

**Project Study Report-Project Development Support
(PSR-PDS)**

To

**Request Approval to Proceed with Formal Studies for
Long Lead Project in the 2016 SHOPP**

On Route 1 in Monterey County near Lucia

Between 0.1 mile south of Limekiln Creek Bridge

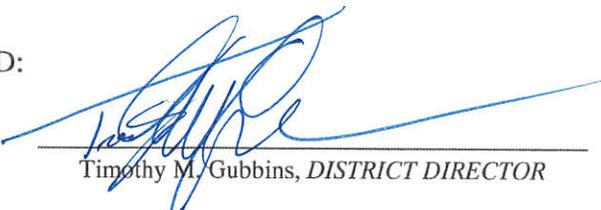
And 0.2 mile north of Limekiln Creek Bridge

APPROVAL RECOMMENDED:



Ken A. Dostalek, CALTRANS PROJECT MANAGER

APPROVED:

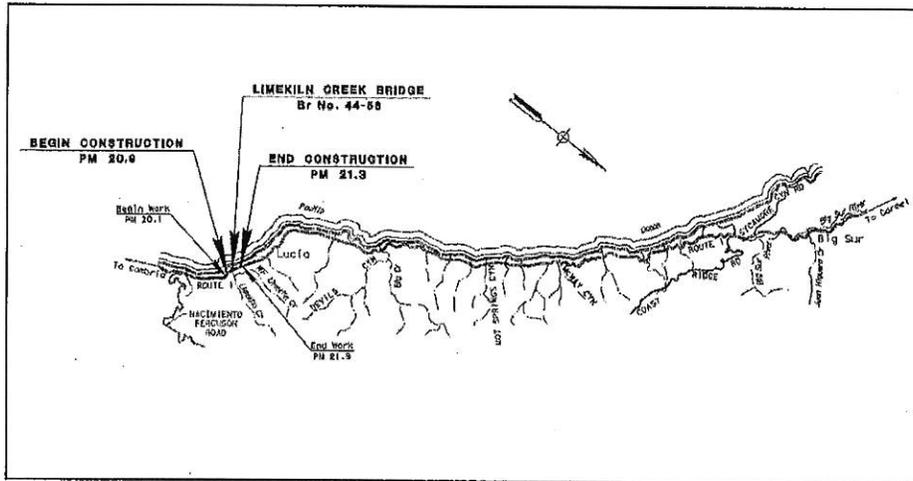


Timothy M. Gubbins, DISTRICT DIRECTOR

6/18/15

DATE

Vicinity Map



On Route 1 in Monterey County near Lucia

Between 0.1 mile south of Limekiln Creek Bridge

And 0.2 mile north of Limekiln Creek Bridge

This project study report-project development support 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.



Kian K. Hemmati, REGISTERED CIVIL ENGINEER

6/2/15

DATE



Table of Contents

1. INTRODUCTION.....	1
2. BACKGROUND.....	2
3. PURPOSE AND NEED.....	2
4. TRAFFIC ENGINEERING PERFORMANCE ASSESSMENT.....	3
5. DEFICIENCIES	3
6. CORRIDOR AND SYSTEM COORDINATION	3
7. ALTERNATIVES	4
8. RIGHT-OF-WAY.....	9
9. STAKEHOLDER INVOLVEMENT	9
10. ENVIRONMENTAL DETERMINATION/DOCUMENT	9
11. FUNDING	10
12. SCHEDULE.....	12
13. RISKS.....	14
14. FHWA COORDINATION	14
15. PROJECT REVIEWS	14
16. PROJECT PERSONNEL.....	15
17. ATTACHMENTS (10).....	15

1. INTRODUCTION

Project Description:

This project proposes to replace Limekiln Creek Bridge and is located in Monterey County on Route 1 near Lucia and lies exclusively within the Limekiln State Park property (APN: 422-021-002-000). The new bridge will be placed west of the existing structure and ties into the existing alignment. The proposed bridge will span at least 1000 feet and will have a similar profile to the existing bridge and roadway. Significant impacts are expected at each abutment, affecting existing embankment conditions and slope vegetation. The existing rock slope protection (RSP) and sea wall protecting the north bridge abutment and roadway embankment will be removed. Drainage improvements are expected. The project will require stage construction with one-way traffic control that uses temporary traffic signalization. Construction work, staging areas, and noise will affect Limekiln State Park; however, it is anticipated that the State Park will remain open though access to the beach may be restricted or limited during construction. Also, a design speed of 45 mph has been selected to establish specific minimum geometric design elements based on observations and adjacent posted speeds.

Project Limits	05 - Route 1 PM 20.9/21.3
Number of Alternatives	5
Current Capital Outlay Support Estimate for PA&ED	\$3,500,000
Current Capital Outlay Construction Cost Range	\$40,446,000-\$46,802,000
Current Capital Outlay Right-of-Way Cost Range	\$100,001-\$500,000
Funding Source	20.xx.201.110
Type of Facility	2-Lane Conventional Highway
Number of Structures	1
SHOPP Project Output	1 Bridge
Anticipated Environmental Determination or Document	Environmental Impact Report/Environmental Assessment
Legal Description	In Monterey County near Lucia from 0.1 mile south of Limekiln Creek Bridge to 0.2 mile north of Limekiln Creek Bridge.
Project Development Category	Category 4B

The project is recommended for Long Lead programming due to the complexity and duration of the environmental studies, including required permits and potential right of way concerns relating to Limekiln State Park. A Coastal Development permit from Monterey County will be required along with Fish and Game 1600 and 401/ 404 Clean Water Act permits. (See Section 10 and Attachment F).

This Project Study Report (PSR) is for programming the capital outlay support cost through the Project Approval and Environmental Document (PA&ED) phase only. The remaining capital outlay support, right-of-way, and construction components of the project are preliminary estimates and are not suitable for programming purposes. A project report will follow and serve as approval of the "selected" alternative and programming document for the remaining components.

2. BACKGROUND

The proposed project on State Route 1 (SR1) near Lucia in Monterey County is to replace the existing concrete Limekiln Creek Bridge (No. 44-58) that currently spans from PM 20.95 to PM 21.07. The irreversible damage from pervasive salt laden fog has accelerated the overall deterioration of the concrete and reinforcing steel of Limekiln Creek Bridge, warranting the replacement of the structure.

The original 6-span structure has undergone seismic retrofitting, widening, and numerous repair projects since construction in 1957. The northern end of the bridge has experienced slope stability issues due to wave action since the first winter following the original bridge construction, leading to a three-span extension of the bridge, construction of a steel bin wall, two adjacent reinforced concrete crib walls, a concrete sea wall, and decades of placement of RSP on the slopes and beach to the north of the bridge.

Historical project and maintenance records indicate that damage and distress due to high wave action during winter storms have caused continued maintenance and necessitated replenishment of the 8-ton and larger rocks being moved by the waves. Evidence of movement at the roadway level and failures in the slope between the bridge and shoreline protection structures have been observed and documented. Deterioration of the structures and movement of the RSP revetments in the high energy and aggressive saltwater environment is threatening the stability of the northern bridge supports and slopes.

3. PURPOSE AND NEED

Purpose:

The purpose of this project is to protect the roadway and its functionality on State Route 1 (SR1) from failure because of the continued deterioration of the existing bridge.

Need:

A Structure Maintenance & Investigations (SM&I) Peer Review was convened on October 24, 2012 that recommended the replacement of the concrete bridge due to steel corrosion along with concrete cracking and spalling on the deck, superstructure and substructure related to chloride intrusion.

4. TRAFFIC ENGINEERING PERFORMANCE ASSESSMENT

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. A basic factor in the Design Designation for this project is shown below with the Annual Average daily Traffic (AADT):

<u>Route 1 (PM 0.0/35.4)</u>	
AADT (2013)	2,300
AADT (2023)	2,745
AADT (2033)	3,237
AADT (2043)	3,730

The three year qualifying data for the collision rate of this corridor is lower than the statewide average for similar facilities. The actual collision rate from January 1, 2010 through December 31, 2012 was 1.01 collisions per million vehicle miles (MVM) and is below the statewide average was 1.61 collisions per MVM.

MON-1-PM 20.1/21.9								
January 1, 2010 through December 31, 2012								
Actual Collision Rate 1.01; Statewide Average 1.61								
Total	Fatal	Injury	F+I	Multi Vehicle	Wet	Dark	Persons Killed	Persons Injured
4	0	2	2	1	0	1	0	2

5. DEFICIENCIES

The Office of Structures Maintenance and Investigations has recommended replacement of the structure due to exposed and degrading reinforcing steel, spalling and chemical deterioration of the concrete, and slope stability concerns as significant wave action erodes the slopes and damages the shoreline protection structures below the highway.

6. CORRIDOR AND SYSTEM COORDINATION

For the section that includes the proposed project, the federal functional classification of SR1 is Minor Arterial. SR1 is one of 87 statutorily identified routes on the State's Interregional Road System (IRRS). It is a designated State Scenic Highway and has been identified as an All American Road, the highest designation under the federal Scenic Byways Program. From PM 0.0 (the San Luis Obispo/Monterey County line) to PM 72.6 (Rio Road near Carmel), SR1 is a part of the Truck Network. It is a designated California Legal Advisory Route where travel is not advised if the Kingpin-to-Rear-Axle distance (KPRA) is greater than 30 feet.

The Transportation Concept Report (TCR) is the long-term planning document

developed by Caltrans District 5 for SR1. The TCR evaluates current and projected conditions along the route, establishes a twenty-year planning vision or concept, and recommends long- and short-term improvements to achieve the concept. For the segment (PM 0.00 to 67.90) that includes the proposed project, the most recent TCR, dated April 2006, proposes the improvements listed below where feasible:

- Peak Level of Service (LOS) D or better
- Widen travel lanes and shoulders to a uniform 12 feet and 4 feet, respectively
- Consolidate driveways and minimize access points
- Locate turn-outs and pull-outs to facilitate operations and enhance travelers' experience of the corridor
- Provide intelligent transportation systems (ITS) elements such as changeable message signs (CMS) and highway advisory radio (HAR) to alert motorists of weather and road conditions along the highway
- Support development of the California Coastal Trail (CCT), which is planned to be a continuous recreational trail extending from the Mexican border to the Oregon state line
- Encourage vanpools and transit extensions for Big Sur commuters

Although the scope does not allow for the majority of the listed improvements to be constructed as part of this project, the project as proposed would not be inconsistent with the route concept envisioned in the TCR.

The Big Sur Coast Highway Management Plan (CHMP), dated March 2004, was prepared by Caltrans with guidance from a Steering Committee and other stakeholders. The CHMP created a management framework for the continued safe and efficient operation of SR1 in a manner that preserves, protects, and restores the scenic, natural, and cultural character and qualities of the highway corridor. Specifically, the CHMP contains guidelines for landslide management and storm damage response, for corridor aesthetics, and for vegetation management. This project is consistent with the goals of the CHMP.

7. ALTERNATIVES

The proposed structure is to be placed west of the existing structure as moving it towards the east creates geotechnical issues. There are four mainline alignments being proposed for the new bridge to follow: Alternative 1 proposes to move the centerline of the existing bridge 25' west while Alternative 2 proposes to move the centerline of the existing bridge 40' west. Alternative 3 proposes to move the centerline of the existing bridge 65' west with a northerly half width viaduct tie-in. Alternative 4 proposes to move the centerline of the existing bridge 65' west and continue the structure so that it joins with the existing Rain Rocks Viaduct.

Alternatives 3 and 4 are the only viable alternatives due to constructability and geotechnical issues associated with Alternatives 1 and 2 as they both require cuts along the steep slopes above the roadway and result in the construction of tieback walls as documented in the Structure Advanced Planning Study dated 8/11/14 and the Structure Preliminary Geotechnical Report dated 8/13/14.

Alternative 1: Bridge 25' West

Description: The Alternative 1 alignment ties into the existing curve at the beginning of the project at STA 5+44.71 and shifts the roadway to the west. (See Attachment B). The alignment shift does not allow the existing southerly bridge abutment to remain mostly intact while the proposed southerly abutment is being constructed. This hinders the handling of traffic during stage construction. A 700' radius curve is used to bring the proposed bridge alignment parallel to the existing bridge alignment at a 25' offset. This 25' offset will require the southbound lane and shoulder of the existing bridge to be removed to facilitate partial construction of the new bridge with necessary additional supports to counteract the eccentric loading, making stage construction and traffic handling more challenging. The proposed bridge alignment curves back towards the existing roadway alignment at STA 15+44.40 using a 700' curve which causes the proposed alignment to get too close to the steep slopes above the roadway where cutting into them would be necessary. The Geotechnical Department does not recommend cutting into the slopes above the highway due to the potential to destabilize the slopes and cause landslides or rockfall. The bridge continues until STA 20+14.00 and conforms into the existing tangent section of roadway by STA 22+53.64.

The entrance to the Limekiln State Park will be expanded for improved ingress and egress. The bridge is tapered from its beginning at STA 9+60.00 to STA 11+80.19 so to attain standard corner sight distance at the intersection.

The rock slope protection and sea wall below the existing bridge's northern abutment will be removed along with the concrete crib wall and metal bin wall below the roadway.

Rejected: Geotechnical investigations have indicated the potential for added site instabilities as a result of the construction of the tieback walls to facilitate staged construction of the bridge. A recommendation to further shift the bridge alignment west to avoid the instabilities was made.

Alternative 2: Bridge 40' West

Description: The Alternative 2 alignment ties into the existing curve at the beginning of the project at STA 5+44.71 and shifts the roadway to the west. (See Attachment B). The alignment shift does not allow the existing southerly bridge abutment to remain mostly intact while the proposed southerly abutment is being constructed. This hinders the handling of traffic during stage construction. A 700' radius curve is

used to bring the proposed bridge alignment parallel to the existing bridge alignment at a 40' offset. This 40' offset will require the southbound lane and shoulder of the existing bridge to be removed to facilitate partial construction of the new bridge with additional supports to counteract the eccentric loading, making stage construction and traffic handling more challenging. The proposed bridge alignment curves back towards the existing roadway alignment at STA 15+71.40 using a 700' curve which causes the proposed alignment to get too close to the steep slopes above the roadway where cutting into them would be necessary. The Geotechnical Department does not recommend cutting into the slopes above the highway due to the potential to destabilize the slopes and cause landslides or rockfall. The bridge continues until STA 20+13.00 and conforms into the existing tangent section of roadway by STA 22+52.49.

The entrance to the Limekiln State Park will be expanded for improved ingress and egress. The bridge is tapered from its beginning at STA 9+60.00 to STA 12+12.70 so to attain standard corner sight distance at the intersection.

The rock slope protection and sea wall below the existing bridge's northern abutment will be removed along with the concrete crib wall and metal bin wall below the roadway.

Rejected: Geotechnical investigations have indicated the potential for added site instabilities as a result of the construction of the tieback walls to facilitate staged construction of the bridge. A recommendation to further shift the bridge alignment west to avoid the instabilities was made.

Alternative 3: Bridge 65' West With Northerly Half Width Viaduct Tie-In

Description: The Alternative 3 alignment ties into the existing curve at the beginning of the project at STA 5+44.71 and shifts the roadway to the west. (See Attachment B). The alignment shift allows the proposed southerly abutment to be constructed while leaving the existing southerly bridge abutment mostly intact. This will better facilitate the handling of traffic during stage construction. A 700' radius curve is used to bring the proposed bridge alignment parallel to the existing bridge alignment at a 65' offset. The proposed bridge alignment curves back towards the existing roadway alignment at STA 15+99.47 using a 700' curve which keeps the proposed alignment just to the west of the steep slopes above the roadway to avoid cutting into them and to allow for better stage construction and traffic handling. The bridge continues until STA 19+50.00 where it becomes a half width viaduct that ends at STA 23+10.00. The proposed alignment then ties back into the existing curve and conforms to the existing alignment by STA 23+80.79.

The entrance to the Limekiln State Park will be expanded for improved ingress and egress. The bridge is tapered from its beginning at STA 9+60.00 to STA 10+81.48 so to attain standard corner sight distance at the intersection.

The rock slope protection and sea wall below the existing bridge's northern abutment will be removed along with the concrete crib wall, metal bin wall, and the rock retaining walls below the roadway. Portions of these rock retaining walls may be left in place.

Viable: This alternative has added traffic handling difficulties associated with the conform point at STA 23+10.00 and the potential for retained roadway instabilities or lateral displacement for the non-structure supported portion of the roadway between the proposed Limekiln Creek Bridge north end and the existing Rain Rocks Viaduct to the north. Otherwise, the purpose and need of the project is being met.

Alternative 4: Bridge 65' West With Viaduct Joining Rain Rocks Viaduct

Description: The Alternative 4 alignment ties into the existing curve at the beginning of the project at STA 5+44.71 and shifts the roadway to the west. (See Attachment B). The alignment shift allows the proposed southerly abutment to be constructed while leaving the existing southerly bridge abutment mostly intact. This will better facilitate the handling of traffic during stage construction. A 700' radius curve is used to bring the proposed bridge alignment parallel to the existing bridge alignment at a 65' offset. The proposed bridge alignment curves back towards the existing roadway alignment at STA 15+86.65 using a 700' curve which keeps the proposed alignment just to the west of the steep slopes above the roadway to avoid cutting into them and to allow for better stage construction and traffic handling. The bridge continues until STA 19+50.00 where it becomes a full width viaduct that ends at STA 26+39.71 and joins the existing Rain Rocks Viaduct with a 912' compound curve.

The entrance to the Limekiln State Park will be expanded for improved ingress and egress. The bridge is tapered from its beginning at STA 9+60.00 to STA 10+81.48 so to attain standard corner sight distance at the intersection.

The rock slope protection and sea wall below the existing bridge's northern abutment will be removed along with the concrete crib wall, metal bin wall, and the rock retaining walls below the roadway. Portions of these rock retaining walls may be left in place.

Viable: By extending the existing structure north so that it joins the Rain Rocks Viaduct and Rockshed, the potential for retained roadway instabilities or lateral displacement is all but reduced entirely. This alternative addresses the purpose and need of the project.

No Build Alternative

This alternative does not accomplish the purpose and need of the project.

Design Standards Risk Assessment Table:

The below table identifies the non-standard design features for each alternative. The Probability of Design Exception Approval is low for each alternative because design fact sheets have not been prepared at this juncture of the project.

Design Standards Risk Assessment			
Alternative	Design Standard from Highway Design Manual Tables 82.1A & 82.1B	Probability of Design Exception Approval (None, Low, Medium, High,)	Justification for Probability Rating
3 & 4	201.6: Stopping Sight Distance on Horizontal Curves (Mandatory)	Low	The driver line of sight will be obstructed by the bridge rail on the second 700' curve (approx. STA 16+00 to STA 20+00). The structure would have to be widened another 20-30' to make the stopping sight distance standard, in turn causing a non-uniform design for the bridge deck. The probability rating is due to limited information this early in the design process.
3 & 4	208.1: Bridge Lane Width (Mandatory)	Low	The proposed roadbed calls for two 12' lanes and two 4' shoulders, which is less than the standard bridge width of 40'. In keeping with uniformity, the proposed bridge is to maintain the same roadway width on the structure. The probability rating is due to limited information this early in the design process.
3 & 4	302.1: Shoulder Width (Mandatory)	Low	The proposed shoulder widths are 4' (standard width is 8'). Route 1 is characterized by mountainous terrain, making it difficult to widen the roadway and tie into existing conditions where shoulders vary from 1-4'. The probability rating is due to limited information this early in the design process.
3 & 4	203.3: Alignment Consistency (Advisory)	Low	There is an existing 1400' curve outside the conform limits just before the beginning of the project and a 500' curve outside the conform limits just after the project; otherwise, alignment consistency is being adhered to within project limits using a design speed of 45 mph. The probability rating is due to limited information this early in the design process.
4	203.5: Compound Curves (Advisory)	Low	The proposed design calls to come off the 500' Rain Rocks viaduct curve with a 912' curve. Two thirds of the 912' curve is 608'; the cost to make that 500' curve into at least 608' would be extreme because of the effects to the Rain Rocks Structure. The probability rating is due to limited information this early in the design process.

8. RIGHT-OF-WAY

Needed easements and the property to be acquired are on State Parks land and will require extra lead time to accomplish R/W certification. (See Attachment E).

Utilities:

There are AT&T aerial and underground facilities in the vicinity of the proposed project. It's assumed that all aerial facilities will have to be undergrounded as a condition of the Coastal Development Permit. Existing utilities will need to be positively located during the Project Approval & Environmental Document (PA&ED) phase.

Railroad:

There are no rail lines in the vicinity that will be impacted.

9. STAKEHOLDER INVOLVEMENT

Opportunities for public hearings and meetings with elected officials, Federal Agencies, State Agencies, and Regional/Local Agencies will occur as the project develops, especially in the Project Approval and Environmental Document phase of the project.

Anticipated stakeholders to be contacted, but not limited to, include: Congressperson Sam Farr, Monterey County 5th District Supervisor Dave Potter, Monterey Bay National Marine Sanctuary, National Marine Fisheries Service, US Army Corps of Engineers, US Fish and Wildlife Service, Department of Fish and Game, California Coastal Commission, Department of Parks and Recreation, Regional Water Quality Control Board, Association of Monterey Bay Area Governments, County of Monterey, Pacific Valley Unified School District, Transportation Agency for Monterey County, Big Sur Chamber of Commerce, Big Sur Multi-Agency Advisory Council, Big Sur Fire Brigade, Coast Property Owners Association, and South Coast Advisory Committee.

10. ENVIRONMENTAL DETERMINATION/DOCUMENT

The anticipated environmental document for the proposed project is an Environmental Impact Report/Environmental Assessment. This document level has been selected based on the impacts to Smith's Blue Butterfly, California Red Legged Frog, Central Coast Steelhead - South/Central California Coast Distinct Population Segment Critical Habitat, Section 4(f) impacts to Limekiln State Park, and visual and architectural impacts to coastal resources. The California Department of Transportation would act as the lead agency in the preparation of a joint NEPA/CEQA (National Environmental Policy Act/California Environmental Quality Act) environmental document. Caltrans will serve as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S. Code 327. The estimated time to obtain environmental approval is 58 months from the start of environmental studies.

Assuming a start date of July 1, 2016, environmental studies would begin January, 2017 after project preliminary maps and permits to enter are completed. The Final environmental document would be anticipated by November 1, 2021.

It is anticipated multiple environmental studies and reports will be required for this project including (but not limited to): Archaeology Survey Report, Historic Property Survey Report, Historic Resource Evaluation Report, Section (4) f evaluation, Visual Impact Assessment, Natural Environment Study, Biological Assessment, Section 7 consultation and a Biological Opinions issued by the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmosphere Administration/National Marine Fisheries Service (NOAA/NMFS). It is currently estimated that biological compliance requirements will be the critical path for the delivery of the environmental document. A 401,404, and 1600 permit will be required and will be issued by the Regional Water Quality Control Board, Army Corps of Engineers and California Department of Fish and Wildlife, respectively. A Coastal Development permit from Monterey County will also be required. Habitat restoration/preservation and construction monitoring is expected as a requirement of the project with an estimated cost of \$320,000. To mitigate for visual impacts a preliminary cost of \$100,000 will also be required. (See Attachment F).

11. FUNDING

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

Capital Outlay Project Estimate

	Range of Estimate		SHOPP Funds	
	Construction	Right-of-Way	Construction	Right-of-Way
Alternative 1	Rejected	Rejected	Rejected	Rejected
Alternative 2	Rejected	Rejected	Rejected	Rejected
Alternative 3	\$40,446,000	\$100,001-\$500,000	\$40,446,000	\$500,000
Alternative 4	\$46,802,000	\$100,001-\$500,000	\$46,802,000	\$500,000

The level of detail available to develop these capital outlay project estimates is only accurate to within the above ranges and is useful for long-range planning purposes only. The capital outlay project estimates should not be used to program or commit State-programmed capital outlay funds.

See Project Study Report - Project Development Support Capital Outlay Project Estimate for cost estimates summaries of Alternatives 3 and 4. (Attachment G).

Capital Outlay Support Estimate

The capital outlay support estimate for programming PA&ED in the 2016 SHOPP is \$3,500,000.

Capital Outlay Support and Project Summary Table

Fund Source	Fiscal Year Estimate									
	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	Total
20.XX.201.110										
Component	In thousands of dollars (\$1,000)									
PA&ED Support	\$3,500									\$3,500
<i>PS&E Support</i>						\$9,598				\$9,598
<i>Right-of-Way Support</i>						\$416				\$416
<i>Construction Support</i>									\$13,865	\$13,865
<i>Right-of-Way Capital</i>						\$704				\$704
<i>Construction Capital</i>									\$64,644	\$64,644
Total	\$3,500					\$10,718			\$78,509	\$92,727

The italicized text and figures in the above table for PS&E, Right-of-Way, and Construction components are preliminary estimates and for information only and are not suitable for programming purposes. This information will be further developed during the PA&ED phase.

Support and capital categories are the same as those identified by SB 45. All support and capital costs escalated at 5% per year until FY 20/21, then 3% through FY 22/23, and 1% through FY 24/25.

12. SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
APPROVE PID	M010	7/1/2015
PROGRAM PROJECT	M015	4/1/2016
BEGIN ENVIRONMENTAL	M020	1/4/2017
NOP	M030	4/4/2017
BEGIN PROJECT	M040	7/1/2016
CIRCULATE DPR & DED INTERNALLY	M060	3/2/2020
APPROVE DPR	M100	7/31/2020
CIRCULATE DPR & DED EXTERNALLY	M120	10/1/2020
APPROVE FED	M160	11/1/2021
PA & ED	M200	12/2/2021
<i>BRIDGE SITE DATA RECEIVED</i>	<i>M221</i>	<i>9/2/2022</i>
<i>R/W REQUIREMENTS</i>	<i>M224</i>	<i>12/2/2021</i>
<i>REGULAR R/W</i>	<i>M225</i>	<i>3/3/2022</i>
<i>PS&E TO DOE</i>	<i>M377</i>	<i>9/18/2024</i>
<i>DRAFT STRUCT PS&E</i>	<i>M378</i>	<i>9/3/2024</i>
<i>R/W CERT</i>	<i>M410</i>	<i>3/5/2025</i>
<i>RTL</i>	<i>M460</i>	<i>4/3/2025</i>
<i>HQ ADVERT</i>	<i>M480</i>	<i>5/22/2025</i>
<i>AWARD</i>	<i>M495</i>	<i>7/28/2025</i>
<i>APPROVE CONTRACT</i>	<i>M500</i>	<i>8/8/2025</i>
<i>CONTRACT ACCEPT</i>	<i>M600</i>	<i>12/12/2028</i>
<i>FINAL REPORT</i>	<i>M700</i>	<i>3/15/2029</i>
<i>END PROJECT</i>	<i>M800</i>	<i>7/25/2030</i>

The italicized text and dates in the above table are preliminary estimates and are for information only and not suitable for programming purposes. This information will be further developed during the PA&ED phase.

The anticipated funding fiscal year for construction is 2024/25.

Key PA&ED Tasks for Tracking Progress

Task ID	Task Name	Description	Deliverable/ Milestone	Start Date	Finish Date
160.30	Environmental Study Request (ESR)	Includes all environmental, design, and R/W efforts necessary to develop and complete an Environmental Study Request (ESR).	A completed Environmental Study Request (ESR)//M020.	7/1/16	1/3/17
160.45	Base Maps and Plan Sheets for PA&ED Development	Work involved in the preparation of exhibits, geometric base maps and functional base plan sheets required for the PA&ED development efforts.	Approved Draft Project Report (DPR)//M100.	7/1/16	10/1/20
165.25	Draft Environmental Document	Prepare Draft Environmental Document (DED) with all attachments. Conduct all necessary in-house and external reviews (NEPA and CEQA documents) and obtain any necessary approvals to circulate the NEPA Document.	Approval to circulate DED externally//M060.	1/3/17	3/1/20
175.05	DED Circulation	Preparation and circulation of the DED.	End of circulation period. Note: This effort does not include the public hearing process and response to comments//M120.	8/1/20	10/1/20
175.20	Project Preferred Alternative	Preparation and circulation of the DED.	Identification of the project's preferred alternative to be carried forward in the Project Report (PR) and Final Environmental Document (FED)//M140.	10/1/20	11/10/20
180.10	Final Environmental Document	Update to the Draft Environmental Document (DED) to identify the rationale for selection of the preferred alternative; includes work on the Final Environmental Document (FED), Section 4(f) evaluation, findings, and Statement of Overriding Considerations. Also includes carrying out formal and informal review of FED within the Department, including all required quality control reviews.	FED quality control review certification. //M160.	11/10/20	11/1/21

13. RISKS

A Risk Management Plan (RMP) has been prepared by the Project Development Team (PDT) to assess, respond, and monitor identified project risks that may occur throughout the life of the project. The RMP is a tool to help the PDT take the appropriate measures to minimize adverse impacts to the project scope, schedule, or cost. However, the RMP cannot identify all risks in advance of occurrence for a project, as some risks are unknown. Significant risks specific to this project are included in a risk register attached to this document. (See Attachment I).

14. FHWA COORDINATION

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

15. PROJECT REVIEWS

Field Review		Date	<u>1/14/14</u>
District Program Advisor	<u>Kelly McClain</u>	Date	<u>3/27/15</u>
Headquarters SHOPP Program Advisor	<u>Diana Campbell</u>	Date	<u>4/22/15</u>
District Maintenance	<u>Lance Gorman</u>	Date	<u>4/22/15</u>
District Traffic Safety Engineer	<u>Paul McClintic</u>	Date	<u>4/22/15</u>
Project Manager	<u>Ken Dostalek</u>	Date	<u>4/22/15</u>
District Safety Review		Date	<u>4/22/15</u>
Constructability Review		Date	<u>4/22/15</u>

16. PROJECT PERSONNEL

John Luchetta	Deputy Director of Project Mgmt.	(805) 549 – 3175
Aileen Loe	Deputy of Trans. Plng. and Local Assist.	(805) 549 – 3161
Sara von Schwind	Deputy of Maintenance and Operations	(805) 549 – 3065
Diana Campbell	HQ Bridge Program Advisor	(916) 227 – 2442
Ken Dostalek	Project Manager	(805) 549 – 3133
Ron Kraemer	Design Manager	(805) 549 – 3040
Kian Hemmati	Project Engineer	(805) 549 – 3082
Mike Downs	Structures Design	(916) 227 – 9365
Manode Kodsuntie	Structures Design	(916) 227 – 8282
Mike Finegan	Geotechnical Design	(805) 549 – 3194
Kelly McClain	Maintenance	(805) 549 – 3278
Kelly McKinley	Maintenance	(805) 542 – 4778
Lance Gorman	Maintenance	(805) 549 – 3315
Lyn Wickham	Hydraulics	(805) 549 – 3670
Christine Kahn	Planning	(805) 549 – 3598
Paul McClintic	Traffic Operations	(805) 549 – 3473
Mark Ballentine	Traffic Safety	(805) 549 – 3024
Mike Thomas	Environmental Planner	(805) 549 – 3023
Matt Fowler	Environmental	(805) 542 – 4603
Marshall Garcia	Right of Way	(805) 549 – 3471
Dennis Reeves	Landscape Architecture	(805) 549 – 3509
John Papatkakis	Storm Water	(805) 549 – 3375
Dan Miller	Construction	(805) 549 – 3481
Neil Weller	Structures Construction	(805) 471 – 2109
Bob Fredricks	Field Surveys	(805) 748 – 3876
Jeremy Villegas	R/W Engineering	(805) 549 – 3066

17. ATTACHMENTS

- A. Title Sheet
- B. Roadway and Structure Plan Sheets
 - Alternative 1 Layouts
 - Alternative 2 Layouts
 - Tieback Wall Cross Sections For Rejected Alternatives 1 and 2
 - Alternative 3 Layouts and Structure Plans
 - Alternative 4 Layouts and Structure Plans
- C. Transportation Planning Scoping Information Sheet
- D. Traffic Management Plan Data Sheet
- E. Right-of-Way Conceptual Cost Estimates
- F. Preliminary Environmental Analysis Report
- G. Capital Outlay Project Estimates
- H. Storm Water Data Report
- I. Risk Register
- J. Distribution List

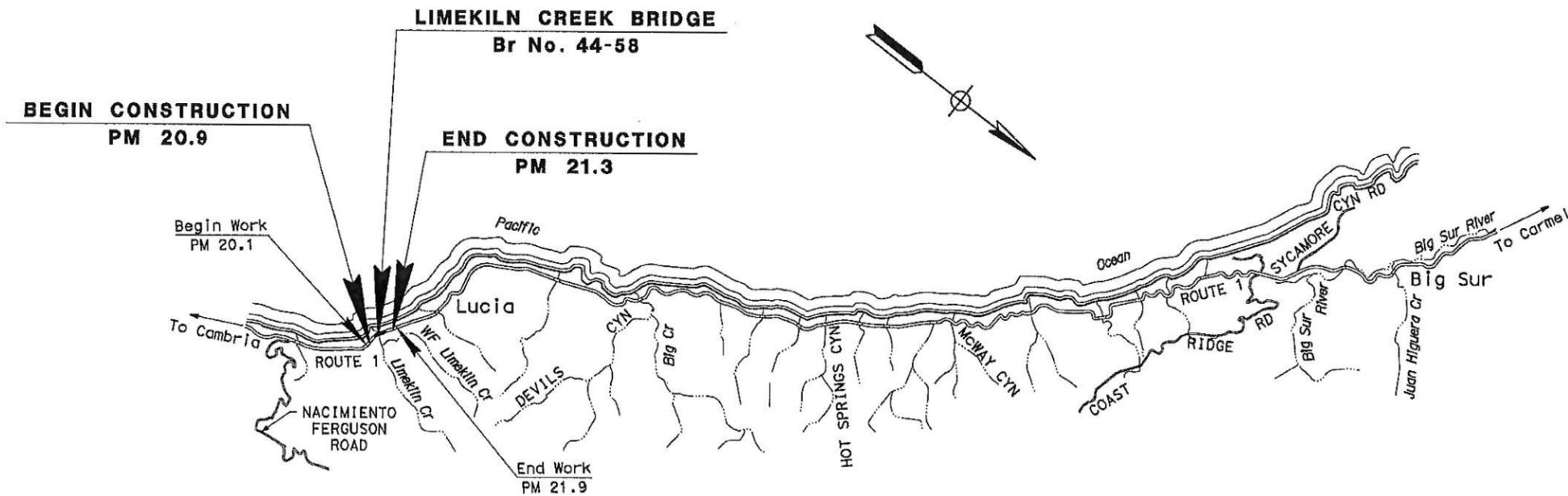
INDEX OF PLANS

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY**
 IN MONTEREY COUNTY NEAR LUCIA
 FROM 0.1 MILE SOUTH OF LIMEKILN CREEK BRIDGE
 TO 0.2 MILE NORTH OF LIMEKILN CREEK BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

ATTACHMENT A

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	20.9/21.3		



NO SCALE

PROJECT MANAGER
KEN DOSTALEK

DESIGN ENGINEER
RON R. KRAEMER

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER



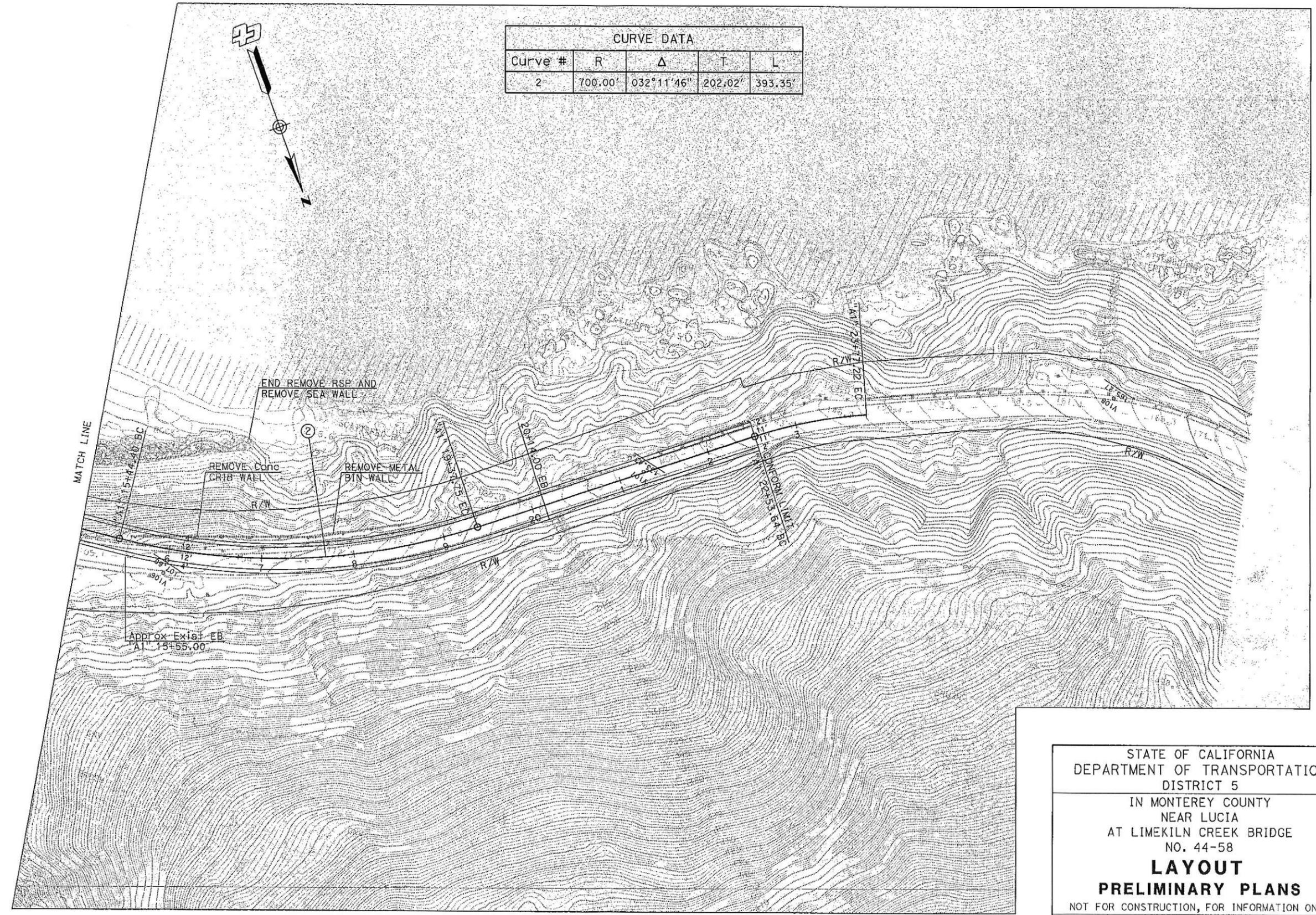
PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	05-1F5104
PROJECT ID	0514000004

DATE PLOTTED => 02-JUN-2015
TIME PLOTTED => 10:36
LAST REVISION 05-01-14

Alternative 1: Bridge 25' West

CURVE DATA				
Curve #	R	Δ	T	L
2	700.00'	032°11'46"	202.02'	393.35'



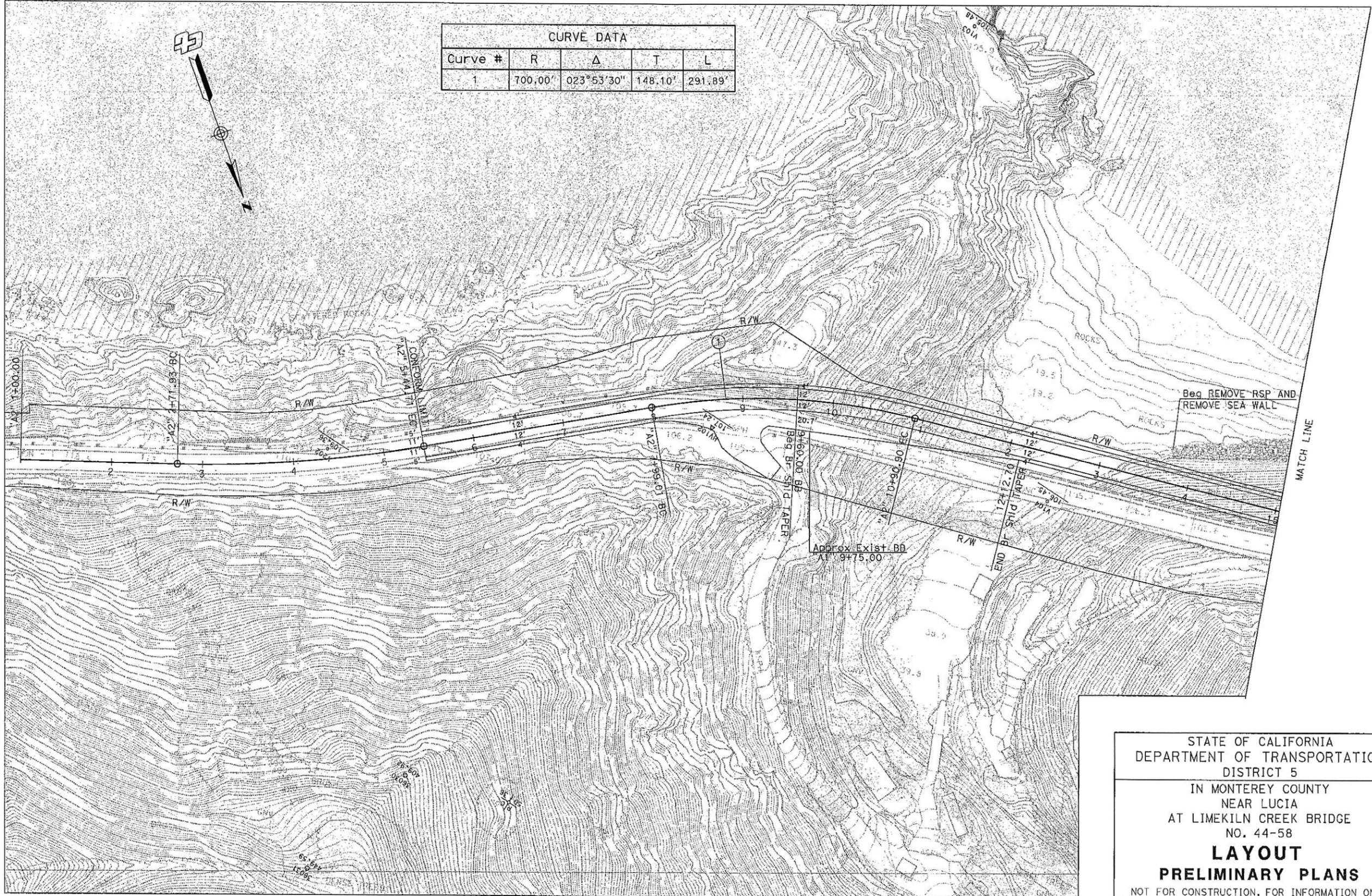
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 5
 IN MONTEREY COUNTY
 NEAR LUCIA
 AT LIMEKILN CREEK BRIDGE
 NO. 44-58
LAYOUT
PRELIMINARY PLANS
 NOT FOR CONSTRUCTION, FOR INFORMATION ONLY

COUNTY	ROUTE	POST MILES	SCALE	SHEET
MON	1	20.9/21.3	1"=50'	2

DATE PLOTTED => 02-JUN-2015
 TIME PLOTTED => 10:43
 LAST REVISION

Alternative 2: Bridge 40' West

CURVE DATA				
Curve #	R	Δ	T	L
1	700.00'	023°53'30"	148.10'	291.89'



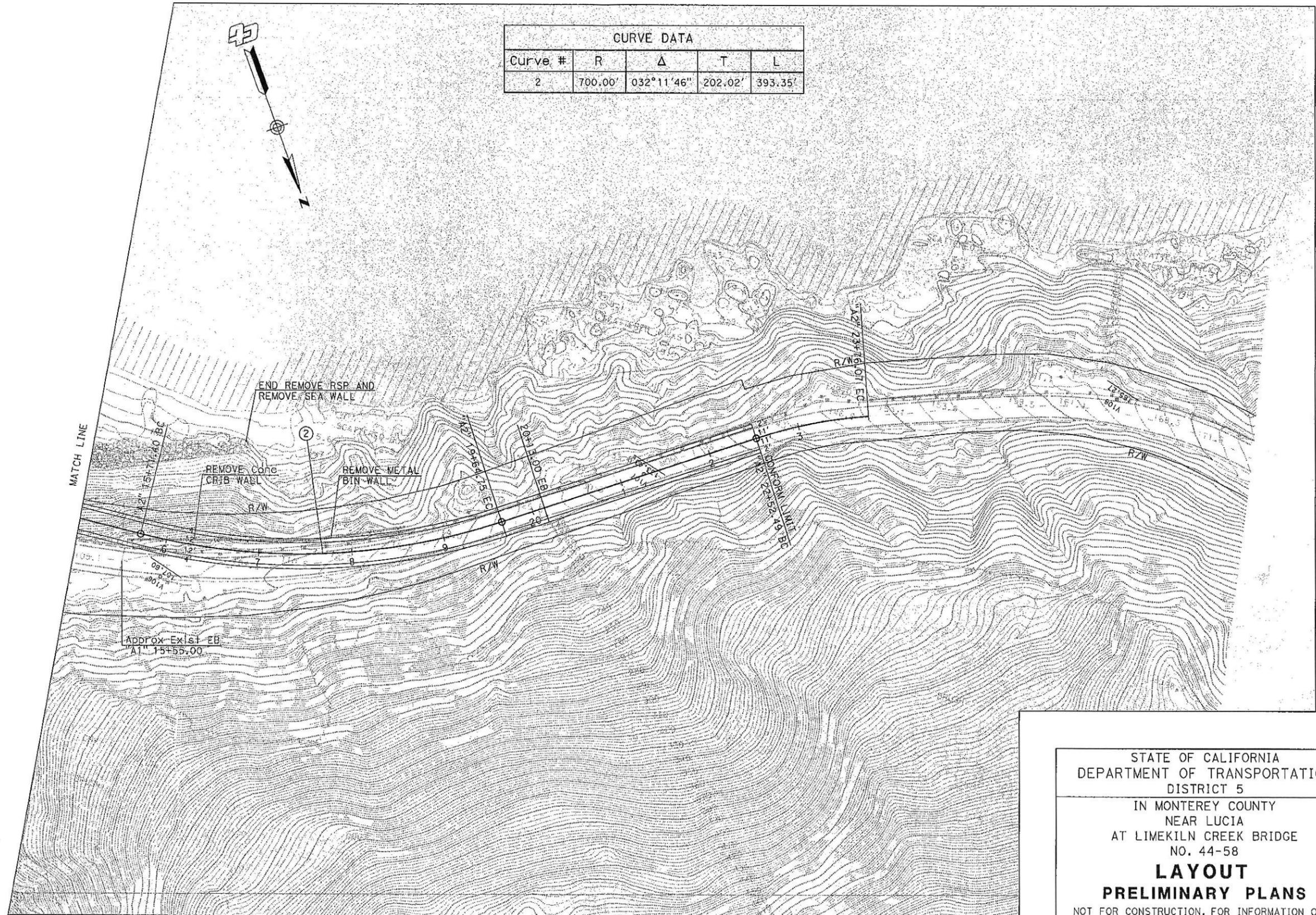
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 5
 IN MONTEREY COUNTY
 NEAR LUCIA
 AT LIMEKILN CREEK BRIDGE
 NO. 44-58
**LAYOUT
 PRELIMINARY PLANS**
 NOT FOR CONSTRUCTION, FOR INFORMATION ONLY

COUNTY	ROUTE	POST MILES	SCALE	SHEET
MON	1	20.9/21.3	1"=50'	1

DATE PLOTTED => 02-JUN-2015
 TIME PLOTTED => 10:45
 LAST REVISION 05-02-14

Alternative 2: Bridge 40' West

CURVE DATA				
Curve #	R	Δ	T	L
2	700.00'	032°11'46"	202.02'	393.35'

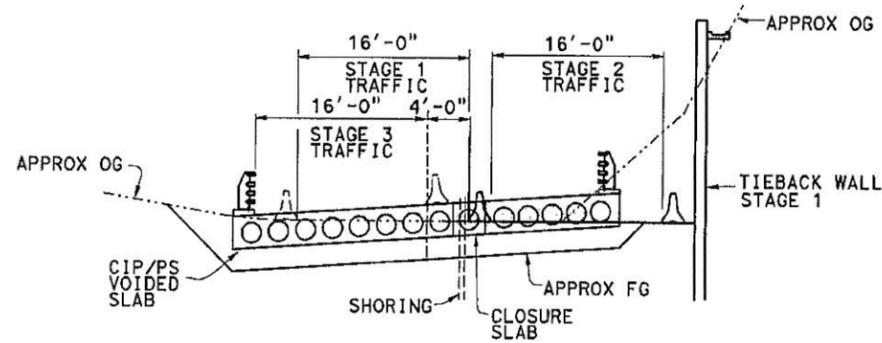


STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 5
 IN MONTEREY COUNTY
 NEAR LUCIA
 AT LIMEKILN CREEK BRIDGE
 NO. 44-58
LAYOUT
PRELIMINARY PLANS
 NOT FOR CONSTRUCTION, FOR INFORMATION ONLY

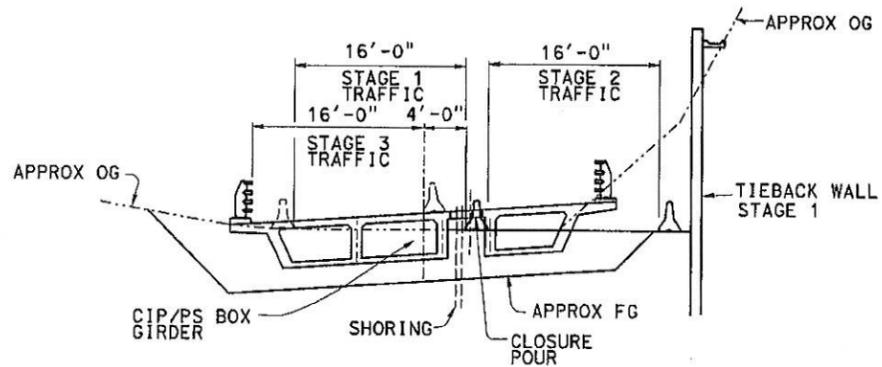
COUNTY	ROUTE	POST MILES	SCALE	SHEET
MON	1	20.9/21.3	1"=50'	2

LAST REVISION: DATE PLOTTED => 02-JUN-2015
 TIME PLOTTED => 10:46

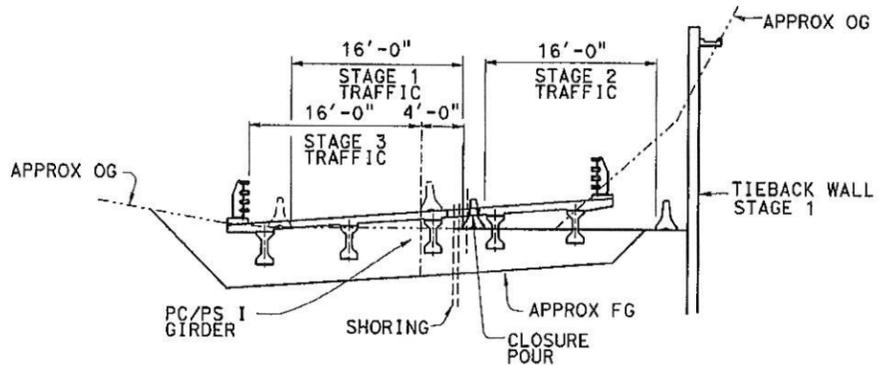
DIST	COUNTY	ROUTE	POST MILE
05	MON	01	20.1 / 21.9



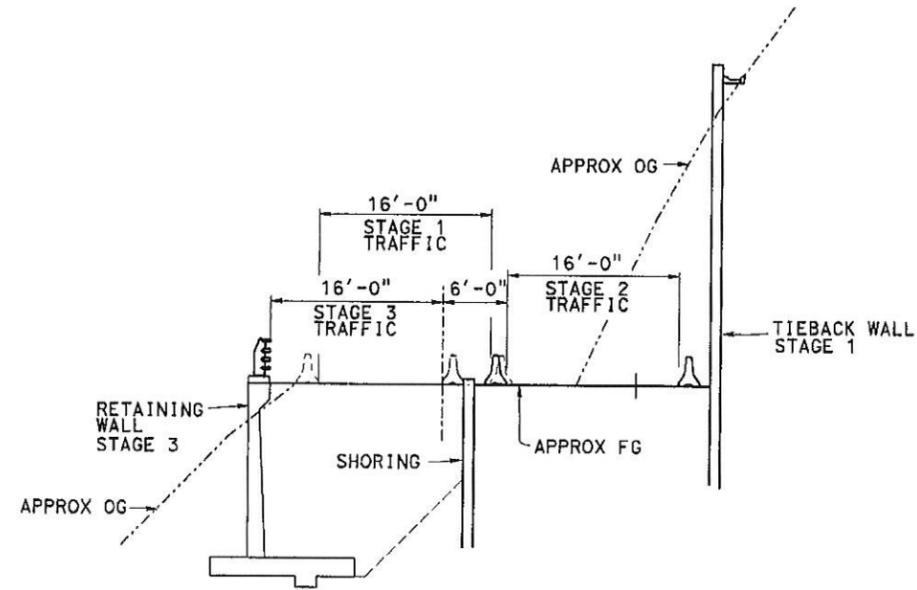
CASE 1 CIP/PS VOIDED SLAB



CASE 2 CIP/PS BOX GIRDER



CASE 3 PC/PS I GIRDER

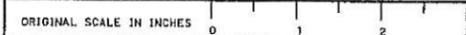


SECTION AT RETAINING WALL

TYPE 1 WALL SHOWN, SOLDIER PILE GROUND ANCHOR WALL SIMILAR

SECTIONS AT NORTH END OF STRUCTURE

1/8"=1'-0"
ALL WALL DETAILS NOT SHOWN



DESIGNED BY M. Van De Pol	DATE 5/2014
DRAWN BY M. Van De Pol	DATE 5/2014
CHECKED BY P. Norboe	DATE 5/2014
APPROVED G. Danke	DATE 4/2014

STRUCTURE DESIGN BRANCH
9

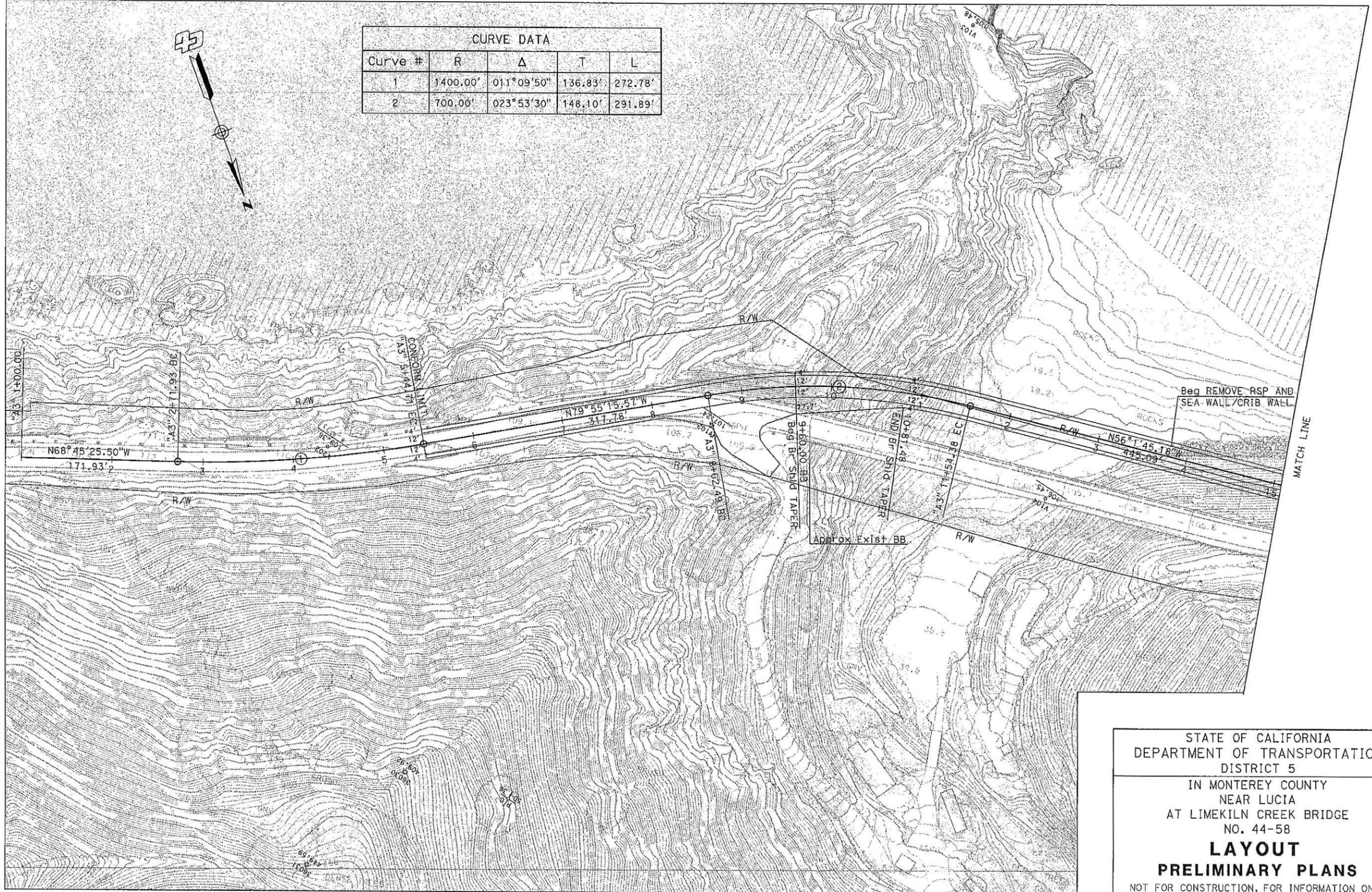
ALTERNATIVES 1A, 1B, 2A, 2B
TIEBACK WALL

PLANNING STUDY	
LIMEKILN CREEK BRIDGE	
STRUCTURE REPLACEMENT	
UNIT: TBD	BRIDGE No. 05
SCALE: VARIES	PROJECT No. & PHASE: 051400004K

CONTRACT No.: 051400004 K

SHEET 2 OF 2

Alternative 3: Bridge 65' West With Northerly Half Width Viaduct Tie-In



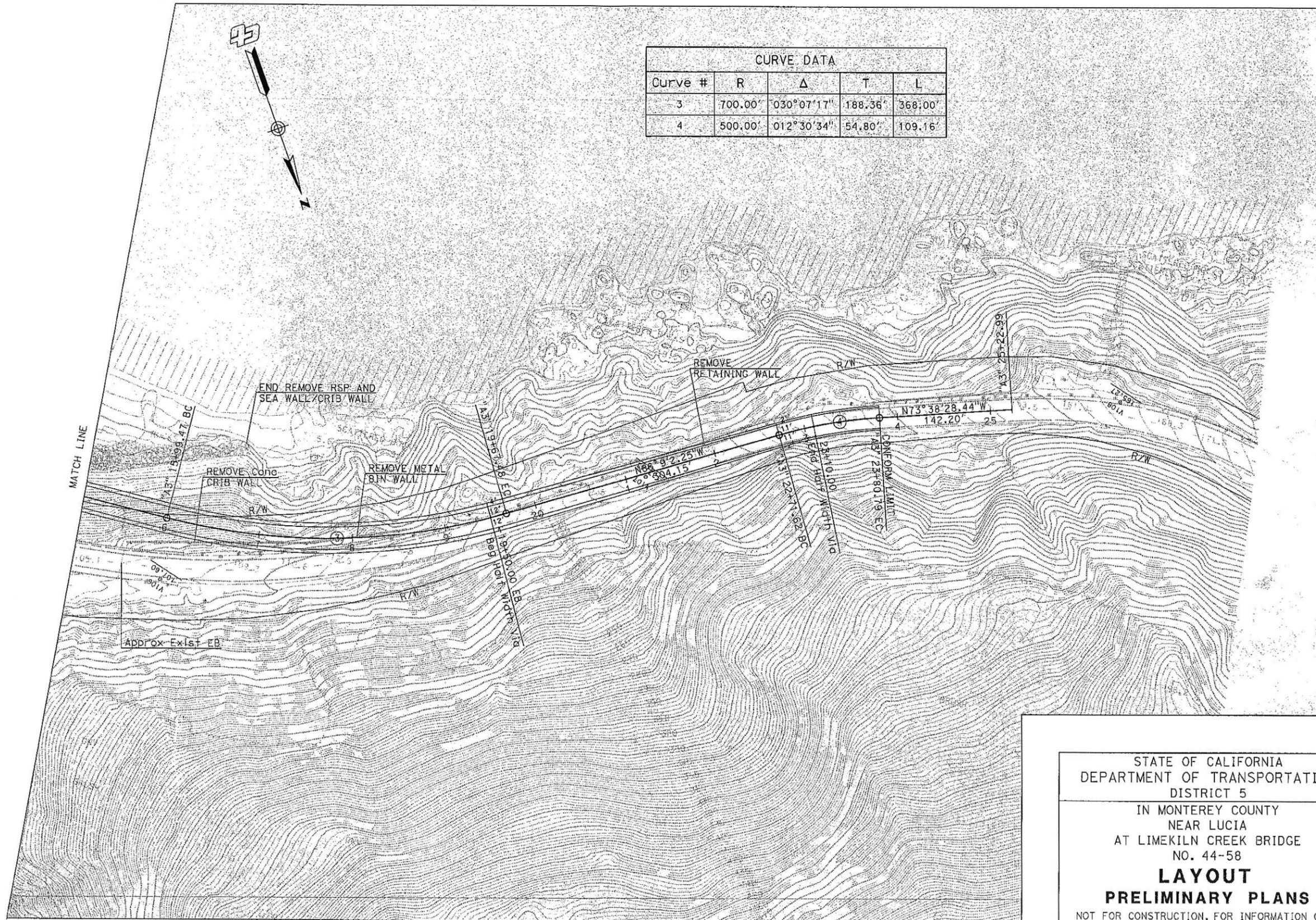
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 5
 IN MONTEREY COUNTY
 NEAR LUCIA
 AT LIMEKILN CREEK BRIDGE
 NO. 44-58
**LAYOUT
 PRELIMINARY PLANS**
 NOT FOR CONSTRUCTION, FOR INFORMATION ONLY

COUNTY	ROUTE	POST MILES	SCALE	SHEET
MON	1	20.9/21.3	1"=50'	1

DATE PLOTTED => 02-JUN-2015
 TIME PLOTTED => 10:48
 LAST REVISION 09-18-14

Alternative 3: Bridge 65' West With Northerly Half Width Viaduct Tie-In

CURVE DATA				
Curve #	R	Δ	T	L
3	700.00'	030°07'17"	188.36'	368.00'
4	500.00'	012°30'34"	54.80'	109.16'

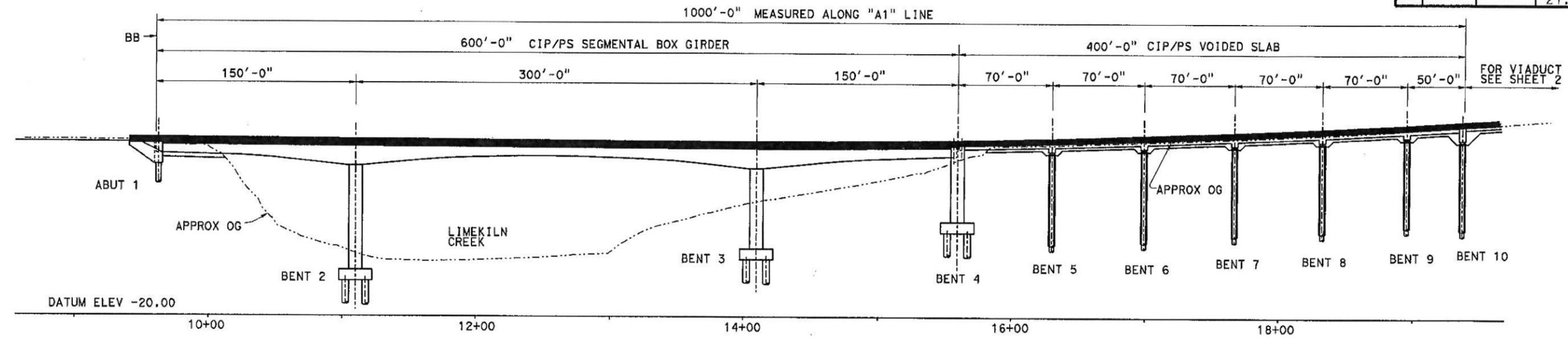


STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 5
 IN MONTEREY COUNTY
 NEAR LUCIA
 AT LIMEKILN CREEK BRIDGE
 NO. 44-58
LAYOUT
PRELIMINARY PLANS
 NOT FOR CONSTRUCTION, FOR INFORMATION ONLY

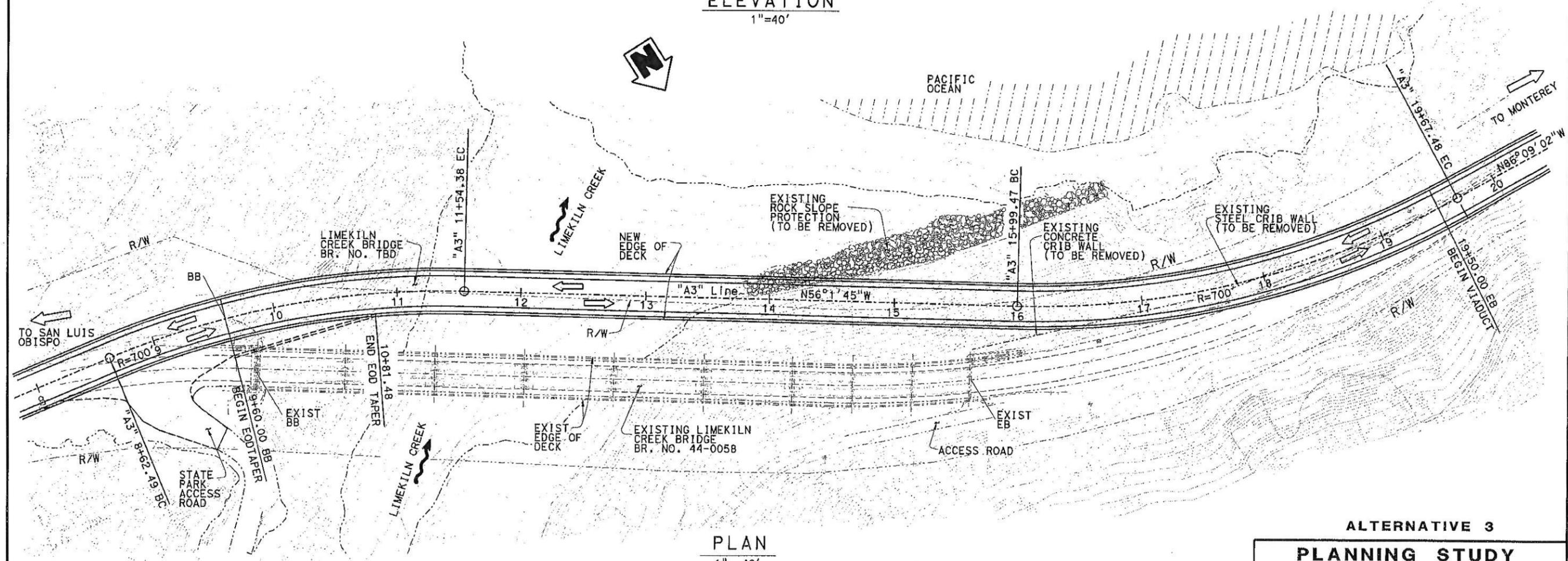
COUNTY	ROUTE	POST MILES	SCALE	SHEET
MON	1	20.9/21.3	1"=50'	2

LAST REVISION DATE PLOTTED => 02-JUN-2015
 09-18-14 TIME PLOTTED => 10:50

DIST	COUNTY	ROUTE	POST MILE
05	MON	01	20.1 / 21.9



ELEVATION
1"=40'



PLAN
1"=40'

FOR ESTIMATES, SEE SHEET 3

← DENOTES DIRECTION OF TRAFFIC

FOR TYPICAL SECTIONS, SEE SHEET 3 AND 4
FOR NOTES AND ASSUMPTIONS, SEE SHEET 6



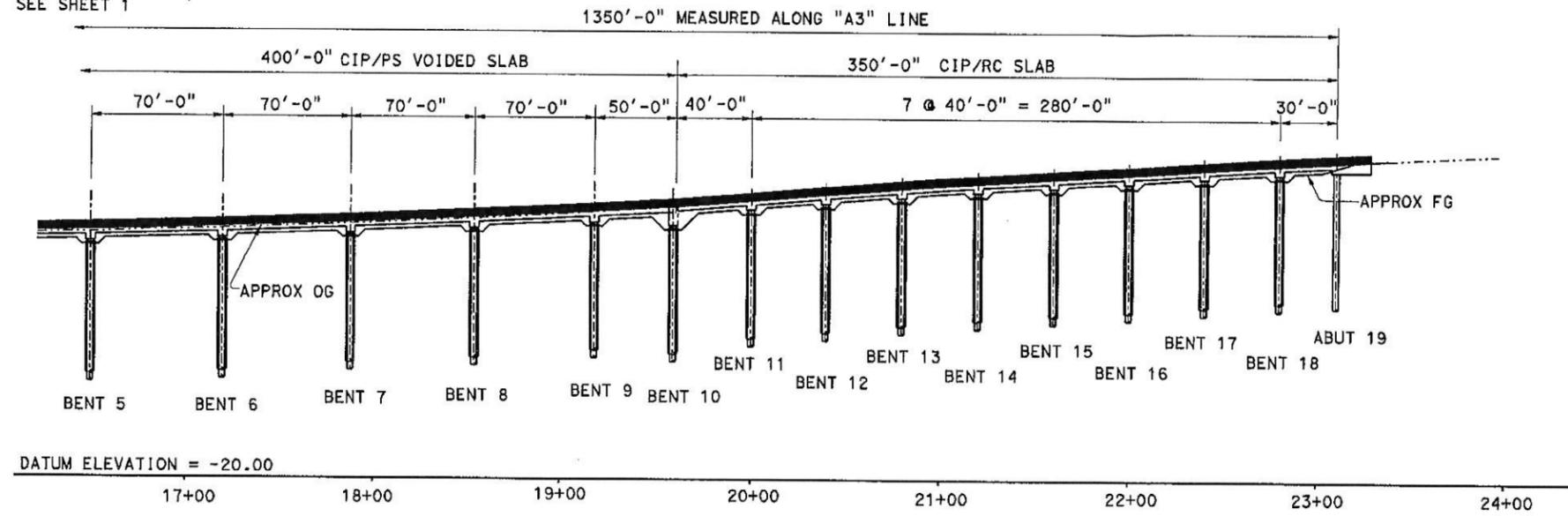
DESIGNED BY M. Van De Pol	DATE 9/2014
DRAWN BY M. Van De Pol	DATE 9/2014
CHECKED BY P. Norboe	DATE 9/2014
APPROVED G. Danke	DATE 9/2014

STRUCTURE DESIGN BRANCH
9

ALTERNATIVE 3	
PLANNING STUDY	
LIMEKILN CREEK BRIDGE	
STRUCTURE REPLACEMENT	
UNIT: TBD	BRIDGE No. 05
SCALE: VARIES	PROJECT No. & PHASE: 051400004K

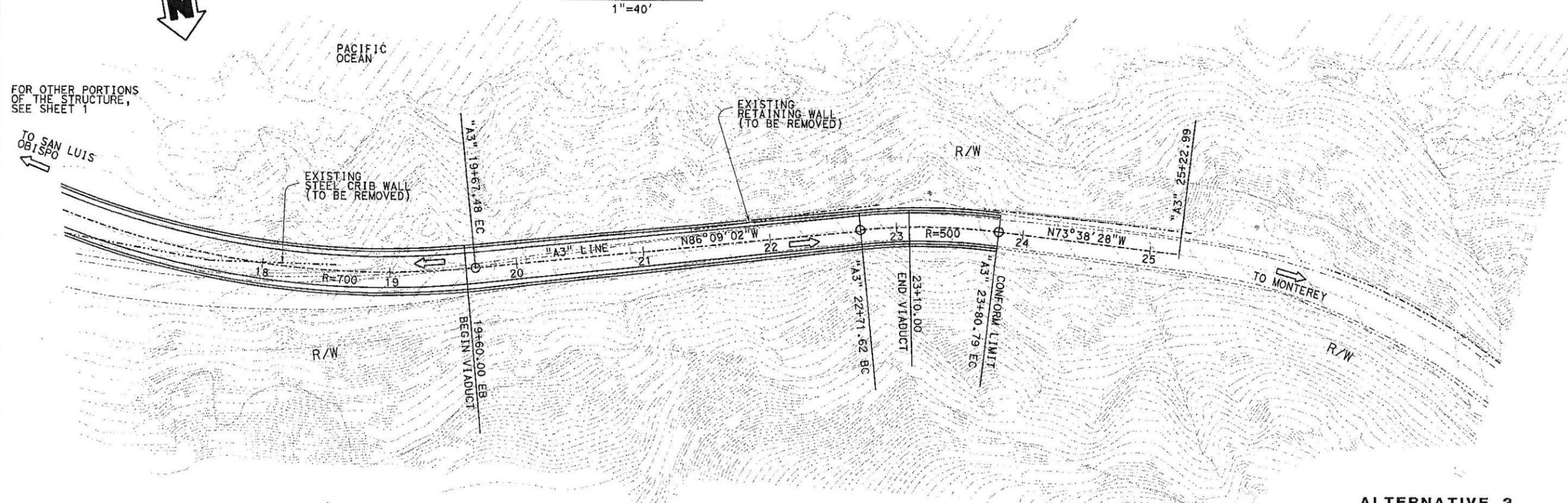
DIST	COUNTY	ROUTE	POST MILE
05	MON	01	20.17 / 21.9

FOR OTHER PORTIONS OF THE STRUCTURE, SEE SHEET 1



ELEVATION
1"=40'

FOR OTHER PORTIONS OF THE STRUCTURE, SEE SHEET 1



PLAN
1"=40'

FOR ESTIMATES, SEE SHEET 3

← DENOTES DIRECTION OF TRAFFIC

FOR TYPICAL SECTIONS, SEE SHEET 5
FOR NOTES AND ASSUMPTIONS, SEE SHEET 6

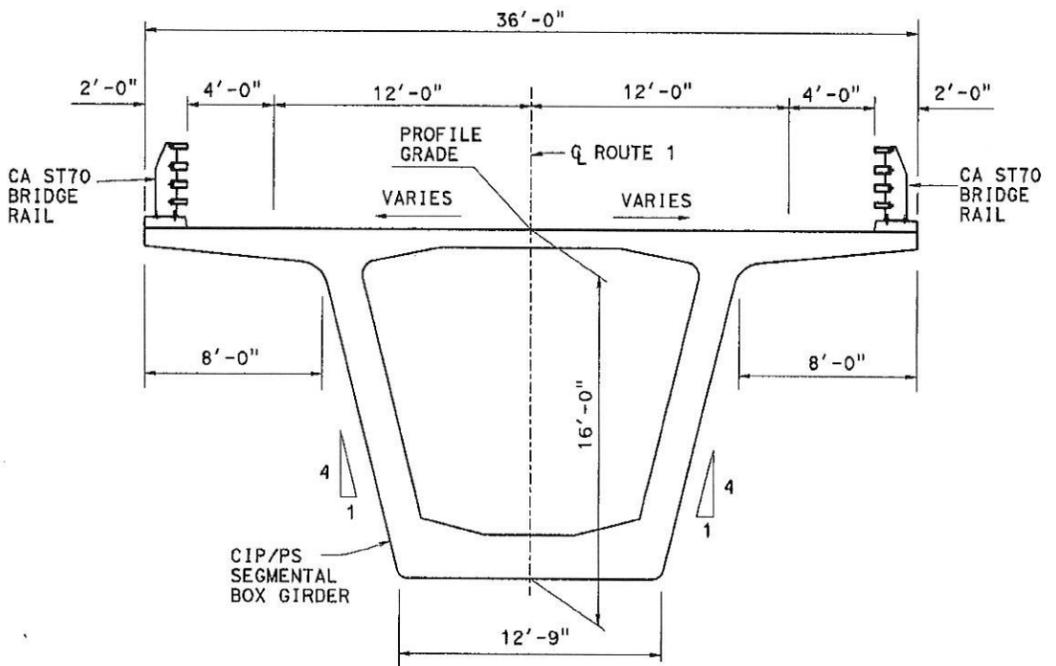
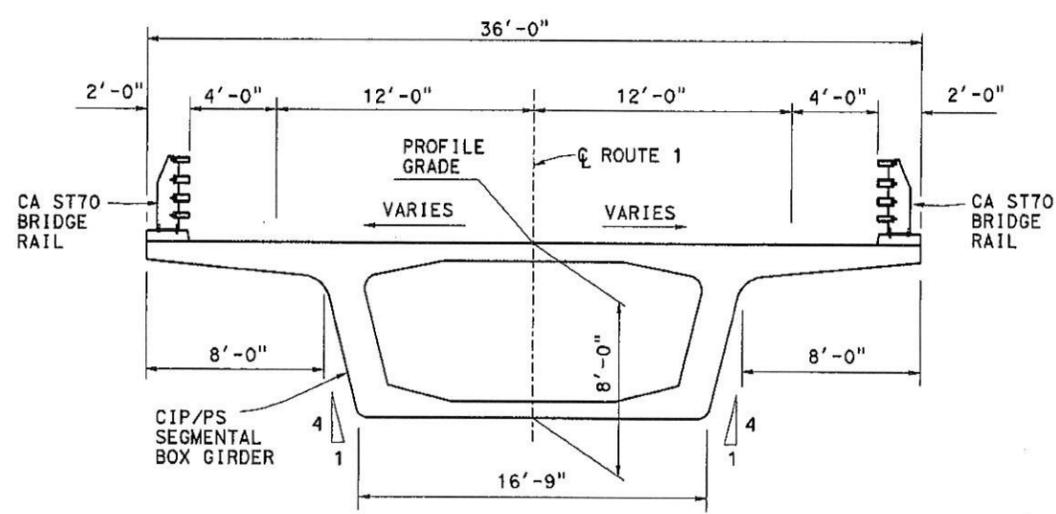


DESIGNED BY M. Van De Pol	DATE 9/2014
DRAWN BY M. Van De Pol	DATE 9/2014
CHECKED BY P. Norboe	DATE 9/2014
APPROVED G. Danke	DATE 9/2014

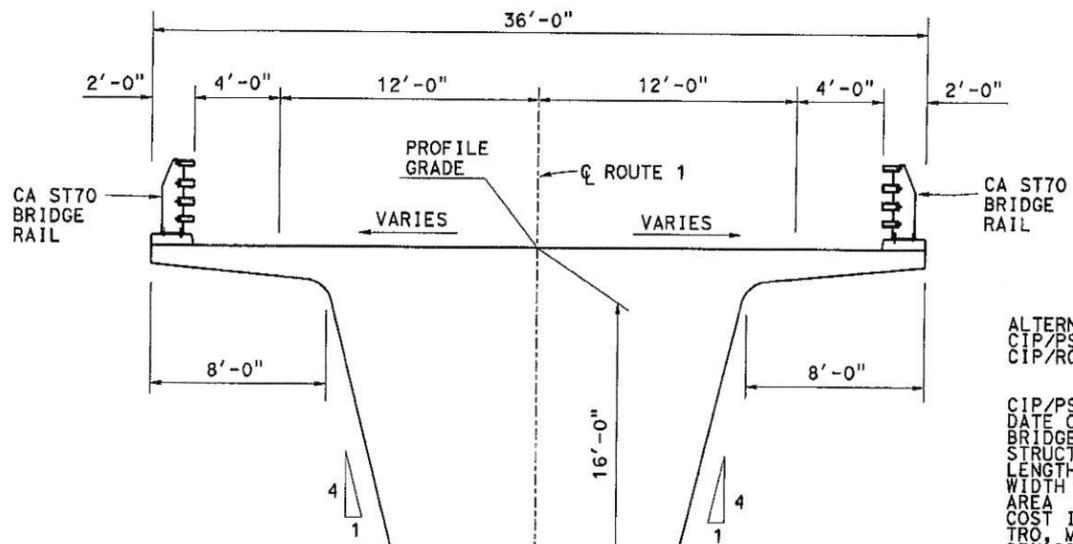
STRUCTURE DESIGN BRANCH
9

ALTERNATIVE 3	
PLANNING STUDY	
LIMEKILN CREEK BRIDGE	
STRUCTURE REPLACEMENT	
UNIT: TBD	BRIDGE No. 05
SCALE: VARIES	PROJECT No. & PHASE: 0514000004K

DIST	COUNTY	ROUTE	POST MILE
05	MON	01	20.17 21.9



SPANS



APPROX OG

FOOTING

CIDH PILE

BENTS

TYPICAL SECTIONS SPANS 1 - 3
1/4"=1'-0"

ALTERNATIVE 3
CIP/PS BOX GIRDER, CIP/PS VOIDED SLAB, CIP/RC SLAB

CIP/PS BOX GIRDER BRIDGE PORTION	
DATE OF ESTIMATE	09-23-14
BRIDGE REMOVAL	\$1,301,000
STRUCTURE DEPTH	VARIES
LENGTH	600.00 FT
WIDTH	36.00 FT
AREA	21,600 SQFT
COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	\$17,726,000
CIP/PS VOIDED SLAB BRIDGE PORTION	
DATE OF ESTIMATE	09-23-14
STRUCTURE DEPTH	3.00 FT
LENGTH	400.00 FT
WIDTH	36.00 FT
AREA	14,400 SQFT
COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	\$8,600,000
CIP/RC SLAB BRIDGE PORTION	
DATE OF ESTIMATE	09-23-14
STRUCTURE DEPTH	2.25 FT
LENGTH	350.00 FT
WIDTH	36.00 FT
AREA	12,600 SQFT
COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	\$4,711,000
CIP/RC MAIN BRIDGE PORTION BB DECK TAPER	
DATE OF ESTIMATE	09-23-14
COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	\$1,199,000
REMOVE SEAWALL, CRIB WALLS AND BIN WALLS	
DATE OF ESTIMATE	09-23-14
COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	\$2,890,000
TOTAL ALTERNATIVE COST	\$35,126,000

EXISTING STRUCTURE NOT SHOWN
SUPERELEVATION NOT SHOWN

FOR PLAN AND ELEVATION, SEE SHEET 1
FOR NOTES AND ASSUMPTIONS, SEE SHEET 6

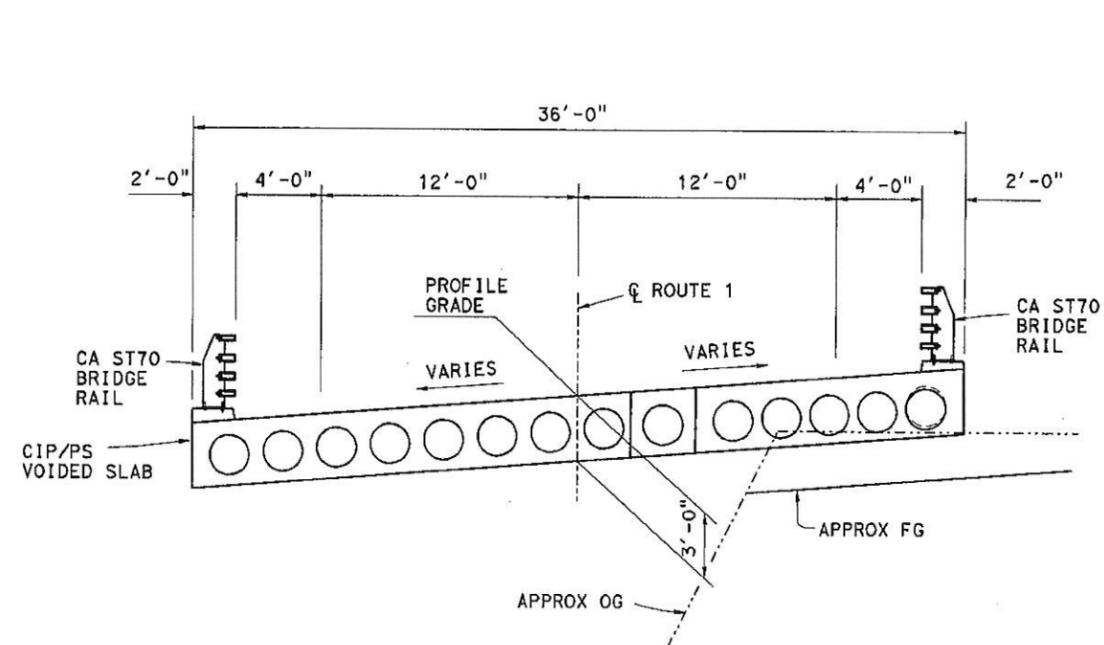


DESIGNED BY	M. Van De Pol	DATE	9/2014
DRAWN BY	M. Van De Pol	DATE	9/2014
CHECKED BY	P. Norboe	DATE	9/2014
APPROVED	G. Danke	DATE	9/2014

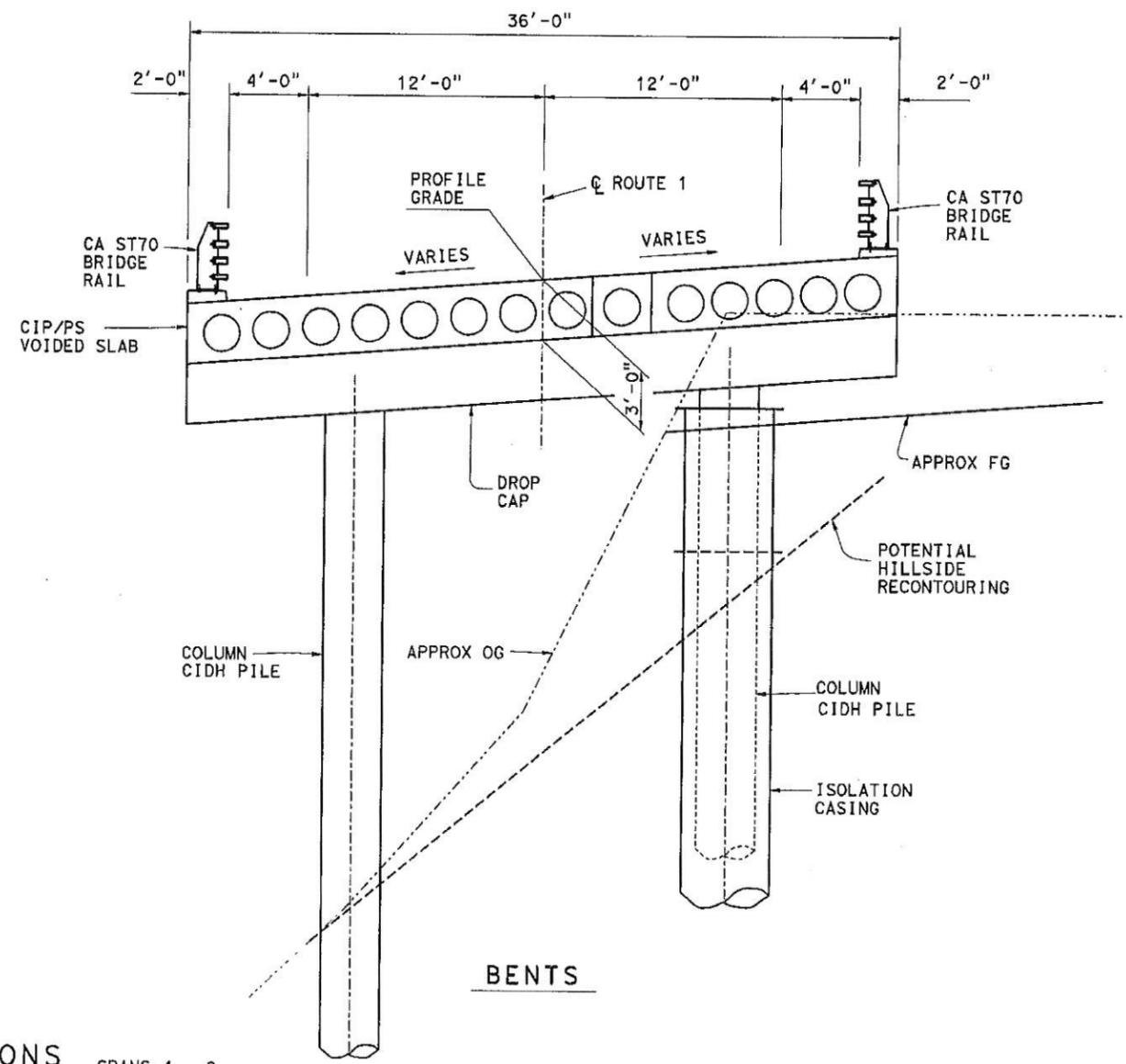
STRUCTURE DESIGN BRANCH
9

ALTERNATIVE 3	
PLANNING STUDY	
LIMEKILN CREEK BRIDGE	
STRUCTURE REPLACEMENT	
UNIT: TBD	BRIDGE No. 05
SCALE: VARIES	PROJECT No. & PHASE: 0514000004K

DIST	COUNTY	ROUTE	POST MILE
05	MON	01	20.1/ 21.9



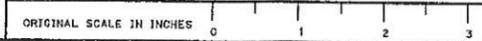
SPANS



BENTS

TYPICAL SECTIONS SPANS 4 - 9
1/4"=1'-0"

FOR PLAN AND ELEVATION,
SEE SHEET 1
FOR NOTES AND ASSUMPTIONS,
SEE SHEET 6

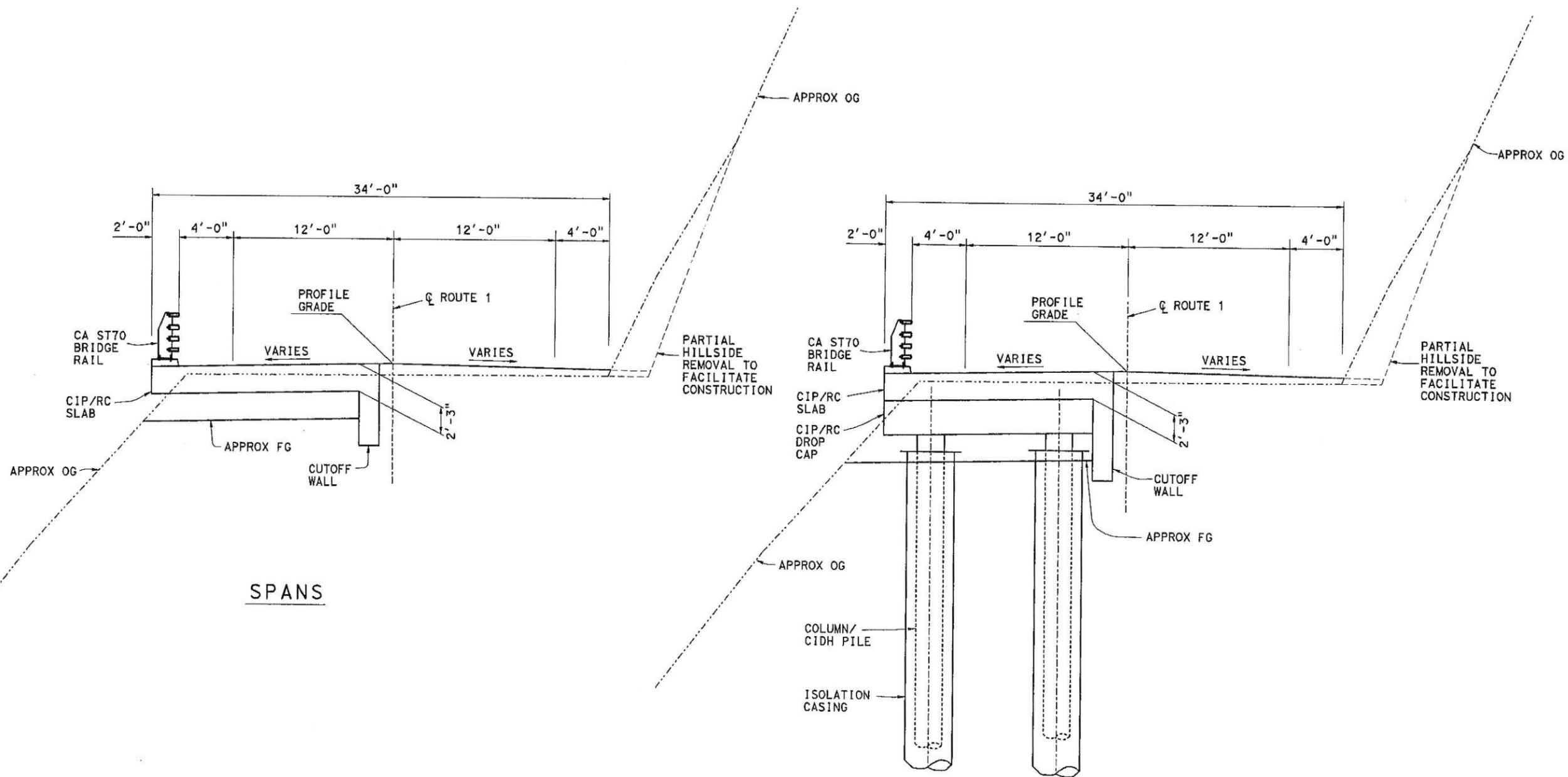


DESIGNED BY M. Van De Pol	DATE 9/2014
DRAWN BY M. Van De Pol	DATE 9/2014
CHECKED BY P. Norboe	DATE 9/2014
APPROVED G. Danke	DATE 9/2014

STRUCTURE
DESIGN
BRANCH
9

ALTERNATIVE 3	
PLANNING STUDY	
LIMEKILN CREEK BRIDGE	
STRUCTURE REPLACEMENT	
UNIT: TBD	BRIDGE No. 05
SCALE: VARIES	PROJECT No. & PHASE: 051400004K

DIST	COUNTY	ROUTE	POST MILE
05	MON	01	20.1 / 21.9



SPANS

BENTS

TYPICAL SECTIONS
1/4"=1'-0"

SPANS 10 - 18
STAGE CONSTRUCTION
NOT SHOWN

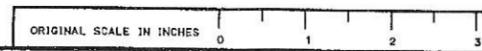
ALTERNATIVE 3

PLANNING STUDY	
LIMEKILN CREEK BRIDGE	
STRUCTURE REPLACEMENT	
UNIT: TBD	BRIDGE No. 05
SCALE: VARIES	PROJECT No. & PHASE: 051400004K

STRUCTURE
DESIGN
BRANCH
9

DESIGNED BY M. Van De Pol	DATE 9/2014
DRAWN BY M. Van De Pol	DATE 9/2014
CHECKED BY P. Norboe	DATE 9/2014
APPROVED G. Danke	DATE 9/2014

FOR PLAN AND ELEVATION,
SEE SHEET 2
FOR NOTES AND ASSUMPTIONS,
SEE SHEET 6



DIST	COUNTY	ROUTE	POST MILE
05	MON	1	20.1 / 21.9

DESIGN AND CONSTRUCTION NOTES AND ASSUMPTIONS

1. Traffic will not pass under the existing/new structure during construction
2. Traffic will pass on the existing structure during construction
3. Lane closures and width reductions will be required for construction
4. Two stages of construction is anticipated for work on certain locations of this structure
5. Temporary support/jacking system not anticipated to be needed for construction
6. Temporary K-Rail will be required on the existing structure for construction
7. Temporary K-Rail may be required under the structure during construction
8. Temporary safety fencing required to isolate construction from campers
9. Accelerated construction schedule is anticipated
10. Shoring will be required for work at bent and abutment locations
11. Temporary Night closure will be required for construction
12. Contaminated/hazardous materials is not anticipated at support locations
13. Epoxy coated reinforcement will be required
14. Construction access difficulties are anticipated at abutment location
15. Conflicts with existing facilities at support locations, not anticipated
16. Utilities conflicts not anticipated during construction operations
17. Seasonal and daily construction time restrictions anticipated
18. R/W issues and conflicts are not anticipated
19. Night work along with temporary lane closures will be needed.
20. Construction equipment size and placement may be issues of concern at certain locations
21. Construction equipment and materials storage space concerns not anticipated
22. Storage of equipment and materials will be required in park site
23. Subsurface investigations will be required for design
24. Structure drainage systems included into study
25. Architectural treatment considered in study
26. Noise restrictions are anticipated for this site- camper disturbance
27. Liquefaction potential not considered in structure design
28. Lateral spreading not anticipated for structure design
29. Protective covers may be required for structure removal
30. New profile grade will be employed for replacement structure
31. Structure Approach Slabs are incorporated into the study
32. Large cranes to be employed for member lifting
33. Slope Paving not incorporated into the study
34. New Joint seal placement incorporated in the study
35. Approach work up to structure approach slabs by District
36. Special high early strength concrete anticipated for use
37. Post-tensioning required longitudinally. Not transversely
38. Light weight concrete not considered for application
39. Assumptions made regarding subsurface conditions for foundation design
40. Ground water anticipated during CIDH Pile construction
41. Subsurface springs anticipated during CIDH Pile construction
42. Temporary casing employment anticipated for CIDH Pile construction at certain locations
43. Permanent steel casings employment anticipated for CIDH Piles at certain locations
44. Difficult drilling anticipated for CIDH Piles- Stiff soil, rock, cobbles
45. Lightweight concrete not considered for employment for certain structural components
46. Assume acceptable traffic handling configurations can be achieved off structures
47. Temporary freeway closure anticipated during lifting operations
48. Assumptions made regarding substructure components, configuration and geometry
49. No Rip Rap anticipated for bent locations
50. No seal course anticipated for bent foundations
51. Vertical tiedown anchors anticipated at certain bent footing/pile interfaces
52. Bent footing elevations set based on assumed cover and scour depths
53. Simple tapered rectangular columns assumed for all bent locations
54. Footings with CIDH Pile groups assumed for all bent foundations
55. Corrosion considered a concern- added concrete cover to be employed
56. Staged removal of the existing structure not required
57. Temporary support system not required for staged removal of existing structure
58. Barrier mounted chain link railing not employed
59. Barrier ST70 with no special architectural treatment employed
60. Special barrier mounted handrailing not required on this structure
61. Structure deck drainage system incorporated in study- internal system with column outfall
62. Local site contouring required at all foundation locations
63. Concrete transportation distance issues- concrete batch plant required at site
64. Assume entire superstructure cast on falsework
65. Slurry anticipated for CIDH Pile construction.
66. Special longitudinal stressing sequence will not be required
67. Mass concrete cooling requirements will apply at bent locations
68. No deck closure pours will be required
69. Shaft anomalies are of concern
70. Cave-in potential anticipated for all CIDH pile construction
71. Assumptions made regarding ultimate limits of slope deterioration at abutment locations
72. Steel isolation casings anticipated at certain bent locations
73. Bents positioned to straddle the assumed creek and drainage basin channel alignment and position
74. Some minor local removal of slope material reqd at abutments
75. Abutment footing elevations set assuming limited slope slide potential at these location
76. Abutment footing elevations set based upon assumed approx OG
77. CIP/PS concrete superstructure supported on CIP/RC column components
78. CIP components considered for employment for economy
79. Environmental conditions/concerns anticipated. Assume limited disturbance allowed
80. No Excavation Type A or D is not anticipated at the bents or abutments
81. Some local pumping is anticipated due to groundwater encroachment into excavations
82. Some difficult excavation anticipated at the abutments and bent footings
83. Assumptions made regarding original ground at the structure
84. Temporary trestle system assumed required for end span construction
85. Potential for rapid set concrete employment
86. Construction safety concerns exist from slides and slope stability
87. Temporary tieback anchors or tieback walls potential may be required for construction
88. Access road reconstruction required
89. No PC construction practices considered for this study
90. Seismic characteristics of the site are known
91. Special Coastal Commission requirements anticipated
92. Special concrete mixes anticipated
93. Special concrete aggregates anticipated
94. No AC overlay is anticipated on the new structure
95. Structure configuration, geometry and aesthetics are preliminary, for study purposes only
96. Structure appearance is to be cleared through public involvement. Appearance subject to change
97. Blasting is not anticipated at any support location
98. Architectural treatments considered conform with adjacent Pitkin Curve Project
99. Conduits to be contained within barrier curbs
100. Existing seawall to be removed. Refer to other planning study
101. Special State Park requirements and permits required
102. No bridge mounted light standards anticipated
103. Temporary work platform required for viaduct construction
104. Partial hillside toe removal required to facilitate stage construction of viaduct
105. Partial width viaduct employed due to restricted available space on North End
106. Assumptions made regarding viaduct span configurations to reduce impacts
107. Shoring required for viaduct cutoff wall construction

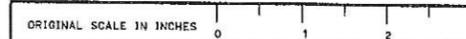
ALTERNATIVE 3

PLANNING STUDY
LIMEKILN CREEK BRIDGE
REPLACE STRUCTURE

DESIGNED BY M. Van De Poi	DATE 9/2014
DRAWN BY M. Van De Poi	DATE 9/2014
CHECKED BY P. Norboe	DATE 9/2014
APPROVED G. Danke	DATE 9/2014

STRUCTURE DESIGN BRANCH
9

UNIT: TBD	BRIDGE No. 05
SCALE: VARIES	PROJECT No. & PHASE: 051400004K



Alternative 4: Bridge 65' West With Viaduct Joining Rain Rocks Viaduct



STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 5
 IN MONTEREY COUNTY
 NEAR LUCIA
 AT LIMEKILN CREEK BRIDGE
 NO. 44-58

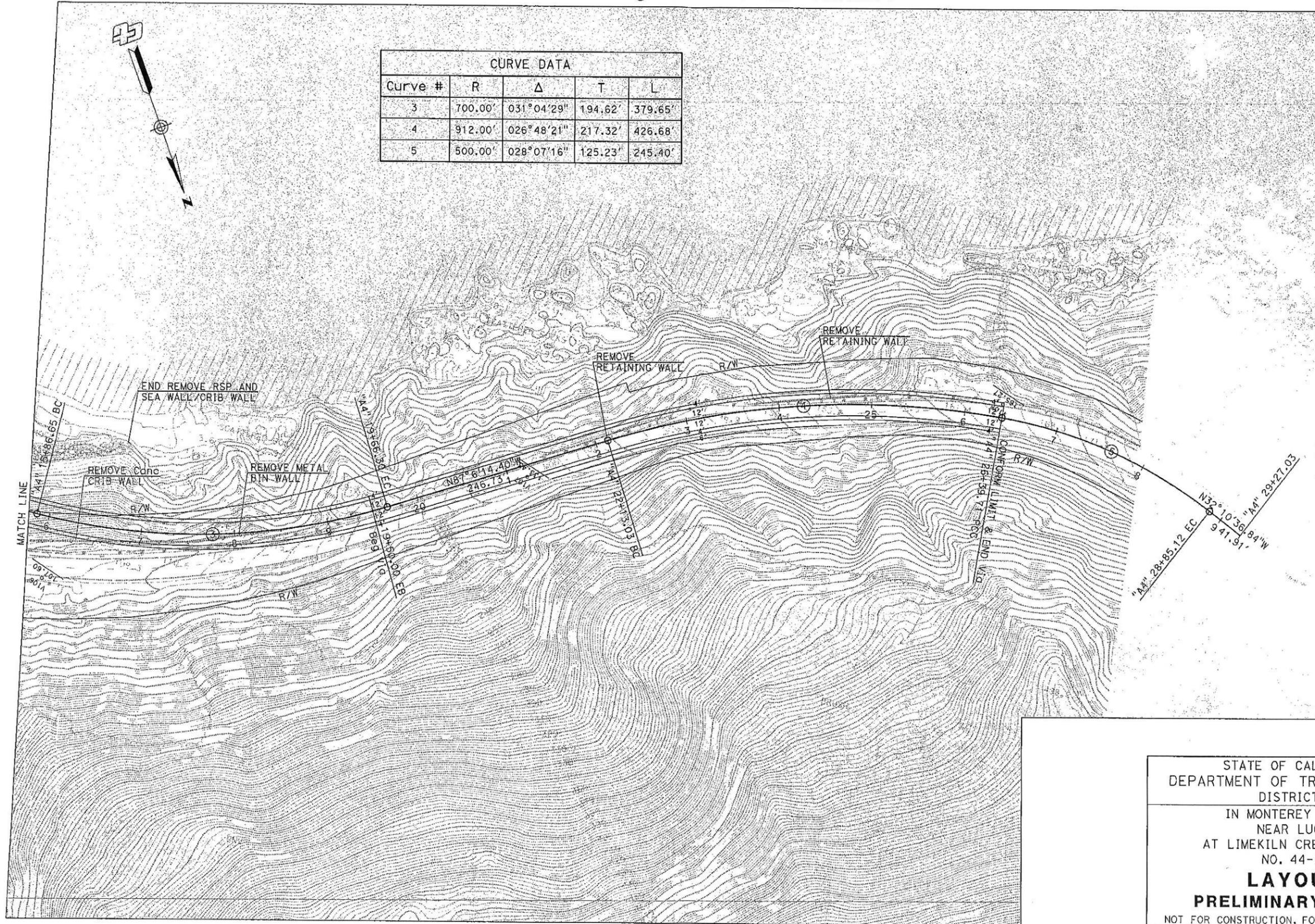
**LAYOUT
 PRELIMINARY PLANS**

NOT FOR CONSTRUCTION, FOR INFORMATION ONLY

COUNTY	ROUTE	POST MILES	SCALE	SHEET
MON	1	20.9/21.3	1"=50'	1

LAST REVISION: DATE PLOTTED => 02-JUN-2015
 09-19-14 TIME PLOTTED => 10:51

Alternative 4: Bridge 65' West With Viaduct Joining Rain Rocks Viaduct



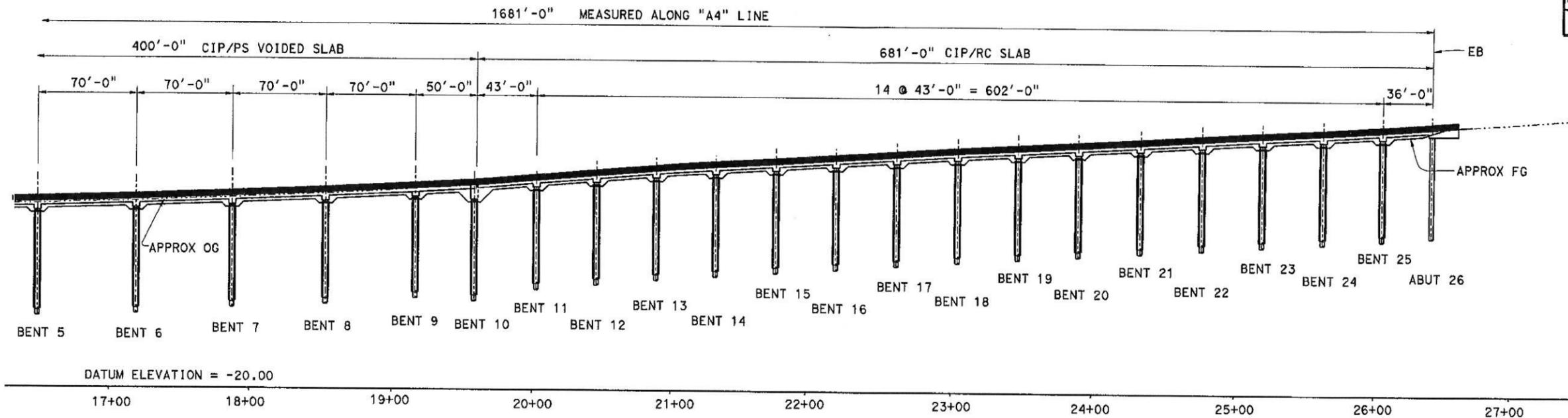
CURVE DATA				
Curve #	R	Δ	T	L
3	700.00'	031° 04' 29"	194.62'	379.65'
4	912.00'	026° 48' 21"	217.32'	426.68'
5	500.00'	028° 07' 16"	125.23'	245.40'

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 5
 IN MONTEREY COUNTY
 NEAR LUCIA
 AT LIMEKILN CREEK BRIDGE
 NO. 44-58
**LAYOUT
 PRELIMINARY PLANS**
 NOT FOR CONSTRUCTION, FOR INFORMATION ONLY

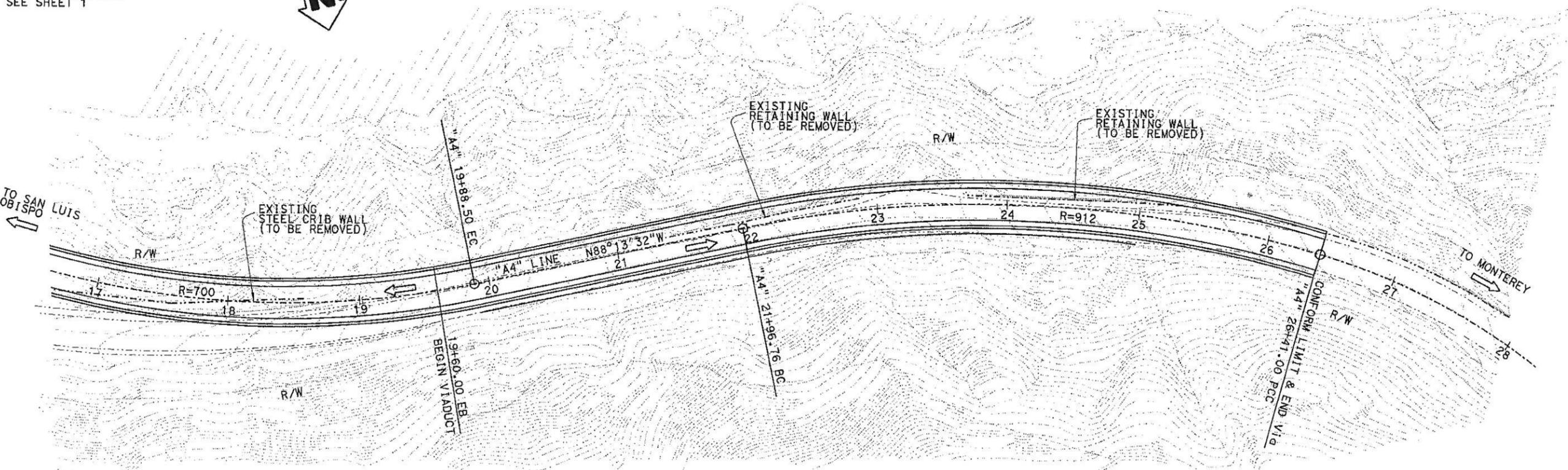
COUNTY	ROUTE	POST MILES	SCALE	SHEET
MON	1	20.9/21.3	1"=50'	2

DATE PLOTTED => 02-JUN-2015
 TIME PLOTTED => 10:52
 LAST REVISION

DIST	COUNTY	ROUTE	POST MILE
05	MON	01	20.1 / 21.9



FOR OTHER PORTION OF THE STRUCTURE SEE SHEET 1

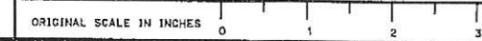


PLAN
1" = 40'

FOR ESTIMATES, SEE SHEET 3

← DENOTES DIRECTION OF TRAFFIC

FOR TYPICAL SECTIONS, SEE SHEET 5
FOR NOTES AND ASSUMPTIONS, SEE SHEET 6

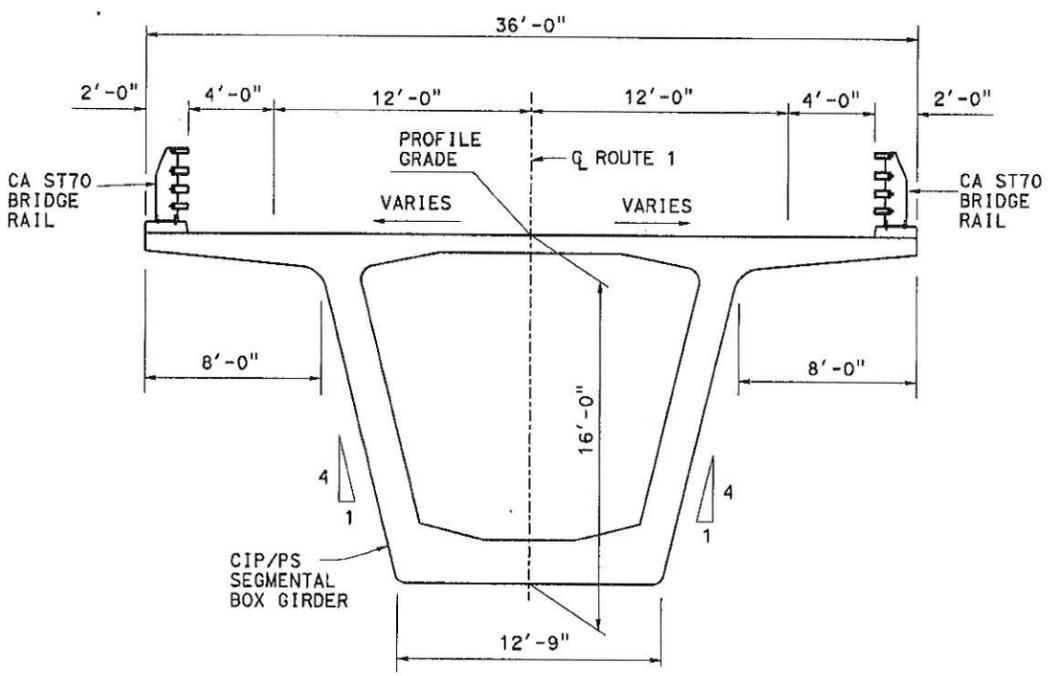
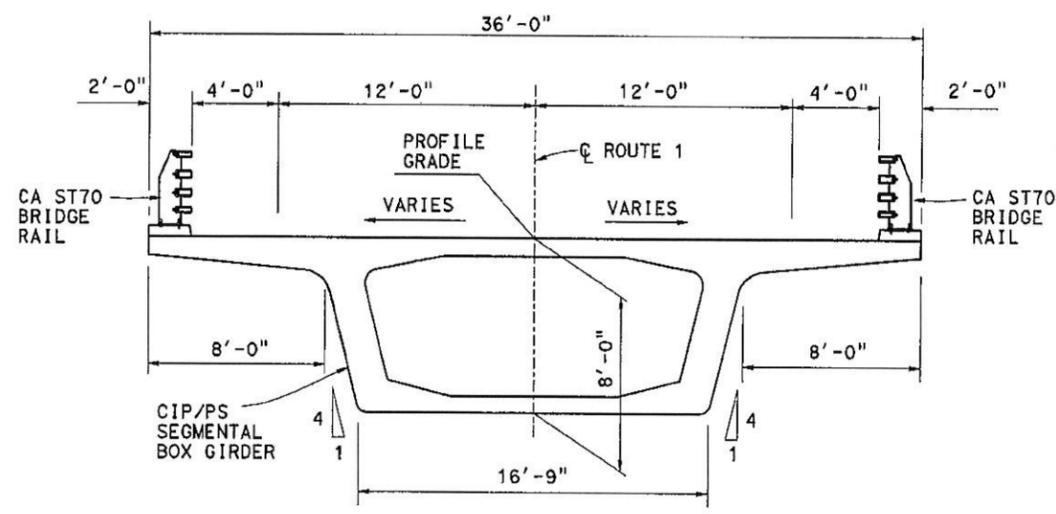


DESIGNED BY M. Van De Pol	DATE 9/2014
DRAWN BY M. Van De Pol	DATE 9/2014
CHECKED BY P. Norboe	DATE 9/2014
APPROVED G. Danke	DATE 9/2014

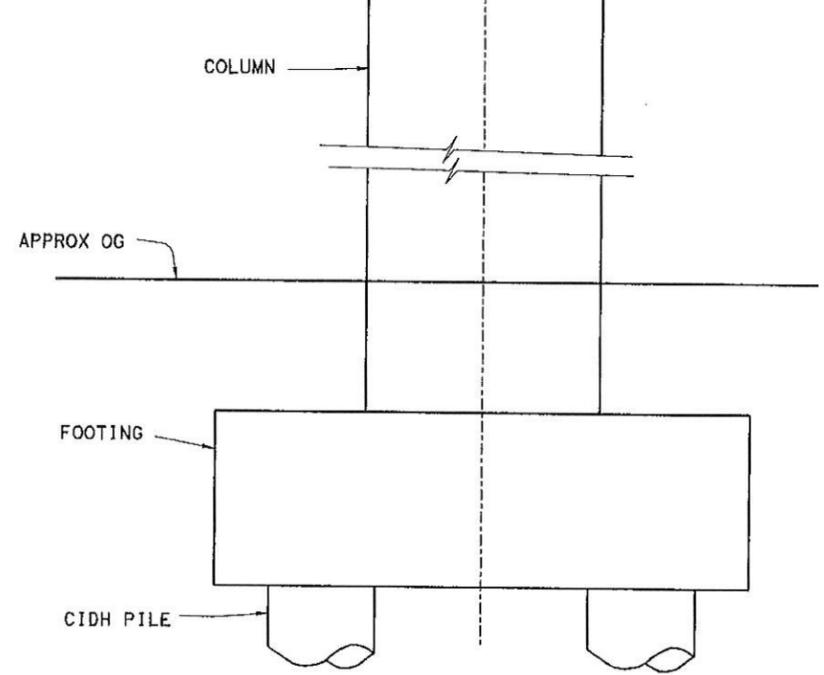
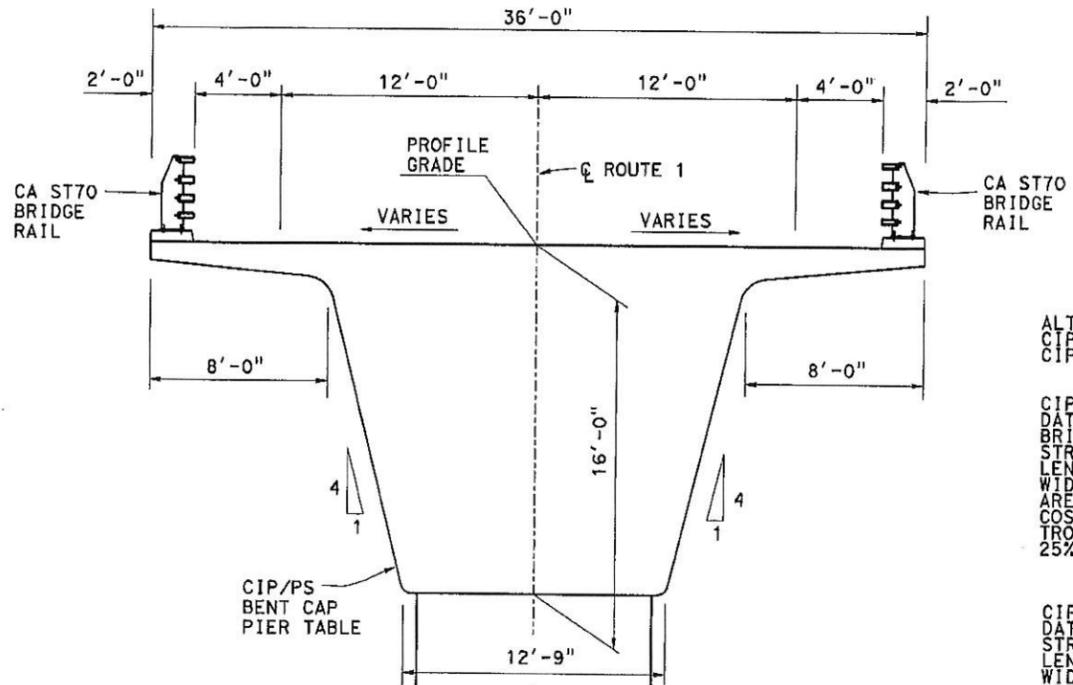
STRUCTURE DESIGN BRANCH
9

ALTERNATIVE 4	
PLANNING STUDY	
LIMEKILN CREEK BRIDGE	
STRUCTURE REPLACEMENT	
UNIT: TBD	BRIDGE No. 05
SCALE: VARIES	PROJECT No. & PHASE: 051400004K
CONTRACT No.: 051400004 K	

DIST	COUNTY	ROUTE	POST MILE
05	MON	01	20.1 / 21.9



SPANS



BENTS

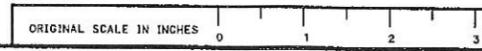
TYPICAL SECTIONS SPANS 1 - 3
1/4"=1'-0"

ALTERNATIVE 4 CIP/PS BOX GIRDER, CIP/PS VOIDED SLAB, CIP/RC SLAB	
CIP/PS BOX GIRDER BRIDGE PORTION	
DATE OF ESTIMATE	09-23-14
BRIDGE REMOVAL	\$1,301,000
STRUCTURE DEPTH	VARIES
LENGTH	600.00 FT
WIDTH	36.00 FT
AREA	21,600 SQFT
COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	\$17,726,000
CIP/PS VOIDED SLAB BRIDGE PORTION	
DATE OF ESTIMATE	09-23-14
STRUCTURE DEPTH	3.00 FT
LENGTH	400.00 FT
WIDTH	36.00 FT
AREA	14,400 SQFT
COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	\$8,600,000
CIP/RC SLAB BRIDGE PORTION	
DATE OF ESTIMATE	09-23-14
STRUCTURE DEPTH	2.25 FT
LENGTH	350.00 FT
WIDTH	36.00 FT
AREA	12,600 SQFT
COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	\$13,467,000
CIP/RC MAIN BRIDGE PORTION BB DECK TAPER	
DATE OF ESTIMATE	09-23-14
COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	\$1,199,000
REMOVE SEAWALL, CRIB WALLS AND BIN WALLS	
DATE OF ESTIMATE	09-23-14
COST INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	\$2,890,000
TOTAL ALTERNATIVE COST	\$43,882,000

EXISTING STRUCTURE NOT SHOWN
SUPERELEVATION NOT SHOWN

FOR PLAN AND ELEVATION, SEE SHEET 1

FOR NOTES AND ASSUMPTIONS, SEE SHEET 6

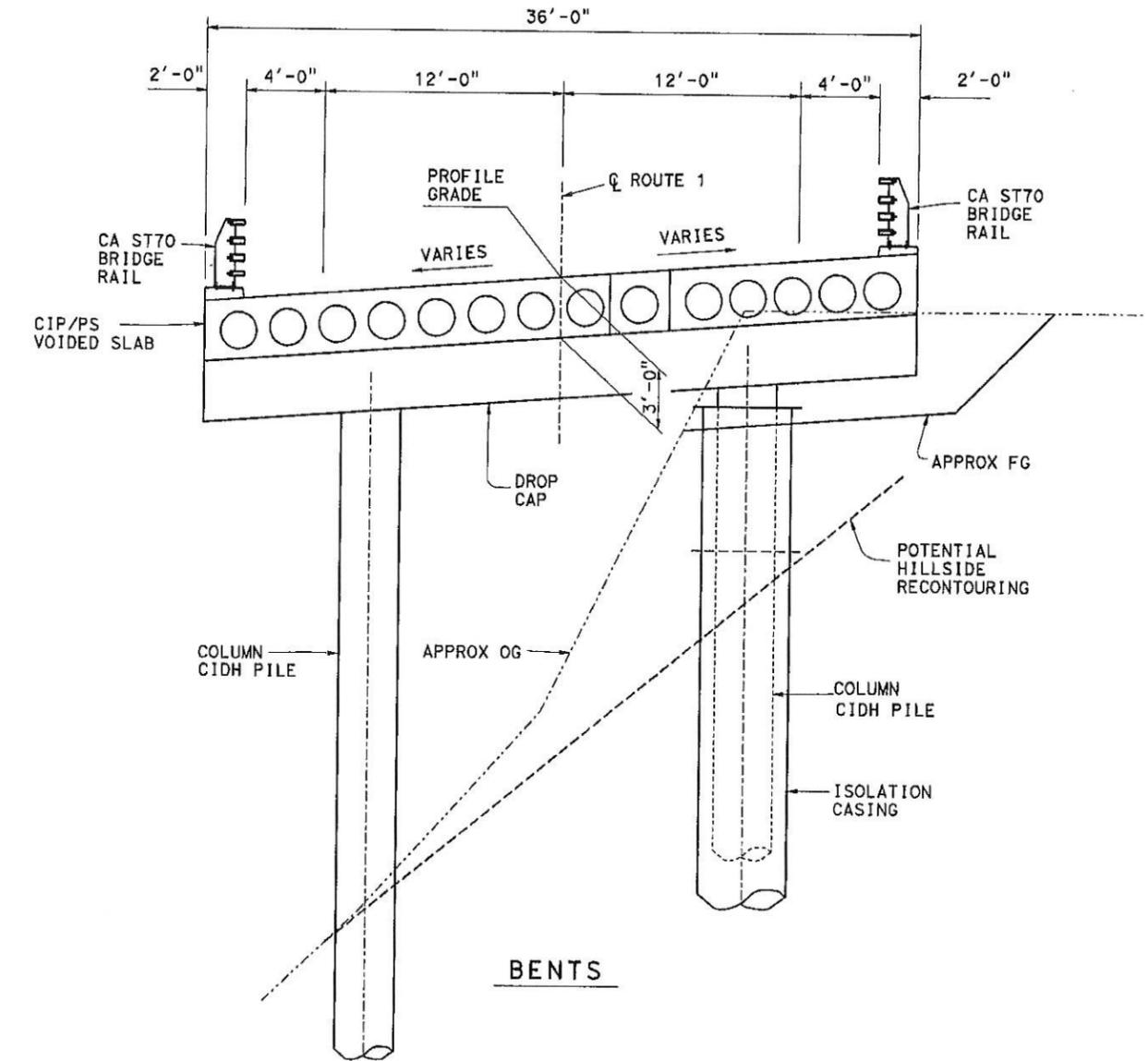
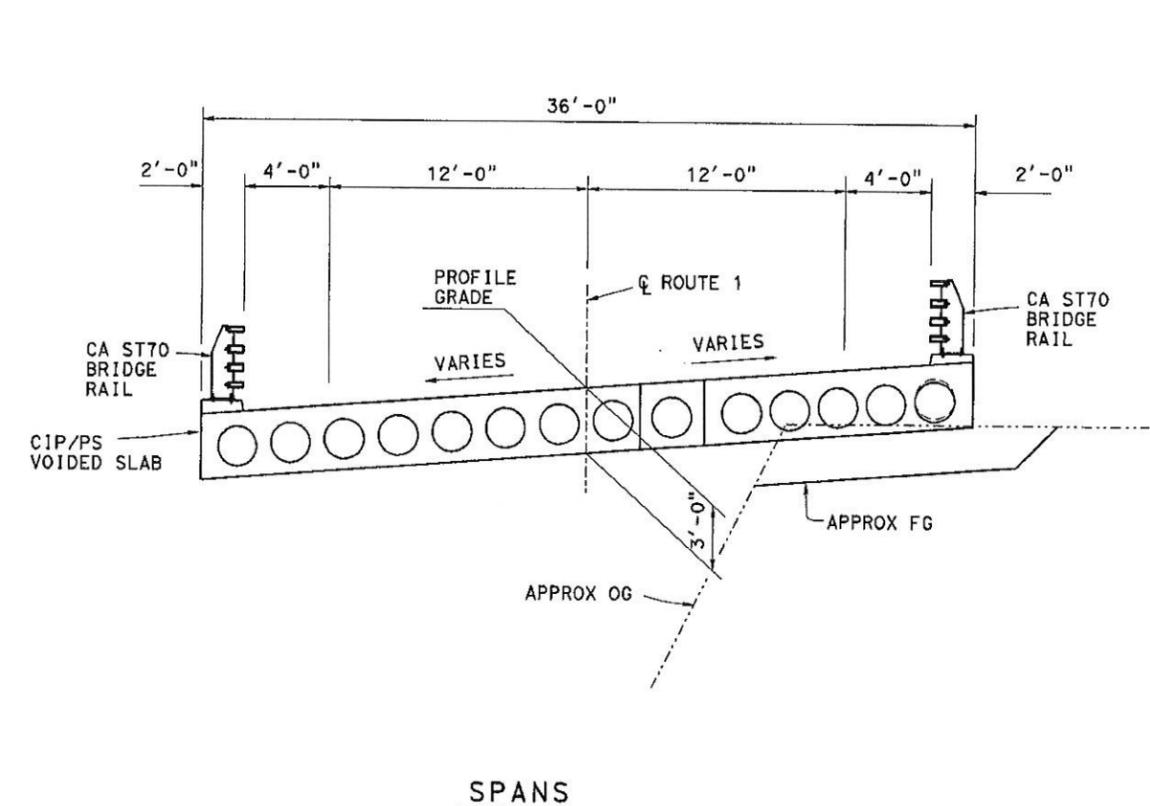


DESIGNED BY M. Van De Pol	DATE 9/2014
DRAWN BY M. Van De Pol	DATE 9/2014
CHECKED BY P. Norboe	DATE 9/2014
APPROVED G. Danke	DATE 9/2014

STRUCTURE DESIGN BRANCH
9

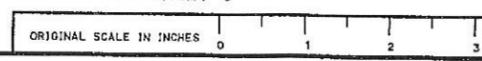
ALTERNATIVE 4	
PLANNING STUDY	
LIMEKILN CREEK BRIDGE	
STRUCTURE REPLACEMENT	
UNIT: TBD	BRIDGE No. 05
SCALE: VARIES	PROJECT No. & PHASE: 051400004K

DIST	COUNTY	ROUTE	POST MILE
05	MON	01	20.1 / 21.9



TYPICAL SECTIONS SPANS 4 - 9
1/4"=1'-0"

FOR PLAN AND ELEVATION,
SEE SHEET 1
FOR NOTES AND ASSUMPTIONS,
SEE SHEET 6

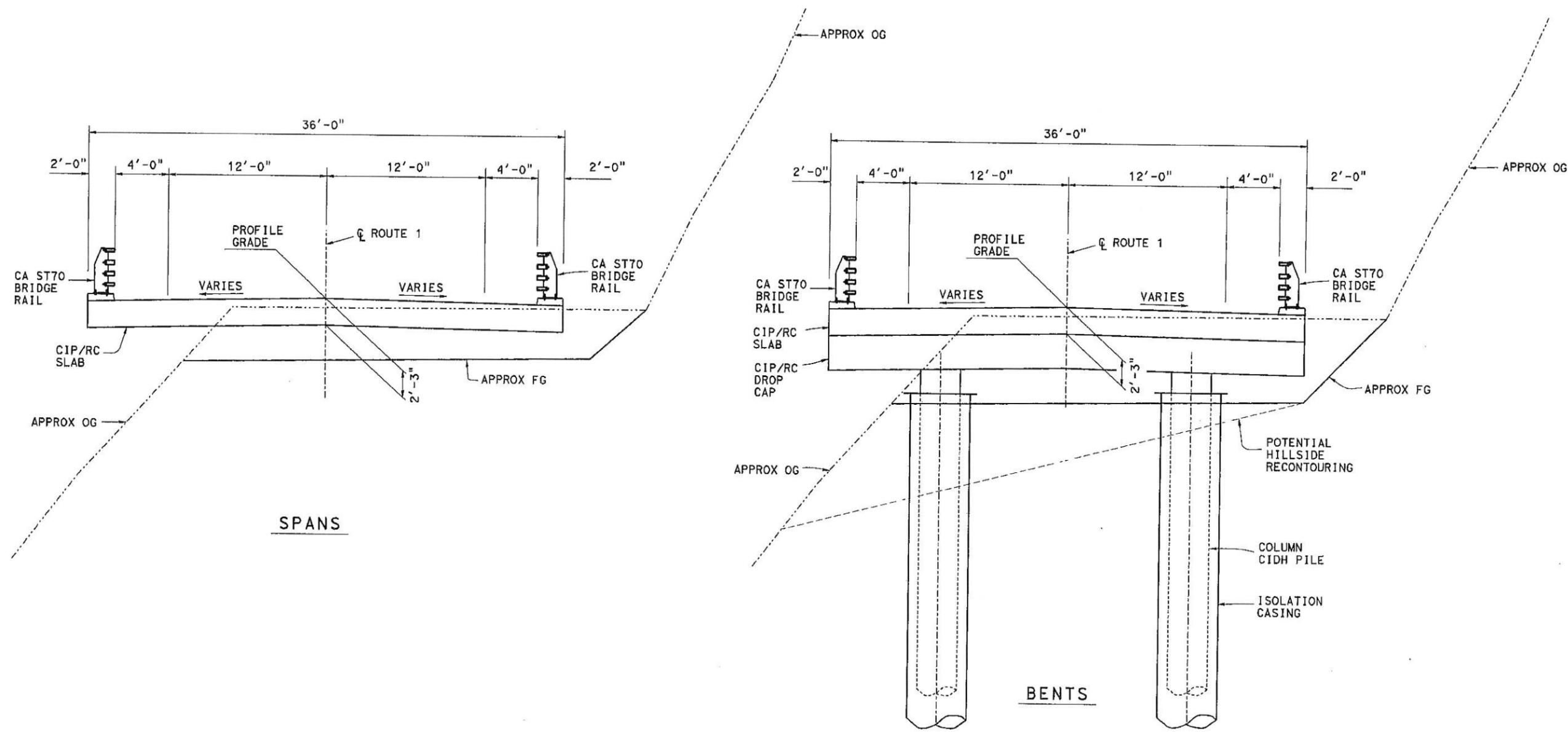


DESIGNED BY M. Van De Pol	DATE 9/2014
DRAWN BY M. Van De Pol	DATE 9/2014
CHECKED BY P. Norboe	DATE 9/2014
APPROVED G. Danke	DATE 9/2014

STRUCTURE
DESIGN
BRANCH
9

ALTERNATIVE 4	
PLANNING STUDY	
LIMEKILN CREEK BRIDGE	
STRUCTURE REPLACEMENT	
UNIT: TBD	BRIDGE No. 05
SCALE: VARIES	PROJECT No. & PHASE: 0514000004K

DIST	COUNTY	ROUTE	POST MILE
05	MON	01	20.1 / 21.9



SPANS

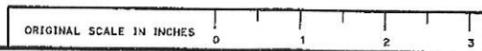
BENTS

TYPICAL SECTIONS

1/4"=1'-0"

SPANS 10 - 25
STAGE CONSTRUCTION
NOT SHOWN

FOR PLAN AND ELEVATION,
SEE SHEET 2
FOR NOTES AND ASSUMPTIONS,
SEE SHEET 6



DESIGNED BY M. Van De Pol	DATE 9/2014
DRAWN BY M. Van De Pol	DATE 9/2014
CHECKED BY P. Norboe	DATE 9/2014
APPROVED G. Danke	DATE 9/2014

STRUCTURE
DESIGN
BRANCH
9

ALTERNATIVE 4	
PLANNING STUDY	
LIMEKILN CREEK BRIDGE	
STRUCTURE REPLACEMENT	
UNIT: TBD	BRIDGE No. 05
SCALE: VARIES	PROJECT No. & PHASE: 0514000004K

DIST	COUNTY	ROUTE	POST MILE
05	MON	1	20.1 / 21.9

DESIGN AND CONSTRUCTION NOTES AND ASSUMPTIONS

1. Traffic will not pass under the existing/new structure during construction
2. Traffic will pass on the existing structure during construction
3. Lane closures and width reductions will be required for construction
4. Two stages of construction is anticipated for work on certain locations of this structure
5. Temporary support/jacking system not anticipated to be needed for construction
6. Temporary K-Rail will be required on the existing structure for construction
7. Temporary K-Rail may be required under the structure during construction
8. Temporary safety fencing required to isolate construction from campers
9. Accelerated construction schedule is anticipated
10. Shoring will be required for work at bent and abutment locations
11. Temporary Night closure will be required for construction
12. Contaminated/hazardous materials is not anticipated at support locations
13. Epoxy coated reinforcement will be required
14. Construction access difficulties are anticipated at abutment location
15. Conflicts with existing facilities at support locations, not anticipated
16. Utilities conflicts not anticipated during construction operations
17. Seasonal and daily construction time restrictions anticipated
18. R/W issues and conflicts are not anticipated
19. Night work along with temporary lane closures will be needed.
20. Construction equipment size and placement may be issues of concern at certain locations
21. Construction equipment and materials storage space concerns not anticipated
22. Storage of equipment and materials will be required in park site
23. Subsurface investigations will be required for design
24. Structure drainage systems included into study
25. Architectural treatment considered in study
26. Noise restrictions are anticipated for this site- camper disturbance
27. Liquefaction potential not considered in structure design
28. Lateral spreading not anticipated for structure design
29. Protective covers may be required for structure removal
30. New profile grade will be employed for replacement structure
31. Structure Approach Slabs are incorporated into the study
32. Large cranes to be employed for member lifting
33. Slope Paving not incorporated into the study
34. New Joint seal placement incorporated in the study
35. Approach work up to structure approach slabs by District
36. Special high early strength concrete anticipated for use
37. Post-tensioning required longitudinally. Not transversely
38. Light weight concrete not considered for application
39. Assumptions made regarding subsurface conditions for foundation design
40. Ground water anticipated during CIDH Pile construction
41. Subsurface springs anticipated during CIDH Pile construction
42. Temporary casing employment anticipated for CIDH Pile construction at certain locations
43. Permanent steel casings employment anticipated for CIDH Piles at certain locations
44. Difficult drilling anticipated for CIDH Piles- Stiff soil, rock, cobbles
45. Lightweight concrete not considered for employment for certain structural components
46. Assume acceptable traffic handling configurations can be achieved off structures
47. Temporary freeway closure anticipated during lifting operations
48. Assumptions made regarding substructure components, configuration and geometry
49. No Rip Rap anticipated for bent locations
50. No seal course anticipated for bent foundations
51. Vertical tiedown anchors anticipated at certain bent footing/pile interfaces
52. Bent footing elevations set based on assumed cover and scour depths
53. Simple tapered rectangular columns assumed for all bent locations
54. Footings with CIDH Pile groups assumed for all bent foundations
55. Corrosion considered a concern- added concrete cover to be employed
56. Staged removal of the existing structure not required
57. Temporary support system not required for staged removal of existing structure
58. Barrier mounted chain link railing not employed
59. Barrier ST70 with no special architectural treatment employed
60. Special barrier mounted handrailing not required on this structure
61. Structure deck drainage system incorporated in study- internal system with column outfall
62. Local site contouring required at all foundation locations
63. Concrete transportation distance issues- concrete batch plant required at site
64. Assume entire superstructure cast on falsework
65. Slurry anticipated for CIDH Pile construction.
66. Special longitudinal stressing sequence will not be required
67. Mass concrete cooling requirements will apply at bent locations
68. No deck closure pours will be required
69. Shaft anomalies are of concern
70. Cave-in potential anticipated for all CIDH pile construction
71. Assumptions made regarding ultimate limits of slope deterioration at abutment locations
72. Steel isolation casings anticipated at certain bent locations
73. Bents positioned to straddle the assumed creek and drainage basin channel alignment and position
74. Some minor local removal of slope material reqd at abutments
75. Abutment footing elevations set assuming limited slope slide potential at these location
76. Abutment footing elevations set based upon assumed approx OG
77. CIP/PS concrete superstructure supported on CIP/RC column components
78. CIP components considered for employment for economy
79. Environmental conditions/concerns anticipated. Assume limited disturbance allowed
80. No Excavation Type A or D is not anticipated at the bents or abutments
81. Some local pumping is anticipated due to groundwater encroachment into excavations
82. Some difficult excavation anticipated at the abutments and bent footings
83. Assumptions made regarding original ground at the structure
84. Temporary trestle system assumed required for end span construction
85. Potential for rapid set concrete employment
86. Construction safety concerns exist from slides and slope stability
87. Temporary tieback anchors or tieback walls potential may be required for construction
88. Access road reconstruction required
89. No PC construction practices considered for this study
90. Seismic characteristics of the site are known
91. Special Coastal Commission requirements anticipated
92. Special concrete mixes anticipated
93. Special concrete aggregates anticipated
94. No AC overlay is anticipated on the new structure
95. Structure configuration, geometry and aesthetics are preliminary, for study purposes only
96. Structure appearance is to be cleared through public involvement. Appearance subject to change
97. Blasting is not anticipated at any support location
98. Architectural treatments considered conform with adjacent Pitkin Curve Project
99. Conduits to be contained within barrier curbs
100. Existing seawall to be removed. Refer to other planning study
101. Special State Park requirements and permits required
102. No bridge mounted light standards anticipated
103. Temporary work platforms required for viaduct construction
104. Partial hillside toe removal required to facilitate staged viaduct construction
105. Full width viaduct employed, assuming adequate available space on North end

ALTERNATIVE 4

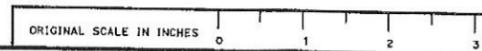
PLANNING STUDY

**LIMEKILN CREEK BRIDGE
REPLACE STRUCTURE**

UNIT: TBD	BRIDGE No. 05
SCALE: VARIES	PROJECT No. & PHASE: 051400004K

DESIGNED BY M. Van De Pol	DATE 9/2014
DRAWN BY M. Van De Pol	DATE 9/2014
CHECKED BY P. Norboe	DATE 9/2014
APPROVED G. Danke	DATE 9/2014

**STRUCTURE
DESIGN
BRANCH
9**



Transportation Planning Scoping Information Sheet

PROJECT INFORMATION

District	County	Route	Post Miles	Project ID No/ Expenditure Authorization No.
5	MON	1	20.1/20.9	05-1F510K
Project Name and Description :				

Prepared by:

District Information Sheet Point of Contact*:	Name: Orchid Monroy-Ochoa	Functional Unit:	Transportation Planning
--	---------------------------	---------------------	-------------------------

* The District Information Sheet Point of Contact is responsible for completing Project Information, PDT Team and Stakeholder Information, and coordinating the completion of project-related information with the Transportation Planning Stakeholders. Upon completion, provides the Transportation Planning PDT Representative and Project Manager with a copy of the Information Sheet.

Project Development Team (PDT) Information		
Title	Name	Phone Number
Project Manager	Ken Dostalek	805-549-3133
Project Engineer	Kian Hemmati	805-549-3082
Transportation Planning PDT Representative**	Orchid Monroy-Ochoa	805-549-3246

Transportation Planning Stakeholder Information		
Title	Name	Phone Number
Regional Planner	Orchid Monroy-Ochoa	805-549-3246
System Planner	Orchid Monroy-Ochoa	805-549-3246
Local Development- Intergovernmental Review (LD-IGR) Planner	John Olejnik	805-549-4751
Community Planner	Orchid Monroy-Ochoa	
Goods Movement Planner	Kelly McClendon	805-549-3510
Transit Planner	Jennifer Calate	805-549-3099
Bicycle and Pedestrian Coordinator	Adam Fukushima	805-549-3131
Park and Ride Coordinator	Cindy Freeman	805-549-3105
Native American Liaison	Larry Newland	805-549-3103
Other Coordinators:		

Project Purpose and Need** --

** The Transportation Planning PDT Representative is responsible for providing the PDT with the system-wide and corridor level deficiencies identified by Transportation Planning. The PDT uses the information provided by Transportation Planning to develop the purpose and need with contributions from other Caltrans functional units and external stakeholders at the initiation of the PID and is refined throughout the PID process. As the project moves past the project initiation stage and more data becomes available, the purpose and need is refined. For additional information on purpose and need see: www.dot.ca.gov/hq/env/emo/purpose_need.htm

1. Project Funding:

a	List all known and potential funding sources and percent splits: (ie. State Transportation Improvement Program (STIP)/State Highway Operations and Protection Program (SHOPP)/Transportation Enhancement (TE)/Environmental Enhancement and Mitigation (EEM)/Safe Routes to School (SR2S)/etc.). State Highway Operations and Protection Program
b	Is this a measure project? Yes /No <u>x</u> . If yes, name and describe the measure.

2. Regional Planning:

a	Name of and contact information for Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA). TAMC contact Todd Muck Phone# 831-775-4407
b	Name of and contact information for local jurisdiction (City or County) Monterey County Public Works Patricia Lopez Phone# 831-755-5394
c	Provide the page number and project description as identified in the Regional Transportation Plan (RTP) and the date of adoption, or provide an explanation if not in RTP. SHOPP funded
d	Provide nexus between the RTP objectives and the project to establish the basis for the project purpose and need. The objective is to plan and proactively fund a transportation system that enhances mobility, safety, access, environmental quality and economic activities by investing in regional transportation projects serving the needs of Monterey County residents, businesses and visitors.
e	Is the project located in an area susceptible to sea-level rise? Yes
f	Name of Air Quality Management District (AQMD) Monterey Bay Unified Air Pollution Control District
g	If the project is located in a federal non-attainment or attainment-maintenance area is the project: <ul style="list-style-type: none"> • Regionally Significant? (per 40 (Code of Federal Regulations (CFR) 93.101) Y /N • Exempt from conformity? (per 40 CFR 93.126 and 93.128) Y /N • Exempt from regional analysis? (per 40 CFR 93.127) Y /N • Not exempt from conformity (must meet all requirements)? Y /N

3. Native American Consultation and Coordination:

a	If project is within or near an Indian Reservation or Rancheria? If so, provide the name of Tribe. n/a
b	Has/have the Tribal Government(s) been consulted? Y /N . If no, why not? n/a
c	If the project requires Caltrans to use right-of-way on trust or allotted lands, this information needs to be included as soon as possible as a key topic in the consultation with the Tribe(s). Has the Tribe been consulted on this topic? Y /N . If no, why not? n/a
d	Has the Bureau of Indian Affairs (BIA) been notified? Y /N n/a
e	Have all applicable Tribal laws, ordinances and regulations [Tribal Employment Rights Ordinances (TERO), etc.] been reviewed for required contract language and coordination? n/a
f	If the Tribe has a TERO, is there a related Memorandum of Understanding between the District and the Tribe? n/a
g	Has the area surrounding the project been checked for prehistoric, archeological, cultural, spiritual, or

	ceremonial sites, or areas of potentially high sensitivity? If such areas exist, has the Tribe, Native American Heritage Commission or other applicable persons or entities been consulted? TBD
h	If a Native American monitor is required for this project, will this cost be reflected in cost estimates? TBD
i	In the event of project redesign, will the changes impact a Native American community as described above in d, e, or h? TBD

4. System Planning:

a	Is the project consistent with the DSMP? <u>Yx/N</u> . If yes document approval date. If no, explain. July 2005
b	Is the project identified in the TSDP? <u>Yx/N</u> ? If yes, document approval date . If no, explain. May 14, 2002
c	Is the project identified in the TCR/RCR or CSMP? <u>Y/Nx</u> . If yes, document approval date . If no, explain. Is the project consistent with the future route concept? <u>Yx/N</u> . If no, explain.
d	Provide the Concept Level of Service (LOS) through project area. LOS D
e	Provide the Concept Facility – include the number of lanes. Does the Concept Facility include High Occupancy Vehicle lanes? <u>Y/Nx</u> . Currently one lane in each direction. Route concept two lane conventional highway
f	Provide the Ultimate Transportation Corridor (UTC) – include the number of lanes. Does the UTC include High Occupancy Vehicle Lanes? <u>Y/Nx</u> . Route concept two lane conventional highway
g	Describe the physical characteristics of the corridor through the project area (i.e. flat, rolling or mountainous terrain...). Mountainous terrain
h	Is the highway in an urban or rural area? Urban <u>/Ruralx</u> . Provide Functional Classification. Minor arterial
i	Is facility a freeway, expressway or conventional highway? Conventional
j	Provide Route Designations: (i.e. Interregional Transportation Strategic Plan (ITSP) High Emphasis or Focus Route, Surface Transportation Assistance Act (STAA) Route, Scenic Route...). Scenic Route, Truck Network is California Legal Advisory Route, Non Focus Route, Non High Emphasis Route, Interregional Road System
k	Describe the land uses adjacent to project limits (i.e. agricultural, industrial...). California Department of Parks and Recreation and US Forest Service
l	Describe any park and ride facility needs identified in the TCR/CSMP, local plans, and RTP. n/a
m	Describe the Forecasted 10 and 20-year Vehicle Miles Traveled (VMT), Annual Average Daily Traffic (AADT), and Peak Hour truck data in the TCR. Include the source and year of Forecast, and names and types of traffic and travel demand analysis tools used. Obtained data from 2009 Transportation Planning Fact Sheet Traffic Volumes: • 2015 ADT: 2,500 - 92,200 • 2030 ADT: 3,000 - 104,000 Truck Volumes: • Peak Hour: 3 - 6% • ADT: 3.5 - 9.7%

n	Has analysis on Daily Vehicle Hours of Delay (DVHD) from the Highway Congestion Monitoring Program (HICOMP) been completed and included? Y /N <u>x</u> .
---	--

5. Local Development – Intergovernmental Review (LD-IGR):

List LD-IGR projects that may directly or indirectly impact the proposed Caltrans project or that the proposed Caltrans project may impact. (Attach additional project information if needed.)

LD-IGR Project Information		Project
a	County-Route-Postmile & Distance to Development.	n/a
b	Development name, type, and size.	n/a
c	Local agency and/or private sponsor, and contact information.	n/a
d	California Environmental Quality Act (CEQA) status and Implementation Date.	n/a
e	If project includes federal funding, National Environmental Policy Act (NEPA) status.	n/a
f	All vehicular and non-vehicular unmitigated impacts and planned mitigation measures including Transportation Demand Management (TDM) and Transportation System Management (TSM) that would affect Caltrans facilities.	n/a
g	Approved mitigation measures and implementing party.	n/a
h	Value of constructed mitigation and/or amount of funds provided.	n/a
i	Encroachment Permit, Transportation Permit, Traffic Management Plan, or California Transportation Commission (CTC) Access approvals needed.	n/a
j	Describe relationship to Regional Blueprint, General Plans, or County Congestion Management Plans.	n/a
k	Inclusion in a Regional Transportation Plan Sustainable Community Strategy or Alternative Planning Strategy?	n/a
l	Regional or local mitigation fee program in place?	n/a

6. Community Planning:

INITIAL PID INFORMATION	
a	Has lead agency staff worked with any neighborhood/community groups in the area of the proposed improvements? Y <u>x</u> /N __. If yes, summarize the process and its results including any commitments made to the community. If no, why not? Coast Highway Management Plan Corridor Management Plan March 2004. The goal of the CHMP is to provide a framework for restoring, maintaining and preserving the natural and scenic character of the corridor while continuing to operate the highway in a safe and efficient manner. In a broader context, the plan's development and implementation rely on a collaborative process to build consensus, address needs of multiple stakeholders and allow response to changing needs over time. The CHMP is a compilation of the major corridor issues with a corresponding set of strategies and actions. The strategies and actions will guide and inform future decisions regarding further development and undertakings in the corridor.

	The CHMP also provides products and tools that will assist ongoing management activities.
b	Are any active/completed/proposed Environmental Justice (EJ) or Community-Based Transportation (CBTP) Planning Grants in the project area? Y__/N <u>x</u> . If yes, summarize the project, its location, and whether/how it may interact with the proposed project.
c	Describe any community participation plans for this PID including how recommendations will be incorporated and/or addressed. Has a context sensitive solutions (CSS) approach been applied? Y __/N <u>x</u>
FINAL PID INFORMATION	
d	How will the proposed transportation improvements impact the local community? Is the project likely to create or exacerbate existing environmental or other issues, including public health and safety, air quality, water quality, noise, environmental justice or social equity? Y__/N__. Describe issues, concerns, and recommendations (from sources including neighborhood/community groups) and what measures will be taken to reduce existing or potential negative effects.
e	Does this highway serve as a main street? Y__/N__. If yes, what main street functions and features need to be protected or preserved?

7. Freight Planning:

INITIAL PID INFORMATION	
a	Identify all modal and intermodal facilities that may affect or be affected by the project. n/a
FINAL PID INFORMATION	
b	Describe how the design of this project could facilitate or impede Goods Movement and relieve choke points both locally and statewide through grade separations, lane separations, or other measures (e.g., special features to accommodate truck traffic and at-grade railroad crossings).
c	Describe how the project integrates and interconnects with other modes (rail, maritime, air, etc.). Do possibilities exist for an intermodal facility or other features to improve long-distance hauling, farm-to-market transportation and/or accessibility between warehouses, storage facilities, and terminals?
d	Is the project located in a high priority goods movement area, included in the Goods Movement Action Plan (GMAP) or on a Global Gateways Development Program (GGDP) route? Y__/N__. If yes, describe.
e	Is the project on a current and/or projected high truck volume route [e.g., Average Annual Daily Truck Traffic (AADTT) of 5 axle trucks is greater than 3000]? Yes __/N__. If yes, describe how the project addresses this demand.
f	If the project is located near an airport, seaport, or railroad depot, describe how circulation (including truck parking) needs are addressed.
g	Describe any other freight issues.

8. Transit (bus, light rail, commuter rail, intercity rail, high speed rail):

INITIAL PID INFORMATION	
a	List all local transit providers that operate within the corridor. n/a
	Have transit agencies been contacted for possible project coordination? Y __/N <u>x</u> . If no, why not?

b	
c	Describe existing transit services and transit features (bus stops, train crossings, and transit lines) within the corridor. n/a
d	Describe transit facility needs identified in short- and long-range transit plans and RTP. Describe how these future plans affect the corridor. n/a
FINAL PID INFORMATION	
e	Describe how the proposed project integrates transit and addresses impacts to transit services and transit facilities.
f	Have transit alternatives and improvement features been considered in this project? Y__/N__ If yes, describe. If no, why not?

9. Bicycle:

INITIAL PID INFORMATION	
a	Does the facility provide for bicyclist safety and mobility needs? If no, please explain. Standard 8ft shoulders are required. This area is within the Pacific Coast Bike Route which makes it a high priority.
b	Are any improvements for bicyclist safety and mobility proposed for this facility by any local agencies or included in bicycle master plans? If yes, describe (including location, time frame, funding, etc.). n/a
c	Are there any external bicycle advocacy groups and bicycle advisory committees that should be included in the project stakeholder list? If so, provide contact information. TAMC's Bicycle and Pedestrian Facilities Advisory Committee and Cal Coastal Trail Group.
FINAL PID INFORMATION	
d	Will bicycle travel deficiencies be corrected? How or why not?
e	How will this project affect local agency plans for bicycle safety and mobility improvements?
f	If the project is the construction of a new freeway or modification to an existing freeway, will it sever or destroy existing provisions for bicycle travel? If yes, describe how bicycle travel provisions will be included in this project.

10. Pedestrian including Americans with Disabilities Act (ADA):

INITIAL PID INFORMATION	
a	Does this facility provide for pedestrian safety and mobility needs? If so, describe pedestrian facilities. Do continuous and well-maintained sidewalks exist? Are pedestrians forced to walk in the roadway at any locations due to lack of adequate pedestrian facilities? Please explain. n/a
b	Are pedestrian crossings located at reasonable intervals? n/a
c	Are all pedestrian facilities within the corridor ADA accessible and in compliance with Federal and State ADA laws and regulations? n/a
FINAL PID INFORMATION	
d	Will pedestrian travel deficiencies be corrected? How or why not?
e	How will this project affect local agency plans for pedestrian safety and mobility improvements?

f	If the project is the construction of a new freeway or modification to an existing freeway, will it sever or destroy existing provisions for pedestrian travel? If yes, describe how pedestrian travel provisions will be included in this project.
g	Are there any external pedestrian advocacy groups and advisory committees that should be included in the project stakeholder list? If so, provide contact information.
h	Have ADA barriers as noted in the District's ADA Transition Plan been identified within the project limits? If not included in the project, provide justification and indicate whether District Design coordinator approval was obtained.

11. Equestrian:

INITIAL PID INFORMATION	
a	If this corridor accommodates equestrian traffic, describe any project features that are being considered to improve safety for equestrian and vehicular traffic? n/a
FINAL PID INFORMATION	
b	Have features that accommodate equestrian traffic been identified? If so, are they included a part of this project? Describe. If no, why not?

12. Intelligent Transportation Systems (ITS):

INITIAL PID INFORMATION	
a	Have ITS features such as closed-circuit television cameras, signal timing, multi-jurisdictional or multimodal system coordination been considered in the project? Y__/N_x. If yes, describe. If no, explain. Rural Area
FINAL PID INFORMATION	
b	Have ITS features been identified? If so, are they included a part of this project? Describe. If no, why not?

DISTRICT 5 TRANSPORTATION MANAGEMENT PLAN DATA SHEET/CHECKLIST

District / EA / EFIS: 05/1F510K
 Project Engineer: Kian Hemamati
 Date Prepared: 2/9/2015

Co.-Rte-PM: Mon-1-20.1/21.9
 Description: Limekilm Creek Bridge Replacement
 Working Days: 800 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	Recommended	Not required	COMMENTS
x			Estimate \$75,000

2.0 Motorist Information Strategies

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

x			Include \$50,000
x			
		x	
x			Construction to provide information to TMC
		x	Construction to provide information to TMC

3.0 Incident Management

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

x			Estimate \$20,000
		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 Speed Limits
- 4.6 Other Strategies:
 - Accommodate bicyclists.
 - Temporary one-way signal
 - Include \$100k in Supplemental Work (066070)
 - Full closures at night only. Hours TBD.
 - Special Days: TBD

x			To be provided during PS&E -
		x	
x			Standard SSP
		x	Construction/Contractor to provide
		x	Construction/Contractor to provide
		x	Construction/Contractor to provide
x			Contact Adam Fukushima
x			Estimate \$150,000
x			
x			

5.0 Anticipated Delays

- 5.1 Lane Closure Review Committee (for anticipated delays over 30 minutes)
- 5.2 Planned freeway closures
- 5.3 Minimal delay anticipated - no further action required

	x		Maybe...
		x	

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

6.0 Placement of CMS

x			Per RE

Shayne Sandeman
 District 5 TMP Coordinator

CONCEPTUAL COST ESTIMATE – RIGHT OF WAY COMPONENT

To: Kian Hemmati

Date 12-11-14

From: Nicholas G. Dumas
 Assistant Central Region Chief
 Right of Way

05-MON-01-PM 20.1/20.9
 Project ID 0514000004
 EA 05-1F510K
 "Limekiln Creek Bridge
 Replacement, ~~ALB~~"

A Field Review was conducted ___ Yes ___ No

Scope of the Right of Way

Provide a general description of the right of way including the location attributes.

Right of Way Required Yes ___ No
 Number of Parcels 1-10 ___ 11-25 ___ 26-50 ___ 51-100 ___ >100

___ Urban Rural

Land Area: Fee .69 ac Easement 4.47 ac

Displaced Persons/Businesses ___ Yes No

Demolition/Clearance Yes ___ No

Railroad Involvement ___ Yes No

Utility Involvements Yes ___ No 1 Number of Utilities in area

Cost Estimates

Support Costs	<input type="checkbox"/> \$0-\$25,000	<input type="checkbox"/> \$500,001-\$1,000,000
	<input type="checkbox"/> \$25,001-\$100,000	<input type="checkbox"/> \$1,000,001-\$5,000,000
	<input checked="" type="checkbox"/> \$100,001-\$250,000	<input type="checkbox"/> \$5,000,001-\$10,000,000
	<input type="checkbox"/> \$250,001-\$500,000	<input type="checkbox"/> >\$10,000,000

Capital Costs	<input type="checkbox"/> \$0-\$100,000	<input type="checkbox"/> \$5,000,001-\$15,000,000
	<input checked="" type="checkbox"/> \$100,001-\$500,000	<input type="checkbox"/> \$15,000,001-\$50,000,000
	<input type="checkbox"/> \$500,001-\$1,000,000	<input type="checkbox"/> \$50,000,001-\$100,000,000
	<input type="checkbox"/> \$1,000,001-\$5,000,000	<input type="checkbox"/> >\$100,000,000

Schedule

Right of Way will require 36 months to deliver a Right of Way Certification #1 from delivery of Final R/W Maps. This estimate is based on a Right of Way Certification date of TBD.

Areas of Concern

Provide a description of areas in close proximity to the project footprint that are likely to result in complex right of way issues if impacted (i.e. junkyards, cemeteries, utility towers, etc.).

The property to be acquired and needed easements are on State Parks land and will require extra lead time to accomplish R/W cert due to State Parks slow handling. There is a restroom and a ranger's office in the TCE area. These buildings should be avoided if at all possible.

Reviewing project files for 05-0500_05-MON-I-PM 20/20.8 and 05-0E960_05-MON-I-PM 21.3/21.6 for utility involvements shows AT&T aerial and underground facilities in the vicinity of the proposed project. It is assumed that all aerial facilities will have to be undergrounded as a condition of the Coastal Development Permit. Currently the AT&T facilities are in place by State Encroachment Permit and liability would fall to AT&T. There may be some question about undergrounding between this project and 05-0E960_ depending on project limit overlap.

Assumptions and Limiting Conditions

Provide a description of assumptions and limiting conditions:

This Conceptual Cost Estimate does not cover Environmental Mitigation capital costs that are funded from Right of Way capital funds (9 Phase). These costs cover environmental permit fees and mitigation costs incurred by the project.

Also, this estimate does not address potential damages that may need to be paid to State Parks if a partial or full shut down of their campground or facilities is necessary during the project's construction. Such damages would be determined during the appraisal process and handled through the acquisition process.

CONCEPTUAL COST ESTIMATE – RIGHT OF WAY COMPONENT

To: Kian Hemmati

Date 12-11-14

From: Nicholas G. Dumas
 Assistant Central Region Chief
 Right of Way

05-MON-01-PM 20.1/20.9
 Project ID 0514000004
 EA 05-1F510K
 "Limekiln Creek Bridge
 Replacement, ~~Att 4~~

A Field Review was conducted Yes No

Scope of the Right of Way

Provide a general description of the right of way including the location attributes.

Right of Way Required Yes No
 Number of Parcels 1-10 11-25 26-50 51-100 >100
 Urban Rural
 Land Area: Fee 72 ac Easement 4.86 ac
 Displaced Persons/Businesses Yes No
 Demolition/Clearance Yes No
 Railroad Involvement Yes No
 Utility Involvements Yes No 1 Number of Utilities in area

Cost Estimates

Support Costs	<input type="checkbox"/> \$0-\$25,000	<input type="checkbox"/> \$500,001-\$1,000,000
	<input type="checkbox"/> \$25,001-\$100,000	<input type="checkbox"/> \$1,000,001-\$5,000,000
	<input checked="" type="checkbox"/> \$100,001-\$250,000	<input type="checkbox"/> \$5,000,001-\$10,000,000
	<input type="checkbox"/> \$250,001-\$500,000	<input type="checkbox"/> >\$10,000,000
Capital Costs	<input type="checkbox"/> \$0-\$100,000	<input type="checkbox"/> \$5,000,001-\$15,000,000
	<input checked="" type="checkbox"/> \$100,001-\$500,000	<input type="checkbox"/> \$15,000,001-\$50,000,000
	<input type="checkbox"/> \$500,001-\$1,000,000	<input type="checkbox"/> \$50,000,001-\$100,000,000
	<input type="checkbox"/> \$1,000,001-\$5,000,000	<input type="checkbox"/> >\$100,000,000

Schedule

Right of Way will require 36 months to deliver a Right of Way Certification #1 from delivery of Final R/W Maps. This estimate is based on a Right of Way Certification date of TBD.

Areas of Concern

Provide a description of areas in close proximity to the project footprint that are likely to result in complex right of way issues if impacted (i.e. junkyards, cemeteries, utility towers, etc.).

The property to be acquired and needed easements are on State Parks land and will require extra lead time to accomplish R/W cert due to State Parks slow handling. There is a restroom and a ranger's office in the TCE area. These buildings should be avoided if at all possible.

Reviewing project files for 05-0500_05-MON-1-PM 20/20.8 and 05-0E960_05-MON-1-PM 21.3/21.6 for utility involvements shows AT&T aerial and underground facilities in the vicinity of the proposed project. It is assumed that all aerial facilities will have to be undergrounded as a condition of the Coastal Development Permit. Currently the AT&T facilities are in place by State Encroachment Permit and liability would fall to AT&T. There may be some question about undergrounding between this project and 05-0E960_ depending on project limit overlap.

Assumptions and Limiting Conditions

Provide a description of assumptions and limiting conditions.

This Conceptual Cost Estimate does not cover Environmental Mitigation capital costs that are funded from Right of Way capital funds (9 Phase). These costs cover environmental permit fees and mitigation costs incurred by the project.

Also, this estimate does not address potential damages that may need to be paid to State Parks if a partial or full shut down of their campground or facilities is necessary during the project's construction. Such damages would be determined during the appraisal process and handled through the acquisition process.



Preliminary Environmental Analysis Report

Project Information

District	<u>05</u>	County	<u>MON</u>	Route	<u>1</u>	Post Mile	<u>20.1-21.9</u>	EA	<u>05-1F510K</u>
Project ID#:	<u>05-1400004</u>								
Project Title:	<u>Limekiln Bridge Replacement</u>								
Project Manager:	<u>Ken Dostalek</u>					Phone #:	<u>805-549-3133</u>		
Design Manager:	<u>Ron Kraemer</u>					Phone #:	<u>805-549-3040</u>		
Design Engineer:	<u>Kian Hemmati</u>					Phone #:	<u>805-549-3082</u>		
Environmental Manager:	<u>Matt Fowler</u>					Phone #:	<u>805-542-4603</u>		
Environmental Planner:	<u>Michael H. Thomas</u>					Phone #:	<u>805-549-3023</u>		

PSR Summary Statement

The anticipated environmental document for the proposed project is an Environmental Impact Report/Environmental Assessment. This document level has been selected based on the impacts to Smith's Blue Butterfly, California Red legged frog, Central Coast Steelhead - South/Central California Coast Distinct Population Segment Critical Habitat, Section 4(f) impacts to Limekiln State Park, and visual impacts to coastal resources. The California Department of Transportation would act as the lead agency in the preparation of a joint NEPA/CEQA (National Environmental Policy Act/California Environmental Quality Act) environmental document. Caltrans will serve as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S. Code 327. The estimated time to obtain environmental approval is 58 months from the start of environmental studies. Assuming a start date of July 1, 2016, environmental studies would begin January, 2017 after project preliminary maps and permits to enter are completed. The Final environmental document would be anticipated by November 1, 2021.

It is anticipated multiple environmental studies and reports will be required for this project including (but not limited to): Archaeology Survey Report, Historic Property Survey Report, Historic Resource Evaluation Report, Section (4) f evaluation, Visual Impact Assessment, Natural Environment Study, Biological Assessment, Section 7 consultation and a Biological Opinions issued by the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmosphere Administration/National Marine Fisheries Service (NOAA/NMFS). It is currently estimated that biological compliance requirements will be the critical path for the delivery of the environmental document. A 401,404, and 1600 permit will be required and will be issued by the Regional Water Quality Control Board, Army Corps of Engineers and California Department of Fish and Wildlife, respectively. A Coastal Development permit from Monterey County will also be required. Habitat restoration/preservation and construction monitoring is expected as a requirement of the project with an estimated cost of \$320,000. To mitigate for visual impacts a preliminary cost of \$100,000 will also be required.

ATTACHMENT F

Project Description

The California Department of Transportation (Caltrans) proposes to replace the existing concrete Limekiln Creek Bridge (No. 44-58) that currently spans from PM 20.95 to PM 21.07. The irreversible damage from pervasive salt laden fog has accelerated the overall deterioration of the concrete and reinforcing steel of Limekiln Creek Bridge, warranting the replacement of the structure

Purpose and Need

Purpose

The purpose of this project is to protect the roadway and its functionality on State Route 1 (SR1) from failure because of the continued deterioration of the existing bridge

Need

A Structure Maintenance & Investigations (SM&I) Peer Review was convened on October 24, 2012 that recommended the replacement of the concrete bridge due to steel corrosion along with concrete cracking and spalling on the deck, superstructure and substructure related to chloride intrusion

Description of Work

This project proposes to replace the Limekiln Creek Bridge located in Monterey County on Route 1 near Lucia and lies within only the Limekiln State Park property (APN: 422-021-002-000). The new bridge will be placed west of the existing structure and tied into the existing alignment. The proposed bridge will span approximately 1000 feet and will have a similar profile to the existing bridge. Impacts are expected at each abutment, affecting existing embankment conditions and slope vegetation. The existing RSP and sea wall protecting the north abutment of the bridge will be removed. Drainage improvements are expected. The project will require staged construction with one-way traffic control that uses temporary traffic signalization. Construction work, staging areas, and noise will affect Limekiln State Park; however, it is anticipated that the State Park will remain open but may require a partial or full closing.

Alternatives

Four alternatives were originally considered for this project. Alternative 1 (moving the centerline of bridge 25 feet West) and Alternative 2 (moving the centerline 40 feet West) were determined not be viable due to constructability and geotechnical issues. The two remaining build alternatives are described below.

Alternative 3: Bridge 65' West with Northerly Half Width Viaduct Tie-In

The Alternative 3 alignment ties into the existing curve at the beginning of the project at STA 5+44.71 and shifts the roadway to the west. The alignment shift allows the proposed southerly abutment to be constructed while leaving the existing southerly bridge abutment mostly intact. This will better facilitate the handling of traffic during stage construction. A 700' radius curve is

used to bring the proposed bridge alignment parallel to the existing bridge alignment at a 65' offset. The proposed bridge alignment curves back towards the existing roadway alignment at STA 15+99.47 using a 700' curve which keeps the proposed alignment just to the west of the steep slopes above the roadway to avoid cutting into them and to allow for better stage construction and traffic handling. The bridge continues until STA 19+50.00 where it becomes a half width viaduct that ends at STA 23+10.00. The proposed alignment then ties back into the existing curve and conforms to the existing alignment by STA 23+80.79. The entrance to the Limekiln State Park will be expanded for improved ingress and egress. The bridge is tapered from its beginning at STA 9+60.00 to STA 10+81.48 so to attain standard corner sight distance at the intersection.

The rock slope protection and sea wall below the existing bridge's northern abutment will be removed along with the concrete crib wall, metal bin wall, and the rock retaining walls below the roadway. Portions of these rock retaining walls may be left in place.

Alternative 4: Bridge 65' West with Viaduct Joining Rain Rocks Viaduct

The Alternative 4 alignment ties into the existing curve at the beginning of the project at STA 5+44.71 and shifts the roadway to the west. The alignment shift allows the proposed southerly abutment to be constructed while leaving the existing southerly bridge abutment mostly intact. This will better facilitate the handling of traffic during stage construction. A 700' radius curve is used to bring the proposed bridge alignment parallel to the existing bridge alignment at a 65' offset. The proposed bridge alignment curves back towards the existing roadway alignment at STA 15+86.65 using a 700' curve which keeps the proposed alignment just to the west of the steep slopes above the roadway to avoid cutting into them and to allow for better stage construction and traffic handling. The bridge continues until STA 19+50.00 where it becomes a full width viaduct that ends at STA 26+39.71 and joins the existing Rain Rocks Viaduct with a 912' compound curve. The entrance to the Limekiln State Park will be expanded for improved ingress and egress. The bridge is tapered from its beginning at STA 9+60.00 to STA 10+81.48 so to attain standard corner sight distance at the intersection.

The rock slope protection and sea wall below the existing bridge's northern abutment will be removed along with the concrete crib wall, metal bin wall, and the rock retaining walls below the roadway. Portions of these rock retaining walls may be left in.

No Build

The bridge would remain as it is. With no improvements the bridge will continue to deteriorate.

Funding

State Federal

The project will be funded through the State Highway Operation and Protection Program (SHOPP) under 201.110 (Bridge Rehabilitation) program.

Anticipated Environmental Approval

CEQA

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

NEPA

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

Anticipated Environmental Schedule

Total Time for Environmental Approval	58 months
Start Date	7/1/2016
Begin Environmental	1/2/2017
Draft Environmental Document	8/1/2020
Final Environmental Document	11/1/2021
PA&ED*	12/1/2021

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

Assumptions and Risks

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

Assumptions:

Cultural Resources

- This project will require additional right-of-way. Assume additional archaeological sites may be discovered outside of the right-of-way and require evaluation
- Assume that consultation with the State Historic Preservation Officer (SHPO) concerning the resolution of a Finding of Adverse Effect through the preparation of a Memorandum of Agreement (MOA) will proceed without unexpected delays.
- Approved and Adequate Mapping is submitted by January 1st, 2017

Visual Resources

- Retaining the scenic features of the project site

Biological Resources

- USFWS will issue a concurrence for using the programmatic Biological Opinion for the Smith's Blue Butterfly and issue Biological Opinions for California Red-legged frog

- NOAA/NMFS will issue a Biological Opinion for Steelhead - South/Central California Coast DPS

Risks:

General

- Project scope expands and new studies need to be done impacting schedule by 6-12 months
- Environmental does not receive approved and adequate mapping by January 1 2017 resulting in the schedule being push out by up to 6 months

Cultural

- Unexpected delays in receiving MOA from SHPO delaying schedule by 6 months
- The impacts to the project site cannot be reduced to a level of NEPA insignificance resulting in the environmental document being elevated from an EA to EIS delaying schedule by 6-12 months

Biology

- USFWS does not allow Caltrans to use the Programmatic Biological Opinions and requires an individual Biological Opinion resulting in the schedule being extended by 6 months
- If the NMFS does not concur with a Caltrans biological assessment determination on steelhead and or they do not agree that the proposed avoidance and minimization efforts are sufficient, it is possible that formal Section 7 consultation with the NMFS could take longer than expected, which could affect the schedule. The probability of this occurring is low.
- It is possible that formal Section 7 consultation with the USFWS could be required for the least Bell's vireo. Formal Section 7 consultation would be expected to take 12 months and could affect the schedule. The probability of this occurring is moderate.
- It is possible that habitat for California red-legged frog, western snowy plover and or the occurrence of marsh sandwort could be found during habitat assessments and or surveys. The probability of this is very low, but if this occurs, agency consultation could be required, which may affect the scope, schedule and cost.
- If the project scope or area of work changes, or additional work is required, the project will have to be re-scoped, which could impact scope, schedule and cost. The probability of this occurring is unknown but is anticipated to be low. If the project scope changes, sensitive natural resources that are currently avoided may be affected, requiring additional permits from resource agencies and mitigation. This would negatively affect project scope, schedule and cost. The probability of this occurring is low.

Mitigation

Right of Way Capital (050)

- California Department of Fish and Wildlife Document 1602 permit-\$5,000
- Regional Water Quality Control Board 401 Permit-\$2,000
- California Department of Fish and Wildlife Document Review Fee-\$4,500
- California Coastal Development Permit-\$4,000

Construction Capital (042)

- Re-vegetation and relocation of Seacliff buckwheat plants will need to be relocated. \$60,000.
- Wetlands and other waters of the U.S. for permanent impacts to Limekiln Creek. \$200,000
- A service-approved biologist to monitor the diversion of Limekiln creek and possibly relocate steelhead. \$60,000
- Visual Impact Mitigation \$100,000

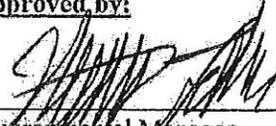
Disclaimer

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

Review and Approval

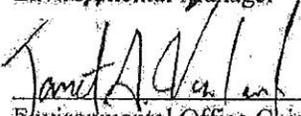
I confirm that environmental cost, scope, and schedule have been satisfactorily completed and that the PEAR meets all Caltrans requirements. Also, if the project is scoped as a routine EA, complex EA, or EIS, I verify that the HQ DEA Coordinator has concurred in the Class of Action.

Approved by:



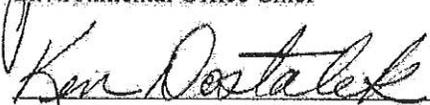
Environmental Manager

Date: 03/24/15



Environmental Office Chief

Date: 3-24-2015



Project Manager

Date: 3/25/15

Environmental Technical Reports or Studies Required

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

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

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

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

Permits Anticipated for Construction

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

Discussion of Technical Review

Biology

Biological impacts are anticipated. Impacts would be to native flora, and possible impacts to special status species (both temporary and permanent). Field studies and additional research will have to be conducted to assess the types of impacts and what action would be required. Impacts to waters of the U.S. and wetlands from the project and any temporary access roads will need to be quantified. A Natural Environment Study, Wetland Delineation and Biological Assessments for Smith's Blue butterfly, California Red-legged frog and Steelhead - South/Central California Coast DPS Critical Habitat will be required.

Cultural Resources

A field survey Phase I, Phase II and Phase III of the proposed Area of Potential Effects (APE) is required. A Historic Property Survey Report is a required to summarize the technical documents and is submitted to FHWA and/or SHPO. We will need SHPO concurrence on the HPSR/Finding of Effect. It is assumed that a finding of No Adverse Effect will be accepted by SHPO in 30 days of submittal. If SHPO does not concur with our finding the document will need to be resubmitted with a finding of Adverse Effect and an MOA and Treatment Plan will also need to be completed, requiring 6 months to one year of additional time and additional mitigation costs to the project.

Hazardous Waste

There is the potential for Aerially Deposited Lead, Natural Occurring Asbestos, Asbestos Containing Materials and Lead Containing Paint. A Preliminary Site Investigation will be required.

Air Quality Analysis

The proposed project is located within the North Central Coast Air Basin. According to 40 CFR Section 93.126 Table 2, this project is exempt from the requirement that a conformity determination be made. No further study is needed.

Noise Study

The proposed project will neither increase traffic or alter the location of the highway and is not considered a Type 1 project. No further study is required.

Water Quality

The proposed project may cause impacts by altering the storm water discharge rates and patterns. These potentially impacts can be by implementing Standard Storm Water Best Management Practices. A Storm Water Data Report will be prepared for the project should be adequate to address any potential impacts.

Community Impact Assessment

No communities within the project limits will be affected by the project

Cumulative Impacts

A Cumulative Impacts analysis will be required for this project

Farmland

The project will not be acquiring any farmland or be impacting any farmland

Visual Resources

Potentially adverse impacts resulting from the project will require a visual impact study to analyze the level of visual impacts expected. Due to the high degree of viewer sensitivity and the adjacent public campground and beach, the project should be assessed for impacts and mitigation measures to reduce impacts.

Floodplain Evaluation

The project is located in a 100 year floodplain and a Location Hydraulic Study will be required.

Paleontology

The proposed work is shown to have no potential for encountering paleontological resources in Paleontological Sensitivity Mapping Project published by Caltrans and California State University Fresno in June 2000. However, in the event that unmapped paleontological resources are encountered the site should be evaluated by a professional paleontologist prior to the start of construction

Section 4(f) Evaluation

The Limekiln State Park will be impacted and is considered a Section 4 (f) resource. The additional Right-of-Way, Temporary Easements and partial or full closing required on State Parks property will require a Section 4(f) evaluation

Wild and Scenic River Consistency

There are no Wild and Scenic Rivers within the project limits

Geology

A geotechnical investigation will be required at the site to determine engineering properties of local soil and rock, including depth of soil profile, hydraulic conductivity, and relative density

Topology

A geotechnical investigation will be required at the site to determine engineering properties of local soil and rock, including depth of soil profile, hydraulic conductivity, and relative density

Soils

A geotechnical investigation will be required at the site to determine engineering properties of local soil and rock, including depth of soil profile, hydraulic conductivity, and relative density

Greenhouse Emissions

Greenhouse Emissions will be assessed in the environmental document

Permits.

- 1600 Streambed Alteration Agreement from the California Department of Fish and Wildlife for proposed work in Limekiln Creek.
- 404 Nationwide from the Army Corp of Engineers for proposed work in Limekiln Creek
- 401 Water Quality Certification from the Regional Water Quality Control Board for proposed work in Limekiln Creek
- Biological Opinions for Smith's Blue butterfly, California Red-legged frog and Steelhead - South/Central California Coast DPS Critical Habitat
- Coastal Development Permit from County of Monterey

List of Preparers

Biology by Morgan Robertson	5/21/14
Paleontology by Isaac Leyva	02/15/14
Air and Noise by Rajeev Dwivedi	06/14/14
Hazardous Waste by James Tkach	01/13/14
Visual Resources by Robert Carr	09/26/14
Cultural Resources by Terry Joslin	10/17/14
Water Quality Isaac Leyva	02/15/14
Preliminary Environmental Analysis Report by Michael H. Thomas	1/15/15

Project Study Report – Project Development Support Capital Outlay Project Estimate

05 - MON - 01

PM 20.1/21.9

20.xx.201.110

1F510K - 0514000004

March 2015

PROJECT DESCRIPTION:

Limits: On Route 1 in Monterey County Between 0.1 miles south of Limekiln Creek Bridge And 0.1 miles north of Limekiln Creek Bridge.

Proposed Improvement (Scope): The project proposes to replace Limekiln Creek Bridge (No. 44-58). The new bridge will be placed west of the existing structure and ties into the existing alignment. The proposed bridge will span at least 1000 feet and will have a similar profile to the existing bridge and roadway. Significant impacts are expected at each abutment, affecting existing embankment conditions and slope vegetation. The existing RSP and sea wall protecting the north abutment of the bridge will be removed. Drainage improvements are also expected.

Alternative 3: Bridge 65' West With Northerly Half Width Viaduct Tie-In

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$4,900,000
TOTAL STRUCTURE ITEMS	\$35,126,000
TOTAL ENVIRONMENTAL MITIGATION ITEMS	\$420,000
TOTAL RIGHT-OF-WAY ITEMS	\$500,000
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$40,946,000

ATTACHMENT G

I. ROADWAY ITEMS

	<u>Average Cost per Lane Mile</u>		<u>Number of Lane Miles</u>		<u>Total Cost</u>
Total Cost	<u>\$16,100,000</u>	X	<u>0.303</u>	=	<u>\$4,900,000</u>

Explanation:

Items such as roadway excavation, clearing and grubbing, hot mix asphalt, aggregate base, drainage, barriers and guardrails, erosion control, slope protection, water pollution control, and maintaining traffic are used in calculating the Average Cost per Lane Mile for the project.

TOTAL ROADWAY ITEMS \$4,900,000

II. STRUCTURES ITEMS

Bridge Name: TBD
Total Cost for Structure: \$35,126,000

Explanation:

Items such as bridge removal, seawall removal, crib and bin wall removal, structure backfill, structure concrete, bar reinforcing steel, CIDH piles, steel casings, barrier, temporary railing, excavation (benching), temporary shoring, and architectural treatment are used in calculating the Total Structures Items. (See Attachment B: Alternative 3 Structure Plans).

TOTAL STRUCTURE ITEMS \$35,126,000

III. ENVIRONMENTAL MITIGATION

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>
Environmental Mitigation	<u>1</u>	<u>LS</u>	X <u>\$420,000</u> =	<u>\$420,000</u>

Explanation:

The Total Environmental Mitigation cost estimate includes re-vegetation and relocation of seacliff buckwheat plants, mitigation of wetlands and other waters of the U.S. for permanent impacts to Limekiln Creek, a service-approved biologist to monitor the diversion of Limekiln creek and possibly relocate steelhead, and visual impact mitigation. (See Attachment F).

TOTAL ENVIRONMENTAL MITIGATION ITEMS \$420,000

IV. RIGHT-OF-WAY ITEMS

	Escalated Value
Acquisition, including excess lands, and Utility Relocation (State share) (See Attachment F).	<u>\$500,000</u>

Explanation:

The Total Right-of-Way Items cost estimate includes land area and easement acquisition, demolition/clearance, and utility involvements. This estimate does not address potential damages that may need to be paid to State Parks if a partial or full shut down of their campground or facilities is necessary during the project's construction. Such damages would be determined during the appraisal process and handled through the acquisition process. (See Attachment F).

TOTAL RIGHT-OF-WAY ITEMS \$500,000

Project Study Report – Project Development Support Capital Outlay Project Estimate

05 - MON - 01

PM 20.1/21.9

20.xx.201.110

1F510K - 0514000004

March 2015

PROJECT DESCRIPTION:

Limits: On Route 1 in Monterey County Between 0.1 miles south of Limekiln Creek Bridge And 0.1 miles north of Limekiln Creek Bridge.

Proposed Improvement (Scope): The project proposes to replace Limekiln Creek Bridge (No. 44-58). The new bridge will be placed west of the existing structure and ties into the existing alignment. The proposed bridge will span at least 1000 feet and will have a similar profile to the existing bridge and roadway. Significant impacts are expected at each abutment, affecting existing embankment conditions and slope vegetation. The existing RSP and sea wall protecting the north abutment of the bridge will be removed. Drainage improvements are also expected.

Alternative 4: Bridge 65' West With Viaduct Joining Rain Rocks Viaduct

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$2,500,000
TOTAL STRUCTURE ITEMS	\$43,882,000
TOTAL ENVIRONMENTAL MITIGATION ITEMS	\$420,000
TOTAL RIGHT-OF-WAY ITEMS	\$500,000
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$47,302,000

ATTACHMENT G

I. ROADWAY ITEMS

	<u>Average Cost per Lane Mile</u>		<u>Number of Lane Miles</u>		<u>Total Cost</u>
Total Cost	<u>\$16,100,000</u>	X	<u>0.152</u>	=	<u>\$2,500,000</u>

Explanation:

Items such as roadway excavation, clearing and grubbing, hot mix asphalt, aggregate base, drainage, barriers and guardrails, erosion control, slope protection, water pollution control, and maintaining traffic are used in calculating the Average Cost per Lane Mile for the project.

TOTAL ROADWAY ITEMS \$2,500,000

II. STRUCTURES ITEMS

Bridge Name: TBD
Total Cost for Structure: \$43,882,000

Explanation:

Items such as bridge removal, seawall removal, crib and bin wall removal, structure backfill, structure concrete, bar reinforcing steel, CIDH piles, steel casings, barrier, temporary railing, excavation (benching), temporary shoring, and architectural treatment are used in calculating the Total Structures Items. (See Attachment B: Alternative 4 Structure Plans).

TOTAL STRUCTURE ITEMS \$43,882,000

III. ENVIRONMENTAL MITIGATION

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>
Environmental Mitigation	<u>1</u>	<u>LS</u>	X <u>\$420,000=</u>	<u>\$420,000</u>

Explanation:

The Total Environmental Mitigation cost estimate includes re-vegetation and relocation of seacliff buckwheat plants, mitigation of wetlands and other waters of the U.S. for permanent impacts to Limekiln Creek, a service-approved biologist to monitor the diversion of Limekiln creek and possibly relocate steelhead, and visual impact mitigation. (See Attachment F).

TOTAL ENVIRONMENTAL MITIGATION ITEMS \$420,000

IV. RIGHT-OF-WAY ITEMS

Acquisition, including excess lands, and Utility Relocation (State share) (See Attachment F).	Escalated Value <u>\$500,000</u>
---	--

Explanation:

The Total Right-of-Way Items cost estimate includes land area and easement acquisition, demolition/clearance, and utility involvements. This estimate does not address potential damages that may need to be paid to State Parks if a partial or full shut down of their campground or facilities is necessary during the project's construction. Such damages would be determined during the appraisal process and handled through the acquisition process. (See Attachment F).

TOTAL RIGHT-OF-WAY ITEMS \$500,000

APPENDIX E

Short Form - Storm Water Data Report



Dist-County-Route: 05-MON-1
 Post Mile Limits: 20.95/21.07
 Project Type: Limekiln Bridge Replacement
 Project ID (or EA): 05-1400-0004-K (05-1F510K)
 Program Identification: 201.121
 Phase: PID
 PA/ED
 PS&E

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

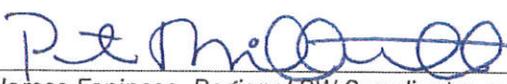
- | | | |
|--|---|--|
| 1. Does the project propose to create 1 ac or more of new/redeveloped new impervious surfaces (TBMP consideration required)? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 2. Does the project disturb 5 or more acres of soil? | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| 3. Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver? | Yes <input checked="" type="checkbox"/> | No <input 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: 1/1/2023 Construction Completion Date: 1/1/2026
 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.


 Kian Hemmati, Registered Project Engineer 2/9/15
 Date
 I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

[Stamp Required for PS&E only] 2/10/2015
 FOR 
 James Espinosa, Regional SW Coordinator or Designee Date

1. Project Description

- This project proposes to replace Limekiln Creek Bridge and is located in Monterey County on Route 1, PM 20.95 to PM 21.07, near Lucia and lies exclusively within the Limekiln State Park property (APN: 422-021-002-000). The new bridge will be placed west of the existing structure and ties into the existing alignment. The proposed bridge will span at least 1000 feet and will have a similar profile to the existing bridge and roadway. Significant impacts are expected at each abutment, affecting existing embankment conditions and slope vegetation. The existing Rock Slope Protection and sea wall protecting on the north abutment of the bridge will be removed. Drainage improvements are expected. The project will require stage construction with one-way traffic control that uses temporary traffic signalization. Construction work, staging areas, and noise will affect Limekiln State Park, however, it is anticipated that the State Park will remain open though access to the beach may be restricted or limited during construction.
- The new bridge is to be placed west of the existing structure. There are two mainline alignments being proposed for the new bridge to follow: Alternative 3 proposes to move the centerline of the existing bridge 65 feet west with a northerly half width viaduct tie-in. Alternative 4 proposes to move the centerline of the existing bridge 65 feet west and continue the structure so that it joins with the Rain Rocks Viaduct.
- The project does not have the potential to create water quality impacts because stormwater will either flow to the Pacific Ocean over the rock hillside or through scuppers off the bridge only creating natural erosion to occur.
- The amount of Disturbed Soil Area (DSA) is 5.3 acres, which was calculated with the use of Microstation.
- For alternative 3
 - New Impervious (NI) Surface created (0.15 acres) – Existing Impervious Area to be Removed (0.22 acres) = -0.07 acres
 - Redeveloped impervious area = 0.62 acres
 - Because the PID was not completed before July 1, 2013, the total NI surface is 0.62 acres - 0.07 acres = 0.55 acres.
- For alternative 4
 - NI Surface created (0.34 acres) – Existing Impervious Area to be Removed (0.26 acres) = 0.08 acres
 - Redeveloped impervious area = 0.67 acres
 - The total NI surface is 0.67 acres + 0.08 acres = 0.75 acres.
- The project is not located within a designed MS4 area.
- The receiving water bodies for this project are Limekiln Creek and the Pacific Ocean. Neither one of these water bodies is 303(d) listed. However, Limekiln Creek has beneficial uses of Cold, Migratory and Spawn. The project is located in the Santa Lucia Hydrologic Unit, an undefined Hydrologic Area and an undefined Hydrologic Sub-Area (HSA). The HSA is 308.00.



- A 401 certification will most likely be required for this project.
- There are no Drinking Water Reservoirs or Recharge Facilities within project limits.
- There are no local agency requirements or concerns.
- The climate in the project area is moderate year round due to the influence of the nearby Pacific Ocean. Average summer temperatures are in the 60's (Fahrenheit) and average winter temperatures are in the 50's. The area typically receives 30 to 40 inches of rainfall annually.
- The surficial soil deposits within the project area include Quaternary-aged beach deposits consisting of sand and gravel, creek channel alluvium and landslide deposits. Franciscan formation rocks of various lithologies including greywacke, schist and weathered serpentized shales are exposed in the road cuts and natural exposures both north and south of the existing Limekiln Creek Bridge above and below the roadway elevation.
- It will be determined during PS&E if the project will involve reuse of soil containing Aerially Deposited Lead (ADL).
- There will be no right-of-way costs associated with Construction Site BMPs.
- The project will include the construction of proper drainage improvements in order to reduce potential storm water impacts.
- There are no existing Permanent Treatment BMPs or Maintenance Stockpile Facilities within or adjacent to the project's limits.

2. Construction Site BMPs

- This project proposes to create 5.3 acres of DSA. Therefore this project will require a Storm Water Pollution Prevention Plan (SWPPP) and coverage under the Construction General Permit.
- The project site is in Rainfall Region 2, as shown in the SWPPP/WPCP Preparation Manual. During construction, effective combinations of temporary and permanent erosion and sediment controls will be used. Storm water management for the site will be coordinated through the contractor with Caltrans construction personnel to effectively manage erosion from the DSA's by implementing a SWPPP. Selected BMP's that will be included but not limited to the SWPPP for the project are defined as follows:

Temporary Soil Stabilization

- Minimize active DSA's during the rainy season utilizing scheduling techniques.
- Preserve existing vegetation to the maximum extent feasible.
- Implement temporary protective cover/erosion control on all non-active DSA's and soil stockpiles.
- Control erosive forces of storm water runoff with effective storm flow management such as temporary concentrated flow conveyance devices, earthen dikes, drainage

swales, lined ditches, outlet protection/velocity dissipation devices, and slope drains as determined feasible.

Temporary Sediment Controls

- Implement linear sediment controls such as fiber rolls, check dams, or gravel bag berms on all active and non-active DSA's during the rainy season.
- To further help prevent sediment discharge, stabilized construction site entrances, temporary drainage inlet protection, and street sweeping and vacuuming will be necessary.
- Implement appropriate wind erosion controls year round.

Non Storm Water Management

- The appropriate non-storm water BMP's will be implemented year-round as follows:
- Water conservation practices are implemented on all construction sites and wherever water is used.
- The project area includes areas defined by a high groundwater elevation. Multiple earthwork and excavation operations will potentially encounter groundwater during construction activities. Dewatering BMP's will need to be implemented.
- Paving and Grinding procedures are not implemented where paving, surfacing, resurfacing, grinding, or saw cutting may pollute storm water runoff or discharge to the storm drain system or watercourses.
- Procedures and practices are designed for construction contractors to recognize illicit connections or illegally dumped or discharged materials on a construction site and report incidents to the Resident Engineer.
- The following activities must be performed at least 100 feet from concentrated flows of storm water, drainage courses, and inlets if within the floodplain and at least 50 feet if outside of the floodplain; stockpiling materials, storing equipment and liquid waste containers, washing vehicles or equipment, fueling and maintaining vehicles and equipment.
- Pile driving operations may be part of the construction activities.
- Concrete curing will be used in the construction of structures such as bridges and retaining walls. Concrete curing includes the use of both chemical and water methods. Proper procedures will minimize pollution of runoff during concrete curing.
- Since the project involves structure demolition/removal over a creek, proper procedures will be implemented to minimize pollution during these activities.
- The following construction site BMPs are anticipated to be bid items for this project:
 - Job Site Management
 - Prepare Storm Water Pollution Prevention Plan
 - Rain Event Action Plan

- Storm Water Sampling and Analysis Day
- Stormwater Annual Report
- Temporary Hydraulic Mulch (Bonded Fiber Matrix)
- Temporary Check Dam
- Temporary Drainage Inlet Protection
- Temporary Fiber Roll
- Temporary Gravel Bag Berm
- Temporary Large Sediment Barrier
- Temporary Construction Entrance
- Street Sweeping
- Temporary Concrete Washout
- Temporary Fence (Type ESA)

Supplemental Items

- Water Pollution Control Maintenance Sharing
- Additional Water Pollution Control
- Storm Water Sampling and Analysis
- The cost of construction site BMPs is estimated at 1.5% of the total construction cost.
- Concurrence on the Construction Site BMP strategy and quantities will be obtained from the Construction Storm Water Coordinators during PS&E.

3. Required Attachments¹

- Vicinity Map
- Evaluation Documentation Form
- Risk Level Determination Documentation.

¹ Additional attachments may be required as applicable or directed by the District/Regional Design Storm Water Coordinator (e.g. BMP line item estimate, DPP, CS checklists, etc).

PROJECT FACT SHEET

RISK LEVEL DETERMINATION			Information Source
Project Identifier/EA : 05-1400-0004-K (05-1F510K)			
Project Description: Limekiln Bridge Replacement			
Dist-County-Route: 05 - Mon - 1			
Regional Water Board: Region 3, Central Coast			
MS4 Area: None			
Begin PM: 21.0			
End PM: 21.1			
Mid Project Latitude: 36.00952			Postmle Web Tool
Mid Project Longitude: 121.52017			Postmle Web Tool
Mid Project Postmile: 21			Postmle Web Tool
Begin Construction: 1/1/2023			SWDR
End Construction: 1/1/2026			SWDR
DSA (Acres): 5.30			SWDR
Total Project Area (Acres):			
Total Imperv Before Const(Acres): 93.3			Microstation
Total Imperv After Const(Acres): 99.8			Microstation
Slope Ratio/Percent Grade:			
Average Length of Slopes:			
Project Engineer: Kian Hemmati			
Project Landscape Architect:			
Risk Level Components	w/GIS Map Method for Sediment Risk (A)	w/Individual Method for Sediment Risk (B)	
R factor	222.97	0.00	EPA/NPDES Calculator
K factor & soil category	0.32	0.00	Statewide CGP GIS Webmap
LS factor	17.24	0.00	Statewide CGP GIS Webmap
Soil loss(ton/acre)	1230.08	0.00	SWRCB Risk Determination Worksheet
Sediment Risk (low, med, or High)	High	Low	SWRCB Risk Determination Worksheet
Receiving Water	Limekiln Creek		
303(d) listed for sediment	No		
Beneficial uses for:			
Cold	Yes		Basin Plan
Spawn	Yes		Basin Plan
Migratory	Yes		Basin Plan
Receiving Water Risk (low or high)	High	Low	SWRCB Risk Determination Worksheet
Combined Risk Level (1, 2, or 3)	Level 3	Level 1	SWRCB Risk Determination Worksheet
Prepared By: John Papatkakis		Date: February 2, 2015	
Checked By:		Date:	

SEDIMENT RISK WORKSHEET (A)

Project Identifier/ EA: 05-1400-0004-K (05-1F510K)		Entry
A) R Factor		
<p>Analyses of data indicated that when factors other than rainfall are held constant, soil loss is directly proportional to a rainfall factor composed of total storm kinetic energy (E) times the maximum 30-min intensity (I30) (Wischmeier and Smith, 1958). The numerical value of R is the average annual sum of EI30 for storm events during a rainfall record of at least 22 years. "Isoerodent" maps were developed based on R values calculated for more than 1000 locations in the Western U.S. Refer to the link below to determine the R factor for the project site.</p> <p>http://cfpub.epa.gov/npdes/stormwater/LEW/lewCalculator.cfm</p>		
R Factor Value		222.97
B) K Factor (weighted average, by area, for all site soils)		
<p>The soil-erodibility factor K represents: (1) susceptibility of soil or surface material to erosion, (2) transportability of the sediment, and (3) the amount and rate of runoff given a particular rainfall input, as measured under a standard condition. Fine-textured soils that are high in clay have low K values (about 0.05 to 0.15) because the particles are resistant to detachment. Coarse-textured soils, such as sandy soils, also have low K values (about 0.05 to 0.2) because of high infiltration resulting in low runoff even though these particles are easily detached. Medium-textured soils, such as a silt loam, have moderate K values (about 0.25 to 0.45) because they are moderately susceptible to particle detachment and they produce runoff at moderate rates. Soils having a high silt content are especially susceptible to erosion and have high K values, which can exceed 0.45 and can be as large as 0.65. Silt-size particles are easily detached and tend to crust, producing high rates and large volumes of runoff. Use Site-specific data must be submitted.</p> <p>Site-specific K factor guidance</p>		
K Factor Value		0.32
C) LS Factor (weighted average, by area, for all slopes)		
<p>The effect of topography on erosion is accounted for by the LS factor, which combines the effects of a hillslope length factor, L, and a hillslope-gradient factor, S. Generally speaking, as hillslope length and/or hillslope gradient increase, soil loss increases. As hillslope length increases, total soil loss and soil loss per unit area increase due to the progressive accumulation of runoff in the downslope direction. As the hillslope gradient increases, the velocity and erosivity of runoff increases. Use the LS table located in separate tab of this spreadsheet to determine LS factors. Estimate the weighted LS for the site prior to construction.</p> <p>LS Table</p>		
LS Factor Value		17.24
Watershed Erosion Estimate (=RxKxLS) in tons/acre		1230.080896
Site Sediment Risk Factor Low Sediment Risk: < 15 tons/acre Medium Sediment Risk: >=15 and <75 tons/acre High Sediment Risk: >= 75 tons/acre		High
Prepared By: John Papathakis		
Checked By:		

RECEIVING RISK (A)

Project Identifier/EA: 05-1400-0004-K (05-1F510K)		Entry	Score
A. Watershed Characteristics		yes/no	
A.1. Does the disturbed area discharge (either directly or indirectly) to a 303(d)-listed water body impaired by sediment? For help with impaired water bodies please check the attached worksheet or visit the link below: 2006 Approved Sediment-impaired WBs Worksheet http://www.waterboards.ca.gov/water_issues/programs/tmdl/303d_lists2006_epa.shtml OR		Yes	High
A.2. Does the disturbed area discharge to a water body with designated beneficial uses of SPAWN & COLD & MIGRATORY? http://www.icb.ucdavis.edu/geowbs/asp/wbquse.asp			

COMBINED RISK (A)

		Project Identifier/EA: 05-1400-0004-K (05-1F510K)		
		Sediment Risk		
		Low	Medium	High
Receiving Water Risk	Low	Level 1	Level 2	
	High	Level 2		Level 3
Project Sediment Risk:		High		
Project RW Risk:		High		
Project Combined Risk:		Level 3		



Water: Stormwater

You are here: [Water](#) » [Pollution Prevention & Control](#) » [Permitting \(NPDES\)](#) » [Stormwater](#) » LEW Results

LEW Results

Rainfall Erosivity Factor Calculator for Small Construction Sites

Facility Information

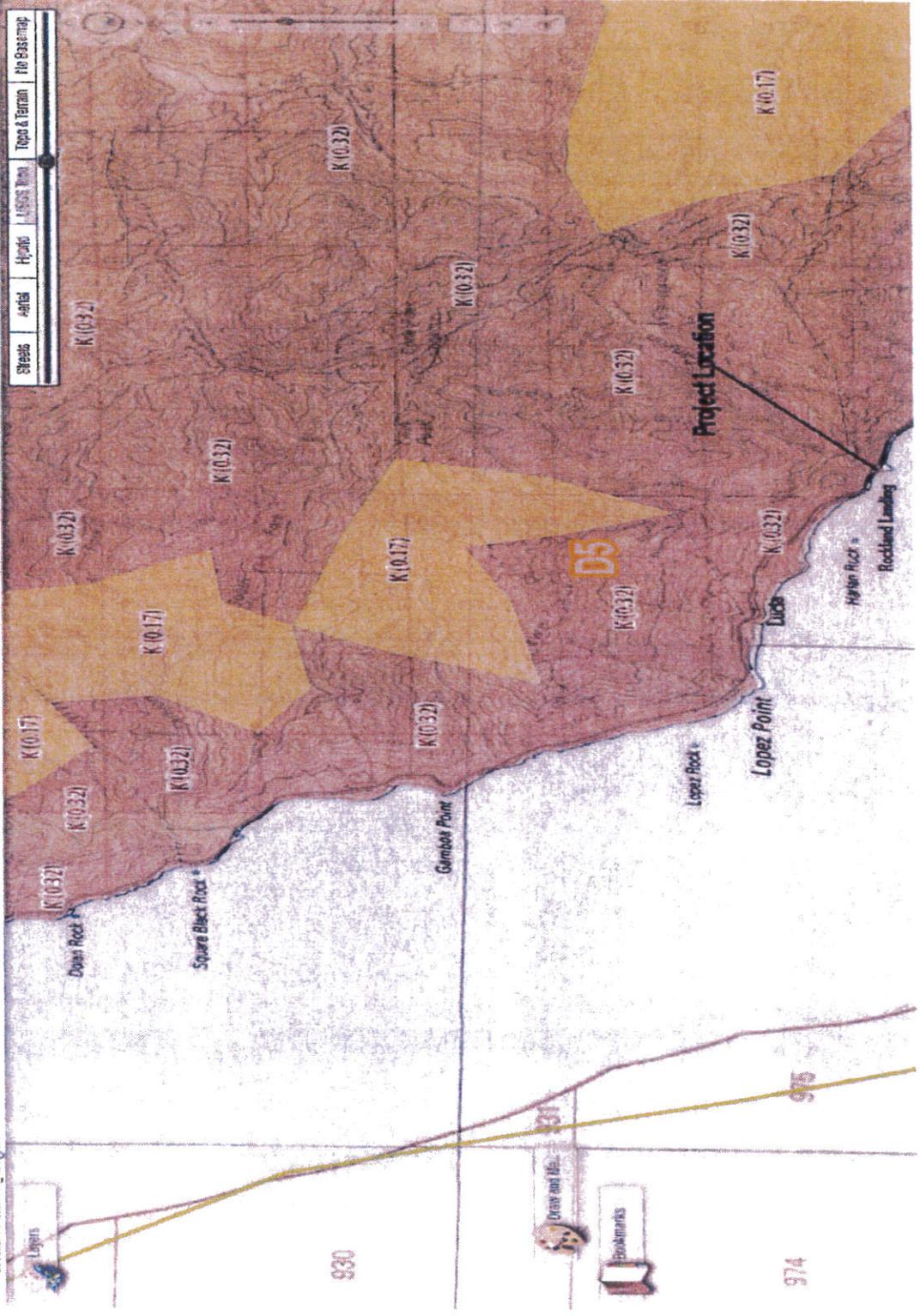
Start Date:	01/01/2023
End Date:	01/01/2026
Latitude:	.36.0095
Longitude:	-121.5201

Erosivity Index Calculator Results

AN EROSIIVITY INDEX VALUE OF 222.97 HAS BEEN DETERMINED FOR THE CONSTRUCTION PERIOD OF 01/01/2023 - 01/01/2026.

A rainfall erosivity factor of 5.0 or greater has been calculated for your site and period of construction. You do NOT qualify for a waiver from NPDES permitting requirements.

[Start Over](#)



Draw and Measure

Bookmarks

930

974

975

Project Location

D5

Lopez Point

Lucas

Highin Rock

Rockland Landing

Lopez Rock

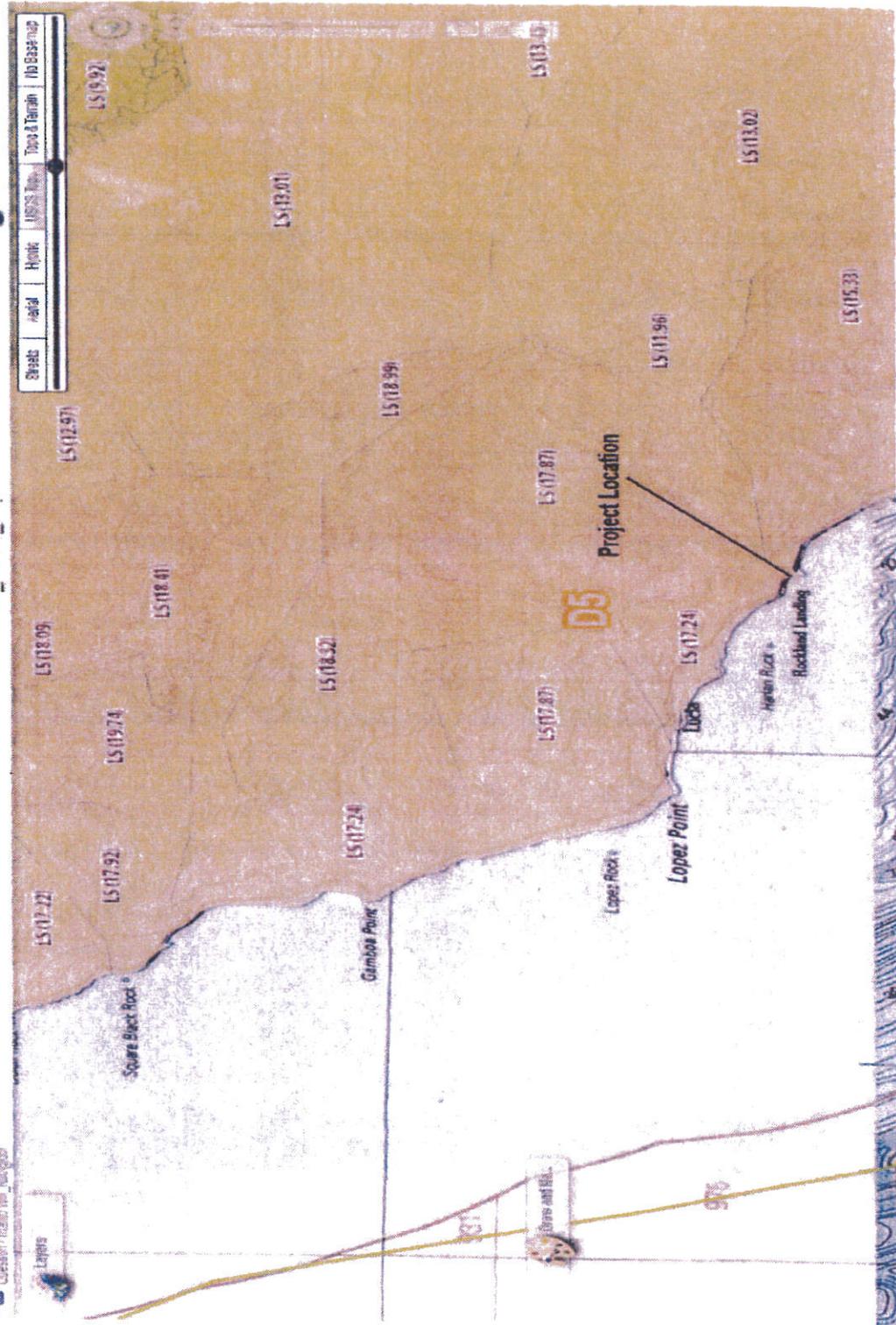
Gambell Point

Square Black Rock

Down Rock

Species Aerial Hydro Topo & Terrain No Basemap

Layers



Project Identifier/EA: 05-1400-0004-K (05-1F510K)
 Dist - County - Route: 05 - Mon - 1
 Project Type: Limekiln Bridge Replacement
 Project Risk: Level 3
 Project Engineer: Kian Hemmati

Date: 1/28/2015

TOTAL CONSTRUCTION COST: \$5,600,000

PREPARE STORM WATER POLLUTION PREVENTION PLAN (Use for SWPPP only) BEES Item: 074019

Total Construction Cost	Prepare SWPPP*
\$0 to \$500,000	\$2,200 + RQM
\$500,000 to \$1,000,000	\$2,700 + RQM
\$1,000,000 to \$1,500,000	\$2,800 + RQM
\$1,500,000 to \$12,000,000	\$3,200 + RQM
>\$12,000,000	\$6,000 + RQM

RQM = (months/3 + 1) x (N + 4) x Labor

Months = # of months the project will be occurring, from initial soil disturbance to final stabilization

N = # of discharge locations

Labor = Hourly labor rate, assume \$100 per hour as default, but may be increased as appropriate

Months	N	Labor
36	1	\$ 100.00

RQM = \$ 6,500

Total	Base cost	+	RQM	=	
	\$ 3,200.00		\$ 6,500.00		\$ 9,700.00

PREPARE STORMWATER ANNUAL REPORT (\$2000) (Use for SWPPP only) BEES Item: 074057

Project begin construction date: 1/1/2023

Project end construction date: 1/1/2026

Number of July 15th in Construction	3
End of Construction	1
Total	4

Total 4 x \$ 2,000.00 = \$8,000.00

RAIN EVENT ACTION PLANS (REAPS) (\$500 EA) (Use for SWPPP and Project Risk 2 or 3 only) BEES Item: 074056

Partial year average number of days with >50% chance of rain	Annual Mean	40.3
Enter number of full 12 month periods as full years (if project duration is less than year, enter 0)	Number of Full Years	3
Total the monthly mean for the months within the partial year starting with the first month after the full year. If project duration	Total of Partial Year Means	0

Total Rain Events = 120.9

REAP Total Cost 121 x \$500 = \$ 60,450

STORMWATER SAMPLING AND ANALYSIS DAY (Use for SWPPP and Project Risk 2 or 3 only) BEES Item: 074058

SWM Cost = M x ((Days_{0.5} x \$1000) + \$2000 (1 + 0.1(Months/12)))

M = 1 Where M is the Cost Multiplier. Add 1 for each incident of 7 discharge locations. M=1 for 1 to 7 locations, M=2 for 8 to 14 locations, M=3 for 15 to 21 locations, and so forth.

Number of discharge locations	Name and Sta. of water body, outlet or DI to be sampled
1 Discharge to	DI at PM 21.08
Discharge to	
Total 1	

Days_{0.5} = Average number of days with > or = 0.5" of rain. ** 14

SWM Cost = \$ 16,500

Storm Water Sampling and Analysis Day = SWM Cost/Days_{0.5} = \$1,187

TOTAL ESTIMATE \$94,650

APPENDIX E

Checklist CS-1, Part 6

DATE: 2/2/2015

Project ID (or EA): 05-1400-0004-K (05-1F510K)

NO.	CRITERIA	YES ✓	NO ✓	SUPPLEMENTAL INFORMATION FOR EVALUATION
1.	Begin Project Evaluation regarding requirement for consideration of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Go to 2
2.	Is this an emergency project?		✓	If Yes, go to 10. If No, continue to 3.
3.	Have TMDLs or other Pollution Control Requirements been established for surface waters within the project limits? Information provided in the water quality assessment or equivalent document. Limekiln Creek beneficial uses of Cold, MIGR and SPWN.	✓		If Yes, contact the District/Regional NPDES Coordinator to discuss the Department's obligations under the TMDL (if Applicable) or Pollution Control Requirements, go to 9 or 4. <i>BR</i> (Dist./Reg. SW Coordinator initials) If No, continue to 4.
4.	Is the project located within an area of a local MS4 Permittee?		✓	If Yes, <i>(write the MS4 Area here)</i> , go to 5. If No, document in SWDR go to 5.
5.	Is the project directly or indirectly discharging to surface waters?	✓		If Yes, continue to 6. If No, go to 10.
6.	Is it a new facility or major reconstruction?	✓		If Yes, continue to 8. If No, go to 7.
7.	Will there be a change in line/grade or hydraulic capacity?	✓		If Yes, continue to 8. If No, go to 10.
8.	Does the project result in a <u>net increase of one acre or more of new impervious surface</u> ? NNI + Redeveloped areas if applicable		✓	If Yes, continue to 9. If No, go to 10. <u>0.75 ac (Net Increase New Impervious Surface)</u>
9.	Project is required to consider approved Treatment BMPs.			See Sections 2.4 and either Section 5.5 or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E.
10.	Project is not required to consider Treatment BMPs. <i>BR</i> (Dist./Reg. Design SW Coord. Initials) <i>K.V.H.</i> (Project Engineer Initials) <u>2/9/15</u> (Date)	✓		Document for Project Files by completing this form, and attaching it to the SWDR.

See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs

LEVEL 2 - RISK REGISTER		Project Name: Limekiln Creek Bridge Replacement					DIST- EA: 05 - 1F510_	Project Manager: Ken Dostalek				ATTACHMENT I				
Risk Identification						Risk Assessment						Risk Response				
Status	ID #	Type	Category	Title	Risk Statement	Current status/assumptions	Probability	Cost Impact	Cost Score	Time Impact	Time Score	Rationale	Strategy	Response Actions	Risk Owner	Updated
Active	1	Threat	Environmental	Section 7 Consultation Takes Longer Than Expected	If the NMFS does not concur with a Caltrans biological assessment determination on steelhead and or they do not agree that the proposed avoidance and minimization efforts are sufficient, then formal Section 7 consultation with the NMFS could take longer than expected, which should negatively affect the schedule. The probability of this occurring is low.	Risk to PA&ED schedule, budget.	2-Low	2 -Low	4	2 -Low	4		Accept		Environmental	3/16/2015
Active	2	Threat	Environmental	Section 7 Consultation Takes Longer Than Expected	If formal Section 7 consultation with the USFWS is required for impacts to the least Bell's vireo, additional time will be needed to conduct the formal consultation, negatively impacting the schedule for the project. Formal Section 7 consultation would be expected to take 12 months. The probability of this occurring is	Risk to PA&ED schedule, budget.	3-Moderate	4 -Moderate	12	4 -Moderate	12		Accept		Environmental	3/16/2015
Active	3	Threat	Environmental	Habitat for California red-legged frog, western snowy plover or marsh sandwort could be found.	It is possible that habitat for California red-legged frog, western snowy plover and or the occurrence of marsh sandwort could be found during habitat assessments and or surveys. The probability of this is very low, but if this occurs, agency consultation could be required, which may affect the scope, schedule and cost.	Risk to PA&ED schedule, budget.	1-Very Low	1 -Very Low	1	1 -Very Low	1		Accept		Environmental	3/16/2015
Active	4	Threat	Environmental	Project re-analyzed due to scope or area of work changes.	If the project scope or area of work changes, or additional work is required, the project will have to be re-analyzed, which could impact scope, schedule and cost. The probability of this occurring is unknown but is anticipated to be low. If the project scope changes, sensitive natural resources that are currently avoided may be affected, requiring additional permits from resource agencies and mitigation. This would negatively affect project scope, schedule and cost. The probability of this occurring is unknown.	Risk to PA&ED schedule, budget.	2-Low	2 -Low	4	2 -Low	4		Accept		Environmental	3/16/2015
Active	5	Threat	Environmental	Extensive biological monitoring during construction needed.	As a result of the need for extensive biological monitoring during construction, additional hours may be needed in Task 280 to fund the task order for biological monitoring services, which would result in a negative impact to the cost of the project.	Risk to PA&ED schedule, budget.	2-Low	2 -Low	4	2 -Low	4		Accept		Environmental	3/16/2015
Active	6	Threat	Environmental	Specialized biological survey services needed.	As a result of Section 7 consultation with the USFWS and/or NOAA/NMFS, specialized biological survey services may need to be contracted out in the 0 phase, which would lead to a negative impact on the cost and scope for the project.	Risk to PA&ED schedule, budget.	2-Low	2 -Low	4	2 -Low	4		Accept		Environmental	3/16/2015
Active	7	Threat	Construction	Breakdown of WD not available.	Number of working days 800 taken from functional unit project fact sheet with little or no Construction review. The breakdown of WD for Roadway portion and Structure portion is not available.	Risk to PA&ED schedule, budget.	2-Low	2 -Low	4	2 -Low	4		Accept		Construction	3/16/2015
Active	8	Opportunity	Construction	Contractor works dual shifts.	Night work and Day work going on at same time (Dual shift).	Opportunity to accelerate construction schedule.	3-Moderate	4 -Moderate	12	4 -Moderate	12		Accept		Construction	3/16/2015
Active	9	Opportunity	Construction	Contractor works on weekends.	Weekend work, 6 or 7 day work week.	Opportunity to accelerate construction schedule.	3-Moderate	4 -Moderate	12	4 -Moderate	12		Accept		Construction	3/16/2015
Active	10	Threat	Construction	Inspectors works overtime.	Overtime required due to increased workload	Threat to CON support budget.	3-Moderate	4 -Moderate	12	4 -Moderate	12		Accept		Construction	3/16/2015
Active	11	Threat	Construction	Constructability review issues not resolved.	Excessive CCO's identified in Constructability Review that the PDT team was unable to resolve.	Threat to CON support and capital budget.	3-Moderate	4 -Moderate	12	4 -Moderate	12		Accept		Construction	3/16/2015

Active	12	Threat	Construction	Utility Relocation.	Unknown at this time if utilities will need to be relocated. Unexpected or discovered utility issues could also cause need for additional support costs and capital funds for R/W.	Threat to CON support and capital budget.	2-Low	2-Low	4	2-Low	4		Accept		Construction	5/14/2015
Active	13	Opportunity	Construction	Consultant usage.	Use of consultants in construction could help even out workload.	Opportunity to accelerate construction schedule.	2-Low	2-Low	4	2-Low	4		Accept		Construction	3/16/2015
Active	14	Threat	Design	California Coastal Trail	Project is required to construct or contribute to the California Coastal Trail	Risk to PA&ED, Design, Schedule, and Budget	3-Moderate	4-Moderate	12	4-Moderate	12		Mitigate		Design	4/22/2015
Active	15	Threat	Design	Design Exception	Unable to secure design exception for the advisory and mandatory features outlined in the PID.	Risk to the schedule if we have to redesign. Additional risk to the budget because additional cost associated with not obtaining the exceptions.	3-Moderate	4-Moderate	12	2-Low	6		Mitigate		Design	4/22/2015
Active	16	Threat	Construction	Foundation Work	Difficult Drilling through hard rock, groundwater conditions, tidal flows, caving, and access	Risk to schedule	4-High	2-Low	8	4-Moderate	16		Mitigate		Construction	4/22/2015
Active	17	Threat	Construction	Rock fall	Rock fall on slopes above the construction work area	Risk to budget	4-High	4-Moderate	16	4-Moderate	16		Mitigate		Construction	4/22/2015
Active	18	Threat	ROW	Securing Park Property	Difficult time acquiring Limekiln State Park Property	Risk to schedule	3-Moderate	4-Moderate	12	4-Moderate	12		Mitigate		Right of Way	4/22/2015
Active	19	Threat	Environmental	Buried archaeological deposits are found in the project area APE.	Testing will be required to identify whether or not buried archaeological deposits are located in the project area APE. It is possible that project activities could impact archaeological deposits where the bridge replacement is proposed.	Risk to PA&ED schedule, budget.	2-Low	2-Low	4	2-Low	4		Avoid		Environmental	4/22/2015
Active	20	Threat	Environmental	Access and staging could impact the masonry features that are contributing elements the of the Carmel-San Simeon Highway Historic District.	The project has known contributing elements to the Carmel-San Simeon Highway Historic District. As designed, many of these features will be avoided. However, if access and staging locations are sited close to the features, they may require ESAs, which will require additional technical documents.	Risk to PA&ED schedule, budget.	2-Low	2-Low	4	2-Low	4		Avoid		Environmental	4/22/2015
Active	21	Threat	Environmental	Project activities could impact known archaeological deposits where the bridge replacement is proposed.	The project proposes work in the vicinity of a documented archaeological site. If project activities impact the archaeological site, the impacts from the proposed project will have an adverse effect on the site which will require additional technical documents.	Risk to PA&ED schedule, budget.	2-Low	2-Low	4	2-Low	4		Avoid		Environmental	4/22/2015
Active	22	Threat	Construction	Buried archaeological deposits are found in the project area APE.	If archaeological deposits are identified in the area of impact and they are determined eligible to the National Register of Historic Places, then Phase III excavations will be required. Phase III studies will likely take place during the construction of the bridge.	Risk to CON schedule, budget.	2-Low	2-Low	4	2-Low	4		Avoid		Environmental	4/22/2015
Active	23	Threat	PM	Schedule Accelerated	The project's RTL was moved and the overall schedule accelerated by about 21 months in order to fit within the <u>2015 Fiscally Constrained 10 Year SHOPP Plan</u> cycle in accordance with the April 15, 2015 <u>Draft SHOPP Long Lead Procedures</u> .	Risk to RTL.	3-Moderate	4-Moderate	12	4-Moderate	12	Initial estimates based on input from the functional units overseeing critical path activities placed RTL on 12/22/26. Schedule was accelerated to fit within the 10 year SHOPP plan cycle (see Risk #23). Logic would dictate that there's an increased risk that we could miss the new proposed RTL date.	Accept	Early recognition / preparation of PCR if milestone delayed beyond fiscal year.	PM	4/30/2015
Active	24	Threat	PM	4th Quarter Delivery.	The RTL was placed in the 4th quarter of the 2024/25 fiscal year in order to limit the number of months the schedule was accelerated as described in risk #23.	Risk to <u>Contract for Delivery</u> .	3-Moderate	4-Moderate	12	4-Moderate	12	Initial estimates based on input from the functional units overseeing critical path activities placed RTL on 12/22/26. Schedule was accelerated to fit within the 10 year SHOPP plan cycle (see Risk #23). Logic would dictate that there's an increased risk that we could miss the new proposed RTL date.	Accept	Early recognition / preparation of PCR if milestone delayed beyond fiscal year.	PM	4/30/2015

