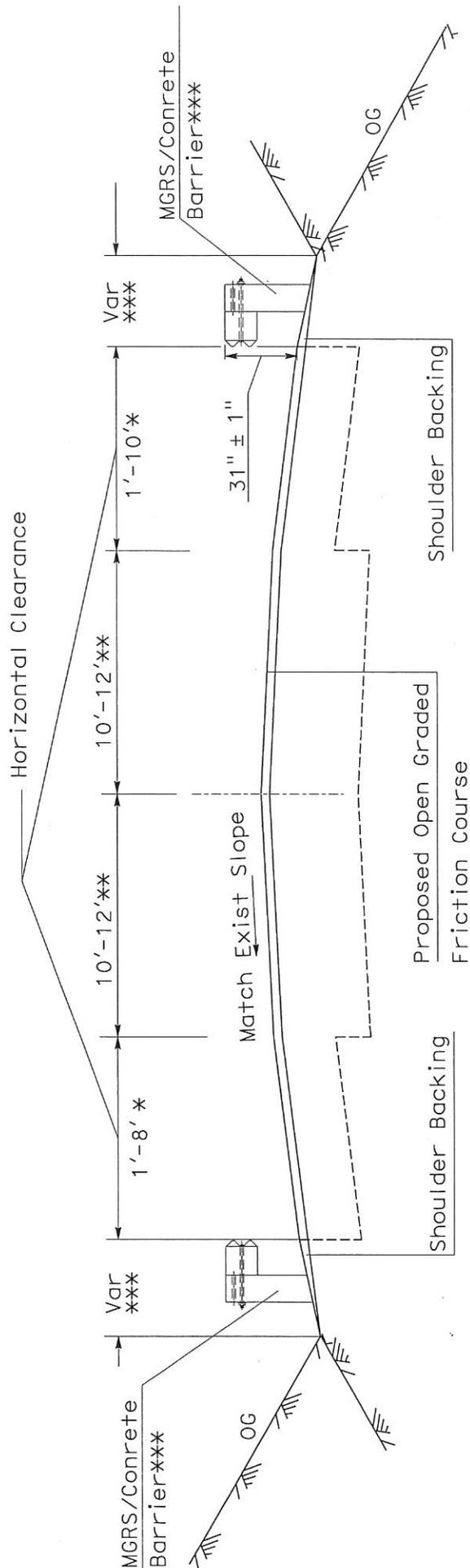
Scoping team field review	Jim Espiosa Doug Hessing Scott Morris Adel Iskandar	Date 1/14/14
District Program Advisor	Deb Larson	Date 8/27/12
HQ SHOPP Program Advisor		Date 8/27/12
HQ Design Coordinator	Mike Janzen	Date 11/24/13
Project Manager	Doug Hessing	Date 6/5/14
District Safety Review	Scott Morris	Date 3/20/14
Constructability Review		Date 3/21/14

17. PROJECT PERSONNEL

Doug Hessing , Project Manager	(805) 549-3386
James Espinosa, Design Manager	(559) 243-3537
Rick Wiley, Environmental	(805) 549-3046
Scott Morris, Traffic Safety	(805) 549-3238
Marshall Garcia, Right of way	(805) 549-3471
Adel Iskandar, Project Engineer	(559) 243-3540

ATTACHMENT A





* HWY 129
SCR PM 4.7-9.969 & SBT PM 0.0-0.4

PM/PM	Shoulder Width	
	Left	Right
SCR 4.700/5.200	8'	8'
5.200/6.696	4'	4'
6.696/7.920	2'	2'
7.920/8.150	4'	10'
8.150/9.272	2'	2'
9.272/9.914	4'	4'
9.914/9.969	1'	1'
SBT 0.029/0.060	4'	4'
0.060/0.400	8'	8'

**

PM/PM	Lane Width
SCR 6.696/7.920	10'
8.569/9.272	10'

*** To Follow Traffic Manual/Traffic Safety Systems/
7-03.5 Design Considerations. See attachment C (Rail Work Description Table)

Typical Cross Section
Project EA 05-1F030

ATTACHMENT C

Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	Construct Midwest Guardrail System	Construct MGS Concrete Beam	Construct Concrete Barrier	** Anchor Block	** WB	** End Treatments	Horizontal Clearance
1.823/1.834 1.843/1.854	EB	59 59	3 3	13 13			8 8	1 1	FTS FTS	10'
1.823/1.835 1.843/1.864	WB	64 111	3 3	13 31			8 8	1 1	ITS ITS	
2.558/2.57 2.584/2.589	EB	95 26	3 3	15			8 8	1	ITS CC	10'
2.562/2.574 2.588/2.6	WB	64 64	3 3	13 170			8 8	1 1	ITS CC	
5.182 To 5.239	WB	59 64	3 40	13			10 40	1	ITS CC	8' until 5.2 Then 4'
5.189 To 5.207	EB	90		90					ITS CA CA	8' until PM 5.2 Then 4'
5.212 To 5.231	EB	100		100					CC	4'

*<http://svhqgisapp1.dot.ca.gov/postmilewebclient/PostmileQueryTool.html>

** Shall be re-evaluated after the completion of the ground survey and identifying the locations and elevations of the drainage systems and utilities. Geotechnical and Structures shall be consulted as mentioned in this PSR/PR

CA= Anchor Assembly Type CA, ITS= In-line Terminal System, FTS= Flared Terminal System, CC=Crash Cushion

Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	** Construct Midwest Guardrail System	** Construct MGS Concrete Beam	** Construct Concrete Barrier	** Construct Anchor Block	** WB	** End Treatments	Horizontal Clearance
5.425 To 5.479	EB	285		235	140				ITS	4'
5.506 To 5.526		140		93					CA	
5.435	WB/App.	80	10			80		1	ITS	4'
5.476	WB/Dep.	30	10			175				4'
5.510	WB/App.						40		CC	4'
5.523	WB/Dep.		40						CA	4'
5.541 To 5.59	App. EB	260		228	52 (5.57/5.58)			1	WB	
5.590			40				40			4'
5.637	EB/Dep.		10				10		CC	4'
5.750 to 5.778	EB	148		112	36 (5.765/5.772)				CC	4'
5.878 To 5.94	EB/App. EB/Dep.		40				40		CA	4'
			10				10		CC	

*<http://svhqgisapp1.dot.ca.gov/postmilewebclient/PostmileQueryTool.html>

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Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	** Construct Midwest Guardrail System	** Construct MGS Concrete Beam	** Construct Concrete Barrier	** Construct Anchor Block	** WB	** End Treatments	Horizontal Clearance
6.175 To 6.190	EB	80		120					CA	4'
6.239 To 6.258	EB		40				40		CC	4'
6.3010 To shield Exist. DI	WB		10	100			10		CC	4'
6.400 To 6.480	EB	422		400	80 (20%)				ITS	4'
6.713 To 6.739	WB	137		37					Buried End Anchors	2'
6.715 To 6.739	EB	127		52					ITS	2'
6.813 To 6.837	EB	127		27					ITS	2'
6.817 To 6.842	WB	132		32					ITS	2'

*<http://svhgisapp1.dot.ca.gov/postmilewebclient/PostmileQueryTool.html>

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Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	** Construct Midwest Guardrail System	** Construct MGS Concrete Beam	** Construct Concrete Barrier	** Construct Anchor Block	** WB	** End Treatments	Horizontal Clearance
7.033 To 7.058	WB	132		32					ITS ITS	2' 2'
7.039 To 7.058	EB	101		101					ITS ITS	2' 2'
7.435 TO 7.456	EB	112		100	30				CA CA	2' 2'
7.436 To 7.451	WB	80		50					2 Buried End Anchors	2'
7.474 TO 7.493	EB	100		95	30				CA CC	2' 2'
7.52 TO 7.544	EB	127			127				CC	2'
7.544 to 7.591	EB				250					2'
7.591 to 7.617	EB	138		138						2'

*<http://svhgisapp1.dot.ca.gov/postmilewebclient/PostmileQueryTool.html>

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Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	** Construct Midwest Guardrail System	** Construct MGS Concrete Beam	** Construct Concrete Barrier	** Construct Anchor Block	** WB	** End Treatments	Horizontal Clearance
7.617 to 7.659	EB				225					2'
7.659 to 7.682	EB	122			122				CC	2'
7.692 To 7.702	APP. EB			53					CA	2'
7.702 TO 7.719	EB				90					2'
7.719 TO 7.746	EB	142			142					2'
7.746 To 7.783	EB	-	-		195					2'
7.783 TO 7.811	EB Dep.	148			148				CC	2'

*<http://svhgisapp1.dot.ca.gov/postmilewebclient/PostmileQueryTool.html>

** Shall be re-evaluated after the completion of the ground survey and identifying the locations and elevations of the drainage systems and utilities. Geotechnical and Structures shall be consulted as mentioned in this PSR/PR

CA= Anchor Assembly Type CA, ITS= In-line Terminal System, FTS= Flared Terminal System, CC=Crash Cushion

Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	** Construct Midwest Guardrail System	** Construct MGS Concrete Beam	** Construct Concrete Barrier	** Construct Anchor Block	** WB	** End Treatments	Horizontal Clearance	
7.988 TO	EB	1294		1294						4' left & 10' Right until 8.15. Then 2'	
8.233 To		69			69						
8.246 To		544		544							
8.349 To		127			127						
8.373 To		275		275					Buried End Anchor		
8.425 To					69						
8.438											
8.46 To 8.49		EB	159		159						Buried End Anchor or ITS ITS

*<http://svhqgisapp1.dot.ca.gov/postmilewebclient/PostmileQueryTool.html>

** Shall be re-evaluated after the completion of the ground survey and identifying the locations and elevations of the drainage systems and utilities. Geotechnical and Structures shall be consulted as mentioned in this PSR/PR

CA= Anchor Assembly Type CA, ITS= In-line Terminal System, FTS= Flared Terminal System, CC=Crash Cushion

Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	** Construct Midwest Guardrail System	** Construct MGS Concrete Beam	** Construct Concrete Barrier	** Construct Anchor Block	** WB	** End Treatments	Horizontal Clearance
8.62 To 8.648	EB	148		73					FTS FTS ITS ITS	2'
8.63 To 8.655	WB	132		57						
8.859 To 8.883	EB	127		27					ITS ITS ITS	2'
8.862 To 8.885	WB	122		17					ITS ITS	
8.947 To 8.973	EB	138		38					ITS ITS	2'

*<http://svhqgisapp1.dot.ca.gov/postmilewebclient/PostmileQueryTool.html>

** Shall be re-evaluated after the completion of the ground survey and identifying the locations and elevations of the drainage systems and utilities. Geotechnical and Structures shall be consulted as mentioned in this PSR/PR

CA= Anchor Assembly Type CA, ITS= In-line Terminal System, FTS= Flared Terminal System, CC=Crash Cushion

Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	** Construct Midwest Guardrail System	** Construct MGS Concrete Beam	** Construct Concrete Barrier	** Construct Anchor Block	** WB	** End Treatments	Horizontal Clearance
9.038 To 9.062	EB	127		27					ITS	2'
9.04 To 9.063	WB	122		22					ITS	
9.232 To 9.26 To 9.27	EB	148 53		48					ITS	2'
9.234 To 9.26	WB	138		38					ITS	
9.312 TO 9.337	WB	132		32					ITS	4'

*<http://svhgisapp1.dot.ca.gov/postmilewebclient/PostmileQueryTool.html>

** Shall be re-evaluated after the completion of the ground survey and identifying the locations and elevations of the drainage systems and utilities. Geotechnical and Structures shall be consulted as mentioned in this PSR/PR

CA= Anchor Assembly Type CA, ITS= In-line Terminal System, FTS= Flared Terminal System, CC=Crash Cushion

Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	** Construct Midwest Guardrail System	** Construct MGS Concrete Beam	** Construct Concrete Barrier	** Construct Anchor Block	** WB	** End Treatments	Horizontal Clearance
9.4 TO 9.411	EB	58		64					ITS	4'
9.411 TO 9.441		164								
9.441 TO 9.45		48							ITS	
9.418 TO 9.448	WB	158		58					ITS	
9.961/9.972 Pajaro	EB	59	3				10		CC	
9.973/9.978	WB	27	3				10		CC	
0.036/0.0480 Pajaro	EB	64	3		13		10	1	ITS	
0.040/0.054	WB	74	3				10		CC	

* <http://svhgisapp1.dot.ca.gov/postmilewebclient/PostmileQueryTool.html>

** Shall be re-evaluated after the completion of the ground survey and identifying the locations and elevations of the drainage systems and utilities. Geotechnical and Structures shall be consulted as mentioned in this PSR/PR

CA= Anchor Assembly Type CA, ITS= In-line Terminal System, FTS= Flared Terminal System, CC=Crash Cushion

COST ESTIMATE



Dist-Co-Rte: 05-SCR&SBT-129
PM: PM 1.8/0.4
EA: 05-1F030K
Program Code: 20.10.201.010

PROJECT DESCRIPTION:

Limits:

Proposed Improvement: (Scope of Work)

Alternative:

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	Total of Sections 1 - 10 shown above	\$ 6,000,000
TOTAL STRUCTURES ITEMS		\$ 0
SUBTOTAL CONSTRUCTION COSTS		\$ 6,000,000
TOTAL RIGHT OF WAY ITEMS (Not Escalated)		\$ 0
TOTAL PROJECT CAPITAL OUTLAY COSTS		\$ 6,000,000

Reviewed by
District Program Manager:

(Signature)

4/27/2014
(Date)

Approved by Project Manager:

(Signature)

6/30/14
(Date)

Phone Number:

805 549-3386

Form revised 12/01/09

COST ESTIMATE



Dist-Co-Rte: 05-SCR&SBT-129
 PM: PM 1.8/0.4
 EA: 05-1F030K
 Program Code: 20.10.201.010

I. ROADWAY ITEMS

<u>Section 1 - Earthwork</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Roadway Excavation	_____	CY	\$0	\$0	
Imported Borrow	_____	CY	\$0	\$0	
Clearing & Grubbing	1	LS	\$10,000	\$10,000	
Develop Water Supply	1	LS	\$0	\$0	
Top Soil Reapplication	_____	_____	\$0	\$0	
Stepped Slopes and Slope	_____	_____	\$0	\$0	
Rounding (Contour Grading)	_____	_____	\$0	\$0	
	_____	_____	\$0	\$0	
			Subtotal Earthwork:		\$10,000
<u>Section 2 - Pavement Structural Section*</u>					
PCC Pvmnt Depth	0	CY	\$0	\$0	
PCC Pvmnt Depth	0	CY	\$0	\$0	
Cold Plane	65,000	SQYD	\$2	\$130,000	
Open Graded Friction Course	6,500	Ton	\$100	\$650,000	
HMA (Digout)	650	Ton	\$110	\$71,500	
Lean Concrete Base	0	CY	\$0	\$0	
Cement-Treated Base	0	CY	\$0	\$0	
Aggregate Base	0	CY	\$0	\$0	
Treated Permeable Base	0	CY	\$0	\$0	
Aggregate Subbase	0	CY	\$0	\$0	
Pavement Reinforcing Fabric	0	SF	\$0	\$0	
Edge Drains	0	FT	\$0	\$0	
	_____	_____	_____	\$0	
			Subtotal Pavement Structural Section:		\$851,500
<u>Section 3 - Drainage</u>					
Large Drainage Facilities	0	LS	\$0	\$0	
Storm Drains	_____	LS	_____	\$0	
Pumping Plants	0	LS	\$0	\$0	
Project Drainage	1	LS	\$200,000	\$200,000	
	_____	_____	_____	\$0	
			Subtotal Drainage:		\$200,000

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

COST ESTIMATE



Dist-Co-Rte: 05-SCR&SBT-129
 PM: PM 1.8/0.4
 EA: 05-1F030K
 Program Code: 20.10.201.010

<u>Section 4 - Specialty Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Retaining Walls	0	SF	\$0	\$0	
Noise Barriers	0	EA	\$0	\$0	
Remove Guardrails	8,800	LF	\$8	\$70,400	
Midwest Guardrails	5,400	LF	\$25	\$135,000	
Midwest Concrete Beam	1,800	LF	\$400	\$720,000	
Remove Concrete Barrier	290	LF	\$50	\$14,500	
Remove K-rail	100	LF	\$20	\$2,000	
Anchor B. (minor concrete minor structure	130	CY	\$2,000	\$260,000	
Concrete Piles	400	LF	\$400	\$160,000	
Concrete Barrier Type 732B	340	LF	\$120	\$40,800	
Transition Railing Type WB	13	EA	\$3,500	\$45,500	
Flared Terminal Systems	4	EA	\$2,600	\$10,400	
In-line Terminal Systems	45	EA	\$2,800	\$126,000	
Anchor Assembly Type CA	10	EA	\$1,000	\$10,000	
Crash Cushion	20	EA	\$23,000	\$460,000	
Centerline rumble strip	250	STA	\$35	\$8,750	
Remove Rock	2	LS	\$2,000	\$4,000	
Water Pollution Control	1	LS	\$80,000	\$80,000	
Hazardous Waste Investigation and/or Mitigation Work	1	LS	\$3,000	\$3,000	
Environmental Compliance	0	LS	\$0	\$0	
Resident Engineer Office Space	7	Month	\$4,000	\$28,000	
				\$0	
				Subtotal Specialty Items:	\$2,178,350
<u>Section 5 - Traffic Items</u>					
Lighting	0	LS	\$0	\$0	
Traffic Delineation Items	1	LS	\$140,000	\$140,000	
Construction Area Sign	1	LS	\$12,000	\$12,000	
Traffic Signals	0	LS	\$0	\$0	
Overhead Sign Structures	0	EA	\$0	\$0	
Roadside Signs	0	EA	\$0	\$0	
Traffic Control Systems	140	Day	\$1,000	\$140,000	
Transportation Management Plan	1	LS	\$5,000	\$5,000	
Maintain Traffic	140	Day	\$600	\$84,000	
Public Awareness Campaign	1	LS	\$10,000	\$10,000	
4 Changeable Message Sign	140	Day	\$800	\$112,000	
Temporary Detection System	0	LS	\$0	\$0	
Staging	0	LS	\$0	\$0	
				Subtotal Traffic Items:	\$503,000

COST ESTIMATE



Dist-Co-Rte: 05-SCR&SBT-129
 PM: PM 1.8/0.4
 EA: 05-1F030K
 Program Code: 20.10.201.010

II. ROADSIDE ITEMS

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

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

TOTAL SECTIONS 1 thru 7 \$3,742,850

NOTE: Extra lines are provided for items not listed; use additional lines as appropriate.

COST ESTIMATE



Dist-Co-Rte: 05-SCR&SBT-129
PM: PM 1.8/0.4
EA: 05-1F030K
Program Code: 20.10.201.010

III. ROADWAY ADDITIONS

Section 8 - Minor Items

	<u>Item Cost</u>			<u>Section Cost</u>
(Subtotal Sections 1 thru 7)	<u>\$3,742,850</u>	x	<u>0.10</u> (5 to 10%)	= <u>\$374,285</u>

TOTAL Minor Items: \$374,285

Section 9 - Roadway Mobilization

(Subtotal Sections 1 thru 8)	<u>\$4,117,135</u>	x	<u>0.10</u> (10%)	= <u>\$411,714</u>
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TOTAL Roadway Mobilization: \$411,714

Section 10 - Supplemental Work & Contingencies

Supplemental Work

(Subtotal Sections 1 thru 8)	<u>\$4,117,135</u>	x	<u>0.10</u> (5 to 10%)	= <u>\$411,714</u>
------------------------------	--------------------	---	---------------------------	--------------------

Contingencies

(Subtotal Sections 1 thru 8)	<u>\$4,117,135</u>	x	<u>0.25</u> (**%)	= <u>\$1,029,284</u>
------------------------------	--------------------	---	----------------------	----------------------

Supplemental Work & Contingencies: \$1,440,997

TOTAL ROADWAY ADDITIONS Sections 8 thru 10: \$2,226,996

TOTAL ROADWAY ITEMS: \$5,969,846

(Subtotal Sections 1 thru 10)

Estimate Prepared by:	<u>ADEL ISKANDAR</u>	Phone: <u>(559)243-3540</u>	<u>06/23/14</u>
	(Print or Type Name)		(Date)

Estimate Checked by:	<u>JAMES ESPINOSA</u>	Phone: <u>(559)243-3537</u>	<u>06/25/14</u>
	(Print or Type Name)		(Date)

****Use appropriate percentage per PDPM, Part 3 Chapter 20.**

<http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm> - pdpm

COST ESTIMATE



Dist-Co-Rte: 05-SCR&SBT-129
 PM: PM 1.8/0.4
 EA: 05-1F030K
 Program Code: 20.10.201.010

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				<u>\$0</u>
(Sum of Total Cost for Structures)				
Railroad Related Costs (Not incl. in RW Est)	_____	_____	_____	<u>\$0</u>
	_____	_____	_____	<u>\$0</u>
SUBTOTAL RAILROAD ITEMS				<u>\$0</u>
TOTAL STRUCTURES ITEMS				<u>\$0</u>
(Sum of Structures items plus Railroad Items)				

COMMENTS:

Estimate Prepared by: ADEL ISKANDAR Phone: (559) 243-354C 06/25/14
 (Print or Type Name) (Date)

(If appropriate, attach additional pages as backup)

COST ESTIMATE



Dist-Co-Rte: 05-SCR&SBT-129
 PM: PM 1.8/0.4
 EA: 05-1F030K
 Program Code: 20.10.201.010

III. RIGHT OF WAY ITEMS

No. of years for Escalation = 0

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

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

F. Construction Contract Work

Brief Description of Work

Right of Way Branch Cost Estimate for Work \$0

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

COMMENTS:

Estimate Prepared

by: ADEL ISKANDAR Phone: (559) 243-3540 06/25/14
(Print or Type Name) (Date)

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

ATTACHMENT E

State of California

Business, Transportation and Housing Agency

Memorandum

To: Doug Hessing

Date: 1/10/2014

Attn: Adel Iskandar

File: CD 05 EA 1F0308 Alt NA
Co SWS RTE 129

Jim Espinosa

DESCRIPTION:

This Project proposes to place Open Graded Hot Mix Asphalt (OGHMA) and replace/raise MBGR and end treatments.

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 1/10/2014

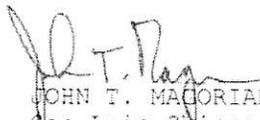
The following assumptions and limiting conditions were identified:

Appraisal

Utility

This project is described as open grade overlay and MBGR upgrade. Additional improvements at existing structures may effect existing underground facilities. Project engineer indicates that utility involvements &/or relocations are required. Potholing will also be required. At this time we have not developed enough information to accurately asses the utility involvements or to be able to estimate relocation expense. This data sheet is provided for informational purposes only, not for programming. It is suggested the data sheet be updated after pothole work is complete to determine the extent of utility involvement exists.

Right of Way Lead Time will require a minimum of 18 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.



JOHN T. MACORIAN, Sr. Right of Way Agent
San Luis Obispo Field Office
(805) 549-3471

Right Of Way Cost Estimate

	Current Year 2014	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2016
Acquisition:	\$0	25%	5%	\$0
Mitigation:	\$0	25%	5%	\$0
State Share of Utilities:	\$12,500	25%	5%	\$13,781
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:	\$12,500			\$13,781

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

Estimated Construction Contract Work (CCW):

R/W LEAD TIME/Mo. 18

Pot Hole	10,000
Mitigation	
Land	
Bank	
Permit Fees	

RR Involvement

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

Parcel Data

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

of Excess Parcels:

Misc R/W Work

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

Utilities

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

EA: 05-1F030K ALT: NA

Parcel Area

Total R/W Required:

Total Excess Area

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

General Description of Utility Involvement:

State Route 129 is designated Conventional Highway throughout the project area. Utility facilities include electric, communication, cable and fiber optic. Generally facilities appear to be in place per encroachment permit and relocations may be at utility owner expense.

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 1/21/2014

Utility Relocation Coordinator: John T. Magorian 1/27/2014

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

Date

ENTERED PMCS 1/27/2014

BY: Patrick Mason



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

ATTACHMENT F
DISTRICT 5

TRANSPORTATION MANAGEMENT PLAN CHECK LIST

District / EA: 05/1F0300
 Project Engineer: Jim Espinosa
 Date Prepared: 2/21/2014

Co.-Rte-PM: SCr-129-1.8/9.9 & SBt 0.0/0.4
 Description: OG overlay and Guardrail upgrades
 Working Days: 140 days

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

1.0 Public Information

- 1.1 Public Awareness Campaign
- 1.2 Other Strategies

Required	Not required	Not Applicable	COMMENTS
x			Include \$9500 in 066063 (TMP - Public Info.)
	x		

2.0 Motorist Information Strategies

- 2.1 Changeable Message Signs
- 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)

Required	Not required	Not Applicable	COMMENTS
x			Provide one per direction @\$200/unit
x			(plus additional units for detour)
	x		
x			Construction to provide information to TMC
	x		Construction to provide information to TMC

3.0 Incident Management

- 3.1 COZEEP
- 3.2 Freeway Service Patrol

Required	Not required	Not Applicable	COMMENTS
		x	
	x		

4.0 Traffic Management Strategies

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

Required	Not required	Not Applicable	COMMENTS
x			Provided during PS&E
	x		
X			0T5401
x			
x			Construction/Contractor to provide - as needed
x			Construction/Contractor to provide - as needed
x			Construction/Contractor to provide - as needed
x			Standard
x			This is in addition to any other Maintain Traffic funds.
x			Contact Adam Fukushima @ 805-549-3131
x			SSP 12-128
x			

*Include \$250/day in Supplemental Items 066070

Must address bicycle issues.

* Special Days: Watsonville Air Show & Santa Cruz Co. Fair

*Use CMS to notify of lane closures 5 working days prior to construction.

5.0 Anticipate Delays

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

Required	Not required	Not Applicable	COMMENTS
		x	
		x	

5.3 Minimal delay anticipated -

no further action required provided above strategies are implemented

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

Shayne Sandeman
 District TMP Coordinator

ATTACHMENT G

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

05-SCR,SBT-129 1.8/9.99,0.0/04 05-1F0300 0513000037 January 6,2014
 Dist.-Co.-Rte. (or Local Agency) P.M/P.M. E.A. (State project) Federal-Aid Project No.

PROJECT DESCRIPTION:

(Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)

Enter project description in this box. Use Continuation Sheet, if necessary

This project proposes to place Open Grade Hot Mix Asphalt and replace MBGR with Mid West Guardrail on State Route 129 in Santa Cruz County SCR PM 1.8 to PM 9.9 and San Benito County from PM 0.0 to 0.4. The project also proposes to upgrade and construct (67) end treatments from SCR PM 1.8 to SBT PM 0.4. The scope of work also includes construction of the shoulder backing with 2' maximum width, anchor blocks, piles, guardrail concrete beam, some pavement grinding, place pavement delineation and remove two large rocks. The (2) rocks appear to have rolled or slide down the hill side and are a traffic hazard. The project will improve safety and reduce collisions associated with wet highways. All work will be performed within the Right of Way. See attached continuation page)

CEQA COMPLIANCE (for State Projects only)

Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION (Check one)

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

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

- Categorically Exempt. Class 12.** (PRC 21084; 14 CCR 15300 et seq.)
- Categorically Exempt. General Rule exemption.** [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3])]

<p><u>Matthew Fowler</u> Print Name: Environmental Branch Chief</p> <p><u>[Signature]</u> <u>01/06/14</u> Signature Date</p>	<p><u>Doug Hessins</u> Print Name: Project Manager/DLA Engineer</p> <p><u>[Signature]</u> <u>01/06/14</u> Signature Date</p>
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NEPA COMPLIANCE

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

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b) (<http://www.fhwa.dot.gov/hep/23cfr771.htm> - sec. 771.117).

In non-attainment or maintenance areas for Federal air quality standards, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to 42 USC 7506(c) and 40 CFR 93.

CALTRANS NEPA DETERMINATION (Check one)

Section 6004: The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2010, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c) (___)
- 23 CFR 771.117(d): activity (d) (___2___)
- Activity ___ listed in the MOU between FHWA and the State

Section 6005: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under Section 6005 of 23 U.S.C. 327.

<p><u>Matthew Fowler</u> Print Name: Environmental Branch Chief</p> <p><u>[Signature]</u> <u>01/06/14</u> Signature Date</p>	<p><u>Doug Hessins</u> Print Name: Project Manager/DLA Engineer</p> <p><u>[Signature]</u> <u>1/06/14</u> Signature Date</p>
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Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if Section 6005 project; §106 commitments; §4(f); §7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). **Revised June 7, 2010**

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

05-SCR, SBT-129	1.8/9.99, 0.0/0.4	05-1F0300	0513000037 January 6, 2014
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project) /Project No.	Federal-Aid Project No. (Local project)/ Proj. No.

Biological Environmental:

1. Avoidance and minimization of ground disturbance due to project related actions will be achieved with the establishment of an Environmentally Sensitive Area (ESA). The ESA will ensure that unnecessary disturbance does not occur outside of the project limits. ESA limits will be depicted on the final layout plans to include all vegetated areas on either side of the highway.
2. In order to avoid impacts to nesting birds, a pre-activity survey shall be conducted by a Caltrans biologist, no more than two weeks prior to vegetation disturbance if vegetation disturbance is scheduled to occur between February 15 and September 1.
3. Active bird nests shall not be disturbed, and eggs or young birds covered by the MBTA and California Fish and Game Code shall not be killed, destroyed, injured, or harassed at any time.
4. Surveys will be conducted in the appropriate time of year (Spring 2014) to confirm that the marginal habitat that exists on the project does not support sensitive plant species. If plants are located, ESA will be used to completely avoid them or additional consultation will be required.

The following avoidance and minimization measures are recommended for wetlands:

5. ESA will be delineated on the plans and fencing will be installed to delineate the roadside wetlands at PM 5.9.

The following avoidance and minimization measures are recommended for California red-legged frog:

6. For the portion of the project within PM 6.9-9.9 (SCR) and PM 0.0-0.4 (SBT), work activities shall take place during the dry season, between April 1 and November 1, when water levels are typically at their lowest, and California red-legged frogs are less likely to be dispersing between areas of aquatic habitat.
7. Before work begins, a Caltrans biologist with experience in the ecology of the California red-legged frog, as well as identification of all life stages, shall conduct a training session for all construction personnel. The training will include a description of the California red-legged frog and its habitat, who to contact if a frog is seen within the project area, and specific measures that are being implemented to avoid adverse effects to the species during the proposed project.

The following avoidance and minimization measures are recommended for burrowing owl:

8. Prior to construction, a Caltrans biologist with experience in the ecology of the burrowing owl shall conduct a training session for all construction personnel, which will include a description of the burrowing owl, its habitat, and who to contact if a burrowing owl is seen within the project area.

If you have any questions or concerns please contact Jennifer Moonjian *Associate Biologist* at (805) 542-4763

See Attached (10) page table with all (67) endtreatment locations.

**05-1F030 Work Description and Quantities
(Preliminary Design)**

Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	Remove K-rail	Construct Midwest Guardrail System	Construct Guardrail Concrete Beam	Construct Concrete Barrier / Anchor Block	WB	End Treatment / Crash Cushion (CC)	Horizontal Clearance
1.823/1.834 1.843/1.854	EB	59 59	3 3		13 13		8 8	1 1	FTS FTS	10'
1.823/1.835 1.843/1.864	WB	64 111	3 3		13 31		8 8	1 1	ITS ITS	
2.558/2.57 2.584/2.589	EB	95 26	3 3		15		8 8	1	ITS CC	10'
2.562/2.574 2.588/2.6	WB	64 64	3 3		13 170		8 8	1 1	ITS CC	
5.189 To 5.207	EB	90			90				ITS	8' until 5.2 Then 4'
5.212 To 5.231	EB	100			100				CA CA	4' 4'
5.425 To 5.479 To 5.506 To 5.526	EB	285 140 106			235 93	140			ITS CA	4'

* <http://svhqgisapp1.dot.ca.gov/postmilewebclient/PostmileQueryTool.html> 11/13/2013

CA= Anchor Assembly Type CA, ITS= In-line Terminal System, FTS= Flared Terminal System

Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	Remove K-rail	Construct Midwest Guardrail System	Construct Guardrail Concrete Beam	Construct Concrete Barrier / Anchor Block	WB	End Treatment / Crash Cushion (CC)	Horizontal Clearance
5.435	WB/App.	80	10				80	1	ITS	4'
5.476	WB/Dep.	30	10				175			4'
5.510	WB/App.									
5.523	WB/Dep.		20				10		CC	4'
5.541 To 5.59	App. EB	260			228	52 (5.57/5.58)			CA	4'
5.590			25				25			4'
5.637	EB/Dep.		10				10		CC	4'
5.750 to 5.778	EB	148			112	36 (5.765/5.772)			CC	4'
5.878 To 5.94	EB/App. EB/Dep.	30 10					30 10		CC	4'
6.175 To 6.190	EB	80			120				CA	4'
6.237 To 6.257	WB			105	50		80	2	Buried End Anchor	4'

*<http://svhqgisapp1.dot.ca.gov/postmilewebclient/PostmileQueryTool.html> 11/13/2013

CA= Anchor Assembly Type CA, ITS= In-line Terminal System, FTS= Flared Terminal System

Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	Remove K-rail	Construct Midwest Guardrail System	Construct Guardrail Concrete Beam	Construct Concrete Barrier / Anchor Block	WB	End Treatment / Crash Cushion (CC)	Horizontal Clearance
6.239 To 6.258	EB	30					30		CC	4'
6.3010 To shield Exist. DI	WB				100		10		CC	4'
6.400 To 6.480	EB	422			400	80 (20%)			2 Buried End Anchors ITS	4'
6.713 To 6.739	WB	137			37				ITS ITS	2'
6.715 To 6.739	EB	127			52				ITS CC	2'

11/13/2013

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CA= Anchor Assembly Type CA, ITS= In-line Terminal System, FTS= Flared Terminal System

Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	Remove K-rail	Construct Midwest Guardrail System	Construct Guardrail Concrete Beam	Construct Concrete Barrier / Anchor Block	WB	End Treatment / Crash Cushion (CC)	Horizontal Clearance
6.813 To 6.837	EB	127			27				ITS	2'
6.817 To 6.842	WB	132			32				ITS	2'
7.033 To 7.058	WB	132			32				ITS	2'
7.039 To 7.058	EB	101			101				ITS	2'
7.435 To 7.456	EB	112			100	30			CA	2'
7.436 To 7.451	WB	80			50				CA 2 Buried End Anchors	2'
7.474 To 7.493	EB	100			95	30			CA CC	2'

11/13/2013

*http://svhgisapp1.dot.ca.gov/postmilewebclient/PostmileQueryTool.html

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Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	Remove K-rail	Construct Midwest Guardrail System	Construct Guardrail Concrete Beam	Construct Concrete Barrier / Anchor Block	WB	End Treatment / Crash Cushion (CC)	Horizontal Clearance
7.52 to 7.544	EB	127				127			CC	2'
7.544 to 7.591	EB					250				2'
7.591 to 7.617	EB	138			138					2'
7.617 to 7.659	EB					225				2'
7.659 to 7.682	EB	122				122			CC	2'

11/13/2013

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CA= Anchor Assembly Type CA, ITS= In-line Terminal System, FTS= Flared Terminal System

Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	Remove K-rail	Construct Midwest Guardrail System	Construct Guardrail Concrete Beam	Construct Concrete Barrier / Anchor Block	WB	End Treatment / Crash Cushion (CC)	Horizontal Clearance
7.692 To 7.702	APP. EB				53				CA	2'
7.702 TO 7.719	EB					90				2'
7.719 TO 7.746	EB	142				142				2'
7.746 To 7.783	EB	85	-			85				2'
7.783 TO 7.811	EB Dep.	148				148			CC	2'

11/13/2013

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CA= Anchor Assembly Type CA, ITS= In-line Terminal System, FTS= Flared Terminal System

Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	Remove K-rail	Construct Midwest Guardrail System	Construct Guardrail Concrete Beam	Construct Concrete Barrier / Anchor Block	WB	End Treatment / Crash Cushion (CC)	Horizontal Clearance
7.988 To 8.233 To 8.246 To 8.349 To 8.373 To 8.425 To 8.438	EB	1294 69 544 127 275			1294 544 275 69	69 127			Buried End Anchor	4' left & 10' Right until 8.15. Then 2'
8.46 To 8.49	EB	159			159				Buried End Anchor or ITS ITS	2'
8.62 To 8.648 8.63 To 8.655	EB WB	148 132			73 57				FTS FTS ITS ITS	2'

11/13/2013

*http://svhgisapp1.dot.ca.gov/postmilewebclient/PostmileQueryTool.html

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Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	Remove K-rail	Construct Midwest Guardrail System	Construct Guardrail Concrete Beam	Construct Concrete Barrier / Anchor Block	WB	End Treatment / Crash Cushion (CC)	Horizontal Clearance
8.859 To 8.883	EB	127			27				ITS	2'
8.862 To 8.885	WB	122			17				ITS	
8.947 To 8.973	EB	138			38				ITS	2'
9.038 To 9.062	EB	127			27				ITS	2'
9.04 To 9.063	WB	122			22				ITS	
9.232 To 9.26 To 9.27	EB	148 53			48				ITS	2'
9.234 To 9.26	WB	138			38				ITS	

11/13/2013

*<http://svhqgisapp1.dot.ca.gov/postmilewebclient/PostmileQueryTool.html>

CA= Anchor Assembly Type CA, ITS= In-line Terminal System, FTS= Flared Terminal System

Location's PM*	Direction/ Location	Remove MBGR	Remove Concrete Barrier	Remove K-rail	Construct Midwest Guardrail System	Construct Guardrail Concrete Beam	Construct Concrete Barrier / Anchor Block	WB	End Treatment / Crash Cushion (CC)	Horizontal Clearance
9.312 TO 9.337	WB	132			32				ITS	4'
9.4 TO 9.411 TO 9.441 TO 9.45	EB	58 164 48			64				ITS ITS ITS	4'
9.418 TO 9.448	WB	158			58				ITS ITS ITS	
9.961/9.972 Pajaro 9.973/9.978	EB WB	59 27					80 55		CC CC	
0.036/0.048 Pajaro 0.04/0.054	EB WB	64 74				13	10 10	1	ITS CC	

11/13/2013

*<http://svhgisapp1.dot.ca.gov/postmilewebclient/PostmileQueryTool.html>
 CA= Anchor Assembly Type CA, ITS= In-line Terminal System, FTS= Flared Terminal System

Quantities (Preliminary Design)												
#	Remove MBGR	Remove Concrete Barrier	Remove K-rail	Construct Midwest Guardrail System	Construct Guardrail Concrete Beam	Construct Concrete Barrier / Anchor Block	WB	FTS	ITS	CA	Buried	CC
Page 1	1263	24		786	140	64	7	2	6	3		3
Page 2	638	75	105	510	88	420	4		1	3	2	6
Page 3	726			589	80	10			4		3	3
Page 4	784			437	60				8	3	2	1
Page 5	387			138	724							2
Page 6	375			53	465					1		1
Page 7	2748			2471	196			2	4		6	
Page 8	975			217					14			
Page 9	784			154	13	155	1		7			3
Total	8680	99	105	5355	1766	649	12	4	44	10	13	19



Dist-County-Route: 05-SCR, SBT-129
 Post Mile Limits: 1.8/9.9; 0.0/0.4
 Project Type: Guardrail End Treatment & OG Overlay
 Project ID (or EA): 05-1300-0037-K (05-1F030K)
 Program Identification: SHOPP/201.010
 Phase: PID
 PA/ED
 PS&E

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

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

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

Estimate Construction Start Date: 12/07/2014 Construction Completion Date: 4/07/2015
 Separate Dewatering Permit (if yes, permit number) Yes Permit # _____ No
 Erosivity Waiver Yes Date: _____ No

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

Adel Iskandar 8/1/2013
 Adel Iskandar, Registered Project Engineer Date
 I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

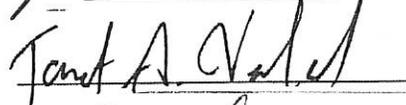
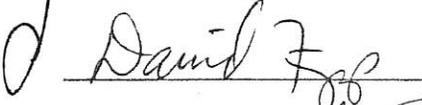
MARISSA NISHIKAWA 8/8/13
 [Stamp Required for PS&E only] FOR MARISSA NISHIKAWA Regional SW Coordinator or Designee Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM
 PPM 0001 (REV 07 2013)

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

Project Information: <input checked="" type="checkbox"/> Capital Project <input type="checkbox"/> Major Maintenance Project (Check One)		Total Estimated Cost: \$ _____
Project ID/District-EA	051300037/05-1F030	
Project Description	Open Grade Overlay and MBGR Upgrade	
Project Manager (PM)	DOUG HESSING	
Project Risk Manager	Doug Hessing	
(For Risk Level 3 Projects)		
<input type="checkbox"/> No Risk Register Certification Required - - Check box if project is less than \$1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittal, and RE Handoff File (as applicable).		
Project Manager Signature	_____	Date: _____

PA&ED (Required for Capital Projects Only)

DOUG HESSING Project Manager		Date: 6/30/14
CHRISTINE COX-KOVACEVICH Chief, Central Region Environmental		Date: 6-26-14
BRIAN EVERSON Chief, Central Region Project Development		Date: 6/26/14
SARA VON SCHWIND Deputy District Director, Program/Project Management		Date: 6.30.14

for

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

DOUG HESSING Project Manager	_____	Date: _____
BRIAN EVERSON *Chief, Central Region Project Development	_____	Date: _____
MARK DER MATOIAN Chief, Central Region Construction	_____	Date: _____
SUZETTE SHELLOOE Chief, Central Region Right of Way	_____	Date: _____
CHRISTINE COX-KOVACEVICH **Chief, Central Region Environmental	_____	Date: _____
SARA VON SCHWIND Deputy District Director Program/Project Management	_____	Date: _____

*or Deputy District Director Maintenance & Operations signature for HM Projects designed by the District Maintenance Division
 **or Deputy District Director, Transportation Planning signature for HM Projects environmentally cleared by the District Environmental Stewardship Branch

Dist - E.A 05-1F030_ Project Name 129 Open Grade & Guardrail Upgrades
 Co-Rte-PW SCR, SBT 129, 129 1.8/9.9 0.0/0.4
 Date 6/25/2014
 Project Mngr Doug Hessing Telephone Number 805-549-3386

PROJECT RISK MANAGEMENT PLAN																		
Priority	Identification						Qualitative Analysis				OPTIONAL Quantitative Analysis			Response Strategy		Monitoring and Control		
	Status	ID #	Date Identified	Project Phase	Functional Assignment	Threat/Opportunity Event	Risk Trigger	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact (\$ or days)	Effect (\$ or days)	Strategy	Response Actions including advantages and disadvantages	Responsibility (Task Manager)	Last date changes made to risk and Comments
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)=(12)x(13)	(15)	(16)	(17)	(18)	
	Active	1	5/30/2013	PID Phase	Environmental	An environmental resource is discovered within the project limits that required additional studies or otherwise delays PA&ED.	Resource is identified during PA&ED	Schedule	Low	Moderate		30%			Acceptance	Spring Surveys will be performed during the first spring.	Rick Wiley/ Environmental Manager	Due to the limited effort required for the PID SVCP report type very little planning phase studies are included in the PID phase. Minimizing the planning efforts elevated the level of uncertainty at programming and elevates the level of risk.
	Active	2	5/30/2013	PID	Project Management	Increased Support Costs	ETC larger than programmed	Cost	Moderate	Moderate					Avoidance	Double check previously input work plan before programming	Doug Hessing	(dh 10-24-2013 Request to double check the workplan was sent out in October 2013)A work plan was developed prior to the January 9 2013 XPM pull so hours would be available to amend this 010 Safety project into the SHOPP. That work plan may need updating because of the limited information available when the work plan was developed
	Active	3	8/14/2013	PID	Design	Delay in PS&E due to not having Structure connection details	Identification of details needed from DES that delay PS&E	Schedule	Low	Low					Avoidance	Make sure any needed details are requested early.	Jim Espinosa	
	Retired	4	8/14/2013	PID	Design	Inappropriate PID type.	Can an SCVP report be used as the PID when Design exceptions are needed.	Schedule	Moderate	Moderate					Acceptance	Design to verify whether it is appropriate to do SCVP with Design exceptions.	Jim Espinosa	The cost estimate was higher than an SCVP should be. The PID is a PSR/PR
	Active	5	8/14/2013	PID	Design-R/W	Unanticipated utility relocation delays RTL	Discovery of an unanticipated utility.	Schedule	Low	Moderate					Avoidance	Early potholing and have a design exception for horizontal clearance for utility poles.	Jim Espinosa/John Magorian	
	Active	6	11/20/2013	PID	Environmental	Require application of the Programmatic Biological Opinion for California red-legged frog.	If work between PM 6.9-9.9 (SCR) and 0.0-0.4 (SBT) cannot be accomplished during the dry season (Apr 1- Nov 1)	Schedule	Moderate	Moderate					Avoidance	Working outside of the wet season, would minimize this potential for harm. Working inside the wet season or applying the Programmatic BO could elevate the Environmental Document from a CE to an MND.	Matt Fowler	Frogs dispersing between Soda Lake and Pajaro river could be found in the CT ROW potentially resulting in "take" if a frog is harmed.
	Active	7	11-20-2-13	PID	Environmental	The project could require permits from ACOE (404), RWQCB (401) and CDFW (1600)	Design requires impacts to one or more drainages along the Highway 129 alignment	Schedule Cost	Moderate	Moderate					Acceptance	If the Risk is realized we may need to request a program change to account for the schedule and funding changes.	Matt Fowler	Permitting process could add approximately \$15,000 to project cost. Process could take up to 6 months and create a delay in project schedule.
	Active	8		PID	Environmental	CDFW could require further analysis of habitat for California tiger salamander on the eastern portion of the alignment.	a 1600 permit is required	Schedule Cost	Low	High					Acceptance	If the Risk is realized we may need to request a program change to account for the schedule and funding changes.	Matt Fowler	As a portion of a 1600 permit, CDFW could require a habitat analysis for California tiger salamander. This would add unanticipated resource hours, increasing cost. This would also result in a time delay of up to 3 months while coordination is conducted with CDFW.
	Active	9	12/20/2013	PID	Environmental	Spring 2015 sensitive plant surveys will be needed. If a sensitive plant is located within the project area, consultation with agencies may be required.	Sensitive plant is located within the project area.	Schedule	Low	Moderate					Acceptance	If sensitive plants can not be avoided, consultation with agencies and a revised environmental document may be required, which would add additional time (3-6 months) and delay the project schedule.	Matt Fowler	If sensitive plants can not be avoided, consultation with agencies and a revised environmental document may be required, which would add additional time (3-6 months) and delay the project schedule.
	Active	10	6/25/2014	PID	Design	225 Milestone not achieved on schedule or requirements change	Unanticipated Right of Way needed	Schedule	Low	High					Avoidance	Early surveys and utility work to determine R/W requirements on schedule	Jim Espinosa	Request surveys 10/1/2014 Surveys returned 1/2/2015 M224 Milestone 1/15/2015 M225 Milestone 03/01/2015 starts right of way 18 month lead time for R/W Cert 9/1/2016. Actively 225 is only for certifying the project. Request for verification maps 11/ 1/14 Verification maps received- 2/1/2015 Request potholing 3/1/2015 starts right of way 18 month lead time for R/W Cert 9/1/2016.