

**Small Capital Value Project
Project Initiation Document
To
Request Programming to be Amended in the
2014 SHOPP**

PROJECT LOCATION: On Route 68 in Monterey County, from Piedmont Avenue to Scenic Drive OC.

APPROVAL RECOMMENDED:



DEB LARSON, DISTRICT PROGRAM MANAGER

APPROVAL RECOMMENDED:



DAVID RASMUSSEN, PROJECT MANAGER

APPROVED:



TIMOTHY M. GUBBINS, DISTRICT DIRECTOR

6/8/15

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.



REGISTERED CIVIL ENGINEER

5/21/15

DATE



1. INITIATING OFFICE/INITIATOR

The Program Manager for the State Highway Operation and Protection Program (SHOPP) Safety Improvement Project has established that a project is needed that meets the qualification for the Program.

This Project Initiation Document provides conceptual approval of the proposal and a recommendation to program the project into the current SHOPP. A project report will serve as final approval of the proposal.

2. PURPOSE AND NEED

Purpose:

The purpose of the project is to reduce the number and severity of cross centerline and wet road surface collisions on the State Highway 68.

Need:

The evaluation of wet improvement locations was done and Highway 68's collision data are showing an upward trend of wet road surface collisions. The Highway Safety Improvement Program Guidelines 2014 considers the average service life for a wet improvement to be 10 years. Route 68 was paved with Open Graded Asphalt Concrete (OGAC) in 2003 which was 12 years ago.

3. DEFICIENCY SUMMARY

Portions of Highway 68 in this area triggered an investigation as a Table C Wet and as a Roadway Departure investigation under wet road surface conditions.

4. PROJECT PROPOSAL

Route 68 is located on State Route 68 (SR 68) from just south of Piedmont Avenue/Stuart Avenue to Scenic Drive Over Crossing (OC) No. 44-0041 in Monterey County. A vicinity map is included as Attachment A.

This project proposes to overlay with .25ft of Open Graded Asphalt Concrete (OGAC) and install centerline rumble strips with OGAC along Route 68. Although Rubberized Asphalt Concrete (RHMA) is the default choice of pavement, there is an approved request for exception to use OGAC instead of RHMA (see Attachment F).

Route 68 is a 2-lane 2- directional conventional highway with shoulders that vary from 1ft to 13ft wide (See Attachment B). Throughout the project limits, there are non-standard curves. However, there will be no modifications to any geometric features; therefore, a Fact Sheet Exception of Mandatory Design Standards will not be prepared.

At the two structures, the nonstandard metal beam guardrail will be removed and replaced with Concrete Barrier Type 60R, Transitional Railing Type WB-31 and Alternative Terminal Systems. Throughout the project where metal beam guard rail exists it will be replaced with Midwest Guardrail System.

R/W & Utilities:

There will be no right of way purchased; however, there is a possible need for R/W Utility Relocation, for example manhole or handhold lids may need to be adjusted.

Disposal Site:

none

Environmental:

Categorical Exemption

5. FUNDING/PROGRAMMING

Funding

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

Programming

Fund Source	Fiscal Year Estimate							
	Prior	15/16	16/17	17/18	18/19	19/20	Future	Total
20.XX.201.010								
Component	In thousands of dollars (\$1,000)							
PA&ED Support		276						276
PS&E Support			491					491
Right-of-Way Support		34						34
Construction Support				361				361
Right-of-Way		14						14
Construction				2,525				2,525
Total		324	491	2,886				3,701

The support cost ratio is 46%.

Estimate

See Attachment A

6. SCHEDULE

PID Approval	M010	5/2015
PA&ED	M200	6/2016
PS&E to OE	M377	4/2017
R/W Cert.	M410	2/2017
RTL	M460	7/2017
Approve Contract	M500	1/2018
CCA	M600	7/2018

7. RISKS

The attached Risk Register (Attachment “E”) 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.

However, some of the risks that are known are associated with project costs and schedule. For example, if the project is not amended into the Federal Transportation Improvement Program (FTIP) in a timely manner, the FTIP opportunity passes without the amendment occurring and there are no Federal project funds available. Another risk could be project costs are too high and this will lower project priority and the project could lose its funding. (See attachment E - Project Risk Management Plan).

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

8. FHWA COORDINATION

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

9. ATTACHMENT

- A. Vicinity Map
- B. Cross Section
- C. Cost Estimate
- D. Storm Water Data Report-Signed Cover Sheet
- E. Risk Register
- F. Request for Exception to use HMA