05– MON-101 - PM 55.2/67.0
EA 05-1F690K-P.I. 0514000047-PPNO 2536
20.XX.201.121
June 2014

Capital Preventive Maintenance Project Report

To Request Programming in the 2014 SHOPP And Provide Project Approval

On Route 101 in Monterey County

Between 0.4 mile north of North Greenfield Overcrossing (PM 55.2)

And 0.6 mile north of Soledad Prison Overcrossing (PM 67.0)

I have reviewed the right of way information contained in this Project Initiation Document and the R/W Data Sheet attached hereto, and find the data to be complete, current and accurate:

SUZETTE SHELLOOE
CHIEF, CENTRAL REGION RIGHT OF WAY

APPROVAL RECOMMENDED:

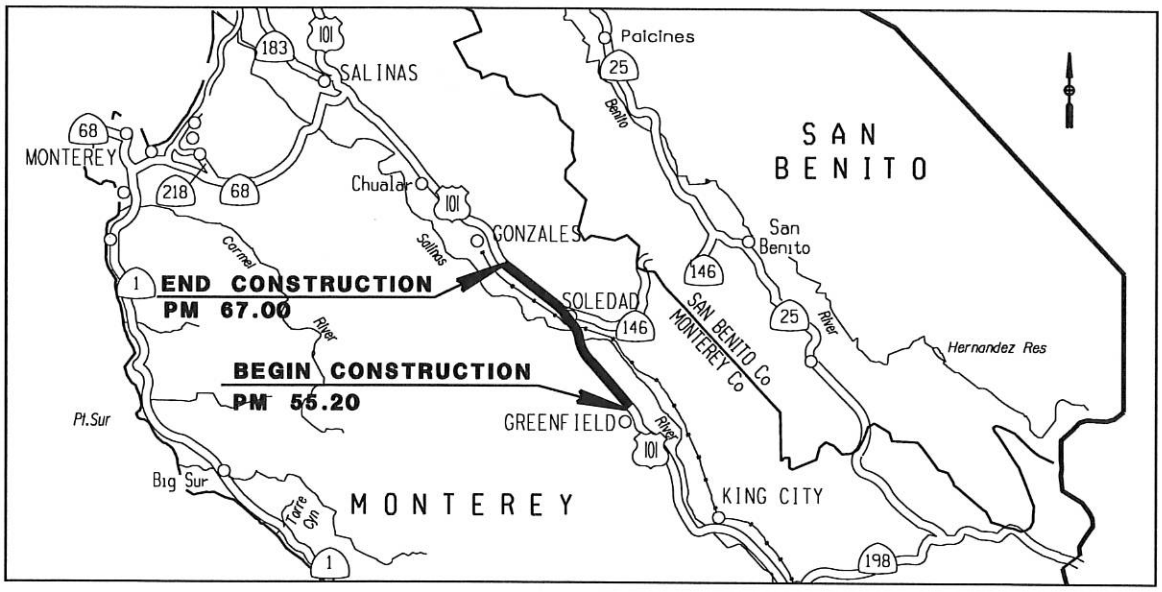
DAVID RASMUSSEN
PROJECT MANAGER

APPROVED:

TIMOTHY M. GUBBINS
DISTRICT 5 DIRECTOR

6.12.14
DATE

Vicinity Map



On Route 101 in Monterey County

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And 0.6 mile north of Soledad Prison Overcrossing (PM 67.0)

05– MON-101 - PM 55.2/67.0
EA 05-1F690K-P.I. 0514000047-PPNO 2536
20.XX.201.121
June 2014

This Capital Preventive Maintenance Project Initiation Document has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

KHORSHED KHAN
REGISTERED CIVIL ENGINEER

April 24, 2014
DATE

Table of Contents

1. INTRODUCTION AND BACKGROUND

Project Description:

This project is located on Route 101 in Monterey County from 0.4 mile north of North Greenfield Overcrossing to 0.6 mile north of Soledad Prison Overcrossing. The project includes the on and off ramps within the project limits. The existing highway in the southbound direction from Post Miles (PM) 55.2 to 60.68 consists of Portland Cement Concrete (PCC) lanes with Asphalt Concrete (AC) shoulders. From PM 60.68 to 67.0 in the southbound direction and from PM 55.2 to 67.0 in the northbound direction, the existing highway consists of dense graded AC. The existing ramps consist of AC.

From PM 55.2 to 60.68 in the southbound lanes, this project proposes to diamond profile grind the PCC pavement to re-establish a smooth riding surface. Some PCC slabs will be replaced prior to grinding with PCC (Rapid Strength Concrete). Between PM 56.0 and 58.0 some of damaged slabs for long lengths in the No. 2 lane will be replaced with Precast Concrete Pavement. The AC shoulders will be cold planed to a thickness of 0.15' and re-paved with Rubberized Hot Mix Asphalt (RHMA). Pavement safety edge and shoulder backing will be included.

From PM 60.68 to 67.0 in the southbound lanes and from PM 55.2 to 67.0 in the northbound lanes, this project proposes to place a 0.20' thick overlay of RHMA on the existing pavement. Dig outs and repairs of some distressed locations will also be required. Pavement Safety edge and shoulder backing will be included.

This project proposes to place 0.20' thick overlay of RHMA on all of the on and off ramps without curbs. Pavement safety edge and shoulder backing will be included. For ramps with curbs, it is proposed to cold plane and repave with 0.20' HMA. This includes cold planing and repaving with 0.15' HMA behind the rolled Type E curb on the right shoulder. All Metal Beam Guard Railing (MBGR) and associated End Treatments will be updated to current standards.

The total current construction cost is estimated at $20,443,000. The current Right of Way cost is $2,000. This project is proposed for programming in the 2014 SHOPP Pavement Preservation Program (20.XX.201.121).

Project Limits	05-MON-101 PM 55.2-67.0
Capital Outlay Support Estimate	$2,436,000
Capital Outlay Construction Estimate	$20,443,000 (non-escalated)
Capital Outlay Right-of-Way Estimate	$2,000 (non-escalated)
Funding Source	20.XX.201.121
Funding Year	2014/15
Type of Facility	4-Lane Expressway/Freeway
Number of Structures	N/A

Environmental Determination or Document	CEQA – Categorical Exemption 5/15/2014 NEPA – Categorical Exclusion Pending
Legal Description	In Monterey County From 0.4 mile north of North Greenfield Overcrossing to 0.6 mile north of Soledad Prison Overcrossing
Project Development Category	5

2. RECOMMENDATION

It is recommended that this project be approved and authorization be granted to proceed to the design phase.

3. PURPOSE AND NEED

Purpose:

The purpose of this project is to improve the ride quality and extend the service life of the existing pavement.

Need:

US 101 is classified as a Other Freeway or Expressway Focus Route and High Emphasis Route in Monterey County. US 101 runs north and south, and sustains high traffic volumes throughout the year. The pavement within the project limits is exhibiting distress and unacceptable ride quality, which, if left uncorrected, will continue to deteriorate.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

4A. Roadway Geometric Information

Facility Location	Minimum Curve Radius	Through Traffic Lanes			Paved Shoulder Width		Median Width	Additional Paved Width for Bicycle Lane or Other
(Post Mile Limits)	Radius (ft)	Number of Lanes	Lane Width (ft)	Type (Flexible, Rigid, or Composite)	Left (ft)	Right (ft)	(ft)	(ft)
Northbound (NB) 55.2/67.0	Various	2	12'	Flexible	2'-5'	8'-10'	44'-116'	N/A
Southbound (SB) 60.68/67.0	Various	2	12'	Flexible	2'-5'	8'-10'	44'-116'	N/A
Southbound 55.2/60.68	Various	2	12'	Rigid	2'-5'	8'-10'	44'-116'	N/A

Remarks:
This Project has been identified and developed as a Capital Preventive Maintenance (CAPM) candidate per Design Information Bulletin 81-01. As such, the scope of the project does not intend to change and/or upgrade existing geometric features.

4B. Condition of Existing Facility

1) Traveled Way Data

PMS Category (1-29) 9 Priority Classification (.1-.4) 0.3

International Roughness Index (IRI) 68-194

*Rigid Pavement: (SB PM 55.2/60.68) *Flexible Pavement: (SB PM 60.68/67.0,NB PM 55.2/67.0)

* From latest PMS-Pavement Condition Inventory Survey Data.

3rd Stage Cracking % 7.1% Alligator B Cracking % 3.5%

Faulting Some Patching % 7.3%

Joint Spalls N/A Rutting None

Pumping None noticed Bleeding None

Corner Breaks % 0.3% Raveling None

Locations(s) of subsurface or ponded surface-water problem:

None noticed.

2) Pedestrian Facility Data

Facility Type and Location(s) *(Station, post mile or other reference point)*	**Meets ADA Standards?** *(Yes or No for each listed location)*	**If Facility does not meet ADA Standards, what feature(s) are not ADA compliant?** *(List features per location)*	**Status of Each Noncompliant Location** Use the following statements, as appropriate: • *Will be corrected as part of this project;* • *Will not be corrected because it is technically infeasible to correct; an ADA exception has been processed.*
Sidewalks: *(List locations as appropriate)*	N/A	N/A	N/A
Curb Ramps:	N/A	N/A	N/A

Remarks:

ADA in the table above stands for Americans with Disabilities Act.

4C. Structures Information

All structure vertical clearances will be maintained with this project. Locations with existing AC paving shall first be cold planed to the proposed repaving thickness. Underneath the Soledad Prison Overcrossing (Southbound PM 66.38 to PM 66.42) there is a history of constant removal and replacement of the existing asphalt concrete; therefore this AC pavement will be replaced with precast concrete pavement. Locations with PCC paving will be diamond profile ground, resulting in an insignificantly small increase in structure vertical clearance. Selected PCC slabs will be replaced if necessary, and the existing vertical clearance will be maintained. There are no comments from Bridge Inspection Records Information System (BIRIS) about replacement/maintenance of bridge approach/departure slabs.

4D. Vehicle Traffic Data

Construction Year ADT 43,680 (For 2016)

DHV 4,700 % Trucks 15.0%

Remarks:

None.

Safety Review Date: 04/17/2014

Remarks:

None.

5. CORRIDOR AND SYSTEM COORDINATION

Project 05-1C3304 will be advertised and start construction in July 2014. This project will widen inside shoulders and place cable median barrier in portions of the project limits for this CAPM project. Project 05-1C0900 is currently in the Project Approval and Environmental Document (PA&ED) phase. This project is a Roadside Safety Improvement Project. This project will place contrast treatment in some of the gore areas within the project limits of this CAPM Project. Project 05-0F9701 will start the Design phase in July 2014. This project will widen the North Soledad Overhead southbound structure.

This CAPM project is compatible with these other projects and the future concept of this route.

6. ALTERNATIVES

6A. CAPM strategy:

Existing PCC lanes will be diamond profile ground to address the wide-spread faulting. Designated failed PCC slabs may be replaced with precast concrete pavement and other failed areas may be replaced with Rapid Strength Concrete based on the distressed slab condition. Shoulders in the PCC pavement area will be cold planed to a depth of 0.15' and repaved with 0.15' layer of RHMA. Existing AC lanes and shoulders will be overlaid with 0.20' layer of RHMA. Ramps without curbs will be overlaid with 0.20' layer of RHMA. Ramps with curbs will be cold planed and repaved with 0.20' HMA. The existing right shoulders outside of the existing rolled Type E curb will be cold planed and repaved with 0.15' HMA. In addition, dig outs and roadway repair are anticipated in the mainline lanes and ramps. This project does not create any deviations from design standards. No design exceptions are required for this project.

Life Cycle Cost analysis

No Life Cycle Cost Analysis was performed as per HQ Pavement Program.

Enhancements

The following Design Information Bulletin (DIB) 81-01 recommended enhancements are incorporated into this project:

- Metal Beam Guard Rail (MBGR) and associated End Treatments will be reconstructed as necessary to meet current standards.
- Concrete barrier walls between structure columns on overcrossings.
- AC Dikes, where necessary, will be reconstructed to meet current standards.
- Replace existing traffic stripe and pavement markings to meet current standards.
- Shoulder backing material and safety edge treatment shall be specified and used at edge of pavements to eliminate drop-offs.
- Replace existing or add rumble strips to meet current standards.

Date of Traffic Operational Review Report: 04/17/2014.

6B. Environmental compliance:

The Categorical Exemption document for the California Environmental Quality Act (CEQA) was approved on May 15, 2014. The National Environmental Policy Act (NEPA) Compliance will be obtained after the project is programmed and included in the Federal Transportation Improvement Program (FTIP). See Attachment D for the conditions of the environmental clearance.

6C. Hazardous waste disposal site required? If yes, where are sites?

No hazardous waste disposal site is required for this project.

6D. Other agencies involved (permits/approvals from Fish and Game, Corps of Engineers, Coastal Commission, etc.):

There is no anticipated involvement by other state or federal agencies for this project.

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

Not applicable for this project.

6F. Roadside design and management:

The project is within existing State Right of Way. Appropriate roadside management will be implemented and specifications for the project will contain provisions that will ensure worker protection.

6G. Right of way and utility issues:

Additional Right of Way is not required and no utility conflicts are anticipated. Utility verification or a request from Division of Design for Variance to the High Risk Utility Policy will be completed. This will be determined during the design phase.

6H. Railroad involvement:

There is no railroad involvement in this project.

6I. Recycled materials:

Not applicable to this project.

6J. Local and regional input:

Not applicable to this project.

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

We anticipate higher pavement preservation costs in the future in addition to unacceptable ride quality if this project is not completed.

7. TRANSPORTATION MANAGEMENT

7A. Transportation Management Plan

This project will require a Traffic Management Plan (TMP) to minimize and manage traffic delays during construction operations of the project. Night work is anticipated to minimize disruptions. Lane and ramp closures will be necessary. Signing, including portable changeable message signs, and a Public Awareness Campaign will be used to inform the public of current and upcoming construction activities. Construction Zone Enhanced Enforcement Program (COZEEP) will be used for this project.

Bikes use portions of Route 101 as a shared roadway. Bikes are prohibited between the following:
PM 61.3 to 63.38 in southbound direction
PM 61.3 to 62.77 in northbound direction
PM 64.32 to 66.54 in northbound direction
PM 64.41 to 66.61 in southbound direction

Bike detours during traffic control will be investigated in the Design phase of this project.

7B. Vehicle Detection Systems

There are not any vehicle detection systems within the limits of this project.

8. PROJECT ESTIMATE

	Lane-miles/Number	Estimate
Pavement Work		
Total Lane-Miles of CAPM Work	45.8	
RHMA-G Pavement	61,770 Tons	$6,795,000
Grind Existing PCC Pavement	82,116 SQ Yd	$493,000
Tack Coat	90 Tons	$45,000
Cold Planing	124,500 SQ Yd	$125,000
Digouts	LS	$1,360,000
Ramps RHMA-G	5,390 Tons	$593,000
Precast Concrete Pavement	2,300 CY	$2,070,000
Individual Slab Replacement	5,015 CY	$3,010,000
Safety Edge RHMA-G	550 Tons	$61,000
AC Price Fluctuation Index	LS	$323,000
Other (Shoulder Backing, New Dike, & Minor Concrete-Vegetation Control)	LS	$907,000
Concrete Barrier Wall between Bridge columns	LS	$270,000
Concrete Anchor Block for Bridge railing	LS	$20,000
Crack Treatment	35.0 LNMI	$115,000
COSTS	**SUBTOTAL**	$16,187,000

		(Yes/No)	Estimate
Non-pavement Work –			
Does the Project Include:			
Railroad Agreements		No	
(List work required.)			
Traffic Control		Yes	$200,000
Rumble Strips		Yes	$40,000
Correct Superelevation/ Cross slope Correction		No	
Traffic Stripes and Pavement Markings			
Paint		No	
Thermoplastic (108,200 Feet)		Yes	$100,000
Upgrade MBGR (5,420 Feet)		Yes	$272,000
Terminal End Sections (37)		Yes	$89,000
Pavement Markers		Yes	$22,000
Loop Detectors/Modify Lighting		Yes	$106,000
Stormwater		Yes	$20,000
Other (RE Office, Partnering, Supplemental Work, COZEEP, State Furnished, & Misc)		Included	
	COSTS	**SUBTOTAL**	$849,000
	SUM OF	**SUBTOTALS**	$17,036,000
		20% Contingency	$3,407,000
	TOTAL	**PROJECT COST**	$20,443,000

9. FUNDING/PROGRAMMING

It has been determined that this project is eligible for federal-aid funding.
Capital Outlay Support and Project Estimates

Project Cost Component	Fiscal Years				Total
20.XX.201.121	2014/15	2015/16	2016/17	2017/18	
R/W Capital	2				2
Constr. Capital	22,078				22,078
PA&ED	232				232
PS&E	989				989
R/W Support	34				34
Constr. Support	1,181				1,181
Total Support	2,436				2,436
Total Project Cost	24,516	0	0	0	24,516

Note: All costs X $1,000. Support costs escalated at 3%. Construction capital escalated at 8%. Support cost ratio: approx. 11 %.

10. SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
PA & ED	M200	June 2014
PLANS, SPECIFICATIONS & ESTIMATE TO DISTRICT OFFICE ENGINEER	M377	January 15,2015
PROJECT PLANS,SPECIFICATION&ESTIMATE	M380	July 7, 2015
RIGHT OF WAY CERTIFICATION	M410	March 1, 2015
READY TO LIST	M460	April 20, 2015
APPROVE CONTRACT	M500	Oct 1, 2015
CONTRACT ACCEPTANCE	M600	July 1, 2016
END PROJECT	M800	December 30, 2017

This schedule is based on starting the Design phase in July 2014.
Note: This project will use Authority to Advertise District Delegation (AADD) and will not be sent to HQ until Funds Certification.

11. RISKS

A Risk Management Plan has been developed by the Project Team. The primary risk to this project is increase in hot mix asphalt or portland cement concrete prices. The majority of the project estimate is these two items. An increase in these items could greatly increase the project cost. A summary of the risks are listed in the Risk Register (Attachment J).

12. FHWA COORDINATION

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

13. PROJECT REVIEWS

Scoping team field review Date 04/08/14
Scoping team field review attendance roster attached. See Attachment F.
District Program Advisor Kelly McClain Date 04/08/14
Headquarters SHOPP Program Advisor Leo Mahserelli Date 04/08/14
District Maintenance Ruben Guzman Date 04/08/14
Headquarters Design Coordinator _____ Date _____
Project Manager David Rasmussen Date 5/19/14
District Environmental Mike Jacob Date 5/15/14
District Safety Review Mark Ballentine Date 04/17/14
District Storm Water Pete Riegelhuth Date 04/15/14
District Traffic Operations _____ Date _____

Other _____ Date _____

14. PROJECT PERSONNEL

CALTRANS PERSONNEL

Name	Position	Phone Number
David Rasmussen	Project Manager	805-549-3677
Jack R. Walker	Design Senior	559-243-3861
Khorshed Khan	Project Engineer	559-243-3550
Matt Fowler	Senior Environmental Planner	559-243-8178
Mike Jacob	Environmental Generalist	805-542-4685
Marshall Garcia	Right of Way	805-540-4882

15. ATTACHMENTS

A. Strip Map (Title Sheet)
B. Typical Cross Sections
C. Pavement Condition Survey Inventory Data
D. Environmental Determination/Document
E. Right of Way Data Sheet
F. Scoping Team Field Review Attendance Roster
G. Storm Water Data Report
H. Transportation Management Plan
I. Document Distribution List
J. Risk Register

INDEX OF PLANS

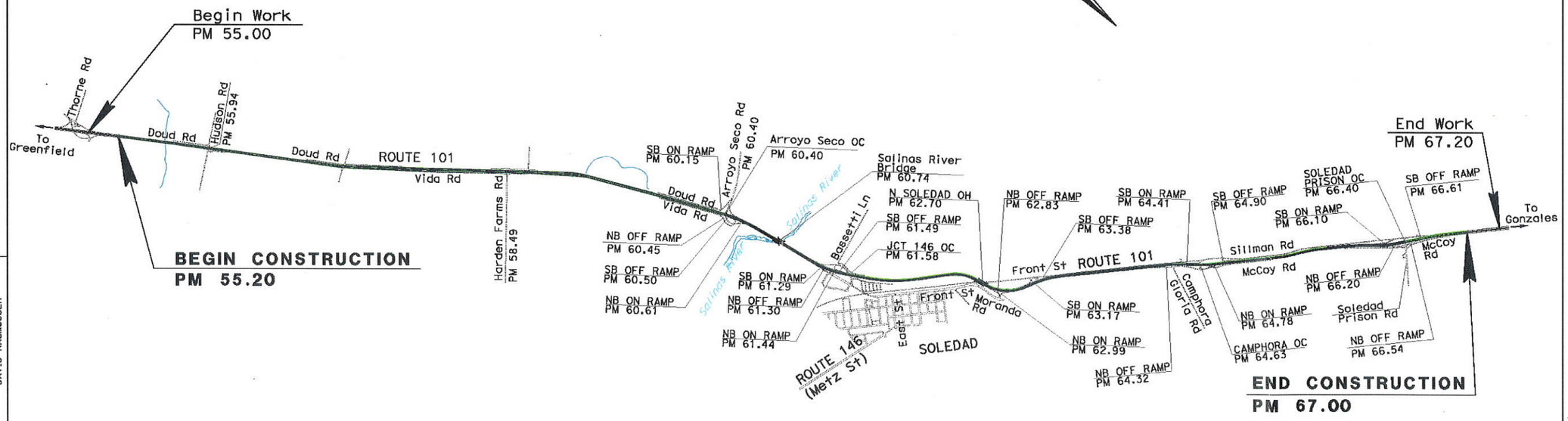
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN MONTEREY COUNTY
IN AND NEAR SOLEDAD
FROM 0.4 MILE NORTH OF NORTH GREENFIELD OVERCROSSING
TO 0.6 MILE NORTH OF SOLEDAD PRISON OVERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	101	55.2/67.0	1	



ATTACHMENT A : Title Sheet

NO SCALE

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

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.

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

PROJECT MANAGER: DAVID RASMUSSEN
DESIGN ENGINEER: JACK WALKER

CONTRACT No.	05-1F690K
PROJECT ID	0514000047

DATE PLOTTED => 07-MAR-2014
TIME PLOTTED => 08:56
REVISED 03-07-14

BORDER LAST REVISED 7/2/2010 | CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s134288 | DGN FILE => 0514000047ab001.dgn | UNIT 1435 | PROJECT NUMBER & PHASE 0514000047

PRELIMINARY

NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	101	55.2/67.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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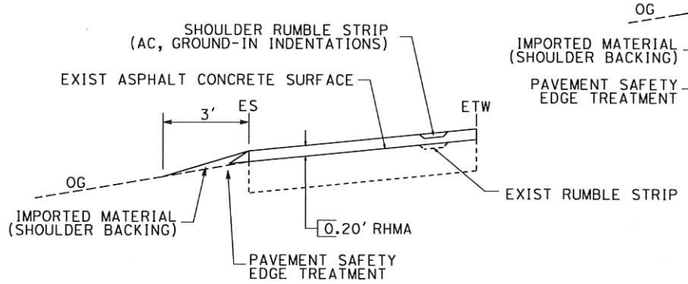

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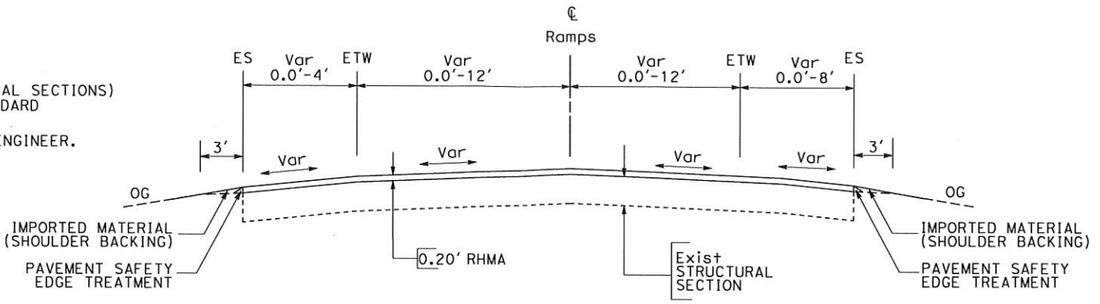
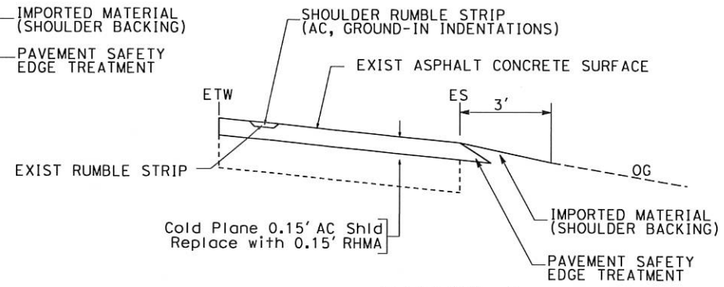


RAMPS
WITHOUT CURBS



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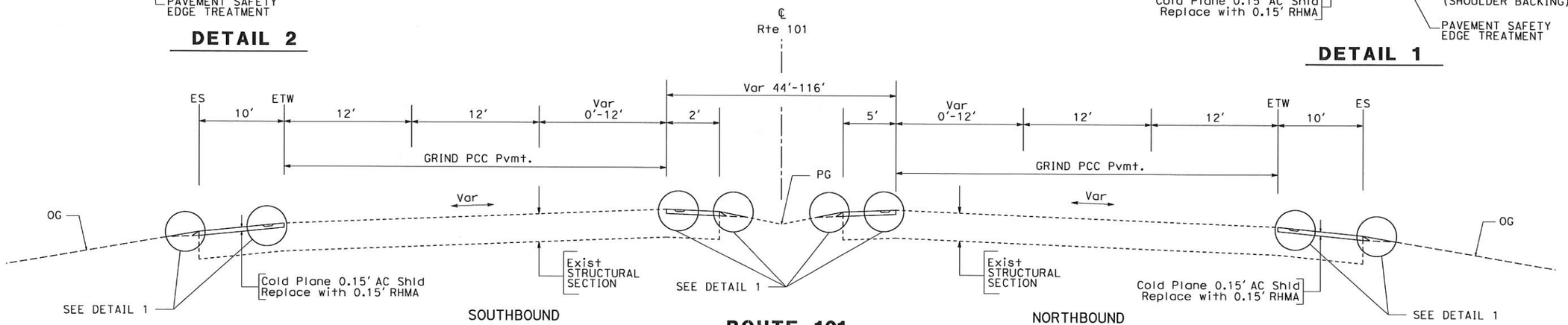
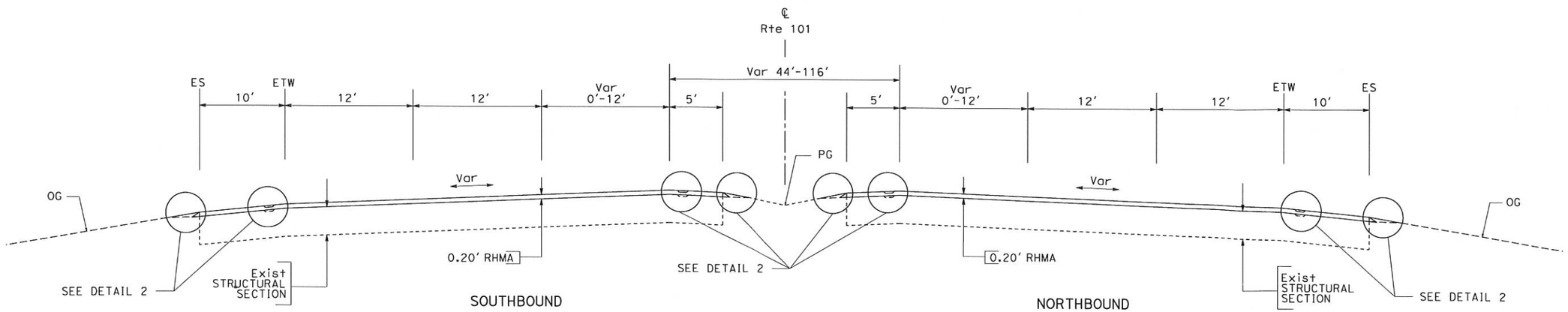


SOUTHBOUND
PM 55.20-60.68

ROUTE 101
CONCRETE PAVEMENT

NORTHBOUND
PM 60.60-60.74



SOUTHBOUND
PM 60.68-67.00

ROUTE 101
AC PAVEMENT

NORTHBOUND
PM 55.20-60.60
PM 61.05-67.00

TYPICAL CROSS SECTIONS

NO SCALE

X-1

ATTACHMENT B

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
06-DESIGN

FUNCTIONAL SUPERVISOR: JACK WALKER

CALCULATED-DESIGNED BY: KHORSHED KHAN

CHECKED BY:

REVISED BY | DATE REVISED

LAST REVISION | DATE PLOTTED => 20-MAY-2014
04-16-14 | TIME PLOTTED => 11:23

BORDER LAST REVISED 7/2/2010

USERNAME => s127023
DGN FILE => 0514000047ca001.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1435

PROJECT NUMBER & PHASE 0514000047

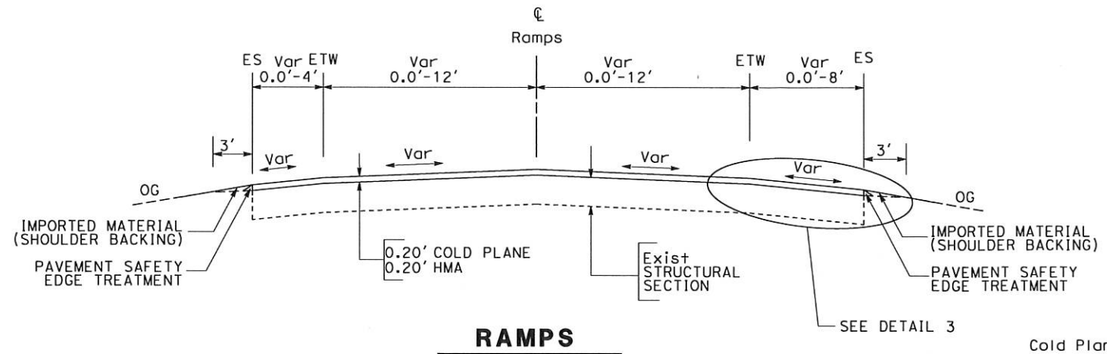
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	101	55.2/67.0		

REGISTERED CIVIL ENGINEER DATE

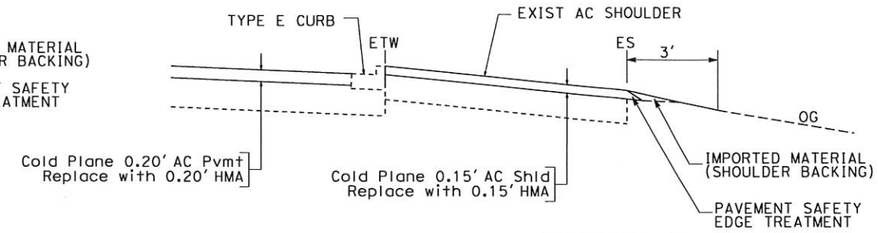
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

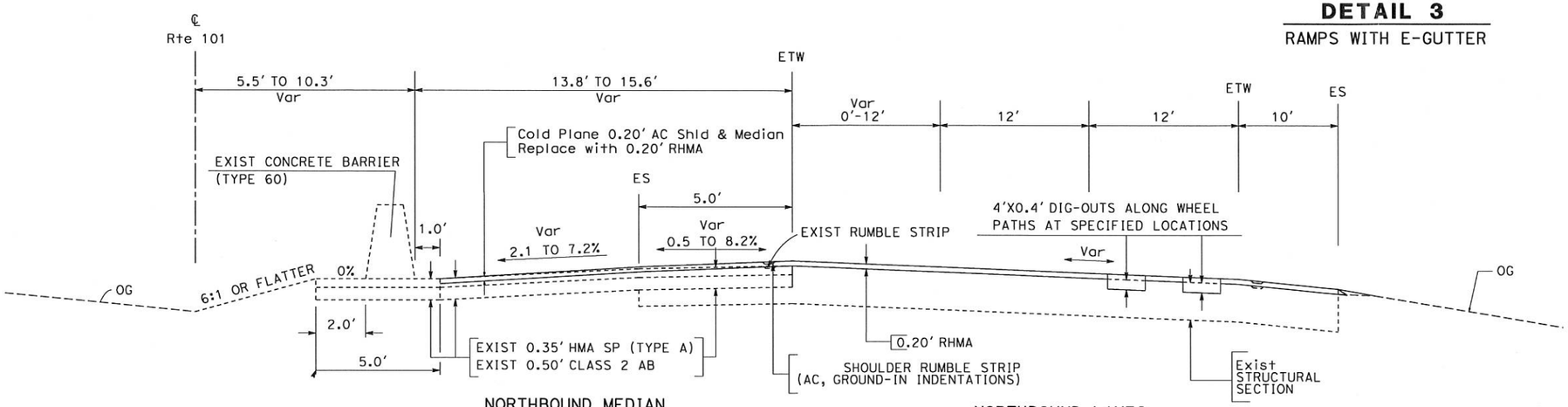
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



RAMPS
WITH CURB

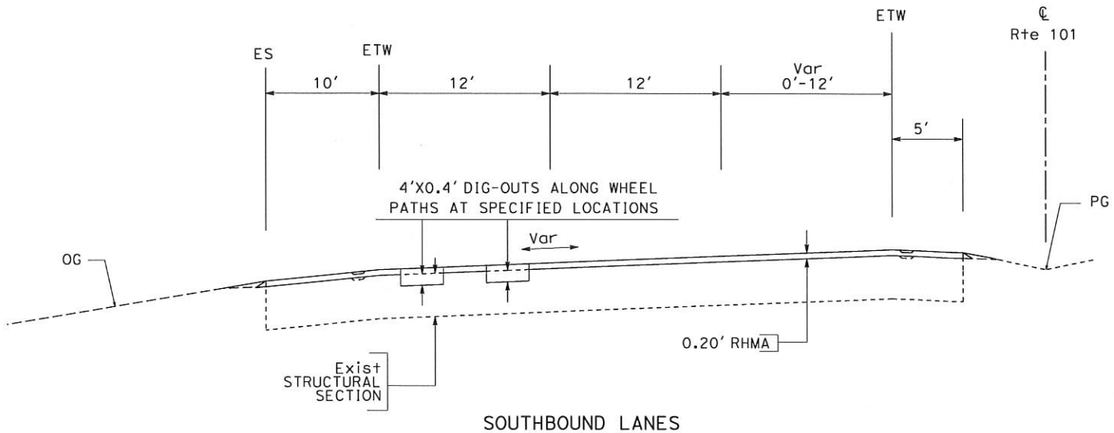


DETAIL 3
RAMPS WITH E-GUTTER



NORTHBOUND MEDIAN
PM 61.50-67.00

NORTHBOUND LANES
PM 55.20-60.60
PM 61.05-67.00



SOUTHBOUND LANES
PM 61.05-67.00

ROUTE 101
AC PAVEMENT

TYPICAL CROSS SECTIONS

NO SCALE

X-2

LAST REVISION 04-22-14 | DATE PLOTTED => 20-MAY-2014 | TIME PLOTTED => 11:23

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | 06-DESIGN | FUNCTIONAL SUPERVISOR: JACK WALKER | CALCULATED-DESIGNED BY: KHORSHED KHAN | CHECKED BY | REVISED BY | DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME => s127023 | DGN FILE => 0514000047ca002.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1435 | PROJECT NUMBER & PHASE 0514000047

Collection Date: / / : : AM
Printed: 03/12/2014

Caltrans Maintenance Program
2011 Pavement Condition Survey Inventory
Caltrans Drive Order

District 5, MON, Rte 101, PM 55.25 - 67

District	5
County	MON
Route	101
Begin PM	55.191

District 5 County MON Route 101

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL								
Lane	Surface Type	Alligator Cracking A %	B %	C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	3rd %	Corner %	Faulting	Patching Area %	Poor Cond.?	Ride, IRI	Priority	Skid	Defect
55.191 - 56.000			**0.809**		**3.236**	**MLD**		**34**	**1**						
L1	R											5 69	98		GOOD CONDITION
L2	R					37	12	1				5 95	7		THIRD ST.CRKNG
R1	F-DG	0	2									5 80	32		NO ALL. A, LOW ALL. B
R2	F-DG	0	3									5 74	32		NO ALL. A, LOW ALL. B
56.000 - 57.000			**1.000**		**4.000**	**MLD**		**34**	**1**						
L1	R											5 67	98		GOOD CONDITION
L2	R					53	27	1				5 89	7		THIRD ST.CRKNG
R1	F-DG	0	0									5 73	99		NO DISTRESS OBSERVED
R2	F-DG	21	2									6 91	32		LOW A & B, OPEN CRKS
57.000 - 58.000			**1.000**		**4.000**	**MLD**		**34**	**1**						
L1	R											5 65	98		GOOD CONDITION
L2	R					42	33	1				5 110	7		THIRD ST.CRKNG
R1	F-DG	2	0									5 69	32		ALL. A, NO B, OPEN CRKS
R2	F-DG	15	0									10 106	32		ALL. A, NO B, OPEN CRKS
58.000 - 59.000			**1.000**		**4.000**	**MLD**		**34**	**1**						
L1	R											5 62	98		GOOD CONDITION
L2	R					59	6	1		Faulting		5 103	9		FAULTING
R1	F-DG	0	0									5 78	99		NO DISTRESS OBSERVED
R2	F-DG	11	0									5 83	32		ALL. A, NO B, OPEN CRKS
59.000 - 60.000			**1.000**		**4.000**	**MLD**		**34**	**1**						
L1	R											5 68	98		GOOD CONDITION
L2	R					44	4	0				5 92	33		UNSEALED CRACKS OR
R1	F-DG	0	0									5 76	99		NO DISTRESS OBSERVED
R2	F-DG	3	0									5 83	32		ALL. A, NO B, OPEN CRKS
60.000 - 60.252			**0.252**		**1.008**	**MLD**		**34**	**1**						
L1	R											5 79	98		GOOD CONDITION
L2	R					29	3	0				5 79	33		UNSEALED CRACKS OR
R1	F-DG	0	0									7 96	99		NO DISTRESS OBSERVED

*Surface type of 'EB' is Enhanced Binder.

ATTACHMENT C

Caltrans Maintenance Program
2011 Pavement Condition Survey Inventory
Caltrans Drive Order

District 5, MON, Rte 101, PM 55.25 - 67

District	**5**
County	**MON**
Route	**101**
Begin PM	**60.000**

District 5 County MON Route 101

LaneMi. (Est.)	Type	AADT (,000)	MSL	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
											27 173	5		RIDE
1.392	**MLD**		**37**				**1**							
											5 87	98		GOOD CONDITION
					29	3	0				5 67	33		UNSEALED CRACKS OR
											5 101	98		GOOD CONDITION
					36	2	0				7 127	33		UNSEALED CRACKS OR
0.048	**MLD**		**37**				**1**							
					29	3	0				N/A	33		UNSEALED CRACKS OR
											N/A	33		MISC. UNSEALED CRACKS
											N/A	32		ALL. A, NO B, OPEN CRKS
0.236	**MLD**		**37**				**1**							
											33 194	5		RIDE
					29	3	0	Faulting			37 206	3		FAULTING, RIDE
											N/A	33		MISC. UNSEALED CRACKS
											N/A	32		ALL. A, NO B, OPEN CRKS
0.304	**MLD**		**37**				**1**							
											N/A	32		ALL. A, NO ALL. B
											N/A	32		ALL. A, NO ALL. B
											23 159	33		MISC. UNSEALED CRACKS
											37 212	5		RIDE
1.160	**MLD**		**37**				**1**							
											5 122	0		N/A - Bridge
											18 157	0		N/A - Bridge
											5 118	0		N/A - Bridge
											5 115	0		N/A - Bridge
0.052	**MLD**		**37**				**1**							
											N/A	32		ALL. A, NO ALL. B
											N/A	32		ALL. A, NO ALL. B
											16 128	33		MISC. UNSEALED CRACKS

Caltrans Maintenance Program
2011 Pavement Condition Survey Inventory
Caltrans Drive Order

District 5, MON, Rte 101, PM 55.25 - 67

District	**5**
County	**MON**
Route	**101**
Begin PM	**61.037**

District 5 County MON Route 101

LaneMi. (Est.)	Type	AADT (,000)	MSL	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
											16 130	32		ALL. A, NO B, OPEN CRKS
3.800	**MLD**	**37**	**1**											
											5 76	32		ALL. A, NO ALL. B
											9 103	32		ALL. A, NO ALL. B
											7 94	31		ALL. A & B, OPEN CRKS
											6 89	9		MOD ABC
2.784	**MLD**	**36**	**1**											
											6 91	99		NO DISTRESS OBSERVED
											13 117	32		ALL. A, NO B, OPEN CRKS
											6 89	99		NO DISTRESS OBSERVED
											6 89	99		NO DISTRESS OBSERVED
0.236	**MLD**	**37**	**1**											
											12 141	0		N/A - Bridge
											11 137	0		N/A - Bridge
											15 147	0		N/A - Bridge
											15 149	0		N/A - Bridge
0.980	**MLD**	**37**	**1**											
											5 68	99		NO DISTRESS OBSERVED
											26 171	5		RIDE
											6 92	99		NO DISTRESS OBSERVED
											5 76	99		NO DISTRESS OBSERVED
4.000	**MLD**	**37**	**1**											
											5 76	99		NO DISTRESS OBSERVED
									100		12 113	98		GOOD CONDITION
											7 96	99		NO DISTRESS OBSERVED
											7 95	32		ALL. A, NO B, OPEN CRKS

Caltrans Maintenance Program
2011 Pavement Condition Survey Inventory
Caltrans Drive Order

District 5, MON, Rte 101, PM 55.25 - 67

District	**5**
County	**MON**
Route	**101**
Begin PM	**64.000**

District 5 County MON Route 101

LaneMi. (Est.)	Type	AADT (,000)	MSL	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride	IRI	Priority	Skid	Defect
Rutting, Bleeding														
4.000	**MLD**	**37**	**1**											
										5	76	32		ALL. A, NO B, OPEN CRKS
								50		11	111	32		ALL. A, NO B, OPEN CRKS
										5	88	32		ALL. A, NO B, OPEN CRKS
										13	117	7		HIGH ABC
3.600	**MLD**	**37**	**1**											
										5	76	99		NO DISTRESS OBSERVED
										5	77	7		HIGH ABC
										5	77	33		MISC. UNSEALED CRACKS
								100		17	133	98		GOOD CONDITION
0.400	**MLD**	**37**	**1**											
										5	73	32		ALL. A, NO ALL. B
										5	62	32		LOW A & B, OPEN CRKS
										6	89	33		MISC. UNSEALED CRACKS
								100		5	66	98		GOOD CONDITION
4.000	**MLD**	**38**	**1**											
										5	73	32		ALL. A, NO ALL. B
										5	86	32		LOW A & B, OPEN CRKS
										5	73	99		NO DISTRESS OBSERVED
										5	70	31		ALL. B, OPEN CRKS
4.000	**MLD**	**38**	**1**											
										5	64	99		NO DISTRESS OBSERVED
										5	75	32		ALL. A, NO B, OPEN CRKS
										8	97	99		NO DISTRESS OBSERVED
										5	70	32		ALL. A, NO B, OPEN CRKS

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

05-MON-101-55.2/67.0		05-1F690	NA
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. *Use Continuation Sheet, if necessary.)*

This is a CAPM project in Monterey County from 0.4 mile north of North Greenfield OC to 0.6 mile north of Soledad Prison OC. The purpose of the project is to improve the ride quality and extend the service life of the existing pavement. The need for this project is the pavement within the project limits is exhibiting distress and unacceptable ride quality, which if left uncorrected, will continue to deteriorate. This project from PM 55.2 to PM 60.68 in the southbound lanes proposes to diamond profile grind the PCC pavement. Some failed PCC slabs will be replaced before the grinding. The existing AC shoulders will be cold planed and replaced with 0.15' of rubberized hot mix asphalt (RHMA). Also pavement safety edge and shoulder backing will be included. The project from PM 60.68 to PM 67.0 in the southbound lanes and from PM 55.2 to PM 67.0 in the northbound lanes proposes to place a 0.20' overlay of RHMA over the existing asphalt concrete pavement. (Continued on Continuation Sheet, see also ramp location list.)

CEQA COMPLIANCE *(for State Projects only)*

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):

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

CALTRANS CEQA DETERMINATION (Check one)

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

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

☒ **Categorically Exempt. Class 1 (c).** (PRC 21084; 14 CCR 15300 et seq.)

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

Matt Fowler		Dave Rasmussen	
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
Signature	Date 05/15/14	Signature	Date 5/15/14

NEPA COMPLIANCE

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

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

CALTRANS NEPA DETERMINATION (Check one)

☐ **23 USC 326:** The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated June 07, 2013, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

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

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under 23 USC 327.

Print Name: Environmental Branch Chief	Print Name: Project Manager/DLA Engineer
Signature Date	Signature Date
Date of Categorical Exclusion Checklist completion:	Date of ECR or equivalent :

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

ATTACHMENT D

05-MON-101-55.2/67.0		05-1F690	NA
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

Continued from page 1:

Pavement safety edge and shoulder backing will be included. Ramps without curbs will be overlaid with 0.20' RHMA with safety edge treatment and shoulder backing. Ramps with curbs will be cold planed and replace with 0.20' RHMA. Also all MBGR will be updated to current standards.

Biology-General avoidance and minimization measures for all project activities:

1. Botanical surveys will be conducted in the appropriate time of year (spring 2014) to confirm that the marginal habitat that exists on the project does not support sensitive plant species. If plants are located, temporary ESA fencing will be used to completely avoid these areas. If avoidance is not feasible, additional consultation will be required.

2. In order to avoid impacts to nesting birds, a pre-activity survey shall be conducted by a Caltrans biologist, no more than two weeks prior to vegetation distubance if vegetation disturbance is scheduled to occur between February 15 and September 1.

3. Active bird nests shall not be disturbed, and eggs or young birds covered by the MBTA and California Fish and Game Code shall not be killed, destroyed, injured, or harassed at any time. If an active bird nest is found in any vegetation proposed to be removed or trimmed, Caltrans will coordinate with CDFW to determine an appropriate buffer based on the habits and needs of the species. The nest area would be avoided until the nest is vacated and the juveniles have fledged.

4. Prior to construction, a qualified biologist will survey the project footprint and capture and relocate any San Joaquin whipsnakes (if present) or other special-status species to suitable habitat outside of the project footprint. Observations of any special-status species shall be documented on CNDDB forms and submitted to CDFW upon project completion.

6. All grindings and asphaltic-concrete waste shall be stored within previously disturbed areas absent of habitat and at a minimum of 150 feet from any culvert, wash, pond, vernal pool, or stream crossing.

7. The Resident Engineer or designee shall be responsible for implementing these conservation measures and shall be the point of contact.

Northbound

PM 60.45 Arroyo Seco off ramp
PM 60.61 Arroyo Seco on ramp
PM 61.30 Rte 146 off ramp
PM 61.44 Rte 146 on ramp
PM 62.83 Soledad/Moranda off ramp
PM 62.99 Soledad/Moranda on ramp
PM 64.32 Camphora off ramp
PM 64.78 Camphora/McCoy on ramp
PM 66.20 Soledad Prison off ramp
PM66.54 Soledad Prison on ramp

Southbound

PM 60.15 Arroyo Seco on ramp
PM 60.50 Arroyo Seco off ramp
PM 61.29 Rte 146 on ramp
PM 61.49 Rte 146 off ramp
PM 63.16 Front St on ramp
PM 63.38 N. Soledad off ramp
PM 64.41 Camphora on ramp
PM 64.90 Camphora off ramp
PM 66.10 Soledad Prison on ramp
PM 66.61 Soledad Prison off ramp

Ramps will be temporarily closed for construction.

State of California Business, Transportation and Housing Agency

Memorandum

To: David Rasmussen

Attn Jack Walker

Khorshed Khan

From: Department of Transportation
Division of Right of Way Central Region

Date: 4/30/2014

File: CD 05 EA 1F690K Alt 1
Co MON RTE 101

DESCRIPTION:
CAPM pavement preservation project.

Subject: RIGHT OF WAY DATA SHEET

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 3/14/2014

The following assumptions and limiting conditions were identified:

Appraisal

Utility

On the datasheet request the DM indicates that potholing and utility involvement/relocation/conflict is not anticipated; a permit search was not conducted. Review of the cross-sections accompanying the draft project report indicate that the grinding, overlay, coldplaning and digout activities would ordinarily be exempt. According to design, the potential PCC slab replacement will not exceed the existing structural section elevations, and will remain within a 8" - 12" depth. The encroachment permit database record and various as-builts reflect numerous aerial and UG facilities within the project limits. The vision of project design and construction is to remain within the outside of the shoulder backing. It is the intent of design to obtain a variance for positive location. According to design, the barrier walls will be constructed between structure columns. New MBGR/MGS will replace existing. It is assumed that these project components are not exempt from the Hi/Lo risk policy. It is not known to what extent pavement overlay will extend toward ramp nodes or local intersections. At the South Soledad NB off-ramp there are 5 handhole lids that may be in conflict and require adjustment. It is assumed that no aerial facilities, including guys or anchors, will be required to adjust or relocate. It is assumed that no manhole lids or UG gas / communication facilities beyond existing shoulder or curb of mainline will require adjustment or relocation. If these assumptions change and if potholing is needed, project cost will increase and project schedule may be at-risk. Comply with USA alert requirements, including at construction sign locations. Avoid and protect in place all existing buried and aerial facilities not subject to relocation.

NOTE: It is r/w utilities branch understanding that the construction depth for new MGS is 43" or greater. This is approximately 4" deeper than existing MBGR. Moreover, new MGS installation depth is deeper than the 42" minimum depth of cover requirement in the encroachment permit manual for Hi/Lo risk faclities as well as less stringent depth of cover requirements within that manual (Sections 603.1 and 605).

Right of Way Lead Time will require a minimum of 8 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.

JOHN T. MAGORIAN, Sr. Right of Way Agent
San Luis Obispo Field Office
(805) 549-3002

ATTACHMENT E

EA: 05-1F690K CO/RTE/PM-PM (Rte 1 and Rte 2) : MON/101/55.2-67 & //- Request Date: 3/14/2014
ALT: 1 Revised Date:

Right Of Way Cost Estimate

	Current Year 2014	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2017
Acquisition:	$0	25%	5%	$0
Mitigation:	$0	25%	5%	$0
State Share of Utilities:	$1,875	25%	5%	$2,171
Expert Witness:	$0	25%	5%	$0
Relocation Assistance:	$0	25%	5%	$0
Demolition and Clearance:	$0	25%	5%	$0
Title and Escrow:	$0	25%	5%	$0
Ad Signs:	$0	25%	5%	$0
Total Current Value:	$1,875			$2,171

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

Estimated Construction Contract Work (CCW): R/W LEAD TIME/Mo. 8

Cost Break Down

Pot Hole

Mitigation

Land
Bank
Permit Fees

RR Involvement

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

Parcel Data

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

# of Excess Parcels:

Utilities

U4-1: Owner Expense	0
U4-2: State Expense, Conventional no Fed Aid	0
U4-3: State Expense, Freeway no Fed Aid	0
U4-4: State Expense, both with Fed Aid	1
U5-7: Utility verification, no relocation/potholing	6
U5-8: Utility verification, w/ some relocation/potholing	
U5-9: Utility verifications, relocation/potholing required	1

Misc R/W Work

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

EA: 05-1F690K ALT: 1

Parcel Area

Total R/W Required:

Total Excess Area:

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

General Description of Utility Involvement:

US 101 is designated as freeway/expressway through the project limits. The project is a CAPM and includes grinding; overlay; coldplaning; and digouts. Depending upon severity of distress, areas containing PCC may be replaced with slab panels or precast concrete pavement. Both mainline and ramps within the project's limits are subject to these improvements. Shoulders, shoulder backing to be improved. MBGR and end treatments at selected locations (TBD) will be reconstructed. New MGS to installed & replace existing MBGR. Concrete barrier walls between structure columns may be constructed.

Is there a significant effect on assessed valuation: No

Were any previously unidentified sites with hazardous waste or material found: No

Are RAP displacements required: No

# of single family: # of muliti-family: # of business/nonprofit: # of farms:

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required: No

Are there potential relinquishments or abandonments: No

Are there any existing or potential airspace sites: No

Are environmental mitigation parcels required: No

Data for evaluation provided by:

Estimator:

Railroad Liaison Agent: sah 3/26/2014

Utiltiy Relocation Coordinator: Chris Shaeffer 4/29/2014

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

Date

ENTERED PMCS 4/30/2014

BY: Danny Millsap

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

Sign In Sheet for Task Force Review Meeting
Soledad CAPM Project (EA: 05-1F690K)

4/8/14

Kelly McClain	Mtce. Design	(805) 549-3278
Leo Mahserelli	HQ - Pavement	(916) 274-6063
Mark Ballentine	Traffic	(805) 549 3024
Jack Walker	Design	559 243-3864
Khorshad Khan	Design	559-243-3550

ATTACHMENT F

APPENDIX E

Short Form - Storm Water Data Report

1.1.1.1

Dist-County-Route: 05-Mon-101
Post Mile Limits: 55.20-67.00
Project Type: CAPM
Project ID (or EA): 05-1400-0047-0 (05-1F6900)
Program Identification: 20.XX.201.121

Phase:
- ☐ PID
- ☒ PA/ED
- ☐ PS&E

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

1.	Is the project required to consider incorporating Treatment BMPs?	Yes ☐	No ☒
2.	Does the project disturb 5 or more acres of soil?	Yes ☐	No ☒
3.	Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver?	Yes ☐	No ☒
4.	Does the project potentially create permanent water quality impacts?	Yes ☐	No ☒
5.	Does the project require a notification of ADL reuse	Yes ☐	No ☒

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

Estimate Construction Start Date: JULY 2017 Construction Completion Date: December 2018

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.

04/02/14

Khorshed Khan, *Registered Project Engineer* *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) For Andrew Pochwatka, *Regional SW Coordinator or Designee* 4/15/2014 *Date*

ATTACHMENT G

1. Project Description

- This project is located on Route 101 in Monterey County from 0.4 miles north of North Greenwood Overcrossing to 0.6 miles north of Soledad Prison Overcrossing. The project includes the on and off ramps within the project limits. From Post Mile (PM) 55.2 to PM 60.68 the existing highway in the southbound direction consists of Portland Cement Concrete (PCC) lanes with Asphalt Concrete (AC) shoulders. From PM 60.68 to PM 67.0 the existing highway consists of dense graded AC in the southbound direction and from PM 55.2 to PM 67.0 in the northbound direction. The existing ramps also consist of AC.
- From PM 55.2 to PM 60.68 in the southbound lanes, this project proposes to diamond profile grind the PCC pavement to re-establish a smooth riding surface. Some PCC slabs will be replaced prior to grinding. The AC shoulders will be cold planed to a thickness of 0.15 feet and re-paved with Rubberized Hot Mix Asphalt (RHMA). Pavement safety edge and shoulder backing will be included.
- From PM 60.68 to PM 67.0 in the southbound lanes and from PM 55.2 to PM 67.0 in the northbound lanes, this project proposes to place a 0.20 feet thick overlay of RHMA on the existing pavement. Dig outs and repairs of some distressed locations will also be required. Pavement safety edge and shoulder backing will be included.
- This project proposes to place 0.20 feet thick overlay of RHMA on all of the on and off ramps without curbs. Pavement safety edge and shoulder backing will be included. For ramps with curbs, it is proposed to cold plane and replace with 0.20 feet of RHMA. All Metal Beam Guard Railing (MBGR) and associated End Treatments will be updated to current standards.
- The receiving water bodies for this project are the Salinas River and the Arroyo Seco River. The Salinas River (middle, near Gonzales Road crossing to confluence with Nacimiento River) is (2010) 303(d) listed for Escherichia coli (E. coli), Fecal Coliform, Pesticides, Turbidity, Unknown Toxicity, Water Temperature and pH. The Arroyo Seco River is (2010) 303(d) listed for Fecal Coliform and Water Temperature.
- The project is located within the Salinas Hydrologic Unit, Soledad Hydrologic Area and an undefined Hydrologic Sub-Area (HSA), which has a number of 309.30.
- The project is a CAPM project, without mass grading and maintains the original line, grade and hydraulic capacity of the facility. It is defined as routine maintenance, therefore, is exempt from the Disturbed Soil Area (DSA) calculation requirement in the General Construction Permit.
- There will be 0.66 acres of new impervious surface created due to the MBGR vegetation control which is outside the shoulder backing and the safety edge feature.
- This project is not located in an urban MS4 area.
- A 401 certification is not required for this project.
- There are no existing permanent storm water treatment BMPs within or adjacent to the project limits, but there is a Maintenance Stockpile Facility located at PM 66.2 within the project limits. The contractor will not be allowed to use this permanent Maintenance Facility unless prior arrangements are made with, and concurrence obtained from the District 5 Maintenance Stormwater Coordinator, Chris Chalk.

2. Construction Site BMPs

- This project will require a Water Pollution Control Program (WPCP) and is located in Rainfall Region 2, as shown in the Storm Water Pollution Prevention Plan (SWPPP)/WPCP Preparation Manual. During construction, effective combinations of temporary erosion and sediment controls will be used. The WPCP is developed by the contractor and submitted to the Resident Engineer for approval prior to start of construction. Any applicable temporary construction site BMPs will be identified in the WPCP and employed as necessary during construction to limit discharge of pollutants. Storm water management for the site will be coordinated through the contractor's Water Pollution Control Manager (QSP/QSD) with Caltrans construction personnel to effectively implement the WPCP. Selected BMPs that will be included in the WPCP are as follow:

Temporary Soil Stabilization

- Minimize active DSAs during the rainy season utilizing scheduling techniques.
- Preserve existing vegetative to the maximum extent feasible.
- Implement temporary protective cover/erosion control on all non-active DSAs 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 ditched, outlet protection/velocity dissipation devices, and slope drains, as determined feasible.
- A contract bid item for temporary erosion control is not included in this contract. Due to the minor amount of soil disturbance and nature of construction, if a temporary erosion control/stockpile protection BMP is needed, it will be paid for under the Job Site Management bid item or Additional Water Pollution Control supplemental funding.

Temporary Sediment Controls

- Implement linear sediment controls such as fiber rolls, check dams or gravel bag berms to control run on/off from areas of soil disturbance. Due to the minor amount of soil disturbance associated with the project, any temporary sediment control BMPs, if needed, will be paid for under the Additional Water Pollution Control supplement funding.

Non-Storm Water Management

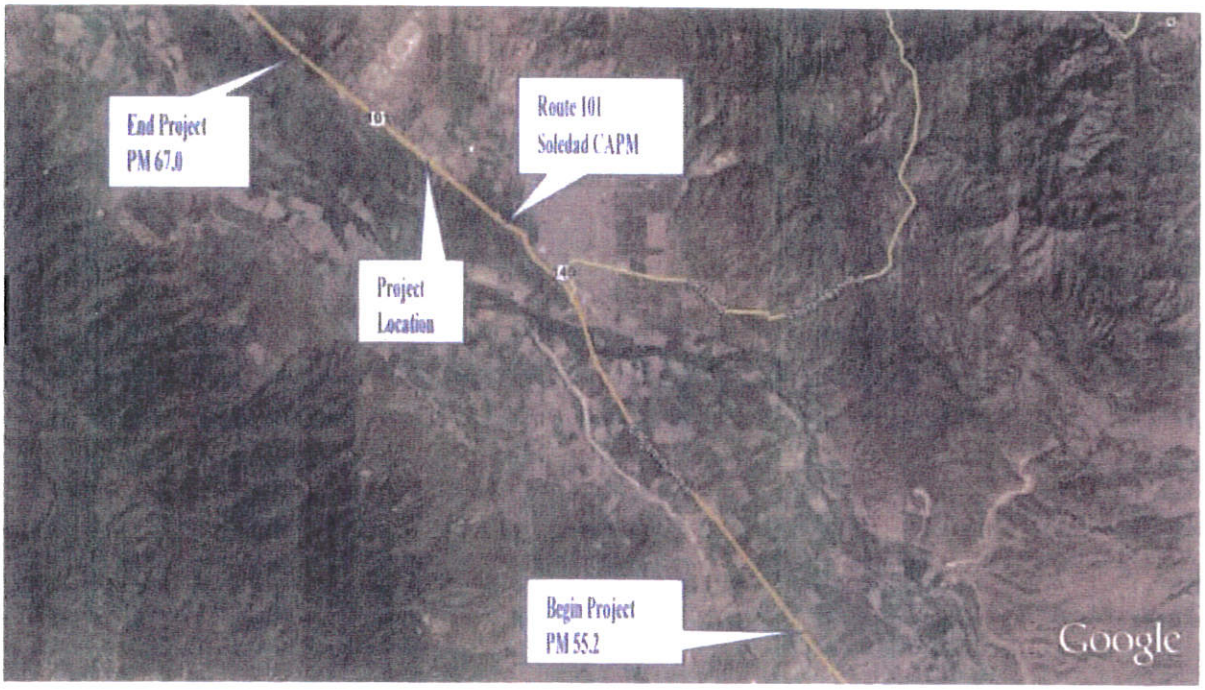
- The appropriate non-storm water BMPs will be implemented year-round as follows:
- Equipment and material storage shall occur within existing unvegetated areas in the state right-of-way and at least 50 feet from any water source. In addition, equipment refueling shall not occur within 50 feet of a creek or stream to prevent accidental spills from contaminating waterways.
- Water conservation practices are implemented on all construction sites and wherever water is used.
- Paving and grinding procedures are 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 designed for construction contractors to recognize illicit connections or illegally dumped or discharge materials on a construction site and report incidents to the Resident Engineer.
- Concrete curing will be used in the construction of the MBGR vegetation control. Concrete curing includes the use of both chemical and water methods. Proper procedures will minimize pollution of runoff during concrete curing.
- The following construction site BMPs may be bid items for this project:
    - Prepare WPCP
    - Job Site Management
    - Temporary Concrete Washout
- The following supplemental item may be in the contract for this project:
    - Additional Water Pollution Control
- Approximately 0.50% of the total project cost has been estimated for temporary Construction Site BMP items.
- Concurrence on the project's Construction Site BMP implementation strategy and quantities will be obtained from the Construction Storm Water Coordinator during PS&E.

3. Required Attachments[1]

- Vicinity Map
- Evaluation Documentation Form

[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).


End Project
PM 67.0
Route 101
Soledad CAPM
Project
Location
Begin Project
PM 55.2
Google

APPENDIX E

Evaluation Documentation Form

DATE: 03-17-2014

Project ID (or EA): 05-1400-0047-0 (05-1F6900)

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. **The Salinas and Arroyo Seco Rivers are both 303(d) listed. Per DNC, go to question 4.**	✓		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. PSR *(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 *(write the MS4 Area here)*, 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 net increase of one acre or more of new impervious surface?			If Yes, continue to 9. If No, go to 10. .66 acres *(Net Increase New Impervious Surface)*
9.	Project is required to consider approved Treatment BMPs.			See Sections 2.4 and either Section 5.5or 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. PSR *(Dist./Reg. Design SW Coord. Initials)* *(Project Engineer Initials)* 04/03/14 *(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

DISTRICT 5
TRANSPORTATION MANAGEMENT PLAN DATA SHEET/CHECKLIST

District / EA / EFIS: 05/1F690K
Project Engineer: Jack Walker
Date Prepared: 3/19/2014

Co.-Rte-PM: Mon-101-55.2/67.0
Description: Soledad CAPM
Working Days: 130 days

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

	Required	Recommended	Not required	COMMENTS
1.0 Public Information				
1.1 Public Awareness Campaign	x			Estimate $10,000
1.2 Other Strategies				
2.0 Motorist Information Strategies				
2.1 Changeable Message Signs - Portable	x			Estimate $200/day per sign
2.2 Construction Area Signs	x			
2.3 Highway Advisory Radio (fixed and mobile)			x	
2.4 Planned Lane Closure Web Site	x			Construction to provide information to TMC
2.5 Caltrans Highway Information Network (CHIN)			x	Construction to provide information to TMC
3.0 Incident Management				
3.1 COZEEP (during k-rail moving & work in live traffic)	x			Estimate $100/hour days; -$200/hour nights
3.2 Freeway Service Patrol			x	
4.0 Traffic Management Strategies				
4.1 Lane/Ramp Closures Charts	x			Provided during PS&E*.
4.2 Total Facility Closure			x	
4.3 Coordination with adjacent construction	x			
4.4 Contingency Plan	x			Standard SSP
4.4.1 Material/Equipment Standby			x	Contruction/Contractor to provide
4.4.2 Emergency Detour Plan			x	Contruction/Contractor to provide
4.4.3 Emergency Notification Plan			x	Contruction/Contractor to provide
4.5 Speed Limits				
4.6 Other Strategies:				
No two consecutive ramps may be closed	x			
Provide 5 day advance notification for ramp closures	x			
Special Days: TBD	x			
* No daytime hours Memorial Day-Labor Day.	x			
5.0 Anticipated Delays				
5.1 Lane Closure Review Committee (for anticipated delays over 30 minutes)			x	
5.2 Planned freeway closures			x	

5.3 Minimal delay anticipated - no further action required

[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

ATTACHMENT H

Point here for instructions	CENTRAL REGION PID DISTRIBUTION LIST		
Division / Program / Office	**Project Type**	**D5**	
FHWA	Designated high profile projects only. Refer to Stewardship Agreement	Dominic Hoang	1
HQ Division of Design	All Projects	Design Report Routing	2
HQ Division of Engineering Serv	All Projects	Division of Engineering Services	5
HQ Transportation Programming	SHOPP	Rick Guevel	1
HQ Environmental	All Projects	Bob Pavlik	1
HQ Maintenance	HA22	Leo Mahserelli	1
Project Manager	All Projects	Project Manager	1
Design Manager	All Projects	Design Manager	2
Resident Engineer	All Projects	Resident Engineer	1
District Maintenance	All Projects	Lance Gorman	1
	SHOPP	Kelly Mcclain	1
District Traffic Management	All Projects	Jacques Van Zeventer	1
District Traffic Safety	SLO	Steve Talbert	1
Region Traffic Design	All Projects	Mohammed Qatami	1
District Traffic Operations	All Projects	Paul McClintic	1
Region Materials	All Projects	Doug Lambert	1
Region Environmental	All Projects	Susan Schilder	1
Region Landscape	All Projects	Dennis Reeves	1
Region Right of Way	All Projects	Marshall Garcia	1
Distict Planning	All Projects	Claudia Espino	1
PPM	All Projects	Linda Araujo	1
District Single Focal Point	All Projects	No Copy	0
Surveys	All Projects		0
	All Projects	Jeremy Villegas	1
	SB/SLO	Nick Tatarian	1
District Records	All Projects	Beverly Connolly (electronic copy only)	0

Attachment I

District 5

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM

PPM-0001 (REV 07/2013)

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

Project Information: ☒ Capital Project ☐ Major Maintenance Project (Check One) Total Estimated Cost: $ _____

Project ID/District-EA: 0514000047/05-1F690

Project Description: Pavement Preservation/Soledad CAPM

Project Manager (PM): DAVID RASMUSSEN

Project Risk Manager (For Risk Level 3 Projects): David Rasmussen

☐ No Risk Register Certification Required - - Check box if project is less than $1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittal, and RE Handoff File (as applicable).

Project Manager Signature _____ Date: _____

PA&ED (Required for Capital Projects Only)

DAVID RASMUSSEN
Project Manager — Date: 6-12-14

For CHRISTINE COX-KOVACEVICH
Chief, Central Region Environmental — Date: 6-10-14

For BRIAN EVERSON
Chief, Central Region Project Development — Date: 6/10/14

SARA VON SCHWIND
Deputy District Director, Program/Project Management — Date: 6.12.14

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

DAVID RASMUSSEN
Project Manager — Date: _____

BRIAN EVERSON
*Chief, Central Region Project Development — Date: _____

MARK DER MATOIAN
Chief, Central Region Construction — Date: _____

SUZETTE SHELLOOE
Chief, Central Region Right of Way — Date: _____

CHRISTINE COX-KOVACEVICH
**Chief, Central Region Environmental — Date: _____

SARA VON SCHWIND
Deputy District Director, Program/Project Management — Date: _____

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

PROJECT RISK MANAGEMENT PLAN

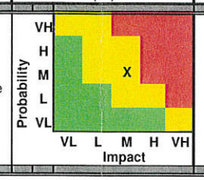
Dist - E.A 05-1F690
MON-101, PM
Co-Rte-PM 55.3-67.0

Project Name: Soledad CAPM

Date 5/19/2014

Project Mgr D. Rasmussen

PROJECT RISK REGISTER

Priority	Identification						Qualitative Analysis				OPTIONAL Quantitative Analysis			Risk Response Plan		Monitoring and Control	
	Status	ID #	Date Identified Project Phase	Functional Assignment	Threat/Opportunity Event	Risk Trigger	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact ($ or days)	Effect ($ or days)	Strategy	Response Actions including advantages and disadvantages	Responsibilty (Risk Manager)	Last date changes made to risk and Comments
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14) =(12)x(13)	(15)	(16)	(17)	(18)
1	Active	1	5/14/2014	Team	Primary risk to this project is an increase in hot mix asphalt or portland cement concrete prices.	Potential cost overrun.	**Cost**	Moderate	Moderate		30%			Acceptance	Team to monitor costs as PS&E is developed.	PM & DM	5/19/2014

ATTACHMENT J