SCr-17 - 6.0/12.55
05-1F760K – 0514000051 - 2538
20.XX.201.121
November 2014

Capital Preventive Maintenance Project Initiation Document

To Request Programming in the 2016 SHOPP And Provide Project Approval

On Route 17 in Santa Cruz County

Between 0.10 miles North of Santas Village Road (PM 6.0)

And Santa Clara County Line (PM 12.55)

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:

JAMIE LUPO
Acting, CHIEF, CENTRAL REGION RIGHT OF WAY

APPROVAL RECOMMENDED:

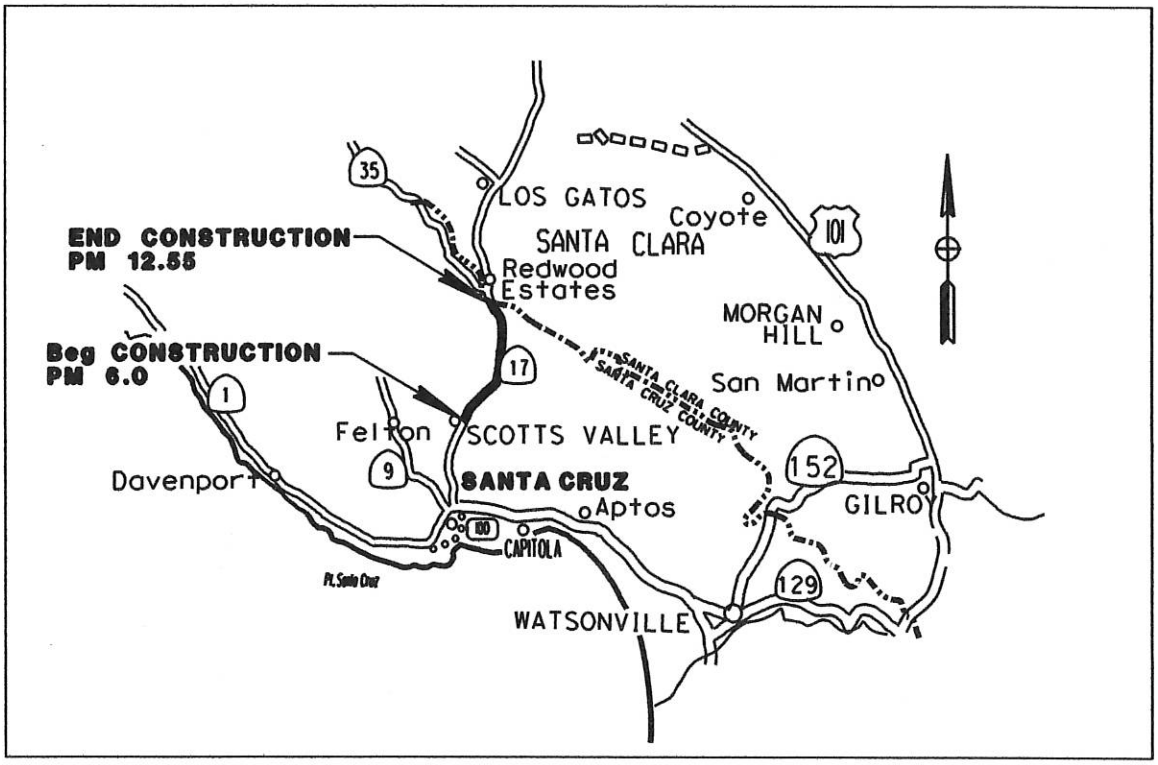
DOUGLAS P. HESSING
PROJECT MANAGER

APPROVED:

TIMOTHY M. GUBBINS
DISTRICT 5 DIRECTOR

12/16/14
DATE

Vicinity Map



On Route 17 in Santa Cruz County

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And Santa Clara County Line (PM 12.55)

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.

11/6/14

MICAELA GARCIA
REGISTERED CIVIL ENGINEER

November 2014
DATE

Table of Contents

1. INTRODUCTION AND BACKGROUND

Project Description:

This project is located on Route 17, in Santa Cruz County, from 0.10 miles North of Santas Village Road (PM 6.0) to the Santa Clara County Line (PM 12.55). The existing highway for this location consists of dense graded Asphalt Concrete (AC) with a layer of Open Grade Asphalt Concrete (OGAC) for lanes and shoulders. The OGAC layer will have to be removed. Also, the section of roadway with High Friction Surface Treatment (HFST) placed between PM 9.4 and PM 9.6 in the southbound direction will be restored. This project proposes to cold plane 0.30 foot thick layer and overlay the existing lanes and shoulders with a 0.20 foot thick layer of dense graded Hot Mix Asphalt (HMA) and a 0.10 foot thick layer of OGAC. Heavily distressed pavement locations on traveled lanes and shoulders will be repaired by cold planing and replacing with 0.40 foot thick dense graded HMA prior to the overlay. The existing OGAC, plus 0.20 foot thick layer of existing AC pavement will be cold planed before placing the overlay to avoid impacts to the existing median barrier and inlets. The new Pavement Safety Edge Treatment will be implemented in this project.

Throughout the project length, the Metal Beam Guardrail (MBGR) and associated End Treatments will be upgraded to current standards. Vegetation control-minor concrete will be placed at the MBGR locations as a permanent vegetation control treatment. AC Dike will be reconstructed to current standard and shoulder backing will be applied to needed locations. There are no Americans with Disabilities Act (ADA) curb ramps within the limits of this project. Where applicable, existing drainage inlets will be raised to the new finish grade.

The current construction capital cost is $12,654,000. No additional Right of Way will be required for this project. Potholing to identify existing utilities maybe required during the PS&E phase. Current cost associated with potholing is $6,250. This project is proposed for programming in the 2016 SHOPP Pavement Preservation Program 20.XX.201.121.

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

Project Limits	05-SCr-17 PM 6.0/12.55
Current Capital Outlay Support Estimate	$2,879,000
Current Capital Outlay Construction Estimate	$12,654,000
Current Capital Outlay Right-of-Way Estimate	$6,250
Funding Source	20.XX.201.121
Funding Year	2018/2019
Type of Facility	4-Lane Conventional Highway
Number of Structures	N/A
Environmental Determination or Document	CE: CEQA/NEPA CEQA July 24, 2014 NEPA July 24, 2014
Legal Description	In and near Scotts Valley from 0.6 mile north of Granite Creek Road OC to Santa Clara County Line.
Project Development Category	5

2. RECOMMENDATION

It is recommended that this project be approved and authorization be granted to proceed to the design phase using HMA and a layer of OGAC.

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:

Route 17 is classified as a Rural Principal Arterial, High Emphasis Route and Terminal Access Route in Santa Cruz County. Route 17 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	Min Curve Radius	Through Traffic Lanes			Paved Shoulder Width		Median Width	Additional Paved Width for Bicycle Lane or Other
PM Limits	Radius (ft)	Num of Lanes	Lane Width (ft)	Type Flexible, Rigid, or Composite	Left (ft)	Right (ft)	(ft)	(ft)
6.0/12.55	485	4	11-12	Flexible	0-8	3-8	4-34	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 (Repeat for each homogeneous segment):

1) Traveled Way Data

PMS Category (1-29) 10 Priority Classification (.1-.4) 0.3

International Roughness Index (IRI) 125

*Rigid Pavement: *Flexible Pavement:

* From latest PMS-Pavement Condition Inventory Survey Data.

3rd Stage Cracking % N/A Alligator B Cracking % 1.5%

Faulting N/A Patching % 0.7%

Joint Spalls N/A Rutting None

Pumping N/A Bleeding None

Corner Breaks % N/A Raveling None

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

Drainage issues at a couple of shoulder locations will be addressed by grinding the asphalt shoulder and grading to drain to existing drainage inlets or culvert.

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: None	N/A	N/A	N/A

Remarks: None.

4C. Structures Information

There are no structure vertical clearances within the project limits that will be affected. At all the structures (Sidehill Viaducts), the existing layer of asphalt concrete will be replaced.

4D. Vehicle Traffic Data

Construction Year ADT 55,468 (For 2017)

DHV 5380 % Trucks 2.7%

Remarks:

None.

Safety Review Date: 04/07/14

Remarks: None.

5. CORRIDOR AND SYSTEM COORDINATION

There is a project (05-0T980_) that will construct concrete barrier, a soil nail wall, and sidehill viaduct as part of shoulder widening on Route 17 from PM 8.2 to PM 10.1. This project is scheduled for construction in the spring of 2016. This CAPM project is compatible with the future concept of this route.

6. ALTERNATIVES

6A. CAPM strategy:

This project proposes to overlay the existing lanes and shoulders with a 0.20 foot thick layer of dense graded HMA and a 0.10 foot layer of OGAC. Heavily distressed pavement locations on the traveled lanes and shoulders will be repaired by cold planing and replacing with 0.40 foot thick dense graded HMA. The existing pavement will be cold planed to a depth of 0.30 foot, before placing the HMA and OGAC overlay. In addition High Friction Surface Treatment will be installed in the southbound lanes around Laurel Curve (PM 9.4 to 9.6) on top of the overlay. 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 and associated End Treatments will be reconstructed as necessary to meet current standards.
- AC Dike, where necessary, will be reconstructed to meet current standards. Dike (Type A) may be used in cut sections with slopes steeper than 3:1 and where existing conditions do not allow for construction of the wider Type D or E dikes.
- Replace existing traffic stripe and pavement markings to meet current standards.
- Shoulder backing material shall be specified and used at edge of pavements to eliminate drop-offs.
- Paving of the pullouts which are in poor condition.

Date of Traffic Operational Review Report March 6, 2014.

6B. Environmental compliance:

The Categorical Exemption document for the California Environmental Quality Act (CEQA) was received on July 24, 2014. The Categorical Exclusion document for the National Environmental Policy Act (NEPA) Compliance was received on July 24, 2014. 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 specification 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. Due to the nature of the proposed work, no utility conflicts are anticipated. Potholing to identify existing utilities, maybe required during the PS&E phase. Current cost associated with potholing is $6,250 (Attachment E)

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 would 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 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.

Bike use in this location of Route 17 is a shared roadway. During construction roadway bike use will be maintained through traffic control.

7B. Vehicle Detection Systems

An existing vehicle detection loop system near post mile 12.4 will be replaced with a Microwave Vehicle Detection Systems (MVDS).

8. PROJECT ESTIMATE

		Lane-miles/Number	Estimate
Pavement Work			
Total Lane-Miles of CAPM Work		26.2	
HMA Pavement		41,400 Tons	$4,770,000
OGAC		17,000 Tons	$2,130,000
Tack Coat		220 Tons	$176,000
Cold Plane (0.30')		240,000 SQ Yd	$721,000
Digouts		LS	$954,000
AC Price Fluctuation Index		LS	$267,000
Other (Shoulder Backing, New Dike, Drainage & Minor Concrete-Vegetation Control)		LS	$452,000
	COSTS	**SUBTOTAL**	$9,470,000

Non-pavement Work **Does the Project Include:**	(Yes/No)	Estimate
Railroad Agreements (List work required.)	No	
Traffic Control	Yes	$120,000
Rumble Strips	No	
Correct Superelevation/ Cross slope Correction	No	
Traffic Items	Yes	$541,000
Reconstruct MBGR (6,800)	Yes	$224,000
Terminal End Sections (13)	Yes	$32,000
Loop Detectors/Electrical Work	Yes	$125,000
Stormwater	Yes	$30,000
Other (RE Office, COZEEP, Public Awareness, & Message Signs)	Yes	$461,000
COSTS	**SUBTOTAL**	$1,533,000
	SUM OF SUBTOTALS	$11,003,000
	15% Contingency	$1,651,000
TOTAL	**PROJECT COST**	$12,654,000

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
	2016/17	2017/18	2018/19	2019/20	
R/W Capital	$7	0	0	0	$7
Constr. Capital	0	0	$15,381	0	$15,381
PS&E Support	$1,806	0	0	0	$1,806
R/W Support	0	$58	0	0	$58
Constr. Support	0	0	$1,474	0	$1,474
Total Project Cost	$1,813	$58	$16,855	0	$18,726

Note: All costs X $1,000. Support categories are the same as those identified by SB 45. Support Costs escalated at 3% per year. Construction Capital escalated at 5% per year. Support Cost ratio: 21% (All Support Costs divided by the sum of the escalated Construction Capital and escalated R/W Capital).

10. SCHEDULE

Project Milestones		Scheduled Delivery Date
PROGRAM PROJECT	M015	07/01/2016
PA&ED	M200	12/15/2014
PROJECT PS&E	M377	02/01/2018
RIGHT OF WAY CERTIFICATION	M410	05/15/2018
READY TO LIST	M460	07/17/2018
AWARD	M495	01/02/2019
APPROVE CONTRACT	M500	01/16/2019
CONTRACT ACCEPTANCE	M600	10/15/2019
END PROJECT	M800	01/16/2020

Note: This project will use 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 a possible increase in HMA prices. The majority of the estimate for this project is HMA. An increase in this item 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 4/07/14
Scoping team field review attendance roster attached.

District Program Advisor	Kelly McClain	Date	4/07/14
Headquarters SHOPP Program Advisor	Leo Mahserelli	Date	4/07/14
District Maintenance	Tom Barnett	Date	2/19/14
Headquarters Design Coordinator		Date	
Project Manager	Doug Hessing	Date	1/28/14
District Environmental	Jason Wilkinson	Date	
District Safety Review	Scott Morris	Date	4/07/14
District Storm Water	Pete Riegelhuth	Date	5/30/14
District Traffic Operations	Scott Morris	Date	3/06/14
Other		Date	

14. PROJECT PERSONNEL

Name	Position	Phone Number
Douglas P. Hessing	Project Manager	805-549-3175
Roberto Banda	Design Manager	559-243-3526
Micaela Garcia	Project Engineer	559-243-3523
Matt Fowler	Senior Environmental Planner	805-542-4603
Jason Wilkinson	Environmental Generalist	805-542-4663
Marshall Garcia	Right of Way	805-549-3471

15. ATTACHMENTS (23)

A. 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

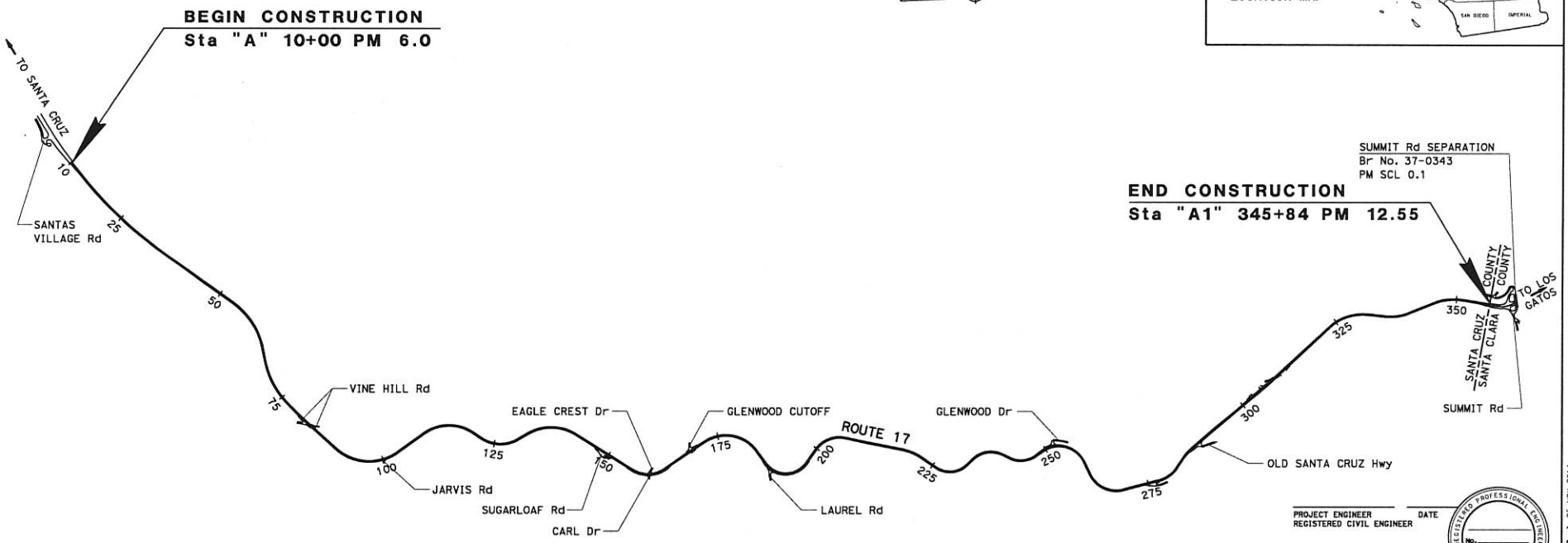
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN SANTA CRUZ COUNTY
FROM 0.1 MILE NORTH OF SANTAS VILLAGE Rd
TO SANTA CLARA COUNTY LINE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCr	17	6.0/12.55		

LOCATION MAP



NO SCALE

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

PROJECT MANAGER: DOUGLAS HESSING
DESIGN ENGINEER: ROBERTO BANDA

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.	05-1F7604
PROJECT ID	0500020286

LAST REVISION 02-11-14 — DATE PLOTTED => 25-NOV-2014 — TIME PLOTTED => 13:33

BORDER LAST REVISED 9/30/2012 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s127456 | DGN FILE => 0514000051_title sheet.dgn | UNIT 0000 | PROJECT NUMBER & PHASE 05000202861

ATTACHMENT A

ATTACHMENT B

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.
3. EXACT LOCATIONS AND TYPE OF HMA DIKE, MGS, VEGETATION CONTROL, SHOULDER BACKING AND RUMBLE STRIPS ARE SHOWN ON THE SUMMARY OF QUANTITIES SHEETS.
4. MAINTAIN SIDE GUTTER

PAVEMENT CLIMATE REGION

CENTRAL COAST

ABBREVIATIONS:

IETW	INSIDE EDGE OF TRAVELED WAY
ISM	IMPORTED SUB-BASE MATERIAL
RHMA-G	RUBBERIZED HOT MIX ASPHALT, (GAP GRADED)
RHMA-O	RUBBERIZED HOT MIX ASPHALT, (OPEN GRADED)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCr	17	6.0/12.55	2	XXX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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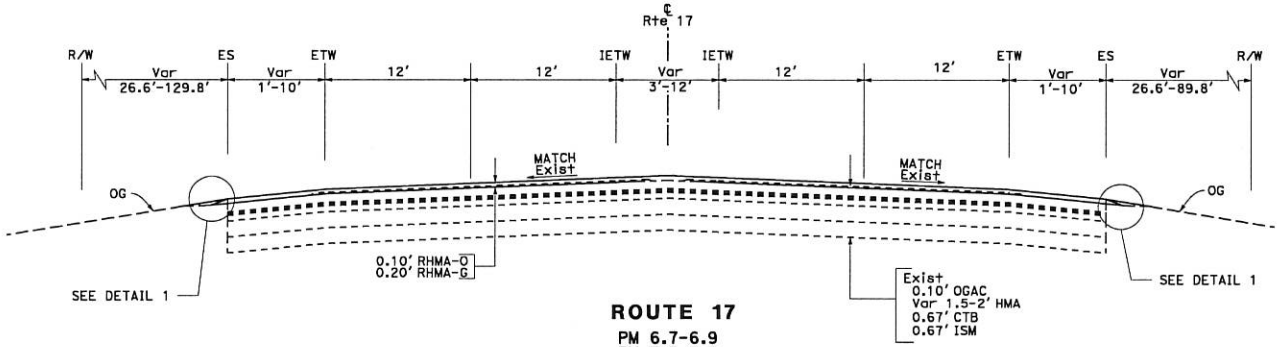
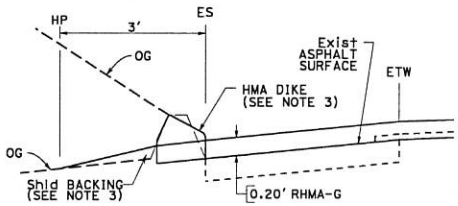
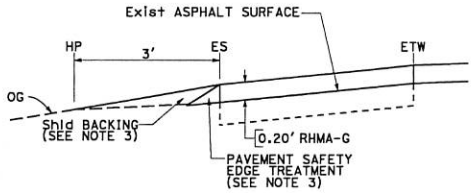


ROUTE 17

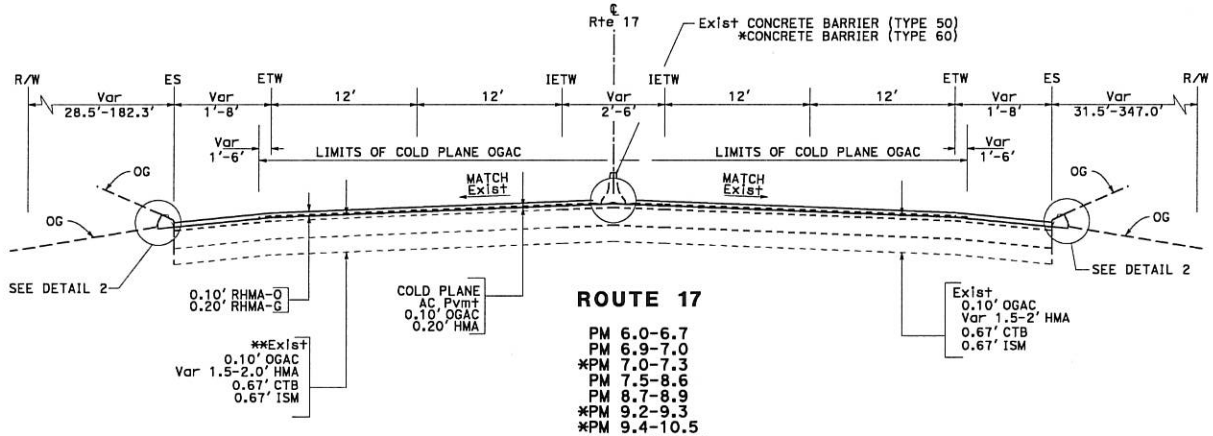
PM 6.7-6.9
PM 7.3-7.5
PM 8.6-8.7
PM 9.0-9.1
PM 9.4-9.5
PM 10.6-10.7
PM 11.3-11.8



DETAIL 2



DETAIL 1



ROUTE 17

PM 6.0-6.7
PM 6.9-7.0
*PM 7.0-7.3
PM 7.5-8.6
PM 8.7-8.9
*PM 9.2-9.3
*PM 9.4-10.5
*PM 10.6-11.2
PM 11.7-12.5

EXISTING UTILITY FACILITIES ARE NOT SHOWN ON THE PLANS

TYPICAL CROSS SECTIONS

NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
06-DESIGN	ROBERTO BANDA	GILBERTO BACA		
		CHECKED BY		

LAST REVISION 01-14-14 | DATE PLOTTED => 04-NOV-2014 | TIME PLOTTED => 15:28

BORDER LAST REVISED 7/2/2010 | USERNAME => s127456 | DGN FILE => 0513000051ca001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1469 | PROJECT NUMBER & PHASE 05000202861

ATTACHMENT B

Collection Date: 03/08/2013
Printed: 02/24/2014

Caltrans Maintenance Program
2011 Pavement Condition Survey Inventory
Caltrans Drive Order

District 5, SCR, Rte 017, PM 6.0 - 12.55

District	5
County	SCR
Route	017
Begin PM	5.000

District 5 County SCR Route 017

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
5.000 - 6.000			**1.000**	**4.000**	**MLD**	**57**	**1**									
L1	F-DG	0	0									10	108	99		NO DISTRESS OBSERVED
L2	F-DG	0	0									5	71	99		NO DISTRESS OBSERVED
R1	F-DG	0	0									7	96	99		NO DISTRESS OBSERVED
R2	F-DG	0	0									5	66	99		NO DISTRESS OBSERVED
6.000 - 7.050			**1.050**	**4.200**	**MLD**	**56**	**1**									
L1	F-DG	0	0									15	126	99		NO DISTRESS OBSERVED
L2	F-DG	18	0									21	150	32		ALL. A, NO B, OPEN CRKS
R1	F-DG	0	0									7	96	99		NO DISTRESS OBSERVED
R2	F-DG	0	0									22	154	99		NO DISTRESS OBSERVED
7.050 - 7.224			**0.174**	**0.696**	**MLD**	**56**	**1**									
L1	F-DG	0	0									16	131	99		NO DISTRESS OBSERVED
L2	F-DG	12	35									20	147	7		HIGH ABC
R1	F-DG	0	0									10	105	99		NO DISTRESS OBSERVED
R2	F-DG	0	0									7	93	99		NO DISTRESS OBSERVED
7.224 - 7.980			**0.756**	**3.024**	**MLD**	**56**	**1**									
L1	F-DG	0	0									15	124	99		NO DISTRESS OBSERVED
L2	F-DG	12	35									25	167	7		HIGH ABC
R1	F-DG	0	0									10	106	99		NO DISTRESS OBSERVED
R2	F-DG	0	0									28	178	5		RIDE
7.980 - 8.000			**0.020**	**0.080**	**MLD**	**56**	**1**									
L1	F-DG	0	0										N/A	99		NO DISTRESS OBSERVED
L2	F-DG	12	35										N/A	7		HIGH ABC
R1	F-DG	0	0										N/A	99		NO DISTRESS OBSERVED
R2	F-DG	0	2							9			N/A	32		NO ALL. A, LOW ALL. B
8.000 - 9.000			**1.000**	**4.000**	**MLD**	**56**	**1**									
L1	F-DG	0	0									11	111	99		NO DISTRESS OBSERVED
L2	F-DG	2	0									20	144	32		ALL. A, NO B, OPEN CRKS
R1	F-DG	0	0									13	117	99		NO DISTRESS OBSERVED
R2	F-DG	0	2							9		18	139	32		NO ALL. A, LOW ALL. B

ATTACHMENT C

*Surface type of 'EB' is Enhanced Binder.

ATTACHMENT C

Caltrans Maintenance Program
2011 Pavement Condition Survey Inventory
Caltrans Drive Order

District 5, SCR, Rte 017, PM 6.0 - 12.55

District 5 County SCR Route 017

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL									
Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI		Priority	Skid	Defect
9.000 - 9.570			**0.570**	**2.280**	**MLD**	**56**		**1**								
L1	F-DG	0	0									12	115	33		MISC. UNSEALED CRACKS
L2	F-DG	0	0									18	139	33		MISC. UNSEALED CRACKS
R1	F-DG	0	0									13	117	99		NO DISTRESS OBSERVED
R2	F-DG	0	2							9		15	127	32		NO ALL. A, LOW ALL. B
9.570 - 9.950			**0.380**	**1.520**	**MLD**	**56**		**1**								
L1	F-DG	0	0									5	77	33		MISC. UNSEALED CRACKS
L2	F-DG	0	0									5	85	33		MISC. UNSEALED CRACKS
R1	F-DG	0	0									5	76	99		NO DISTRESS OBSERVED
R2	F-DG	0	0									11	110	99		NO DISTRESS OBSERVED
9.950 - 10.213			**0.263**	**1.052**	**MLD**	**56**		**1**								
L1	F-DG	0	0									5	73	99		NO DISTRESS OBSERVED
L2	F-DG	9	2									11	110	32		LOW A & B, OPEN CRKS
R1	F-DG	0	0									7	94	99		NO DISTRESS OBSERVED
R2	F-DG	0	0									8	97	99		NO DISTRESS OBSERVED
10.213 - 11.000			**0.787**	**3.148**	**MLD**	**56**		**1**								
L1	F-DG	0	0									6	89	99		NO DISTRESS OBSERVED
L2	F-DG	9	2									15	127	32		LOW A & B, OPEN CRKS
R1	F-DG	0	0									5	87	99		NO DISTRESS OBSERVED
R2	F-DG	0	0									9	102	99		NO DISTRESS OBSERVED
11.000 - 11.900			**0.900**	**3.600**	**MLD**	**56**		**1**								
L1	F-DG	0	0									9	101	99		NO DISTRESS OBSERVED
L2	F-DG	0	0									33	195	5		RIDE
R1	F-DG	0	0									14	121	99		NO DISTRESS OBSERVED
R2	F-DG	0	0									22	155	99		NO DISTRESS OBSERVED
11.900 - 12.000			**0.100**	**0.400**	**MLD**	**56**		**1**								
L1	F-DG	0	0									5	88	99		NO DISTRESS OBSERVED
L2	F-DG	0	0									21	148	99		NO DISTRESS OBSERVED
R1	F-DG	0	0									12	115	99		NO DISTRESS OBSERVED
R2	F-DG	0	0									19	140	99		NO DISTRESS OBSERVED

*Surface type of 'EB' is Enhanced Binder.

Caltrans Maintenance Program
2011 Pavement Condition Survey Inventory
Caltrans Drive Order

District 5, SCR, Rte 017, PM 6.0 - 12.55

District 5 County SCR Route 017

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
12.000 - 12.553		**0.553**	**2.212**	**MLD**	**56**	**1**

Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI		Priority	Skid	Defect
L1	F -DG	0	0									20	145	33		MISC. UNSEALED CRACKS
L2	F -DG	14	0							8		20	147	32		ALL. A, NO B, OPEN CRKS
R1	F -DG	0	0									13	117	99		NO DISTRESS OBSERVED
R2	F -DG	0	0									11	111	99		NO DISTRESS OBSERVED

*Surface type of 'EB' is Enhanced Binder.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

05 - SCr - 17	6.0 - 12.6	1F760 [0514000051]	N/A
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.)*

The purpose of the project is to improve ride quality and extend the service life of the existing pavement. The project proposes to overlay dense grade hot mix asphalt in and near Scott's Valley on Route 17 mainline in Santa Cruz County between post miles 6.0 and 12.6. This project proposes to overlay the existing pavement with 0.20' rubberized asphalt concrete pavement. Where required, up to 3 feet of shoulder backing will be placed, drainage inlets will be raised to grade, dikes will be reconstructed, and non-standard metal beam guard rail will be upgraded. In areas where there is existing concrete barrier in the median, the existing pavement will be cold planed at 0.20' and replaced with 0.20' asphalt concrete pavement. The project is needed to repair deteriorating pavement and poor ride quality.

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.** (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].)

Jason Wilkinson		Doug Hessing	
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
Signature	Date 7/23/14	Signature Douglas Hessing	Date 7/24/14

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)(_1_)**
- ☐ **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.

Jason Wilkinson		Doug Hessing	
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
Signature	Date 7/23/14	Signature Douglas Hessing	Date 7/24/14

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).

February 12, 2014

ATTACHMENT D

05 - SCr - 17	6.0 - 12.6	1F760 [0514000051]	N/A
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:

Biology

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

Active bird nests shall not be disturbed, and eggs or young birds covered by the Migratory Bird Treaty Act 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 a tree 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.

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.

The resident engineer or their designee shall be responsible for implementing these conservation measures and shall be the point of contact.

State of California Business, Transportation and Housing Agency

Memorandum

To: Doug Hessing

Attn Roberta Banda

Date: 4/9/2014

File: CD 05 EA 1F760K Alt 1
Co SCR RTE 17

DESCRIPTION:
This CAPM project will perform pavement preservation and repair work to the mainline, ramps, shoulders, and at-grade intersections.

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

Subject: RIGHT OF WAY DATA SHEET

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

The following assumptions and limiting conditions were identified:

Appraisal

Utility

Project Engineer states, in the Right of Way Data Sheet Request Form: 5. Utility permit search completed YES (X), Utility involvement and /or relocation NOT REQUIRED (X), Potholing required YES (X). It is recommended that utility verification plans be provided by design so that utility verifications can be requested from utility owners. Utility verifications will allow for a pothole request to be developed as soon as possible. If relocation is necessary it can take from 9 to 18 months after positive location is finished to develop relocation plans and complete the physical relocation work. Any adjustment of facilities, including adjusting utility covers to grade, constitutes involvement and full R/W Utility process would be necessary before project could be certified. Avoid and protect in place all existing buried and aerial utility facilities in the project area. Comply with USA alert requirements, including at construction sign locations.

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

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

ATTACHMENT E

EA: 05-1F760K CO/RTE/PM-PM (Rte 1 and Rte 2) : SCR/17/6-12.55 & //- 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 2016
Acquisition:	$0	25%	5%	$0
Mitigation:	$0	25%	5%	$0
State Share of Utilities:	$6,250	25%	5%	$6,891
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: If RW Cost Est fields are blank, Costs = $0	$6,250			$6,891

Estimated Construction Contract Work (CCW): R/W LEAD TIME/Mo. 18

Cost Break Down

Pot Hole	5,000
Mitigation	
Land	
Bank	
Permit Fees	

RR Involvement

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

Parcel Data

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

# of Excess Parcels:

Utilities

U4-1: Owner Expense	
U4-2: State Expense, Conventional no Fed Aid	10
U4-3: State Expense, Freeway no Fed Aid	
U4-4: State Expense, both with Fed Aid	
U5-7: Utility verification, no relocation/potholing	
U5-8: Utility verification, w/ some relocation/potholing	
U5-9: Utility verifications, relocation/potholing required	10

Misc R/W Work

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

EA: 05-1F760K 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:

SR 17 is designated conventional highway throughout the project area. Generally utility company facilities would be in place by encroachment permit and relocation would be at company expense.

Is there a significant effect on assessed valuation:	No
Were any previously unidentified sites with hazardous waste or material found:	No
Are RAP displacements required:	No

# of single family:	# of 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:	John T. Magorian	3/18/2014

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 4/9/2014

BY: Rodney Tabarez

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

File

SCOPING TEAM FIELD REVIEW

DATE:	4/7/14
PROJECT ID:	0514000051
EA:	05 - 1F760
LOCATION:	05-SCR-17-6/12.55

NAME	TITLE	DEPARTMENT	PHONE	SIGNATURE
SCOTT MORRIS	TRANS. ENG	TRAFFEC	805-549-3238	Scott Morris
Kelly J. McClain	Sr. Trans. Engr	Mtce. Design	805-549-3278	Kelly J. McClain
Leo Mahserelli	Sr Trans Eng -	HQ - Pavement	916-274-6063	Leo Mahserelli
MARK BALENTINE	Trans Eng	Traffic	805-544-3024	MB
ALEJANDRO CORREA	TRANS ENG	DESIGN	559-243-3524	
ROBERTO BANDA	SR. TRANS ENG.	DESIGN	559-243-3526	J. R. Banda

ATTACHMENT F

ATTACHMENT F

APPENDIX E

Short Form - Storm Water Data Report

Dist-County-Route: 05-SCR-17
Post Mile Limits: 6.0/12.55
Project Type: Santa Cruz CAPM
Project ID (or EA): 05-1400-0051-K (05-1F760K)
Program Identification: (SHOPP) 2.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: January 1, 2019 Construction Completion Date: August 1, 2019
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.

Gilberto Baca 5/30/2014

Gilberto Baca, 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 5/30/2014

For Andrew Pochwatka, Regional SW Coordinator or Designee *Date*

DISTRICT 5
TRANSPORTATION MANAGEMENT PLAN DATA SHEET/CHECKLIST

District / EA / EFIS: 05/1F760K
Project Engineer: Roberto Banda
Date Prepared: 2/27/2014

Co.-Rte-PM: SCr-17- 6.0/12.6
Description: CAPM
Working Days: 120 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			Include $25,000
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; -$300/hour nights
3.2 Freeway Service Patrol			x	
4.0 Traffic Management Strategies				
4.1 Lane/Ramp Closures Charts	x			To be provided during PS&E - night work
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:				
Late-Pick up fees provided during PS&E	x			
Special Days: TBD	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

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

6.0 Placement of CMS			Per RE

Shayne Sandeman
District 5 TMP Coordinator

ATTACHMENT H

CENTRAL REGION PROJECT REPORT 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	1
HQ Division of Engineering Serv	All Projects	Division of Engineering Services (electronic copy OK)	1
HQ Environmental	All Projects	Bob Pavlik	1
HQ Maintenance	HA22	Leo Mahserelli	1
HQ SHOPP Program Advisor	For other prog	HQ Advisors List	
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 Operations	All Projects	Paul McClintic	1
District Traffic Safety	SCr	Scott Morris	1
Region Materials	All Projects	Glenn Johnson	1
Region Environmental	All Projects	Susan Schilder	1
Region Traffic Design	All Projects	Mohammed Qatami	1
Region Landscape	All Projects	Dennis Reeve	1
Region Right of Way	All Projects	Patrick Mason	1
District Planning	All Projects	Claudia Espino	1
PPM	All Projects	Linda Araujo	1
Surveys	All Projects	Jeremy Villegas	1
	Mon/SC/SBt	Bob Fredricks	1
HQ DES/OPPM	Proj w/Structures	Andrew T S Tan	1
District Records	All Projects	Pat Duty (electronic copy only)	0
	TOTAL COPIES	**District 5 =**	**24**

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: 0514000051/05-1F760

Project Description: Pavement Preservation/N Route 17 CAPM

Project Manager (PM): DOUG HESSING

Project Risk Manager (For Risk Level 3 Projects): _____

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

Project Manager Signature _____ Date: _____

PA&ED (Required for Capital Projects Only)

DOUG HESSING
Project Manager — Date: 12-9-14

CHRISTINE COX-KOVACEVICH
Chief, Central Region Environmental — Date: 12-4-14

for BRIAN EVERSON
Chief, Central Region Project Development — Date: 12/5/14

SARA VON SCHWIND
Deputy District Director, Program/Project Management — Date: 12.15.14

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

DOUG HESSING
Project Manager — Date: _____

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

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

JAIME LUPO
Acting Chief, Central Region Right of Way — Date: _____

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

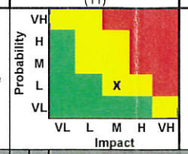
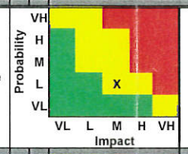
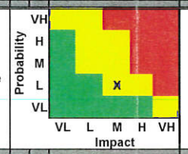
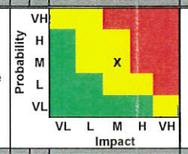
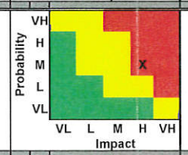
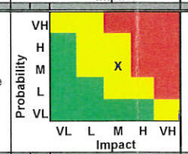
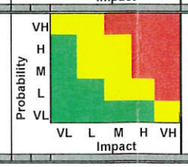
SARA VON SCHWIND
Deputy District Director, Program/Project Management — Date: _____

*or Deputy District Director, Maintenance & Operations signature for HM Projects designed by the District Maintenance Division

**or Deputy District Director, Transportation Planning signature for HM Projects environmentally cleared by the District Environmental Stewardship Branch

Dist - E.A	Co-Rte-PM	Project Name	Project Manager	Telephone Number	Date	Version/Draft
05-1F760_	SCr-17-PM 6.0/12.55	Santa Cruz 17 North CAPM	Doug Hessing	(805) 549-3386	12/4/2014	PID

PROJECT RISK MANAGEMENT PLAN

	Identification						Qualitative Analysis				OPTIONAL Quantitative Analysis			Risk Response Plan		Monitoring and Control	
Priority	Status	ID #	Date Identified Project Phase	Functional Assignment	Threat/Opportunity Event	Risk Trigger	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact ($ or days)	Effect ($ or days)	Strategy	Response Actions including advantages and disadvantages	Responsibility (Risk Manager)	Last date changes made to risk and Comments
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14) =(12)x(13)	(15)	(16)	(17)	(18)
	Active	1	8/8/2014 PID	Environmental	Sensitive species mitigation required	Sensitive species found in or near project limits	Schedule Scope Cost	Low	Moderate		30%			Avoidance	Permits and Mitigation could be required	Matt Fowler	This could even require a higher level document- If work will occur that results in impacts (take) to listed species or unanticipated impacts to jurisdictional waters during construction, additional coordination on the project will be required between the ECL and biologist and Construction, resulting in negative impacts to the project scope. A substantial amount of additional ECL hours will be required to support Activity 270.
	Active	2	8/8/2014 PID	Design	Project scope changes requiring additional site reviews	Scope changes requiring additional site reviews	Schedule Cost	Low	Moderate		30%			Avoidance	develop appropriate scope during the PID phase.	Jason Wilkinson	If project scope changes requiring additional site reviews, additional hours will be required, negatively impacting the project scope and possibly schedule. Additional hours will possibly be required for Activity's 205, 255., and 280
	Active	3	8/8/2014 PID	Design	Work that requires surveys is identified.	Work that requires surveys is identified.	Cost Schedule	Low	Moderate		30%			Acceptance	If surveys are required hours will be added to the workplan and a PCR may need to be processed to allow the work	Roberto Banda/Jennifer Wilson	If surveys are required and the support work pushes or may push the 1 phase or 3 phase support budget a PCR may be required prior to completing the work. This could result in an impact to both schedule and budget.
	Active	4	10/30/2014 PID	Design	During monitoring of PS&E phase expenditures and percent complete, the estimate to complete exceeds the baseline programmed amount.	The estimate to complete exceeds the base line programmed amount.	Schedule Quality	Moderate	Moderate		50%			Acceptance	Task Managers must monitor their tasks and identify any potential overruns prior to overrunning the budget. If an overrun is anticipated a PCR can be processed to change the programmed amount prior to overrunning the budget and prior to the RTL year.	Roberto Banda	Task Managers and Supervisors need to monitor the hours staff spends on the project and insure they are appropriate and planned in the project. Cost overruns must be identified prior to exceeding the budget and prior to the delivery year (RTL Year).
	Active	5	10/30/2014 PID	Construction	Construction phase overrun over 120% prior to the close out of the project.	The estimate to complete exceeds the base line programmed amount.	Quality	Moderate	High		50%			Avoidance	Construction phase resources will be reevaluated at the 95% CR stage and a PCR processed prior to the CTC vote of the request for funds if needed.	Jennifer Wilson	Task managers and supervisors need to monitor the hours staff spends on the project and insure they are appropriate and planned in the project. Cost overruns must be identified prior to exceeding the budget and corrective action identified.
	Active	6	110/30/2014 PID	Design	Increase in construction capital due to increase in hot mix asphalt prices	Construction estimate becomes larger than the programmed amount.	**Cost**	Moderate	Moderate		50%			Acceptance	The hot mix asphalt price should be checked prior to the RTL year so a PCR can be processed to increase the programmed amount if the capital estimate is higher than the programmed amount.	Roberto Banda	12/4/2014
																	

ATTACHMENT J