

**Capital Preventive Maintenance (CAPM)  
Project Scope Summary Report  
To  
Request Programming in the 2016 SHOPP**

On Route 41 In San Luis Obispo County Near Atascadero  
From 0.3 Miles West of Homestead Road  
To Junction Route 46/McMillan Canyon Road

APPROVAL RECOMMENDED:

  
\_\_\_\_\_  
KELLY MCCLAIN  
DISTRICT PROGRAM MANAGER

APPROVAL RECOMMENDED:

  
\_\_\_\_\_  
ROCHELLE M. VIERRA  
PROJECT MANAGER

APPROVED:

  
\_\_\_\_\_  
TIMOTHY M. GUBBINS  
DISTRICT DIRECTOR

1.2.15  
\_\_\_\_\_  
DATE

This 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.

  
FAZLE RABBI  
REGISTERED CIVIL ENGINEER

11/04/2014  
DATE



### 1. INITIATING OFFICE/INITIATOR

The Headquarters and District Program Managers for the CAPM Program (201.121) have established that a project is needed that meets the qualification for the Program.

This Project Initiation Document (PID) provides approval of the proposal and a recommendation to program the project into the 2016 State Highway Operation and Protection Program (SHOPP).

### 2. PURPOSE AND NEED

#### Purpose:

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

#### Need:

This section of road has an overall Pavement Condition Survey/Pavement Maintenance System (PCS/PMS) priority number of 11 which characterizes this road as having major pavement distress.

### 3. PAVEMENT CONDITION SUMMARY

SLO - 41 - 19.7/41.2

PMS Category (1-29) 8 Priority Classification (.1-.4) 0.3

International Ride Index 167

#### \*Rigid Pavement:

#### \*Flexible Pavement:

\* From latest PMS-Pavement Condition Inventory Survey Data.

3rd Stage Cracking % N/A Alligator B Cracking % 21.0%

Faulting% N/A Patching % 1.93%

Joint Spalls N/A Rutting

Pumping N/A Bleeding

Corner Breaks % N/A Raveling

#### 4. PROJECT PROPOSAL

##### Pavement Strategy:

##### Travelled Way & Shoulders

This project proposes to overlay the existing two lanes and shoulders with a 0.20' layer of gap graded Rubberized Hot Mix Asphalt Concrete (RHMA). Heavily distressed pavement locations on the traveled way lanes will be cold planed and replaced with 0.40' thick Hot Mix Asphalt (Type A) prior to the RHMA overlay.

##### Ramps

There are no ramps within the project limits.

##### Curb Ramp Upgrade (ADA)

There are no curb ramps within the limits of this project.

##### Guardrail, Barriers, or Crash Cushions

Guardrails, three-beam barriers, and crash cushions will be updated where needed to meet the current standards in Chapter 7 of the Traffic Manual.

##### Dikes/Curbs

Dikes and curbs will be repaired, replaced, or upgraded where needed to meet current standards in the Highway Design Manual.

##### Pullouts

Existing maintenance vehicle pullouts will be resurfaced as needed consistent with the strategies proposed for the shoulders in this PID.

##### Drainage Inlets

Existing drainage grates will be upgraded with bicycle friendly grates as needed.

##### Traffic Delineation

Traffic striping will be replaced within the limits of paving.

Incidental Work (should not exceed 20% project core costs):

Road signs

Roadside signs will remain as is.

Drainage

Existing drainage inlets will be upgraded and raised to grade as needed. All dikes and over-side drains will be upgraded and replaced as needed while maintaining existing drainage patterns.

Storm Water

Construction best management practices (BMP) should be addressed in the final PS&E package in accordance with the current Project Planning and Design Guide. Any Construction BMPs required to address CAPM core work would be included in the cost for those items.

Structure Approach Slabs

The structures located within the project limits do not have approach slabs. An Asphalt Concrete (AC) taper grind will be used at each interface between bridge decks and the pavement to insure a smooth transition to each of the structures.

**5. DESIGN CONSIDERATIONS**

Right of Way:

Utilities

Due to the nature of proposed work for this project, utility conflicts are not anticipated.

Railroad Agreements

No railroad agreements will be necessary.

Acquisitions and Easements

Additional Right of Way and Easements are not required for this project.

### Geometrics:

The purpose of a CAPM project is to preserve and extend the life of existing pavement and roadway. This project has been identified and developed as a CAPM candidate. As such, the scope of the project does not intend to change and/or upgrade existing geometric features. No design exceptions will be needed on this project.

### Traffic Management

±

This project will require a Traffic Management Plan (TMP) to minimize and manage traffic delays during construction operations of the project. Night work will not be necessary during construction on this rural route. Signing, including portable changeable message signs, and a Public Awareness Campaign will be used to inform the public of current and upcoming construction activities. COZEEP will be used for this project.

### System Coordination

The project is located on Route 41 in San Luis Obispo County, near Atascadero, from 0.3 miles west of Homestead Road to junction Route 46/McMillan Canyon Road. SR 41 within the project limits is a two lane conventional rural highway. There are no programmed projects in District 05 that will meet the proposed purpose and need of this project within the proposed schedule.

### Environmental Compliance:

A Mini-Preliminary Environmental Analysis Report (Mini-PEAR) was prepared in order to identify environmental issues, constraints, cost and resource needed for this project.

The anticipated environmental approvals would be a CEQA Categorical Exemption and a NEPA Categorical Exclusion, which would be approved during the next stage of the project. This determination is based on the risks as noted in the register.

The document level has been selected based upon a preliminary review of the potential resources within the project limits, which indicates the project does not have the potential for significant impacts.

#### Potential Agencies Involved

Pending.

Hazardous Waste

A full evaluation of potential hazardous waste or contamination issues will be addressed during the PA&ED phase of the project.  
Materials Disposal and Coordination

None anticipated.

Access / Staging / Storage areas

None.

## 6. PROGRAMMING

### Capital Costs

<b>Core Work</b>	<b>Quantity</b>		<b>Cost</b>
Travelled Way/Shoulder Pavement (Overlay & Safety Edge)	45.0	<u>Ln-miles</u>	\$ 6,060,000
Digouts (Asphalt Concrete)	71,280	<u>Sq-yd</u>	\$ 2,233,000
Shoulder Backing (Import Borrow)	240,000	<u>Feet</u>	\$ 205,200
Upgrade Existing MBGR (Remove Existing & New MBGR)	2,300	<u>Feet</u>	\$ 134,800
Upgrade Existing Curbs and Dikes (Remove Existing & Place New Dike)	36,900	<u>Feet</u>	\$ 184,500
Tack Coat	22	<u>Tons</u>	\$ 12,540
Vegetation Control	125	<u>CY</u>	\$ 11,250
Drainage Inlets – Bicycle Grates	1	<u>LS</u>	\$ 9,900
Cold Plane (Digouts)	143,000	<u>Sq-ft</u>	\$228,800
Storm Water Pollution Control	1	<u>Lump Sum</u>	\$20,000
Resident Engineer Office	1	<u>Lump Sum</u>	\$41,598
Traffic Items	1	<u>Lump Sum</u>	\$540,988
<b>CORE COSTS SUBTOTAL</b>			<b>\$ 9,682,576</b>

<b>Incidental Work</b>	<b>Quantity</b>		<b>Cost</b>
Minor Items (10%)	1	<u>Lump Sum</u>	\$ 968,258
Roadway Mobilization (10%)	1	<u>Lump Sum</u>	\$ 1,065,083
Supplemental Work (10%)	1	<u>Lump Sum</u>	\$ 1,065,083
<b>INCIDENTAL COSTS SUBTOTAL</b>			<b>\$ 3,098,424</b>
<b>SUM OF SUBTOTALS</b>			<b>\$ 12,781,000</b>
<b>20% Supplemental (for Time Related Overhead / Mobilization / State Furnished Materials/Contingency etc..)</b>			<b>\$ 2,130,167</b>
<b>TOTAL CONSTRUCTION COST</b>			<b>\$ 14,911,167</b>

<b>Right of Way</b>	<b>Does the Project Include? (Yes/No)</b>	<b>Cost</b>
Utilities	No	\$ 0
Railroad Agreements	No	\$ 0
Acquisition/Temporary Easements	No	\$ 0
<b><u>TOTAL RIGHT OF WAY COST</u></b>		<b>\$ 0</b>

**TOTAL CAPITAL COST      \$ 14,911,167**

**Capital Outlay Support and Project Estimates**

Senate Bill 45 (SB45) – Chaptered in 1997

The component categories shown in the funding tables below are as identified in Senate Bill 45 (SB45), which are as follows:

- Project Approval and Environmental Document (PA&ED): Completion of all permits and environmental studies
- Plans, Specifications and Estimates (PS&E): Preparation of plans, specifications, and estimates
- Right of Way (R/W) Support and Capital - The acquisition of rights-of-way
- Construction (CON) Support and Capital - Construction and construction management and engineering, including surveys and inspection.

Baseline Project Budget in Dollars

<b>Project Cost Component</b>	<b>Fiscal Years</b>					<b>Total</b>
	2016/17	2017/18	2018/19	2019/20	2021/22	
R/W Capital						
CON Capital				\$19,032		\$19032
Subtotal Capital by FY				\$19,032		\$19032
PA&ED Support	\$468					\$468
PS&E Support			\$1,159			\$1,159
R/W Support			\$26			\$26
CON Support				\$1,631		\$1,631
Subtotal Support by FY	\$468		\$1,185	\$1,631		\$3,284
Total Project Cost by FY	\$468		\$1,185	\$20,663		\$22,316

*Note: All costs X \$1,000. Support categories are the same as those identified by SB 45. Support Costs escalated at 6% for all years. Construction Capital escalated at 5% per year. Right of Way Capital estimate is escalated at 5% per year. Support Cost ratio: 17% (All Support Costs divided by the sum of the escalated Construction Capital and escalated R/W Capital.*

Baseline Project Schedule

<b>Milestone</b>	<b>Milestone Name</b>	<b>Delivery Date (Month &amp; Year)</b>
M015	Program Project	April 2016
M040	Begin Project	July 2016
M020	Begin Environmental	September 2016
M200	PA & ED	February 2018
M377	PS&E to District OE	March 2019
M410	Right of Way Certification	March 2019
M460	Ready to List	July 2019
M470	Fund Allocation	October 2019
M480	Advertise	November 2019
M495	Award	January 2020
M600	Contract Acceptance	October 2020
M800	End Project	July 2021

Workplan Assumptions, Constraints and Risks

- The project will be programmed in the 2016 SHOPP cycle.
- No Land Surveys are required.
- Although the environmental clearance could not be completed in the PID phase due to the need for Biological Surveys the workplan was developed based on receiving a CE (CEQA) and CE (NEPA) during PA&ED.
- The project will be completed within the plan in the programming documents. If there are changes to the scope, schedule, or cost a Project Change Request (PCR) may be needed to document the changes.
- The workplan will be monitored and controlled by the Project Development Team (PDT) through-out the project's lifecycle.
- Project Development Team (PDT) members will identify and communicate changes (assumptions, constraints, risks, scope, schedule and / or budget) to the appropriate Task

Manager and Project Manager immediately so that the Team may assess potential actions, impacts and categorize (avoid, transfer, mitigate, exploit, share, enhance or accept) the proposed change to the project. Accepted changes to the initial scope of work whether they are an increase or a decrease will be assessed by the PDT and the workplan will be re-examined as needed to adjust the budget in hours and/or dollars to address the accepted changes.

- The workplan for the PA&ED was developed using a "Top-Down" approach based on similar size CAPM projects with a CE (CEQA) / CE (NEPA). The workplan for the PS&E, ROW Support and CON Support was developed using a "Bottoms-Up" approach at the lowest Work Breakdown Structure (WBS) level and then rolled up to "WBS Level 5 - the Major Task Level". Prior to any charges occurring on a task the PDT may chose to change the level that a task is planned at.
- The project support budget (in dollars) was developed from the accepted workplan (in hours by task) based upon the "Rate Matrix" as loaded into Project Resource and Schedule Management (PRSM) as of October 8, 2014 and includes an escalation factor of 6% for each year through the close of the project to accommodate the following factors:
  - The "Rate Matrix" posted on the HQ Project Management web page and loaded in PRSM as of October 8, 2014 is an outdated Rate Matrix (Dated: 07/02/2013) and based on *"Past 3 years of expenditure data from EFIS; inflation rates and ICRP rates considered"*.
  - AB 14-06 ICRP Rates effective July 1, 2014, Functional OH increased from 41.91% to 42.57%.
  - AB 14-05 Payroll Reserve Assessment Rates (Benefits) effective January 9, 2014, increased from 69.36% to 74.04%.
  - General Salary Increase (GSI):
    - Bargaining Units: 1, 3, 4, 11, 14, 15, 17, 20 & 21 shall receive a 2% on July 1, 2014 and 2.5% on July 1, 2015; or 4.5% effective July 1, 2015 if the projected State revenues are not achieved.
    - Bargaining Unit 9
      - All employees shall receive a 3.3% effective July 1, 2015
      - Most Managers and Supervisors shall receive a 10.1% effective July 1, 2014.
- The current workplan does not include quantitative impacts to costs and/or schedule for the risks identified in the risk register.
- Functional unit estimates were developed based on the initial scope of work for the project as defined in the attached documents to the workplan request:
  - Functional unit project fact sheet - 11 page
  - Draft project schedule

- Draft PSSR
- The Support to Capital Cost ratio of 17% for the proposed project is low in comparison with the Support to Capital Ratio for CCA'd Projects - Annual Overall Program Measure.

## 7. Risks

The attached Risk Register is a living document and was prepared to assess, respond and monitor identified project risks that may occur throughout the life of the project. The Risk Register will be reassessed throughout the projects lifecycle and is designed as a tool to help the Project Development Team and Project Sponsor in their decisions regarding project alternatives and objectives and encourages the project team to take appropriate measures to minimize adverse impacts to the project scope, schedule or cost. The Risk Register cannot identify all risks in advance of occurrence for a project, some risks are unknown.

The primary risks for this project involve:

- Surveys for threatened and endangered species, such as the San Joaquin kit fox.
- It is assumed all work will occur within the State right of way.

The project scope, schedule or cost shown within this programming document does not include quantitative impacts as identified within the Risk Register.

## 8. SCOPE TEAM MEMBERS AND REVIEW DATE

The following individuals have reviewed and participated in the scoping team field reviews and/or meetings on dates indicated and support the scope proposed in this document.

CAPM-PSSR Project Engineer:	<u>Fazle Rabbi</u>	Date <u>5/19/14</u>
District Maintenance Engineer:	<u>Kelly McClain</u>	Date <u>4/07/14</u>
District Traffic Engineer:	<u>Steve Talbert</u>	Date <u>5/19/14</u>
HQ 121 Program Advisor:	<u>Leo Mahserelli</u>	Date <u>4/07/14</u>
District Project Manager:	<u>Rochelle Vierra</u>	Date <u>5/19/14</u>
Others:	<u>John Heuer, Gisela Gomez</u>	Date <u>5/19/14</u>

### FHWA Coordination

Per Moving Ahead For Progress In The 21st Century (MAP-21) Act, this project is eligible for federal-aid funding and is considered to be State Authorized under current FHWA-Caltrans Stewardship Agreements. No FHWA action is required for this project.

## 9. ATTACHMENT

- A. Vicinity 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. Risk Management Plan

# Attachment A

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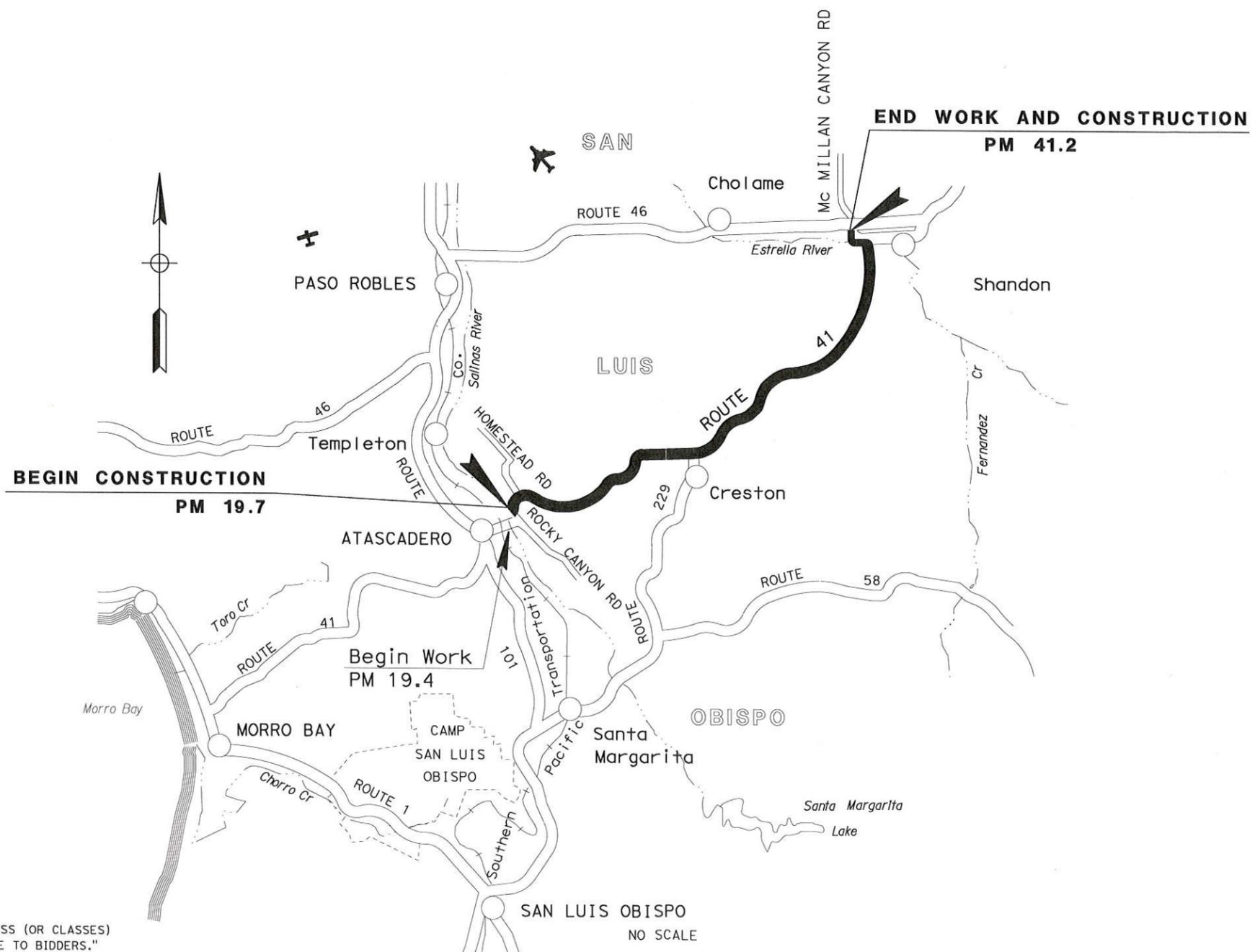
**Vicinity Map (Title Sheet)**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
PROJECT PLANS FOR CONSTRUCTION ON  
STATE HIGHWAY

IN SAN LUIS OBISPO COUNTY NEAR ATASCADERO,  
FROM 0.3 MILES WEST OF HOMESTEAD ROAD  
TO JCT. ROUTE 46/McMILLAN CANYON ROAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SLO	41	19.7/41.2	1	??



PROJECT MANAGER  
ROCHELLE VIERRA  
  
 DESIGN ENGINEER  
SCOTT SHAVER

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.

CONTRACT No.	<b>05-1G150</b>
PROJECT ID	<b>0514000113</b>

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**Attachment B**  
**Typical Cross Sections**

NOTES:

1. DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. FOR LOCATIONS AND TYPE OF HMA DIKE, CURBS, MBGR WORK, SHOULDER BACKING, AND RUMBLE STRIP, SEE 0-SHEETS
4. EXISTING UTILITIES NOT SHOWN ON PLANS
5. FOR ACCURATE RIGHT OF WAY AND ACCESS DATA CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE

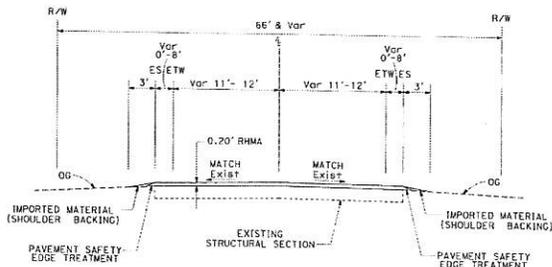
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SLO	41	19.7/41.2		

REGISTERED CIVIL ENGINEER	DATE

PLANS APPROVAL DATE



ROUTE 41  
PM 19.7/41.2

DRAFT  
TYPICAL CROSS SECTIONS  
NO SCALE  
X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 06-DESIGN  
 CONSULTANT: SCOTT SHAKER  
 CHECKED BY: SCOTT SHAKER  
 DATE REVISION: 19.7/41.2

# Attachment C

## Pavement Condition Survey Inventory Data

# Caltrans Maintenance Program 2011 Pavement Condition Survey Inventory Caltrans Drive Order

District 5, SLO, Rte 041, PM 19.7 - 41.2

District 5 County SLO Route 041

District 5  
 County SLO  
 Route 041  
 Begin PM 19.700

Begin PM - End PM	Lane	Surface Type	Alligator Cracking			Length	LaneMi. (Est.)	Rutting, Bleeding	Type	MSL			Ride, IRI	Priority	Skid	Defect
			A %	B %	C (Y/N)?					Slab Cracking 1st %	3rd %	Corner %				
19.700	-	21.000	1.300			2.600	2LNU	1	3			32	194	12	RIDE	
	L1	F-DG	0	0								28	178	12	RIDE	
	R1	F-DG	0	0												
21.000	-	22.065	1.065			2.130	2LNU	1	3	49		24	162	33	MISC. UNSEALED CRACKS	
	L1	F-DG	0	0								28	178	12	RIDE	
	R1	F-DG	12	2												
22.065	-	23.100	1.035			2.070	2LNU	1	3			22	153	13	HIGH ABC	
	L1	F-DG	6	37								24	163	31	ALL. A, LOW B, OPEN CRKS	
	R1	F-DG	7	7												
23.100	-	24.000	0.900			1.800	2LNU	1	3			24	160	32	ALL. A, NO B, OPEN CRKS	
	L1	F-DG	23	0						34		17	133	32	ALL. A, NO B, OPEN CRKS	
	R1	F-DG	8	0												
24.000	-	24.965	0.965			1.930	2LNU	1	3			26	168	99	NO DISTRESS OBSERVED	
	L1	F-DG	0	0								27	172	12	RIDE	
	R1	F-DG	0	0												
24.965	-	26.000	1.035			2.070	2LNU	1	3			37	212	12	RIDE	
	L1	F-DG	2	4								33	197	12	MOD ABC, LOW PAT, RIDE	
	R1	F-DG	10	17												
26.000	-	27.000	1.000			2.000	2LNU	1	3			28	179	12	RIDE	
	L1	F-DG	0	8								29	182	11	HIGH ABC, RIDE	
	R1	F-DG	5	54												
27.000	-	28.000	1.000			2.000	2LNU	2	3			25	167	32	LOW ALL. A, LOW ALL. B	
	L1	F-DG	17	7								25	164	14	MOD ABC	
	R1	F-DG	5	18												
28.000	-	28.051	0.051			0.102	2LNU	2	3							
	L1	F-DG	2	72								N/A		13	HIGH ABC	
	R1	F-DG	11	52								N/A		13	HIGH ABC	
28.051	-	28.078	0.027			0.054	2LNU	2	3			33	196	0	N/A - Bridge	
	L1	B										33	196	0	N/A - Bridge	
	R1	B														

\*Surface type of 'EB' is Enhanced Binder.  
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone (916) 595-4586

Collection Date: 03/23/2013  
 Printed: 05/14/2014

## Caltrans Maintenance Program 2011 Pavement Condition Survey Inventory Caltrans Drive Order

District 5  
 County SLO  
 Route 041  
 Begin PM 28.078

District 5, SLO, Rte 041, PM 19.7 - 41.2

District 5 County SLO Route 041

Begin PM - End PM	Lane	Surface Type	Alligator Cracking			Length	LaneMi. (Est.)	Type	AADT (,000)	MSL	Rutting- Bleeding	Slab Cracking		Faulting Area %	Patching Area %	Ride, IRI	Priority	Skid	Defect
			A %	B %	C (Y/N)?							1st %	3rd %						
28.078 -	L1	F-DG	2	72	1.047	2.094	2LNU	2	3						16	129	13		HIGH ABC
	R1	F-DG	11	52											15	125	13		HIGH ABC
29.125 -	L1	F-DG	0	0	0.875	1.750	2LNU	2	3						23	158	33		MISC. UNSEALED CRACKS
	R1	F-DG	0	0											20	144	33		MISC. UNSEALED CRACKS
30.000 -	L1	F-DG	0	0	1.000	2.000	2LNU	2	3						23	157	33		MISC. UNSEALED CRACKS
	R1	F-DG	0	0											17	134	33		MISC. UNSEALED CRACKS
31.000 -	L1	F-DG	38	0	1.143	2.286	2LNU	2	3						35	205	12		RIDE
	R1	F-DG	0	49											28	176	11		HIGH ABC, RIDE
32.143 -	L1	F-DG	0	0	0.857	1.714	2LNU	1	3						32	194	12		RIDE
	R1	F-DG	6	0											25	165	32		ALL. A, NO B, OPEN CRKS
33.000 -	L1	F-DG	8	49	1.000	2.000	2LNU	1	3						34	202	11		HIGH ABC, RIDE
	R1	F-DG	0	80	Yes										34	201	11		HIGH ABC, RIDE
34.000 -	L1	F-DG	0	30	1.000	2.000	2LNU	1	3						30	185	11		HIGH ABC, RIDE
	R1	F-DG	5	18											25	166	14		MOD ABC
35.000 -	L1	F-DG	10	13	1.060	2.120	2LNU	1	3						17	135	14		MOD ABC
	R1	F-DG	5	14											23	157	14		MOD ABC
36.060 -	L1	F-DG	11	28	0.940	1.880	2LNU	1	3						21	149	14		MOD ABC
	R1	F-DG	0	53	Yes										16	129	13		HIGH ABC
37.000 -	L1	F-DG	8	32	1.000	2.000	2LNU	1	3						22	154	13		HIGH ABC
	R1	F-DG	12	16											19	142	14		MOD ABC



# Attachment D

## Environmental Determination Document



## Mini-Preliminary Environmental Analysis Report

### **Project Information**

District: **5** County: **SLO** Route: **41** PM: **19.7/41.2**  
EA: **05-1G150** EFIS Project ID: **0514000113**  
Project Title: **East Atascadero CAMP**  
Project Manager: **Rochelle Vierra** Phone # 805-549-3003  
Project Engineer: **Scott Shaver** Phone # 559-230-3118  
Environmental Office Chief: **Janet Newland** Phone # 805-542-4691

### **Project Description**

#### **Purpose and Need**

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

Need: The project is needed because the Pavement Condition Survey for this section of road has an overall Pavement Condition Survey (PCS)/Pavement Management System (PMS) priority number of 11 which characterizes this road as having major pavement distress. Without this project the existing pavement will continue to deteriorate.

#### **Description of work**

The project proposes to rehabilitate the existing roadway surface on Route 41 in East Atascadero, beginning at post mile 19.7 and ending at post mile 41.2. The existing two lanes and shoulders will be overlaid with a 0.20" layer of gap graded Rubberized Hot Mix Asphalt Concrete (RHMA). Heavily distressed pavement locations on the traveled way lanes will be cold planed and replaced with 0.40" thick Hot Mix Asphalt (Type A) prior to the RHMA overlay. There will be 3 feet of shoulder backing that will be installed along the length of the project with approximately 1 foot of safety backing. The project also proposes to upgrade all non-standard roadway features, including curbs, drainage inlets, dike reconstruction, and metal beam guard railing. Two drainage inlets will be replaced (PM 21.07 and PM 20.95). All existing drainage patterns would remain the same.

The project will include ground disturbance and vegetation removal. No utility relocation is proposed, and the project will not require realignment or acquisition of additional right of way. No trees will be removed.

## Anticipated Environmental Approval<sup>1</sup>

### CEQA

- Categorical Exemption
- Statutory Exemption
- Initial Study/Negative Declaration
- Initial Study/Mitigated Negative Declaration
- Environmental Impact Report (EIR)

### NEPA

- Categorical Exclusion
- "Routine" EA/FONSI
- "Complex" EA/FONSI
- Environmental Impact Statement (EIS)

## PSR Summary Statement

In order to identify environmental issues, constraints, costs, and resource needs, a Mini-PEAR was prepared for the project. Potential disposal, staging, and borrow sites will need to be identified in the PA&ED phase for complete environmental review. Field studies were not conducted and technical studies have been deferred to the PA&ED phase.

The California Department of Transportation would act as the lead agency for NEPA/CEQA (National Environmental Policy Act/California Environmental Quality Act) environmental approval process. Caltrans will serve as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S. Code 327. The anticipated environmental document for the proposed project is a Categorical Exemption (CEQA) and a Categorical Exclusion (NEPA). This document level has been selected based upon a preliminary review of the potential resources within the project limits, which indicates the project does not have the potential for significant impacts.

The estimated time to obtain environmental approval is 10 months from the start of environmental studies that are anticipated to begin in March 2015. Final environmental document would be anticipated by February 1, 2016. This schedule is based on the assumption that formal Section 7 consultation requiring a Biological Opinion will not be needed. If it is needed, then the schedule would be negatively impacted.

## Special Considerations

### Biology

The proposed project is not anticipated to have significant biological impacts. According to the California Natural Diversity database, a number of plant and animal species of special concern were identified in the general area of the project. Field studies and additional research will have to be conducted to determine the presence or absence of listed species and wetlands within the project footprint.

It is anticipated that no permits will be required. Section 7 Informal consultation with USFWS has begun for San Joaquin kit fox and coordination will be also required for potential listed plants. In addition, coordination will be required with CDFW for potential state-listed plants and animals.

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<sup>1</sup> If the anticipated environmental document is an EIR and/or EIS, the preparation of a standard PEAR is recommended to avoid unanticipated costs and project delays.

10/10/2014

*Risk Assessment:*

If surveys for threatened and endangered plants result in the presence of those species and the project cannot be designed to avoid impacts to them, a 2081 ITP may be needed from CDFW during the 1 phase, negatively impacting the cost and schedule for the project. Risk probability is 3 (schedule-moderate & cost-high).

If the design for the drainage inlets, dikes, and guard rail change and fall into the jurisdiction of CDFW and the project cannot be designed to avoid the impacts, then a 1600 SAA will need to be completed during the 1 phase, negatively impacting the cost and schedule for the project. Risk probability is 2 (schedule –moderate & cost-low).

If wetlands are found during the wetland delineation and the project cannot be designed to avoid impacts to the wetlands, an ACOE 404 permit and a RQWCB 401 Water Quality Certification would be required. This would negatively impact the cost and schedule for the project. Risk probability is 2 (schedule –moderate & cost-low).

If the USFWS does not concur with our may affect not likely to adversely affect determination and the project cannot be redesigned to avoid impacts to kit fox, formal Section 7 consultation requiring a Biological Opinion will be needed during the 0 phase, negatively impacting the cost and schedule for the project. Risk probability is 3 (schedule-moderate & cost-high).

Noise

The proposed project will not result in long term noise impacts. Temporary noise associated with construction equipment is anticipated. A combination of noise abatement measures with equipment noise control and administrative measures will be implemented to minimize construction related noise.

Other Resources

The proposed project will not impact the following resources: land use, growth, farmlands/timberlands, community, hazardous waste, paleontology, visual resources, cultural resources, air quality, water quality, geology, soils, topography, floodplain, cumulative impacts, and climate change.

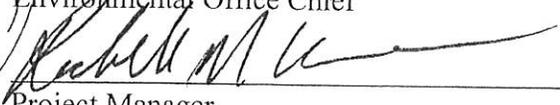
**Disclaimer**

This report is not an environmental document or determination. The above information and recommendations are based on the project description provided in this report. The discussion and conclusions provided by this Mini-PEAR are approximate and based on a *cursor*y review of existing records, databases, and mapping tools to estimate the potential for probable environmental effects. The purpose of this report is to provide a preliminary level of environmental analysis to support the Project Initiation Document. Changes in project scope, alternatives, existing environmental conditions, and/or environmental laws or regulations will require a re-evaluation of this report.

10/10/2014

**Approval**

  
 \_\_\_\_\_  
 Environmental Office Chief

  
 \_\_\_\_\_  
 Project Manager

Date: 10-10-14

Date: 10/10/14

Headquarters Coordinator's Class of Action Concurrence has been obtained (e-mail concurrence is attached)—required for environmental documents only and not CEs.

**REQUIRED ATTACHMENTS:**

**Attachment A: PEAR Environmental Studies Checklist**

Rev. 11/08

Environmental Studies for PA&ED Checklist					
	Not anticipated	Memo to file	Report required	Risk* L M H	Comments
Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Growth	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Farmlands/Timberlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Community Impacts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Community Character and Cohesion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Relocations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Environmental Justice	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Utilities/Emergency Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Visual/Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Cultural Resources:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Archaeological Survey Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Historic Resources Evaluation Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Historic Property Survey Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Historic Resource Compliance Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Section 106 / PRC 5024 & 5024.5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Native American Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Finding of Effect	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Data Recovery Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Memorandum of Agreement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Hydrology and Floodplain	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Water Quality and Stormwater Runoff	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>L</b>	
Geology, Soils, Seismic and Topography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Paleontology	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
PER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Environmental Studies for PA&ED Checklist					
	Not anticipated	Memo to file	Report required	Risk* L M H	Comments
PMP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Hazardous Waste/Materials:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
ISA (Additional)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>L</u>	
PSI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Noise and Vibration	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Energy and Climate Change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Biological Environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Natural Environment Study	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>L</u>	
Section 7:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>L</u>	
Formal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>M</u>	
Informal	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>L</u>	
No effect	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
Section 10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
USFWS Consultation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>L</u>	
NMFS Consultation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
Species of Concern (CNPS, USFS, BLM, S, F)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>L</u>	
Wetlands & Other Waters/Delineation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
404(b)(1) Alternatives Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
Invasive Species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
Wild & Scenic River Consistency	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
Coastal Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
HMMP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
DFG Consistency Determination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
2081	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>L</u>	
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Cumulative Impacts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Context Sensitive Solutions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Section 4(f) Evaluation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<b>Permits:</b>					
401 Certification Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
404 Permit Coordination, IP, NWP, or LOP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1602 Agreement Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Local Coastal Development Permit Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
State Coastal Development Permit Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
NPDES Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
US Coast Guard (Section 10)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
TRPA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
BCDC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

# Attachment E

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## Right of Way Data Sheet

**Memorandum**

To: Rochelle Vierra  
SLO - PPM

Date: 7/23/2014

Attn Gisela Gomez  
Fresno - Design  
Scott Shaver  
Fresno - Design

File: CD 05 EA 1G150K Alt NA  
Co SLO RTE 041

DESCRIPTION:  
Pavement Preservation

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 5/16/2014

The following assumptions and limiting conditions were identified:

**Appraisal**

**Utility**

The PE indicates on the Right of Way Data Sheet Request Form, item# 5: Utility permit search completed NO (X), Utility involvement and/or relocation NOT REQUIRED (X), Potholing required NO (X). 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. Utility verification may be advisable.

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



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

### Right Of Way Cost Estimate

	Current Year	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2015
Acquisition:	\$0	25%	5%	\$0
Mitigation:	\$0	25%	5%	\$0
State Share of Utilities:	\$0	25%	5%	\$0
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
<b>Total Current Value:</b>	<b>\$0</b>			<b>\$0</b>

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

Estimated Construction Contract Work (CCW):

R/W LEAD TIME/Mo. 6

Cost Break Down	
Pot Hole	
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:
<b>Totals:</b>	0	<b>Totals:</b> 0

# of Excess Parcels:

### Misc R/W Work

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

### Utilities

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



# Attachment F

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## Scoping Team Field Review Attendance Roster

CAPM PROJECTS:  
05-16130K  
05-16150K

SLOPING TEAM FIELD REVIEW  
ORCUTT, ATASCLADERO

5/19/2014

<u>NAME</u>	<u>PHONE NUMBER</u>
MIKE DAY	559-243-3541
Gisela Gomez	559-243-3541
Rochelle Vierra	805-549-3003
Frank Boyle	805-542-4960
Steve Talbot	805-549-3484
John Hruza	559-243-3551

# Attachment G

## Storm Water Data Report

**APPENDIX E**

*Short Form - Storm Water Data Report*



Dist-County-Route: 05 SLO-41  
 Post Mile Limits: 19.7/41.2  
 Project Type: CAPM  
 Project ID (or EA): 05 1400 0113-K (05-1G150K)  
 Program Identification: 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: 12/1/2017      Construction Completion Date: 3/1/2018  
 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.*

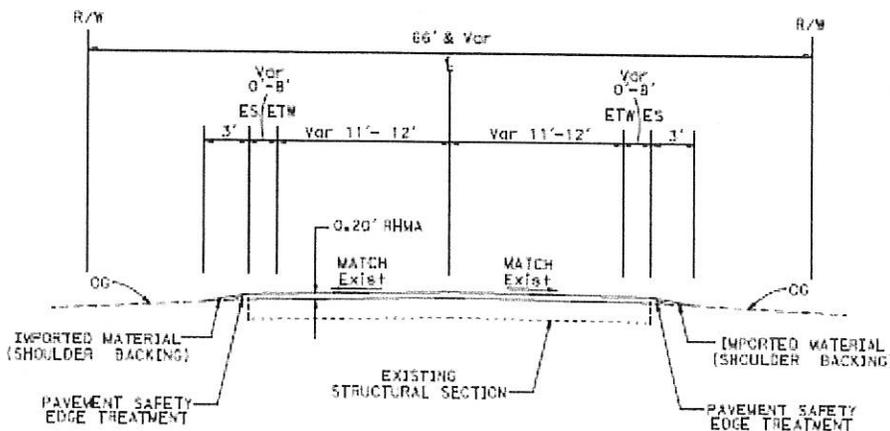
Rebecca Franco-Munoz      7/15/14  
 Rebecca Franco-Munoz, Registered Project Engineer      Date  
 I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

(Stamp Required for PS&E only) For Andrew Pochwatka      7/15/2014  
 Andrew Pochwatka, Regional SW Coordinator or Designee      Date

1. Project Description

- In San Luis Obispo County near Atascadero from 0.3 miles west of Homestead Road to Jct. Rte 46/ McMillan Canyon Road. It is proposed to dig out heavily stressed areas and replace with hot mix asphalt. Route 41 will then be overlaid with 0.20' of rubberized asphalt concrete. Roadway features such as MBGR and dike will be upgraded/replaced as needed to bring to current standards. The scope of the project may include the following:
  - Overlaying the roadway with 0.20 feet of Rubberized Hot Mix Asphalt (RHMA),
  - Upgrading AC dike,
  - Dig outs,(Heavily distressed pavement locations will be cold planed and replaced with HMA)
  - Removing existing Metal Beam Guard Railing (MBGR) and replacing with the current standard Midwest Guardrail System (MGS),
  - Constructing anchor blocks at bridges to connect guardrail,
  - Placing concrete vegetation control under guardrail,
  - Upgrading existing drainage inlets and overside drains as needed.
  - Placing imported material (shoulder backing).

Typical X-Section



**ROUTE 41**

PM 19.7/41.2



# APPENDIX E

## Short Form - Storm Water Data Report

See the table below for the project's receiving water bodies and 303(d) listings.

Water Body	303(d) (2010 Use)	TMDL	Pollutants of Concern
Salinas River (upper, confluence of Nacimiento River to Santa Margarita Reservoir)	Yes	No	Chloride, sodium, and pH
Huer Huero Creek	No	No	
Dry Creek	No	No	
Estrella River	Yes	No	Boron, chloride, fecal coliform, sodium, and pH

- The project is located within the Salinas Hydrologic Unit (HSA 309.81) and the Estrella River Hydrologic Unit (HSA 317.00).
- This project is an CAPM project, without mass grading and maintains the original line, grade, and hydraulic capacity of the facility. It is defined as routine maintenance and therefore is exempt from the DSA calculation requirement in the Construction General Permit.
- There will be a total of 0.46 acres of net new impervious surface created due to the concrete vegetation control that will be placed under the MGS. However the locations to receive concrete vegetation control are scattered throughout this projects 21.5 mile length, and in five watersheds. The maximum amount of NNI in any location draining to a receiving water body is 0.027 ac (1183.9 sq/ft). Please see the attached table of guard rail locations showing the NNI for each location.
- The project is not located within an urban MS4 areas.
- A 401 certification is not required for this project.
- There are no permanent storm water treatment BMPs within or near this projects limits.
- There are two Permanent Maintenance Stockpile Facilities located within the project limits at PM 24.7(D5W30) and PM 34.8 (D5W48). The contractor will not be allowed use of these permanent Maintenance facilities unless prior arrangements are made with, and concurrence of the District 5 Maintenance Stormwater Coordinator, Chris Chalk. See attached mapping for stockpile location and types.

### 2. Construction Site BMPs

- This project will disturb less than 1 acre of soil. Hence, this project will require a Water Pollution Control Program (WPCP).
- The project site is in Rainfall Region 2, as shown in the Storm Water Pollution Protection 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 in order to effectively implement the WPCP. Selected BMPs that will be included in the WPCP are as follows:

#### Temporary Soil Stabilization

- Minimize active DSAs during the rainy season utilizing scheduling techniques.
- Preserve existing vegetation to the maximum extent feasible.
- Implement temporary protective cover/erosion control on all non-active 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 ditches, 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 the 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 this project, any temporary sediment control BMPs, if needed, will be paid for under the Additional Water Pollution Control supplemental 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 accident 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 are designed for construction contractors so that they will be able to recognize illicit connections or illegally dumped or discharged materials on a construction site and report the incidents to the Resident Engineer.
- The following construction site BMPs may be bid items for this project:
  - Prepare WPCP
  - Job Site Management

- The following supplemental items may be included in this project:
  - Additional Water Pollution Control
- Approximately 0.75% of the total project cost has been estimated for temporary construction site BMP items.
- Concurrence will be obtained from the Construction Storm Water Coordinator for the project's Construction Site BMP strategy and quantities during PS&E.

### 3. Required Attachments<sup>1</sup>

- Vicinity Map
- Evaluation Documentation Form
- Permanent Maintenance Stockpile Facility Mapping

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<sup>1</sup> 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).

# APPENDIX E

## Short Form - Storm Water Data Report

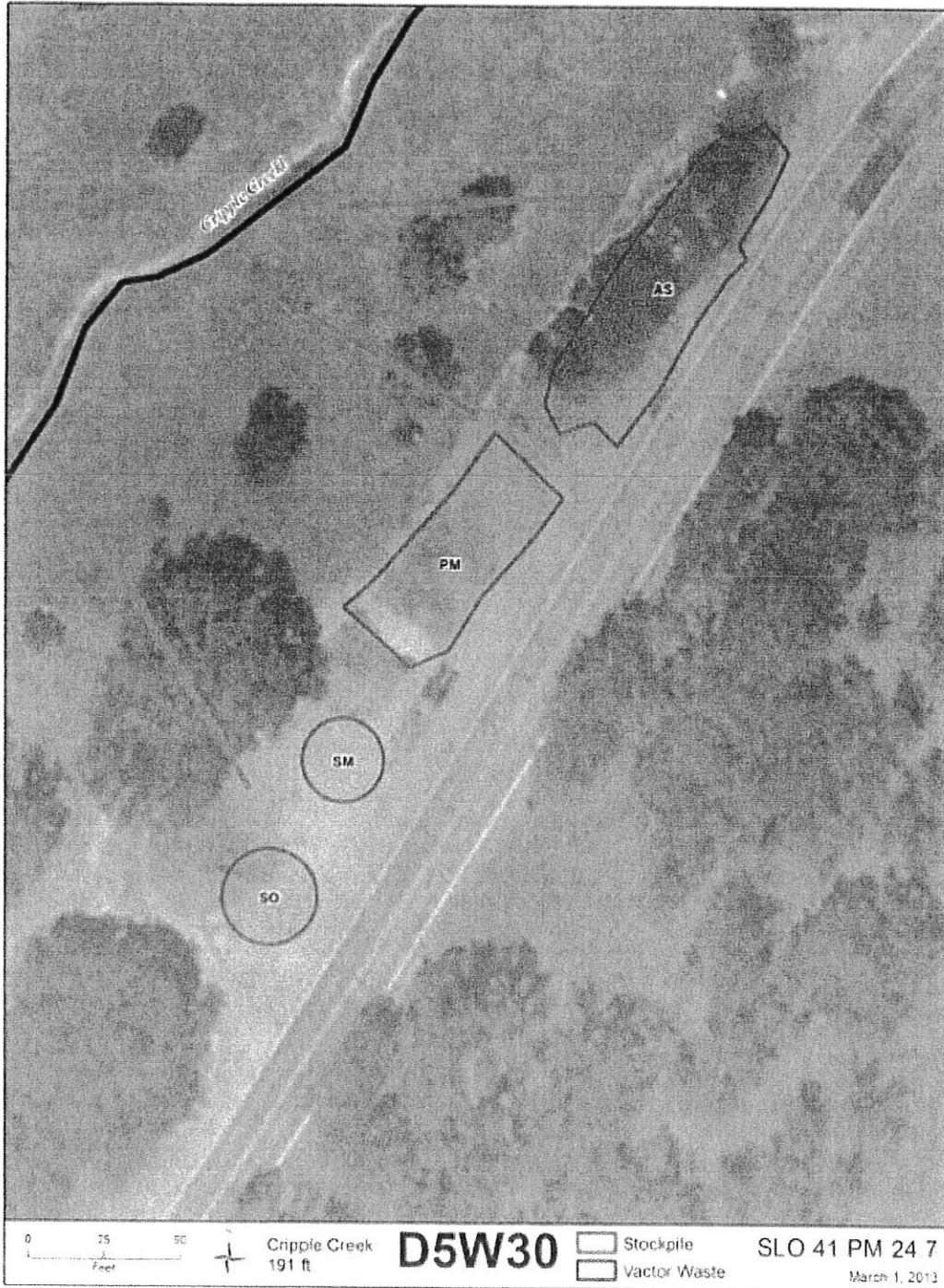
Location	DIR	Beg PM	End PM	Transitional Railing		Midwest GR System	Total GR Length	Veg. Control Width <sup>1</sup>	Area	Extra Area @Terminal <sup>2</sup>	Total Vegetation Control (Minor Concrete) Area	
				LF	LF						LF	LF
Embankment	SB	20.782	20.881	0		525.00	525.00	6.67	3,501.75	266.8	3,768.55	0.0865
	SB	21.257	21.385	0		687.50	687.50	6.67	4,585.63	266.8	4,852.43	0.1114
West Branch Huer Huero Creek	NB	27.786	27.81	0		137.50	137.50	6.67	917.13	266.8	1,183.93	0.0272
	SB	27.785	27.81	0		137.50	137.50	6.67	917.13	266.8	1,183.93	0.0272
Huer Huero Creek Bridge No. 49-104	NB	28.104	28.117	31.50		37.50	69.00	6.67	460.23	266.8	727.03	0.0167
	NB	28.148	28.162	31.50		50.00	81.50	6.67	543.61	266.8	810.41	0.0186
	SB	28.102	28.115	31.50		37.50	69.00	6.67	460.23	266.8	727.03	0.0167
	SB	28.147	28.160	31.50		37.50	69.00	6.67	460.23	266.8	727.03	0.0167
Estrella River Bridge No. 49C-413	NB	41.692	41.704	31.50		37.50	69.00	6.67	460.23	266.8	727.03	0.0167
	NB	41.785	41.797	31.50		37.50	69.00	6.67	460.23	266.8	727.03	0.0167
	SB	41.690	41.704	31.50		50.00	81.50	6.67	543.61	266.8	810.41	0.0186
	SB	41.785	41.798	31.50		37.50	69.00	6.67	460.23	266.8	727.03	0.0167
McMillan Creek Bridge No. 49C-412	NB	41.944	41.957	31.50		37.50	69.00	6.67	460.23	266.8	727.03	0.0167
	NB	41.965	41.978	31.50		37.50	69.00	6.67	460.23	266.8	727.03	0.0167

**APPENDIX E***Short Form - Storm Water Data Report*

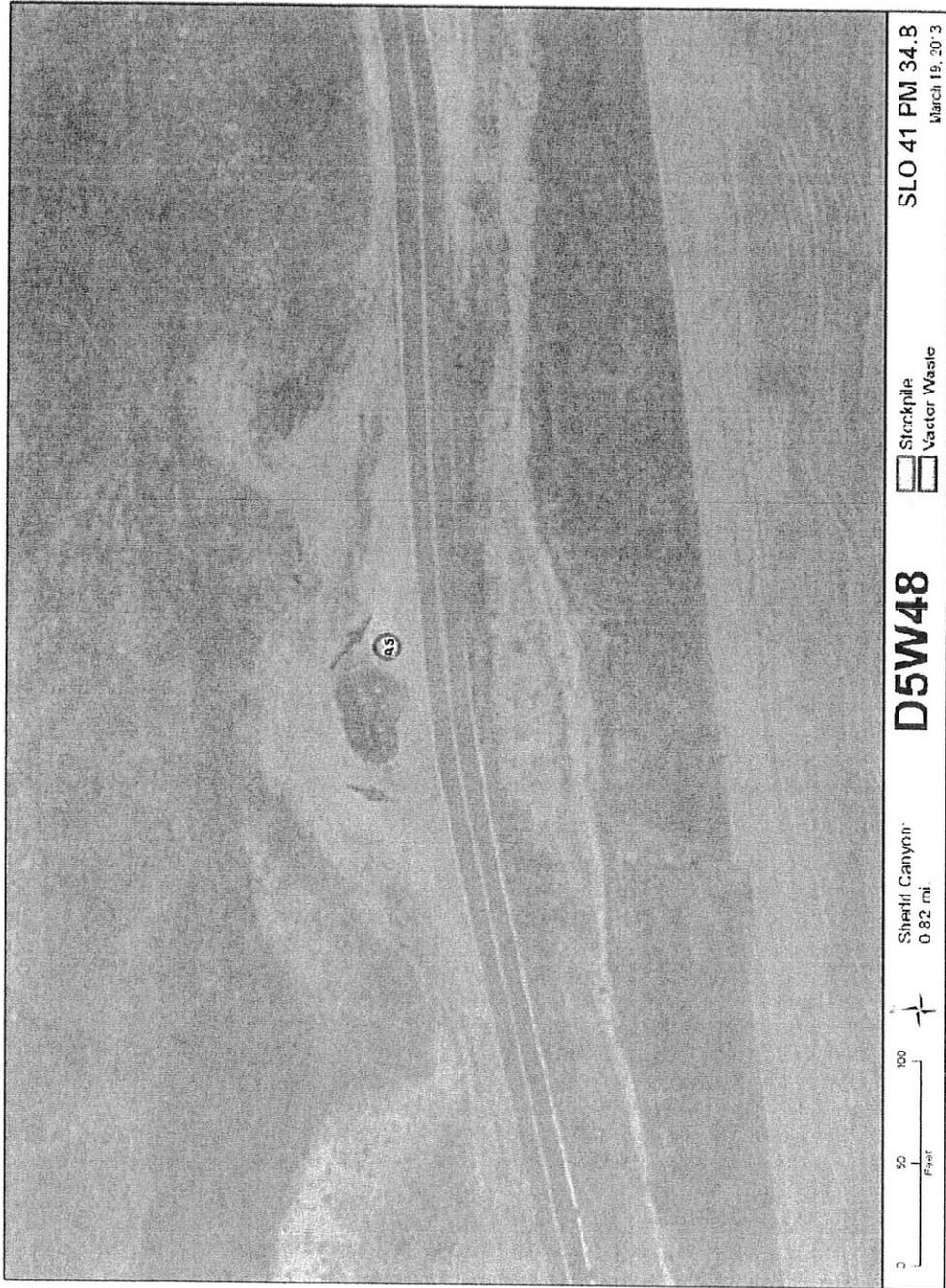
	SB	41.943	41.957	31.50	50.00	81.50	6.67	543.61	266.8	810.41	0.0186
	SB	41.965	41.979	31.50	50.00	81.50	6.67	543.61	266.8	810.41	0.0186
									Total	20,046.69	0.46



Vicinity Map Showing Routes and Limits of Work



Permanent Maintenance Stockpile Facility



Permanent Maintenance Stockpile Facility



# Attachment H

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## Transportation Management Plan

# DISTRICT 5

## TRANSPORTATION MANAGEMENT PLAN DATA SHEET/CHECKLIST

District / EA / EFIS: 05/ 0G150K/ 0514000113  
 Project Engineer: Mike Day  
 Date Prepared: 5/19/2014

Co.-Rte-PM: SLO-41-19.7/41.2  
 Description: Rehabilitate Pavement  
 Working Days: 76

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
- 1.2 Other Strategies

<input checked="" type="checkbox"/>			Estimate about \$4500
<input type="checkbox"/>			

**2.0 Motorist Information Strategies**

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

<input checked="" type="checkbox"/>			Estimate \$200/day per sign. One per direction.
<input checked="" type="checkbox"/>			
<input type="checkbox"/>		<input checked="" type="checkbox"/>	
<input checked="" type="checkbox"/>			Construction to provide information to TMC
<input type="checkbox"/>		<input checked="" type="checkbox"/>	Construction to provide information to TMC

**3.0 Incident Management**

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

		<input checked="" type="checkbox"/>	Estimate \$100/hour days; -\$200/hour nights
		<input checked="" type="checkbox"/>	

**4.0 Traffic Management Strategies**

- 4.1 Lane/Ramp Closures Charts
- 4.2 Total Facility Closure
- 4.3 Coordination with adjacent construction
- 4.4 Contingency Plan
  - 4.4.1 Material/Equipment Standby
  - 4.4.2 Emergency Detour Plan
  - 4.4.3 Emergency Notification Plan
- 4.5 Speed Limits
- 4.6 Other Strategies:

<input checked="" type="checkbox"/>			To be provided during PS&E -
<input type="checkbox"/>		<input checked="" type="checkbox"/>	
<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			Standard SSP
<input type="checkbox"/>		<input checked="" type="checkbox"/>	Construction/Contractor to provide
<input checked="" type="checkbox"/>			Construction/Contractor to provide
<input checked="" type="checkbox"/>			Construction/Contractor to provide
<input type="checkbox"/>		<input checked="" type="checkbox"/>	
<input type="checkbox"/>			
<input checked="" type="checkbox"/>			Provide advance notification of delays.
<input type="checkbox"/>			
<input type="checkbox"/>			
<input checked="" type="checkbox"/>			Special Days: TBD
<input type="checkbox"/>			

**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

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**Attachment I**  
**Risk Management Plan**

**PROJECT RISK REGISTER**

PROJECT RISK MANAGEMENT PLAN																	
Priority	Identification					Qualitative Analysis				OPTIONAL Quantitative Analysis			Risk Response Plan		Monitoring and Control		
	Status	ID #	Date Identified Project Phase	Functional Assignment	Risk (Threat/Opportunity)	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact (x\$1000 or days)	Effect (x\$1000 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)
	Active	1	PID	Project Management	The capital outlay support estimate for PA&ED was developed using a top-down approach. Support costs will be tracked and adjustments made as needed.	Cost	Moderate	Moderate		50%	Est Days		Avoidance	The team will need to review and update resources on the workplan as the project progresses and the work is further defined. If needed a PCR should be prepared to document changes	Rochelle Vierra	10/8/2014	
	Active	2	PID	Environmental	If the project scope changes requiring additional site reviews, additional hours will be required, negatively impacting the cost and schedule of the project.	Schedule Cost	Low	Moderate		30%	Est Days		Avoidance		Larry Bonner / Andrew Domingos	10/8/2014	
	Active	3	PID	Environmental	If surveys for threatened and endangered plants result in the presence of those species and the project cannot be designed to avoid impacts to them, a 2081 ITP may be needed from CDFW during the 1 phase, negatively impacting the cost and schedule for the project.	Cost	Moderate	High		50%	Est Days		Avoidance	The team will look at ways to balance the scope of work with potential impacts.	Larry Bonner / Andrew Domingos	10/8/2014	
	Active	4	PID	Environmental	If the design for the drainage inlets, dikes, and guard rail change and fall into the jurisdiction of CDFW and the project cannot be designed to avoid the impacts, then a 1600 SAA will need to be completed during the 1 phase, negatively impacting the cost and schedule for the project.	Schedule Cost	Moderate	Moderate		50%	Est Days		Avoidance	The team will look at ways to balance the scope of work with potential impacts.	Larry Bonner / Andrew Domingos	10/8/2014	
	Active	5	PID	Environmental	If wetlands are found during the wetland delineation and the project cannot be designed to avoid impacts to the wetlands, a wetlands delineation report will be required, negatively impacting the scope of the project in the 0 phase.	Scope Cost	Low	Moderate		30%	Est Days		Avoidance		Larry Bonner / Andrew Domingos	10/8/2014	
	Active	6	PID	Environmental	If wetlands are found during the wetland delineation and the project cannot be designed to avoid impacts to the wetlands, an ACOE 404 permit and a RWQCB 401 Water Quality Certification during the 1 phase will be required, negatively impacting the cost and schedule for the project.	Schedule Cost	Low	Low		30%	Est Days		Avoidance		Larry Bonner / Andrew Domingos	10/8/2014	
	Active	7	PA&ED	Environmental	If the USFWS does not concur with our may affect not likely to adversely affect determination and the project cannot be redesigned to avoid impacts to kit fox, formal Section 7 consultation requiring a Biological Opinion will be needed during the 0 phase, negatively impacting the cost and schedule for the project.	Schedule Cost	Moderate	Very High		50%	Est Days		Avoidance	The team will look at ways to balance the scope of work with potential impacts.	Larry Bonner / Andrew Domingos	10/8/2014	

**PROJECT RISK REGISTER**

Active	8	PA&ED	Design	If the project scope changes thus requiring a need for Land Surveys, additional hours will be required, negatively impacting the cost and schedule of the project.	Schedule	Very Low	Low		10%	Est Days	Avoidance	Scott Shaver / Fazle Rabbi	10/8/2014
					Cost					Est \$'s (x1,000)			
Active	9	PA&ED	Design	As a result of working day estimate being too low, additional resources needs may occur that could lead to increase is Construction Support costs	Cost	Moderate	Low		50%	Est Days	Avoidance	Scott Shaver / Fazle Rabbi	10/8/2014
										Est \$'s (x1,000)	The number of working days estimated at the PID stage is 104 it is too early to determine if this is low or high! The team will need to review and update resources on the owrkplan as the proejct progresses and the work is further defined. If needed a PCR should be prepared to document changes		
Active	10	PA&ED	Design	If the scope of the project changes to include ADA ramps, Survey and / or Right of Way resources may be required that could lead to increase in Support costs	Cost	Very Low	Very Low		10%	Est Days	Avoidance	Scott Shaver / Fazle Rabbi	10/8/2014
										Est \$'s (x1,000)			
Active	11	PA&ED	Design	As a result of changes in Storm Water practices, additional resources may occur that could lead to an increase in the Support Costs	Cost	Low	Low		30%	Est Days	Avoidance	Scott Shaver / Fazle Rabbi	10/8/2014
										Est \$'s (x1,000)			
Active	12	PS&E	ROW	As a result of the discovery of conflicts with underground utilities, additional resources may occur that could lead to an increase in the Support Costs and a delay in schedule	Schedule	Low	Moderate		30%	Est Days	Avoidance	Marshall Garcia / John Magorian	11/4/2014
					Cost					Est \$'s (x1,000)			
	13									Est Days			10/8/2014
										Est \$'s (x1,000)			