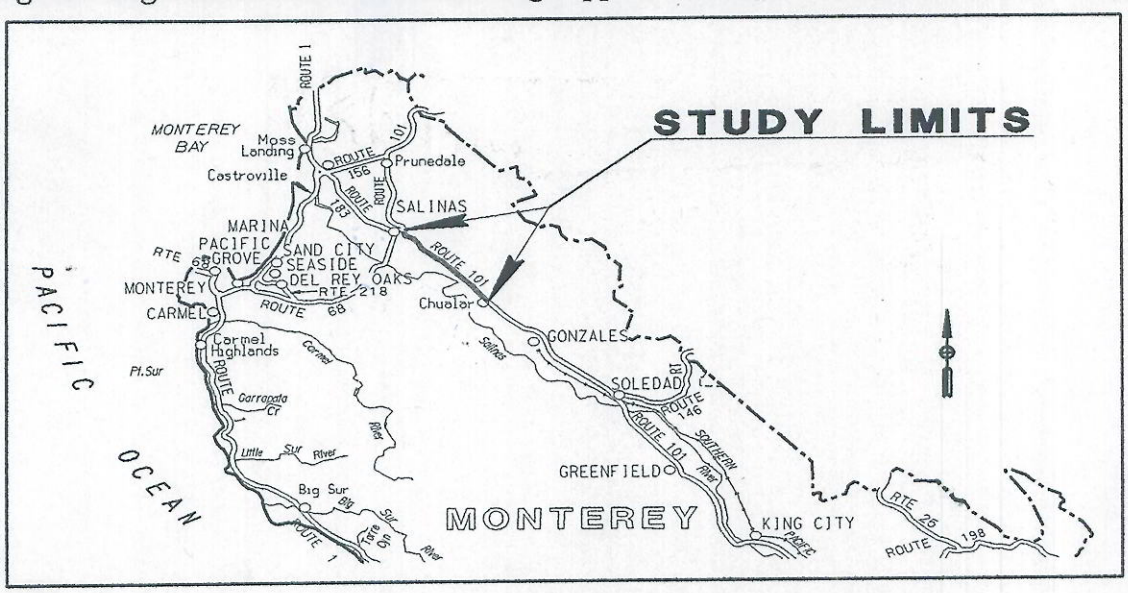
05-MON-101-KP 123.9/137.8
PM (77.0/85.6)
HE 13-20.10.025.700
July 2003

PROJECT STUDY REPORT
(Project Development Support)

This document can be used to program only the <u>Engineering and Environment Support for Project Approval and Environmental Document components</u>. The remaining <u>support and capital</u> components of the project are preliminary estimates and are not suitable for programming purposes. Either a Supplement PSR or a Project Report will serve as the programming document for the remaining support and capital components of the project.



On Route <u>101 in Monterey County</u>
Between <u>Main St Overcrossing in Chualar</u>
And <u>Airport Blvd Overcrossing in Salinas</u>

APPROVAL RECOMMENDED BY:

David M. Silberberger
PROJECT MANAGER

APPROVED:

R. Gregg Albright
DISTRICT DIRECTOR – DISTRICT 5

9/22/03
DATE

CONCURRENCE BY:

for J. Mike Leonardo
DISTRICT DIRECTOR – DISTRICT 6 –
CENTRAL REGION

This Project Study Report (Project Development Support) has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Tom Garibay

TOM GARIBAY (REGISTERED CIVIL ENGINEER)

8-1-03

DATE

REGISTERED PROFESSIONAL ENGINEER
TOM GARIBAY
C 22989
Exp. 12-31-05
CIVIL
STATE OF CALIFORNIA

I. INTRODUCTION

This project proposes to convert Route 101 from an expressway to freeway in Monterey County from the Main St Overcrossing in Chualar to the Airport Blvd Overcrossing in Salinas. Improvements consist of realigning the existing expressway, controlling access along the project limits, providing new interchanges, new grade separations, and providing a frontage road system.

There are four alternatives ranging in cost from $ 75.0 to $175.0 million dollars. Costs are current year 2003 costs for roadway, structures and Right of Way. The project Category is 1 and the environmental document will be an Environmental Impact Report/ Environmental Impact Statement (EIR/EIS). This project is a candidate for the HE 13-20.10.025.713 program to be funded in the 2004 STIP with IIP funds considered. The support costs for completing PA&ED are estimated at $8,640,000 million, with PA& ED scheduled for completion January 2009 if work were started July 2004.

II. BACKGROUND

Route 101 is the principal north-south facility in the central coastal region of California. The facility originates in Los Angeles and continues north beyond the California-Oregon border. Route 101 is functionally classified as a Principal Arterial and has various designations. It is identified as a Primary Federal Aid Route a component of the National Highway System, the Strategic Highway Corridor Network (STRAHNET), and on the National Truck Network. It is a State Highway Extra Legal Load (SHELL) Route and, as part of California's Interregional Road System (IRRS), Route is a focus Route within the Department's Interregional Transportation Strategic Plan. Within the project limits, Route101 is not designated as a scenic highway. The Union Pacific Railroad is located immediately west of Route 101 within the project limits.

Route101 in this area is primarily a rural interregional segment, which serves a broad array of traffic types. These include commuters from historically small agrarian, but recently growing towns in south Monterey County, interregional goods movement, heavy regional agricultural transport (trucks comprise 18% of the average daily traffic), and tourism. Fresh-packed produce is unlike conventional freight, as it requires immediate movement to markets after picking and packing.

The project connects to a freeway at both ends of the project, to the south at KP 123.9(PM 77.0) and north at KP 137.8(PM85.6). Within the project limits, Route101 has numerous at-grade intersections, most of which lack standard ingress/egress and turning movement features.

Industrial and agricultural development east and west of the facility predominates within this corridor. This has, and will continue to increase potential for conflict between high speed through traffic and large, slow trucks and agricultural vehicles entering and leaving the facility.

Development has occurred on both sides of the highway at the Spence Road intersection at KP129.6 (PM 81.0), which has added a dimension of conflict between trucks and rail. The Department has constructed refuge acceleration and deceleration turning pockets and signage prohibiting certain turning movements. Throughout the corridor, traffic is focused at these types of at-grade intersections due to the absence of a convenient local circulation system and a lack of conveniently spaced grade separated structures.

The proximity of Route101 to the Union Pacific railroad located to the west, is a significant constraint to facility improvement. Historically, the Department has addressed this constraint by realigning the facility to the east, as demonstrated in the town of Chualar and the City of Gonzalez. Using this method appears to have improved interchange construction with respect to the rail line.

Other planned improvements within the project limits include the following:

- EA 0E350 a median barrier which is presently programmed;
- EA 0E470 various intersection improvements which is not programmed;
- EA 0A1400 a median barrier with a RTL of 12/03-currently in the PS&E/RW phase;
- EA 34950 Airport Blvd IC with a RTL OF 9/08-currently in the PA&ED phase;
- EA 0E900 to construct a turn lane and acceleration lane at Spence Road – a minor project. And;
- The Eastside bypass that was adopted by the City of Salinas in its General Plan in September 2002 and is in the Draft Monterey County General Plan.

III. NEED AND PURPOSE

Project Need:

This segment of Route 101 is currently a 4-lane expressway with an inadequate frontage road system with twelve at-grade intersections and numerous private driveways within the project limits. The accident rate is lower than the statewide average for similar roadway facilities. The average daily traffic volume is expected to increase by 20,000 between year 2001 to year 2032.

The project study area and surrounding areas have experienced a substantial amount of development, which will continue in the future. This continued growth, coupled with a growth in commute and interregional traffic, has resulted in substantial congestion. This increase in traffic volumes has put a strain on the existing facility. Without improvements, continued growth will result in an escalation of congestion and safety concerns. These safety concerns are as follows:

- Lack of controlled access. Traffic leaving and entering the roadway from the numerous at-grade intersections and driveways
- Trucks crossing the railroad

- Slow moving agricultural equipment mixing with high-speed interregional/commuter traffic
- Non standard existing ramps at the Spence undercrossing

Project Purpose:

The purpose of this project is to improve the safety, operations, interregional traffic flow, and local circulation of goods movement on Route 101 from the Main Street Overcrossing (Chualar) to the Airport Boulevard Overcrossing. The following items will be accomplished by meeting the purpose of the project:

- Improve the existing operational safety and reduce accidents
- Improve interregional traffic flow and local circulation of goods movement
- Increase capacity along the Route
- Maintain an acceptable level of safety and level of service in the future
- Reduce conflict between commuter and agricultural/industrial traffic
- Eliminate accidents due to the conflict between truck and train
- Enhance the facilitation of goods movement
- Reduce the potential for future congestion
- Enhance local accessibility to Route 101
- Close the gap in facility type

Current and Anticipated Roadway Issues:

The following section will briefly discuss roadway issues. These include existing and anticipated operational issues associated with this corridor.

1) Truck Acceleration:

Expressway speed traffic is forced to slow considerably whenever trucks attempt to achieve maximum highway speeds when entering the highway left lane from Abbott Street.

2) Truck Deceleration:

Trucks slowing to make turns cause faster traffic to either merge or slow down, creating a "shock wave", slowing vehicles down stream, and unbalancing traffic flow.

3) Truck Turning Movements at Intersections:

Trucks making left and U-turns have the greatest potential for conflict. As traffic volumes increase, fewer safe turning opportunities are presented and "Gap Length" decreases. Trucks will be required to wait longer periods of time to cross, and the potential for broadside collisions will increase. Also, as wait time increases, queue length will increase compounding the problem.

4) Trucks Crossing the Railroad Tracks:

At several at-grade intersections, there is insufficient distance between Route 101 and the parallel railroad tracks to the west to store a single large truck. This lack of storage has, and will continue to, cause trucks to queue across the railroad tracks while waiting to merge onto the highway mainline. Truck/Train collisions have occurred in recent years as a result of this condition. Also, there is the possibility of trucks queuing into the mainline while waiting to access public streets and driveways, creating the potential for rear end collisions.

5) Private Railroad Crossings:

In addition to the public railroad crossings discussed above, there are also private driveway connections to Route 101 that cross over the railroad tracks. These driveways experience the same issues as the public crossings, but have no standard warning devices.

6) Slow Moving Agricultural Equipment:

Tractors pulling farm implements use the expressway sections of this highway and sometimes cross from one side to the other. This creates potential for conflicts, which will only worsen as traffic increases.

7) Non Standard Ramp Connections:

The non-standard ramp connections at Spence Undercrossing (Spreckles) and the proximity of the at-grade intersection at Hartnell Road create merging conflicts, especially the southbound Route 101 on ramp that requires the driver-entering Route 101 to look over the shoulder to the right to merge into high-speed traffic.

8) Dirt Tracked Onto Highway:

Trucks and agricultural equipment track dirt from the fields onto the highway, creating an ongoing maintenance problem and could pose a safety issue.

9) Transit Issues:

1. The lack of suitable and safe transit stops and acceleration and deceleration space at interchanges needs to be investigated in the next phase (PA&ED) of the project.
2. The lack of Park and Ride/ transit stops along the corridor needs to be investigated in the next phase (PA&ED) of the project.

IV. ALTERNATIVES

Five alternatives including the No Build alternative have been considered. Four alternatives are being proposed to meet the purpose and need of this project. These four alternatives solve the issues listed in the purpose statement by converting Route 101 from expressway to freeway. None of these four alternatives require any mandatory design exception.

The next phase of the project (PA&ED) will investigate the possibility of in corporation transit into the project. The investigation should include the possibility of providing additional right

of way for bus rapid transit, rail system, avoiding Spence Road conflicts, transit stops at Chualar and a transit station/park & ride at either Harris Road or Airport Road.

Alternative #1: This alternative realigns the existing highway from KP 129.0 to KP134.8 (PM 80.6 to PM 83.7), constructs one new interchange 0.8 km north of Spence Rd. and constructs two new grade separations at Somavia Rd. and at Harris Rd. (See Attachment B). This alternative constructs new local roads to connect the new interchange and the new grade separations with existing city roads and provides access control along the entire length of the project.

This alternative requires the least amount of new right of way to be purchased of the four alternatives. The cost estimate for this alternative ranges from $ 75 million to $ 100 million.

No mandatory design exceptions are anticipated for this alternative.

This alternative could be considered to be the minimum build alternative.

Alternative #2: This alternative realigns the existing highway from KP125.4 to KP137.7 (PM 77.9 to PM 85.5), constructs three new interchanges at the following locations:

1. 1.3 km north of Esperanza Rd.,
2. 0.8 km north of Spence Rd; and
3. 1.3 km south of Harris Rd. (See Attachment C).

This alternative also constructs new local roads to connect the new interchanges with existing county roads and provides access control along the entire length of the project.

This alternative requires the largest area of new right of way to be purchased of the four alternatives. The cost estimate for this alternative ranges from $ 150 million to $ 175 million.

No mandatory design exceptions are anticipated for this alternative

Alternative #3: This alternative constructs two new lanes northbound from KP125.1 to KP130.2 (PM 77.7 to PM 80.9), converts the existing two northbound lanes from KP125.1 to KP 130.2 (PM 77.7 to PM 80.9) to southbound and converts the existing two southbound lanes from KP125.1 to KP 136.1 (PM 77.7 to PM 84.5) to a local road. This alternative realigns the existing freeway from KP130.2 to KP 136.1 (PM 80.9 to PM 84.5), constructs one new interchange 0.8 Km north of Spence Rd. and constructs two new grade separations at Somavia Rd.and Harris Rd. (See Attachment D). This alternative also constructs new local roads to connect the new interchange and the new grade separations with existing city roads and provides access control along the entire length of the project.

This alternative requires more new right of way than alternative 1. The cost estimate for this alternative ranges from $ 75 million to $ 100 million.

No mandatory design exceptions are anticipated for this alternative

Alternative #4: This alternative realigns the existing highway from KP133.9 to KP 136.0 (PM 83.2 to PM 84.5), constructs one new interchange 1.3 km south of Harris Rd., constructs two new grade separations at Somavia Rd. and 0.5 km south of Hartnell Rd. (See Attachment E). This alternative also constructs a frontage roads system and constructs new local roads to connect the new interchange and the new grade separations with the existing city roads and provides access control along the entire length of the project.

This alternative may be done in phases.

This alternative requires more new right of way than alternative 1 or 3. The cost estimate for this alternative ranges from $ 90 million to $ 125 million.

No mandatory design exceptions are anticipated for this alternative

Alternative #5: No Build. This alternative proposes to leave the existing highway system in its current state. This alternative fails to meet the stated need and purpose of the project.

V. SYSTEM AND REGIONAL PLANNING

A Transportation Concept Report (TCR) for Route 101 in Caltrans District 5 was approved Oct. 1, 2001. In the TCR, the current corridor study area lies within Analysis Segment 7, more specifically, sub-segment 7C. The TCR identifies the 20-year traffic concept for Segment 7 as LOS C, calling for conversion of all expressway sections to freeway standards. The TCR states that the ultimate transportation corridor will be a six-lane facility developed to full freeway standards.

The TCR also noted several of the traffic operations issues described elsewhere in this report.

This study area shares in the following Route 101 designations as identified in the TCR:

- Focus Route on the interregional Road System
- National Highway System
- Strategic Highway Corridor Network
- National Truck Network
- California Freeway and Expressway System
- State Highway Extra Legal Load (SHELL) Route

This project is not found in the Transportation Agency for Monterey County (TAMC) Regional Transportation Plan (RTP). One project is listed within the project limits-an interchange at Harris Road. It is estimated at $25 million in the (RTP) with only $2 million available and the

remainder considered financially constrained. The (RTP) also states that transportation needs exceed funding expectations.

VI. ENVIRONMENTAL DETERMINATION AND ISSUES

Environmental Analysis staff prepared the attached Preliminary Environmental Analysis Report on April 9, 2003. The anticipated environmental document for the proposed project is an Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The Federal Highway Administration and the California Department of Transportation would act as lead agencies in the preparation of a joint CEQA/NEPA (California Environmental Quality Act/National Environmental Policy Act) environmental document. The final environmental determination is projected to occur within 48 months from the start of environmental studies. Assuming a start date of January 2005, Project Approval and Environmental Document would be anticipated by January of 2009.

This project would alter the access of several properties to the highway. A socioeconomic and community impact assessment would need to be done.

This project would impact a substantial acreage of prime farmland.

There are no anticipated Section 4(f) impacts.

The overall aesthetic quality of the State Route 101 corridor is being changed because of cumulative effects of ongoing highway projects, such as median barrier work, paving, and tree removal. This relatively large-scale project would further change the visual quality. The extent and quality of that change would depend primarily on the specific type of roadside features and amount of paving proposed, and the amount and location of planting. A Visual Impact Assessment would be required.

This project is located within the Salinas Hydrologic Unit. The region is regulated by the Central Coast Regional Water Quality Control Board and the Central Coast Basin Plan. Water bodies that intersect the project include the Salinas River and several intermittent streams.

A floodplain evaluation report would need to be prepared to analyze the effects of the alterations to the 100-year floodplain.

This project is exempt from regional emission analysis due to the change in horizontal alignment. It is exempt from Hot Spot analysis of carbon monoxide (CO) because it does not contain intersections with traffic signals. A PM_{10} analysis would be required.

No wild and scenic rivers are within the project area.

There appears to be thermoplastic paint on the road. This may contain lead paint and would require abatement if only the paint is removed. The bridge has metal-beam and wood-post guardrails with white paint that is peeling from the surfaces. The paint may be lead based, which would require disposal in a Class 1 Hazardous Waste Landfill. Some Caltrans bridges have asbestos-bearing pads or other types of asbestos-containing material. A hazardous waste study is recommended for this project. A bridge lead and asbestos study would be completed.

The potential for several sensitive species exists with the project limits. Surveys would be needed to determine the presence of sensitive species. Environmental Sensitive Area fencing would be established to protect those areas with sensitive species or habit.

It is estimated that approximately $ 100,000 is needed for environmental mitigation right of way.

VII. RIGHT OF WAY

Alternative#1 This alternative will require new R/W from lands on both sides of Route 101 between Chualar and Salinas for improvements. These improvements include a new interchange, two new grade separations and new county roads. The existing neighborhood is mostly truck farmed with a few pockets of light industrial use. A 12-unit mobile home park will be displaced in its entirety. Relocation Assistance Program (RAP) will be costly due to lack of replacement housing in the local area, especially spaces for mobile homes. An auto wrecker business site at Spence Road has high possibility for toxic contamination. This alternative will impact a total of 38 parcels and will need 146 acres.

The current year 2003 Right of Way Cost Estimate is $ 16,000,000

Alternative #2 This alternative will require new R/W from lands on both sides of Route 101 for improvements. The improvements are three new interchanges. The neighborhood is agricultural in nature with a mix of agricultural/industrial supporting uses. Older established agricultural-chemical and auto wrecker businesses are likely sources of toxic contamination. This alternative will impact 45 parcels and will need 316 acres. This alternative impacts the most parcels and requires the most land.

The current year 2003 Right of Way Cost Estimate is $ 22,000,000

Alternative #3 This alternative will require new R/W on both sides of Route 101 for improvements. The improvements consist of realigned highway, new northbound lanes and local roads. The project is located between Chualar and Salinas in a farming district mixed with support agricultural-industrial uses. Older agricultural-industrial land and auto a wrecking yard are likely sources of toxic contamination. This alternative will impact 39 parcels and will need 135 acres.

The Right of Way Cost Estimate for the current year 2003 is $ 17,000,000.

Alternative #4 This alternative will require new R/W on both sides of Route 101 to construct improvements. The improvements consist of a realigned highway and a system of frontage roads. The project is located in an agricultural district with a mix of truck crops and support agricultural-industrial uses. Older established agricultural-chemical and auto wrecker businesses are likely sources of toxic contamination. This alternative will impact 45 parcels and need 222 acres.

The Right of Way Cost Estimate for the current year 2003 is $ 16,000,000.

VIII. FUNDING/SCHEDULING

Capital Outlay Support Estimate for PA/ED

Fiscal Year	STIP PY's/$'s		Other Funding Sources PY's/$'s	
	PY's	$'s	PY's	$'s
04/05	9.3	1.308		
05/06	10.8	1.516		
06/07	11.1	1.557		
07/08	14.8	2.066		
08/09	15.7	2.193		
	61.7	8.640		

Note: (1) See Attachment I. Database Certification and Transmittal.
(2) All costs X$1,000. Construction Capital are escalated 3.4% and Support Costs are escalated 2.7% per year. Right of Way Capital costs escalated at 5% per year.
(3) Support Categories are the same as those identified by SB 45.

Capital Outlay Estimate

	Range for Total Cost	STIP Funds	Fund Source "A"
Alternative 1	$ 75 M to $ 100 M	See Note 1 Below	See Note 1 Below
Alternative 2	$ 150 M to $ 175 M	"	"
Alternative 3	$75 M to $ 100 M	"	"
Alternative 4	$ 90 M to $ 125 M	"	"

The level of detail available to develop this capital cost estimates is only accurate within the above ranges and are useful for long range planning purpose only. The capital costs should not be used to program or commit capital funds. The Project Report will serve as the appropriate document from which the remaining support and capital components of the project will be programmed.

Note: (1) Funding sources beyond the support cost for PA&ED are unknown at this time.

Tentative Project Schedule

Milestone	Fiscal Year
PA/ED	January 2009
R/W Certification	July 2013
Ready to List	February 2014
Approved Contract	June 2014
Construction Completion	January 2019

IX. PROGRAMMING RECOMMENDATION

It is recommended that support cost for PA&ED for the project outlined in this PSR-PDS be funded in the 2004 STIP. Alternatives may be added or revised during the PA&ED phase, as more information becomes available.

X. DISTRICT CONTACT

Project Manager: David Silberberger (805) 549-3798

Design Manager: Robert M. Navarro (559) 243-3142

Project Engineer: Tom Garibay (559) 283-3883

Design Engineer: Osama Abadalla (559) 230-3143

XI. ATTACHMENTS

Attachment A Vicinity Map

Attachment B Alternative 1 Map, Cost Estimate, R/W Data Sheet

Attachment C Alternative 2 Map, Cost Estimate, R/W Data Sheet

Attachment D Alternative 3 Map, Cost Estimate, R/W Data Sheet

Attachment E Alternative 4 Map, Cost Estimate, R/W Data Sheet

Attachment F Typical Cross Sections

Attachment G Preliminary Environmental Analysis Report

Attachment H Storm Water Data Report Approval Sheet

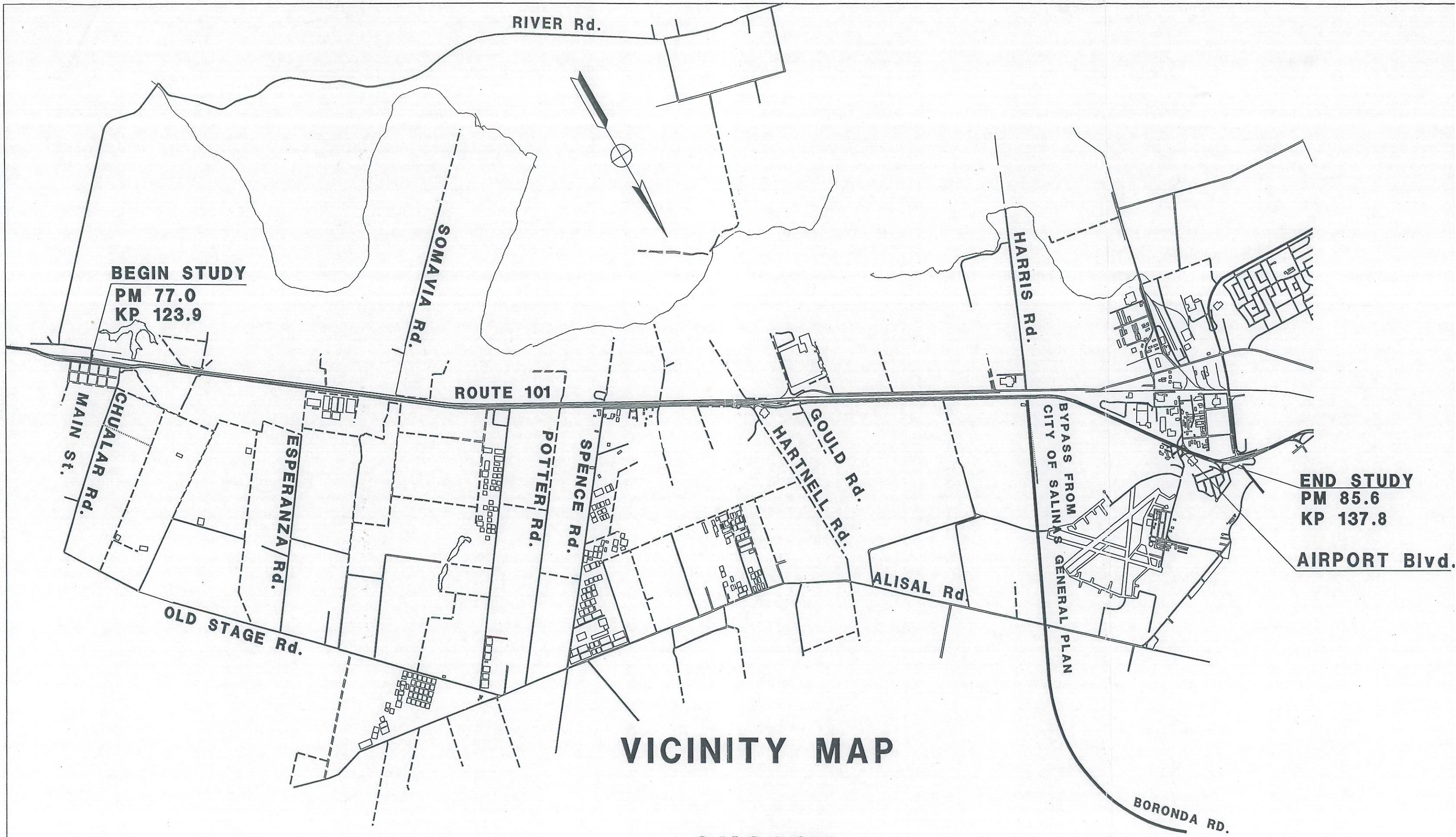
Attachment I Database Certification and Transmittal

XII. DISTRIBUTION LIST

Division of Design (2)*
Transportation Program (2) - J Nicholas*
FHWA – Dominic Hoang* **
Hdq Environmental – Katrina Pierce
Project Manager
Design Engineer (3) – Original +2*
Resident Engineer (held by Design Engineer)*
District Maintenance – Mike Giuilano
District Traffic – Nevin Sams
D-10 Traffic Design – Hassan Marei
Traffic Operations – Paul McClintic
Material – Ron Sekhon
Environmental - Kirsten Helton
R/W- John Maddox
Planning – Sarah Chesebro
PPM – Teresa Rix
Surveys – Bob Davies
DES/OPPM – Andrew Tan (Structures)
Records Resource Center – Victoria Pozuelo
Drafting Room – Tami Ryan*
TAMC (Transportation Agency for Monterey County)
County of Monterey
City of Salinas

* Indicates hard copy of report – all others are e-copies

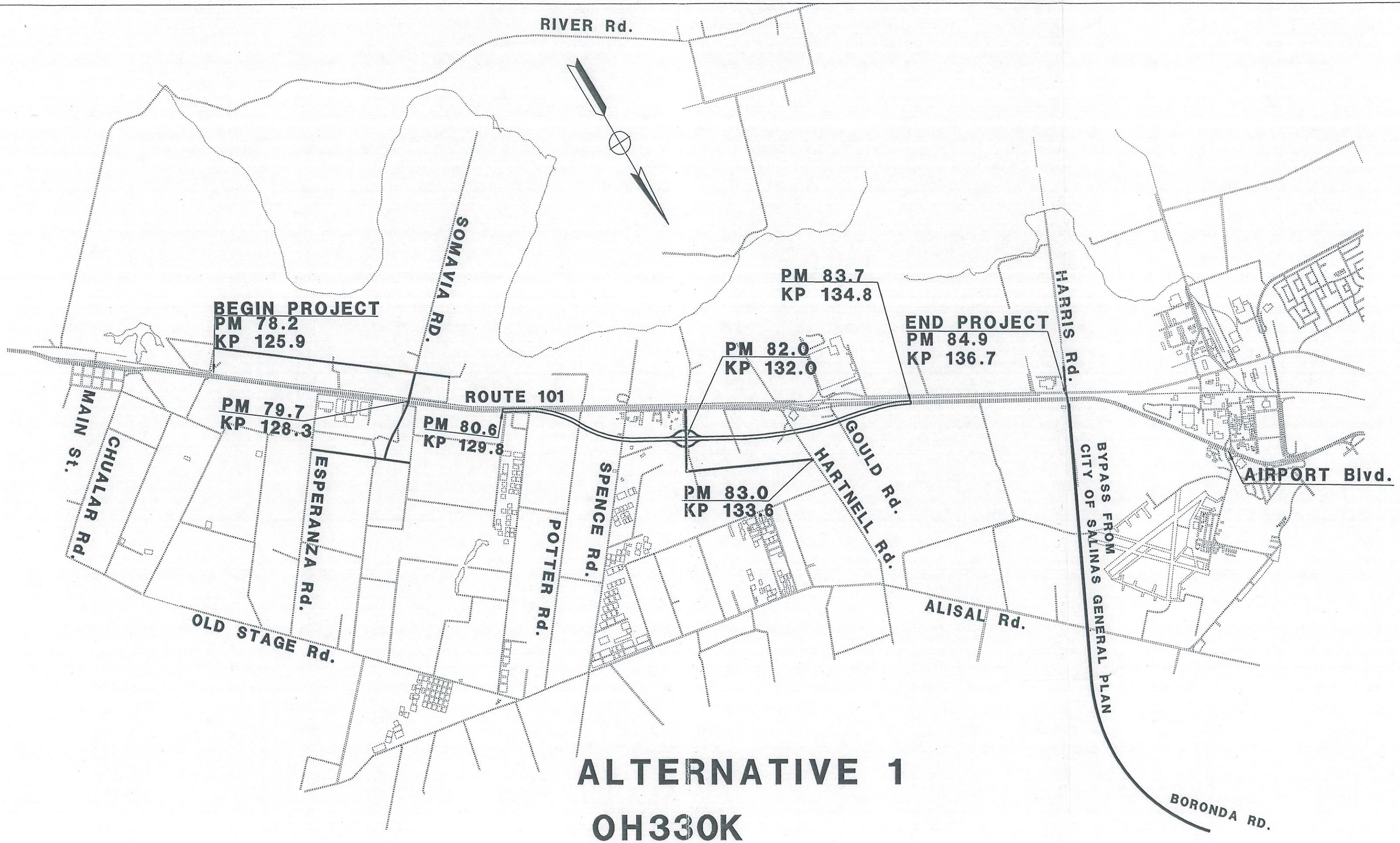
** FHWA – 980 9th St, Ste. 400, Sacramento, CA 98514



VICINITY MAP

OH330K

ATTACHMENT A



ALTERNATIVE 1

OH330K

ATTACHMENT B

Project Study Report – Project Development Support Cost Estimate

District-County-Route 05-MON-101

KP (PM) KP 124.4/137.1 PM (77.0/85.6)

EA 05-0H330K

Program Code HE 13-20.10.075.613 (IIP)

PROJECT DESCRIPTION:

Limits On Route 101 in Monterey County

From The Main St. Overcrossing in Chualar

To The Airport Blvd Overcrossing in Salinas

Proposed Improvement (Scope) A new realigned Route 101 with one new interchange and two new grade separations at Somavia Rd. and Harris Rd. Restricted access and local frontage roads will be incorporated where appropriate.

Alternate 1

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	$ 67,500,000
TOTAL STRUCTURE ITEMS	$ 9,000,000
TOTAL ENVIRONMENTAL MITIGATION ITEMS	$ 342,500
SUBTOTAL CONSTRUCTION COSTS	$ 76,842,500
TOTAL RIGHT OF WAY ITEMS	$ 16,000,000
TOTAL PROJECT CAPITAL OUTLAY COSTS	$ 92,842,500

ATTACHMENT B

I. ROADWAY ITEMS

	Average Cost per Lane KM	Number of KMs	Total Cost
Total Cost of Lane KMs	$3,375,000	5	$67,500,000

The cost includes the main line on a 4-lane freeway, one diamond interchange and frontage roads.

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name	_____	_____	_____
Total Cost for Structure	$2,880,000	$3,050,000	$2,400,000

TOTAL STRUCTURES ITEMS $8,330,000
(Sum of Total Cost for Structures)

We assumed the cost of 1.0 m2 per structure would be $2000.

III. ENVIRONMENTAL MITIGATION

	Quantity	Unit	Unit Price	Item Cost
Environmental Mitigation	1	LS	$342,500	$342,500

The above Environmental Mitigation cost estimate includes items such as bat boxes, riparian restoration, shallow exclusion, acquisition of ROW, and Monitoring costs during construction.

IV. RIGHT OF WAY ITEMS

	ESCALATED VALUE
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	$16,442,000
B. Utility Relocation (State share)	$2,082,000
C. RAP	$1,338,000
D. CLEARANCE/DEMO	$166,000
E.TITLE AND ESCROW	$870,000

TOTAL RIGHT OF WAY ITEMS $20,898,000
(Escalated Value)

Anticipated Date of Right of Way Certification 2008
(Date to which values are escalated)

Contingency Rate is 25.00%
Right of way Escalation Rate is 6.00% except for State Share of Utility which is 5.00%
Estimated Construction Contract Work is $50,000

The above ROW items will cover both sides of Route 101 between Chualar and Salinas for realignment to include an interchange, two grade separations and new county roads. Neighborhood is mostly truck framed with a few pockets of light industrial use. A 12-unit mobile home park to be taken. RAP will be costly due to lack of replacement housing in the local area, especially spaces for mobile homes. Auto wrecker at Spence Road with high possibility of toxic contamination.

State of California Business, Transportation and Housing Agency

Memorandum

To: DAVID SILBERBERGER
05-DESIGN II

Attn: ROBERT NAVARRO
06-DESIGN BR "U"

Date: 7/28/2003

File: EA 0H330K ALT 1REV

DESCRIPTION:
A NEW REALIGNED ROUTE 101 WITH ONE NEW INTERCHANGE AND TWO NEW GRADE SEPARATIONS.

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 5/27/2003

The following assumptions and limiting conditions were identified:

Additional information includes the following:

THIS DATA SHEET REFLECTS UPDATED INFORMATION PROVIDED BY THE PROJECT ENGINEER AS WELL AS ADJUSTMENTS FOR ERRORS FOUND IN THE ORIGINAL ESTIMATE FOR THIS ALTERNATIVE. REFER TO PAGE 3 OF THIS REPORT FOR DETAILED PARCEL INFORMATION. SEE UTILITY INFORMATION SHEET FOR ADDITIONAL INFORMATION AS WELL.

Right of Way Lead Time will require a minimum of 30 months after we receive certified Appraisal Maps, the necessary environmental clearance has been obtained, and freeway agreements have been approved.

Jim Ahlg

for JOHN W. MADDUX, Chief
San Luis Obispo Field Office
(805) 549-3352
Calnet 8-629-3352

ATTACHMENT B

REQUEST DATE 5/27/2003 EA 0H330K ALT 1REV

REVISED DATE 7/28/2003 CO/RTE/KP-KP[route 1 route 2] MON/101/123.916-137.756 & /0/0.000-0.000

RIGHT OF WAY COST ESTIMATE	CURRENT YR 2003	CONTINGENCY RATE	RIGHT OF WAY ESCALATION RATE	ESCALATED YEAR (Rounded) 2008
ACQUISITION	$12,286,250	25.00%	6.00%	$16,442,000
MITIGATION	$0.00	25.00%	6.00%	$0
STATE SHARE OF UTILITIES	$1,631,563	25.00%	5.00%	$2,082,000
RAP	$1,000,000	25.00%	6.00%	$1,338,000
CLEARANCE/DEMO	$123,750	25.00%	6.00%	$166,000
TITLE AND ESCROW	$649,938	25.00%	6.00%	$870,000
PROPERTY MANAGEMENT				
SUPPORT HOURS				
TOTAL CURRENT VALUE *				$20,898,000

ESTIMATED CONSTRUCTION CONTRACT WORK $50,000

R/W LEAD TIME/MONTHS 30

PARCEL DATA			
# OF PCL TYPE X	0	# OF DUAL APPR X	0
# OF PCL TYPE A	20	# OF DUAL APPR A	0
# OF PCL TYPE B	6	# OF DUAL APPR B	0
# OF PCL TYPE C	10	# OF DUAL APPR C	0
# OF PCL TYPE D	2	# OF DUAL APPR D	2
TOTALS	38	TOTALS	2
# OF EXCESS PARCEL	9		

UTILITIES	
U4-1	1
U4-2	0
U4-3	2
U4-4	0
U5-7	0
U5-8	0
U5-9	3

RR INVOLVEMENT	
ARE RAILROAD FACILITIES OR RIGHTS OF WAY	YES
CONST/MAINT AGREEMENT	NO
SERVICE CONTRACT	YES
RIGHT OF ENTRY	YES
CLAUSES	YES

MISC R/W WORK	
# OF RAP DISPLACEMENT	6
# OF CLEARANCE/DEMO	8
# OF CONST PERMITS	0
# OF CONDEMNATION	10

* IF R/W COST ESTIMATE FIELDS ARE BLANK, TOTAL CURRENT VALUE = $0

ARE UTILITIES OR OTHER RIGHTS OF WAY AFFECTED: YES

RAILROAD LEADTIME REQUIRED: 36 month

PARCEL AREA **UNIT: ACRES**

TOTAL R/W TAKE	145.8	TOTAL R/W FEE	$4,412,000
TOTAL EXCESS AREA	26.1	TOTAL EXCESS COST	$1,932,000
TOTAL MITIGATION AREA	0		

PROVIDE GENERAL DESCRIPTION OF R/W AND EXCESS LANDS REQUIRED (ZONING, USE, MAJOR IMPROVEMENTS, CRITICAL OR SENSITIVE PARCELS, ETC.):

New right of way from both sides of Rte 101 be tween Chualar and Salinas for realignment to include an interchange, two grade separations and new county road. Neighborhood is mostly truck farmed with a few pockets of light industrial use. A 12 unit mobilehome park to be acquired. RAP will be costly due to the lack of replacement housing in the area, especially spaces for mobile homes. Autowreecker at Spence Road has high possibility of toxic contamination.

IS THERE A SIGNIFICANT EFFECT ON ASSESSED VALUATION? No

WERE ANY PREVIOUSLY UNIDENTIFIED SITES WITH HAZARDOUS WASTE OR MATERIAL FOUND: No

ARE RAP DISPLACEMENTS REQUIRE: Yes

OF SINGLE FAMILY: 14 # OF MULTI FAMILY: 2 # OF BUSINESS/NONPROFIT: 0 # OF FARMS: 0

SUFFICIENT REPLACEMENT HOUSING WILL BE AVAILABLE WITHOUT LAST RESORT HOUSING: NO

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 **REQUIRED**	F J BAILEY	6/16/2003
RAILROAD LIAISON AGENT	SALLY A. HOPKINS	6/2/2003
UTILITY RELOCATION COORDINATOR	PAMELA G. DEAN	6/2/2003

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.

for **JOHN W. MADDUX**
Field Office Chief, Right of Way

DATE ENTERED PMCS /28/2003
BY JAMES H. AMBERG

Project Study Report – Project Development Support Cost Estimate

District-County-Route 05-MON-101

KP (PM) KP 124.4/137.1 PM (77.0/85.6)

EA 05-0H330K

Program Code HE 13-20.10.075.613 (IIP)

PROJECT DESCRIPTION:

Limits On Route 101 in Monterey County

From The Main St. Overcrossing in Chualar

To The Airport Blvd Overcrossing in Salinas

Proposed Improvement (Scope) A new realigned Route 101 with three new interchanges. Local frontage roads will be incorporated where appropriate.

Alternate 2

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	$ 129,000,000
TOTAL STRUCTURE ITEMS	$ 15,500,000
TOTAL ENVIRONMENTAL MITIGATION ITEMS	$ 742,500
SUBTOTAL CONSTRUCTION COSTS	$ 145,242,500
TOTAL RIGHT OF WAY ITEMS	$ 22,000,000
TOTAL PROJECT CAPITAL OUTLAY COSTS	$ 167,242,500

ATTACHMENT C

I. ROADWAY ITEMS

	Average Cost per Lane KM	Number of KMs	Total Cost
Total Cost of Lane KMs	$2,687,500	12	$129,000,000

The cost includes the main line on a 4-lane freeway, three-diamond interchange and frontage roads.

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name			
Total Cost for Structure	$9,980,000	$2,880,000	$2,880,000

TOTAL STRUCTURES ITEMS $15,740,000
(Sum of Total Cost for Structures)

We assumed the cost of 1.0 m2 per structure would be $2000.

III. ENVIRONMENTAL MITIGATION

	Quantity	Unit	Unit Price	Item Cost
Environmental Mitigation	1	LS	$742,500	$742,500

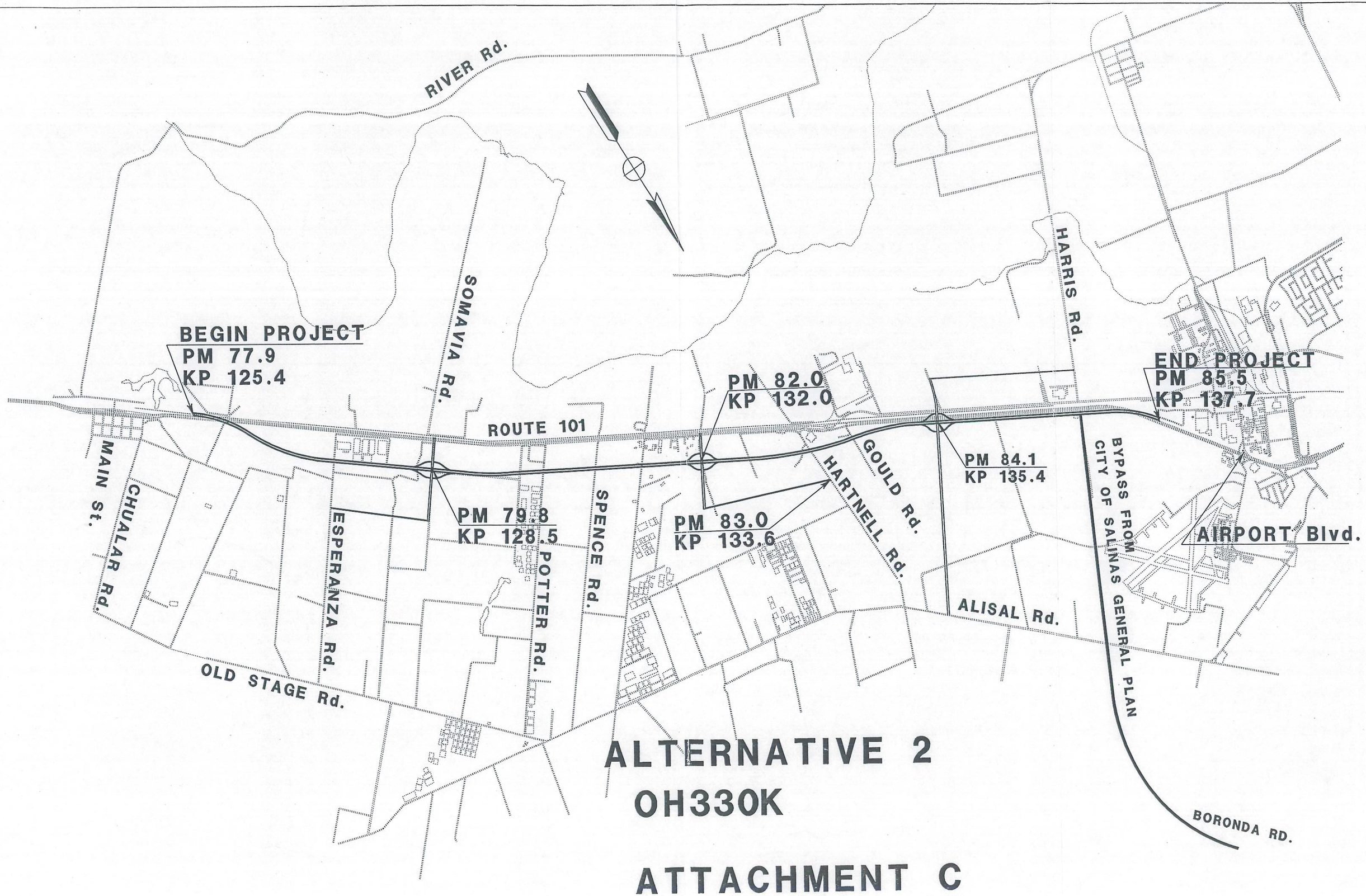
The above Environmental Mitigation cost estimate includes items such as bat boxes, riparian restoration, shallow exclusion, acquisition of ROW, and Monitoring costs during construction.

IV. RIGHT OF WAY ITEMS

	ESCALATED VALUE
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	$20,913,000
B. Utility Relocation (State share)	$6,122,000
C. RAP	$937,000
D. CLEARANCE/DEMO	$62,000
E.TITLE AND ESCROW	$1,046,,000
TOTAL RIGHT OF WAY ITEMS (Escalated Value)	$29,080,000
Anticipated Date of Right of Way Certification (Date to which values are escalated)	2008

Contingency Rate is 25.00%
Right of way Escalation Rate is 6.00% except for State Share of Utility which is 5.00%
Estimated Construction Contract Work is $50,000

The above ROW items will cover lands on both side of freeway 101 including three interchanges. The neighborhood is agricultural in nature with a mix of agricultural/industrial supporting uses. Older established agricultural-chemical and auto wrecker likely sources of toxic.



ALTERNATIVE 2

OH330K

ATTACHMENT C

State of California Business, Transportation and Housing Agency

Memorandum

To: DAVID SILBERBERGER
05-DESIGN II

Attn: ROBERT NAVARRO
06-DESIGN BR "U"

Date: 7/31/2003

File: EA 0H330K ALT 2REV

DESCRIPTION:
A NEW REALIGNED ROUTE 101 WITH THREE NEW INTERCHANGES.

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 5/27/2003

The following assumptions and limiting conditions were identified:

Additional information includes the following:

PARCELS HAVE INCREASED FROM 42 TO 45. NEIGHBORHOOD IS AGRICULTURAL WITH MIX OF INDUSTRIAL AND COMMERCIAL POCKETS. OLDER ESTABLISHED AG-CHEMICAL AND AUTO WRECKER LIKELY SOURCE OF TOXIC RESIDUALS. UTILITY RELOCATIONS WILL REQUIRE 30 MONTHS LEADTIME. SEE ATTACHED UTILITY INFORMATION SHEET.

Right of Way Lead Time will require a minimum of 30 months after we receive certified Appraisal Maps, the necessary environmental clearance has been obtained, and freeway agreements have been approved.

JOHN W. MADDUX, Chief
San Luis Obispo Field Office
(805) 549-3352
Calnet 8-629-3352

ATTACHMENT C

REQUEST DATE 5/27/2003 EA 0H330K ALT 2REV

REVISED DATE 7/7/2003 CO/RTE/KP-KP[route 1 route 2] MON/101/123.9-137.8 & /0/-0.0

RIGHT OF WAY COST ESTIMATE	CURRENT YR 2003	CONTINGENCY RATE	RIGHT OF WAY ESCALATION RATE	ESCALATED YEAR (Rounded) 2008
ACQUISITION	$15,627,100	25.00%	6.00%	$20,913,000
MITIGATION	$0.00	25.00%	6.00%	$0
STATE SHARE OF UTILITIES	$4,796,875	25.00%	5.00%	$6,122,000
RAP	$700,000	25.00%	6.00%	$937,000
CLEARANCE/DEMO	$46,250	25.00%	6.00%	$62,000
TITLE AND ESCROW	$781,980	25.00%	6.00%	$1,046,000
PROPERTY MANAGEMENT				
SUPPORT HOURS				
TOTAL CURRENT VALUE *				$29,080,000

ESTIMATED CONSTRUCTION CONTRACT WORK $50,000

R/W LEAD TIME/MONTHS 30

PARCEL DATA			
# OF PCL TYPE X	0	# OF DUAL APPR X	0
# OF PCL TYPE A	31	# OF DUAL APPR A	0
# OF PCL TYPE B	8	# OF DUAL APPR B	0
# OF PCL TYPE C	6	# OF DUAL APPR C	0
# OF PCL TYPE D	0	# OF DUAL APPR D	0
TOTALS	45	TOTALS	0
# OF EXCESS PARCEL	7		

UTILITIES	
U4-1	1
U4-2	0
U4-3	2
U4-4	0
U5-7	0
U5-8	0
U5-9	3

RR INVOLVEMENT	
ARE RAILROAD FACILITIES OR RIGHTS OF WAY	YES
CONST/MAINT AGREEMENT	NO
SERVICE CONTRACT	YES
RIGHT OF ENTRY	YES
CLAUSES	YES

MISC R/W WORK	
# OF RAP DISPLACEMENT	4
# OF CLEARANCE/DEMO	9
# OF CONST PERMITS	0
# OF CONDEMNATION	12

IF R/W COST ESTIMATE FIELDS ARE BLANK, TOTAL CURRENT VALUE = $0

ARE UTILITIES OR OTHER RIGHTS OF WAY AFFECTED: YES

RAILROAD LEADTIME REQUIRED: 36 month

PARCEL AREA		UNIT: Acres	
TOTAL R/W TAKE	315.71	TOTAL R/W FEE	$8,871,680
TOTAL EXCESS AREA	25	TOTAL EXCESS COST	$1,438,000
TOTAL MITIGATION AREA	0		

PROVIDE GENERAL DESCRIPTION OF R/W AND EXCESS LANDS REQUIRED (ZONING, USE, MAJOR IMPROVEMENTS, CRITICAL OR SENSITIVE PARCELS, ETC.):

New ROW from lands on either side of the highway inckuding three interchanges. The neighborhoodis agrecultural in nature with mix of industrial and commercial pockets. Older established Ag-Chemical and auto wrecker likley source of toxic residuals.

IS THERE A SIGNIFICANT EFFECT ON ASSESSED VALUATION? No

WERE ANY PREVIOUSLY UNIDENTIFIED SITES WITH HAZARDOUS WASTE OR MATERIAL FOUND: No

ARE RAP DISPLACEMENTS REQUIRE: Yes

OF SINGLE FAMILY: 2 # OF MULTI FAMILY: 5 # OF BUSINESS/NONPROFIT: 0 # OF FARMS: 0

SUFFICIENT REPLACEMENT HOUSING WILL BE AVAILABLE WITHOUT LAST RESORT HOUSING: No

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	REQUIRED	F J Bailey	6/16/2003
RAILROAD LIAISON AGENT		SALLY A. HOPKINS	6/2/2003
UTILITY RELOCATION COORDINATOR		PAMELA G. DEAN	6/2/2003

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.

for **JOHN W. MADDUX**
Field Office Chief, Right of Way

DATE ENTERED PMCS 7/18/2003
BY JAMES H. AMBERG

Project Study Report – Project Development Support Cost Estimate

District-County-Route 05-MON-101

KP (PM) KP 124.4/137.1 PM (77.0/85.6)

EA 05-0H330K

Program Code HE 13-20.10.075.613 (IIP)

PROJECT DESCRIPTION:

Limits On Route 101 in Monterey County

From The Main St. Overcrossing in Chualar

To The Airport Blvd Overcrossing in Salinas

Proposed Improvement (Scope) Two new northbound lanes, convert the existing southbound lanes to a local road and provide one new interchange and at least two new grade separations. Restricted access and local frontage roads will be incorporated where appropriate.

Alternate 3

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	$ 68,500,000
TOTAL STRUCTURE ITEMS	$ 9,000,000
TOTAL ENVIRONMENTAL MITIGATION ITEMS	$ 342,500
SUBTOTAL CONSTRUCTION COSTS	$ 77,842,500
TOTAL RIGHT OF WAY ITEMS	$ 17,000,000
TOTAL PROJECT CAPITAL OUTLAY COSTS	$ 94,842,500

ATTACHMENT D

I. ROADWAY ITEMS

	Average Cost per Lane KM	Number of KMs	Total Cost
Total Cost of Lane KMs	$2,285,000	7.5	$68,500,000

The cost includes the main line on a 4-lane freeway, one diamond interchange and frontage roads.

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name			
Total Cost for Structure	$2,880,000	$3,050,000	$2,400,000

TOTAL STRUCTURES ITEMS $8,330,000
(Sum of Total Cost for Structures)

We assumed the cost of 1.0 m2 per structure would be $2000.

III. ENVIRONMENTAL MITIGATION

	Quantity	Unit	Unit Price	Item Cost
Environmental Mitigation	1	LS	$342,500	$342,500

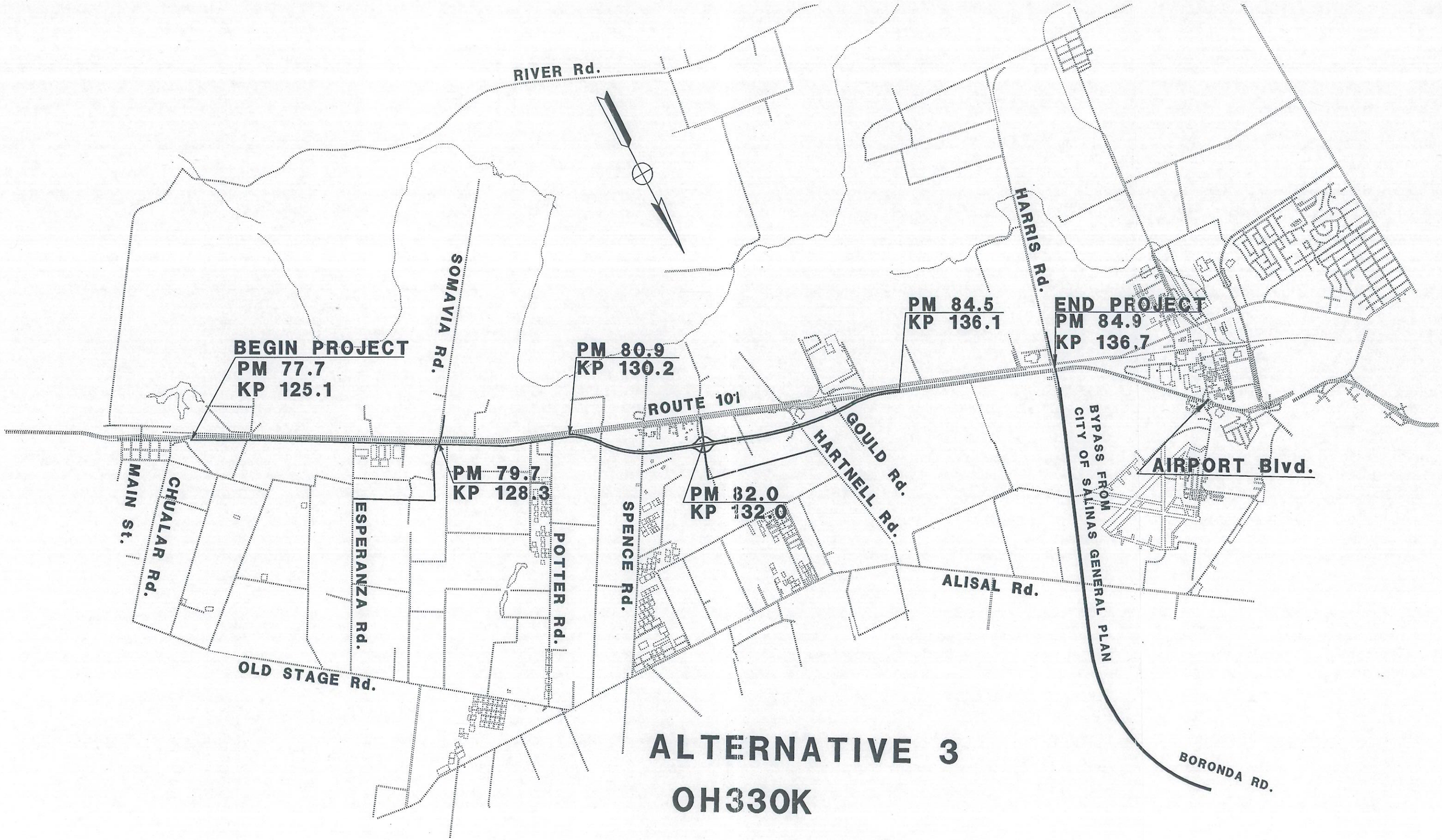
The above Environmental Mitigation cost estimate includes items such as bat boxes, riparian restoration, shallow exclusion, acquisition of ROW, and Monitoring costs during construction.

IV. RIGHT OF WAY ITEMS

	ESCALATED VALUE
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	$16,627,000
B. Utility Relocation (State share)	$3,425,000
C. RAP	$1,338,000
D. CLEARANCE/DEMO	$66,000
E.TITLE AND ESCROW	$832,000
TOTAL RIGHT OF WAY ITEMS (Escalated Value)	$22,288,000
Anticipated Date of Right of Way Certification (Date to which values are escalated)	2008

Contingency Rate is 25.00%
Right of way Escalation Rate is 6.00% except for State Share of Utility which is 5.00%
Estimated Construction Contract Work is $50,000

The above ROW items will cover both side of the freeway 101 for new northbound lanes with creation of local roads. Located between Chualar and Salinas in a farming district mixes with support agricultural-industrial uses. Older agricultural industrial and wrecking yard are likely sources of toxic.



ALTERNATIVE 3

OH330K

ATTACHMENT D

State of California Business, Transportation and Housing Agency

Memorandum

To: DAVID SILBERBERGER
05-DESIGH II

Attn: ROBERT NAVARRO
06-DESIGN BR "U"

Date: 7/28/2003

File: EA 0H330K ALT 3REV

DESCRIPTION:
CONSTRUCT TWO NEW NORHBOUND LANES, CONVERT EXISTING SOUTHBOUND LANES TO A LOCAL ROAD AND PROVIDE ONE NEW INTERCHANGE AND AT LEAST TWO

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 5/27/2003

The following assumptions and limiting conditions were identified:

Additional information includes the following:

THIS DATA SHEET REFLECTS UPDATED INFORMATION PROVIDED BY THE PROJECT ENGINEER AS WELL AS ADJUSTMENTS FOR ERRORS FOUND IN THE ORIGINAL ESTIMATE FOR THIS ALTERNATIVE. REFER TO PAGE 3 OF THIS REPORT FOR DETAILED PARCEL INFORMATION. SEE ATTACHED UTILITY INFORMATION SHEET FOR ADDITIONAL INFORMATION AS WELL.

Right of Way Lead Time will require a minimum of 30 months after we receive certified Appraisal Maps, the necessary environmental clearance has been obtained, and freeway agreements have been approved.

for JOHN W. MADDUX, Chief
San Luis Obispo Field Office
(805) 549-3352
Calnet 8-629-3352

ATTACHMENT D

REQUEST DATE 5/27/2003 EA 0H330K ALT 3REV

REVISED DATE 7/28/2003 CO/RTE/KP-KP[route 1 route 2] MON/101/123.9-137.8 & /0/-0.0

RIGHT OF WAY COST ESTIMATE	CURRENT YR 2003	CONTINGENCY RATE	RIGHT OF WAY ESCALATION RATE	ESCALATED YEAR (Rounded) 2008
ACQUISITION	$12,425,000	25.00%	6.00%	$16,627,000
MITIGATION	$0.00	25.00%	6.00%	$0
STATE SHARE OF UTILITIES	$2,683,188	25.00%	5.00%	$3,425,000
RAP	$1,000,000	25.00%	6.00%	$1,338,000
CLEARANCE/DEMO	$49,375	25.00%	6.00%	$66,000
TITLE AND ESCROW	$621,875	25.00%	6.00%	$832,000
PROPERTY MANAGEMENT				
SUPPORT HOURS				
TOTAL CURRENT VALUE *				$22,288,000

ESTIMATED CONSTRUCTION CONTRACT WORK $50,000

R/W LEAD TIME/MONTHS 30

PARCEL DATA			
# OF PCL TYPE X	0	# OF DUAL APPR X	0
# OF PCL TYPE A	31	# OF DUAL APPR A	0
# OF PCL TYPE B	3	# OF DUAL APPR B	0
# OF PCL TYPE C	5	# OF DUAL APPR C	0
# OF PCL TYPE D	0	# OF DUAL APPR D	0
TOTALS	39	TOTALS	0
# OF EXCESS PARCEL	4		

UTILITIES	
U4-1	1
U4-2	0
U4-3	2
U4-4	0
U5-7	0
U5-8	0
U5-9	3

RR INVOLVEMENT	
ARE RAILROAD FACILITIES OR RIGHTS OF WAY	YES
CONST/MAINT AGREEMENT	NO
SERVICE CONTRACT	YES
RIGHT OF ENTRY	YES
CLAUSES	YES

MISC R/W WORK	
# OF RAP DISPLACEMENT	10
# OF CLEARANCE/DEMO	9
# OF CONST PERMITS	0
# OF CONDEMNATION	10

* IF R/W COST ESTIMATE FIELDS ARE BLANK, TOTAL CURRENT VALUE = $0

ARE UTILITIES OR OTHER RIGHTS OF WAY AFFECTED YES

RAILROAD LEADTIME REQUIRED 36 month

PARCEL AREA **UNIT: Acres**

TOTAL R/W TAKE	134.9	TOTAL R/W FEE	$5,434,000
TOTAL EXCESS AREA	14	TOTAL EXCESS COST	$1,539,000
TOTAL MITIGATION AREA	0		

PROVIDE GENERAL DESCRIPTION OF R/W AND EXCESS LANDS REQUIRED (ZONING, USE, MAJOR IMPROVEMENTS, CRITICAL OR SENSITIVE PARCELS, ETC.):

ROW on either side of Highway 101 for new North bound lanes with the addition of a local frontage road. The project is located between Chualar and Salinas in a farmiming area mixed with Ag- Indutrial uses. Older industial and auto wrecking yard are likely sources of toxic residue.

IS THERE A SIGNIFICANT EFFECT ON ASSESSED VALUATION? No

WERE ANY PREVIOUSLY UNIDENTIFIED SITES WITH HAZARDOUS WASTE OR MATERIAL FOUND No

ARE RAP DISPLACEMENTS REQUIRE Yes

OF SINGLE FAMILY 7 # OF MULTI FAMILY 3 # OF BUSINESS/NONPROFIT 0 # OF FARMS 0

SUFFICIENT REPLACEMENT HOUSING WILL BE AVAILABLE WITHOUT LAST RESORT HOUSING NO

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 **REQUIRED**	F J Bailey	6/16/2003
RAILROAD LIAISON AGENT	SALLY A. HOPKINS	6/2/2003
UTILITY RELOCATION COORDINATOR	PAMELA G. DEAN	6/2/2003

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.

Jim C

for **JOHN W. MADDUX**
Field Office Chief, Right of Way

DATE ENTERED PMCS /28/2003

BY JAMES H. AMBERG

Project Study Report – Project Development Support Cost Estimate

District-County-Route 05-MON-101

KP (PM) KP 124.4/137.1 PM (77.0/85.6)

EA 05-0H330K

Program Code HE 13-20.10.075.613 (IIP)

PROJECT DESCRIPTION:

Limits On Route 101 in Monterey County

From The Main St. Overcrossing in Chualar

To The Airport Blvd Overcrossing in Salinas

Proposed Improvement (Scope) A slight realignment of Route 101 with new interchange combined with Railroad crossing south of Harris Rd. Construct two new grade separations and a major frontage road system from Main St. in Chualar to the Spence undercrossing.

Alternate 4

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	$ 74,000,000
TOTAL STRUCTURE ITEMS	$ 14,500,000
TOTAL ENVIRONMENTAL MITIGATION ITEMS	$ 442,500
SUBTOTAL CONSTRUCTION COSTS	$ 88,942,500
TOTAL RIGHT OF WAY ITEMS	$ 16,000,000
TOTAL PROJECT CAPITAL OUTLAY COSTS	$ 104,942,500

ATTACHMENT E

I. ROADWAY ITEMS

	Average Cost per Lane KM	Number of KMs	Total Cost
Total Cost of Lane KMs	$9,250,000	2	$74,000,000

The cost includes the main line on a 4-lane freeway, one diamond interchange and frontage roads.

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name			
Total Cost for Structure	$8,980,000	$2,400,000	$2,400,000

TOTAL STRUCTURES ITEMS $13,780,000
(Sum of Total Cost for Structures)

We assumed the cost of 1.0 m2 per structure would be $2000.

III. ENVIRONMENTAL MITIGATION

	Quantity	Unit	Unit Price	Item Cost
Environmental Mitigation	1	LS	$442,500	$442,500

The above Environmental Mitigation cost estimate includes items such as bat boxes, riparian restoration, shallow exclusion, acquisition of ROW, and Monitoring costs during construction.

IV. RIGHT OF WAY ITEMS

	ESCALATED VALUE
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	$16,740,000
B. Utility Relocation (State share)	$1,766,000
C. RAP	$1,506,000
D. CLEARANCE/DEMO	$194,000
E.TITLE AND ESCROW	$838,000

TOTAL RIGHT OF WAY ITEMS (Escalated Value) $21,044,000

Anticipated Date of Right of Way Certification (Date to which values are escalated) 2008

Contingency Rate is 25.00%
Right of way Escalation Rate is 6.00% except for State Share of Utility which is 5.00%
Estimated Construction Contract Work is $50,000

The above ROW items will cover both sides of freeway 101 to construct realigned freeway and system of local roads. Located in an agricultural district with a mix of truck cropping and support agricultural-commercial/industrial uses. Wrecking yard and older agricultural-industrial sites are likely.

State of California Business, Transportation and Housing Agency

JK

Memorandum

To: DAVID SILBERBERGER
05-DESIGN II

Attn: ROBERT NAVARRO
06-DESIGN BR "U"

Date: 6/23/2003

File: EA 0H330K ALT 4REV

DESCRIPTION:
NEW REALIGNED ROUTE 101 WITH ONE NEW INTERCHANGE, TWO NEW GRADE SEPARATIONS AND A NEW FRONTAGE ROADS SYSTEM.

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 5/27/2003

The following assumptions and limiting conditions were identified:

Additional information includes the following:

SEE PAGE 3 OF THIS REPORT FOR DETAILED PARCEL INFORMATION. SEE ATTACHED UTILITY INFORMATION SHEET FOR ADDITIONAL INFORMATION AS WELL.

Right of Way Lead Time will require a minimum of 30 months after we receive certified Appraisal Maps, the necessary environmental clearance has been obtained, and freeway agreements have been approved.

JOHN W. MADDUX, Chief
San Luis Obispo Field Office
(805) 549-3352
Calnet 8-629-3352

ATTACHMENT E

REQUEST DATE 5/27/2003 EA 0H330K ALT 4REV

REVISED DATE CO/RTE/KP-KP[route 1 _route 2] MON/101/123.9-137.8 & /0/-0.0

RIGHT OF WAY COST ESTIMATE	CURRENT YR 2003	CONTINGENCY RATE	RIGHT OF WAY ESCALATION RATE	ESCALATED YEAR (Rounded) 2008
ACQUISITION	$12,509,250	25.00%	6.00%	$16,740,000
MITIGATION	$0.00	$0.00	6.00%	$0
STATE SHARE OF UTILITIES	$1,383,813	25.00%	5.00%	$1,766,000
RAP	$1,125,000	25.00%	6.00%	$1,506,000
CLEARANCE/DEMO	$145,000	25.00%	6.00%	$194,000
TITLE AND ESCROW	$626,088	25.00%	6.00%	$838,000
PROPERTY MANAGEMENT				
SUPPORT HOURS				
TOTAL CURRENT VALUE *				$21,044,000

ESTIMATED CONSTRUCTION CONTRACT WORK $50,000

R/W LEAD TIME/MONTHS 30

PARCEL DATA			
# OF PCL TYPE X	0	# OF DUAL APPR X	0
# OF PCL TYPE A	32	# OF DUAL APPR A	0
# OF PCL TYPE B	6	# OF DUAL APPR B	0
# OF PCL TYPE C	5	# OF DUAL APPR C	0
# OF PCL TYPE D	2	# OF DUAL APPR D	0
TOTALS	45	TOTALS	0
# OF EXCESS PARCELS	10		

UTILITIES	
U4-1	1
U4-2	0
U4-3	2
U4-4	0
U5-7	0
U5-8	0
U5-9	3

RR INVOLVEMENT	
ARE RAILROAD FACILITIES OR RIGHTS OF WAY	YES
CONST/MAINT AGREEMENT	NO
SERVICE CONTRACT	YES
RIGHT OF ENTRY	YES
CLAUSES	YES

MISC R/W WORK	
# OF RAP DISPLACEMENT	9
# OF CLEARANCE/DEMOS	0
# OF CONST PERMITS	0
# OF CONDEMNATIONS	12

W COST ESTIMATE FIELDS ARE BLANK, TOTAL CURRENT VALUE = $0

ARE UTILITIES OR OTHER RIGHTS OF WAY AFFECTED? YES

RAILROAD LEADTIME REQUIRED 36

PARCEL AREA **UNIT: Acres**

TOTAL R/W TAKE	221.01
TOTAL EXCESS AREA	21
TOTAL MITIGATION AREA	0

TOTAL R/W FEE	$5,897,400
TOTAL EXCESS COST	$1,050,000

PROVIDE GENERAL DESCRIPTION OF R/W AND EXCESS LANDS REQUIRED (ZONING, USE, MAJOR IMPROVEMENTS, CRITICAL OR SENSITIVE PARCELS, ETC.):

New ROW on either side of Highway 101 to realign the highway and construct an interchange with a local frontage road. The project is located in an area of vegetable farms with a miz of support Ag- Industrial/Commercial uses. A wrecking yard and older Ag-industrial sites are likely areas of toxics.

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 Yes

OF SINGLE FAMILY 9 # OF MULTI FAMILY 0 # OF BUSINESS/NONPROFIT 0 # OF FARMS 0

SUFFICIENT REPLACEMENT HOUSING WILL BE AVAILABLE WITHOUT LAST RESORT HOUSING NO

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 **REQUIRED**	F J Bailey	6/16/2003
RAILROAD LIAISON AGENT	SALLY A. HOPKINS	6/2/2003
UTILITY RELOCATION COORDINATOR	PAMELA G. DEAN	6/2/2003

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.

JOHN W. MADDUX
Field Office Chief, Right of Way

DATE ENTERED PMCS 3/18/2003
BY JAMES H. AMBERG

Caltrans Metric

Preliminary Environmental Analysis Report

Project Information

District 05 County MON Route 101 Kilometer Post (PM) 123.9/137.8(77.0/85.6) EA 05-0H330K

Project Title: South Salinas Project

Project Manager David Silberberger Phone # (805) 549-3798

Project Engineer Tom Garibay Phone # (559) 243-3883

Environmental Branch Chief Bryan Apper Phone # (559) 243-8156

Environmental Planner Generalist David Farris Phone # (559) 243-8214

Project Description

Description of work: This project would convert the south Salinas corridor of State Route 101 from a two-lane expressway, which currently has at-grade intersections, to a four-lane freeway with multiple interchanges and access control.

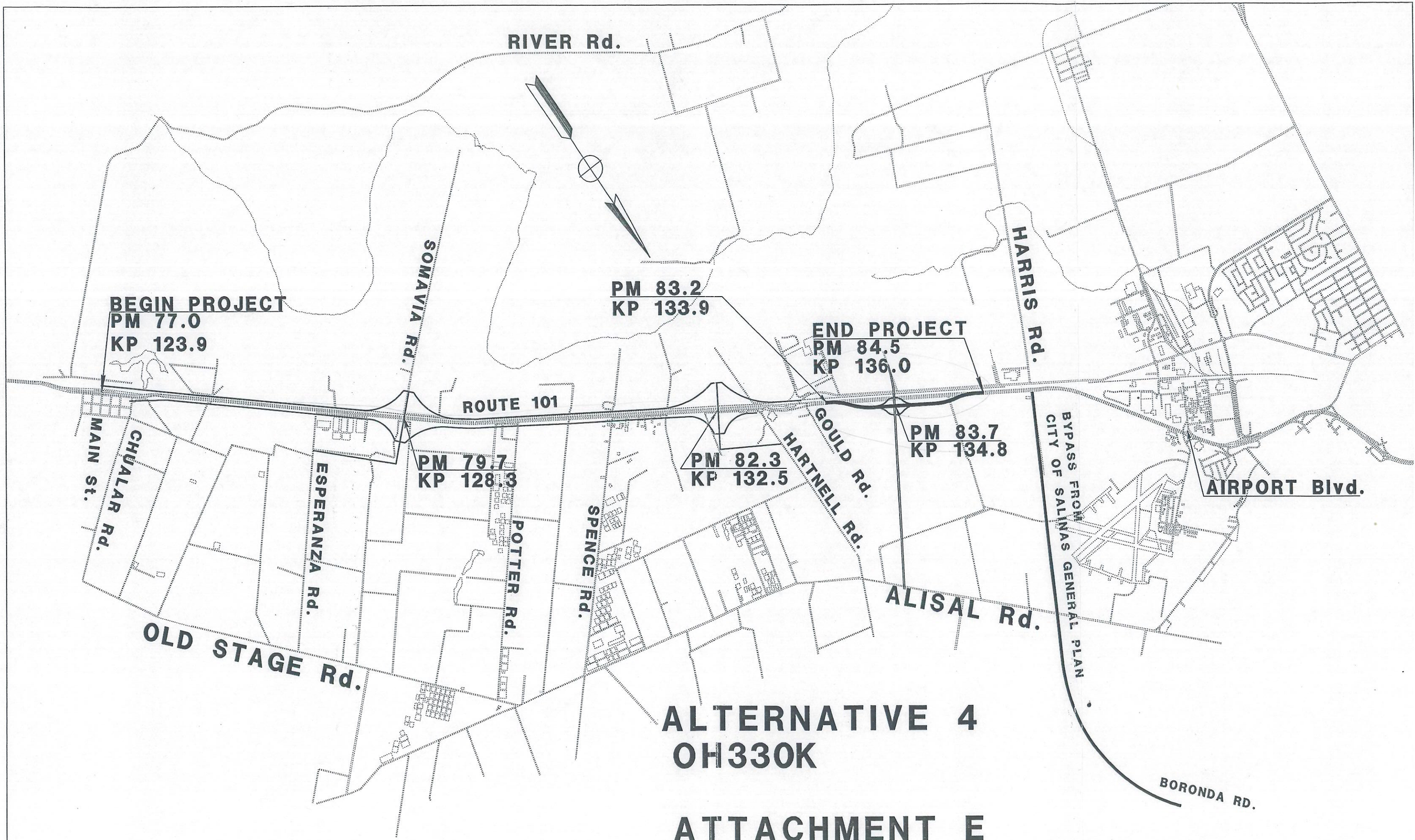
Anticipated Environmental Approval

CEQA	NEPA
❑ Categorical/Statutory Exemption	❑ Categorical Exclusion
❑ Negative Declaration / focused ND	❑ Finding of No Significant Impact
✓ Environmental Impact Report	✓ Environmental Impact Statement

PSR Summary Statement

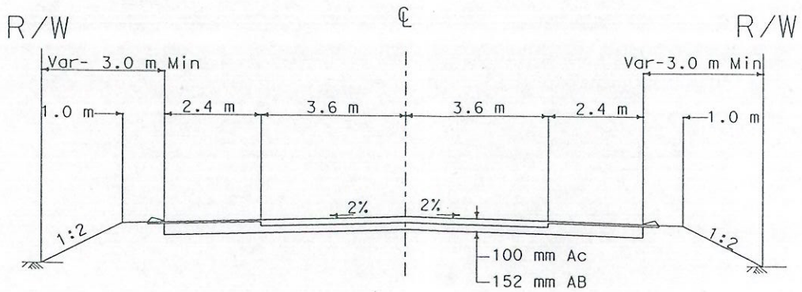
The anticipated environmental document for the proposed project is an Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The Federal Highways Administration and the California Department of Transportation would act as lead agencies in the preparation of a joint CEQA/NEPA (California Environmental Quality Act/National Environmental Policy Act) environmental document. The final environmental determination is projected to occur within 48 months from the start of environmental studies. Assuming a start date of January 1, 2005, Project Approval and Environmental Document would be anticipated by January of 2009. The anticipated person hours for this project are 9530 Caltrans Hours.

ATTACHMENT G

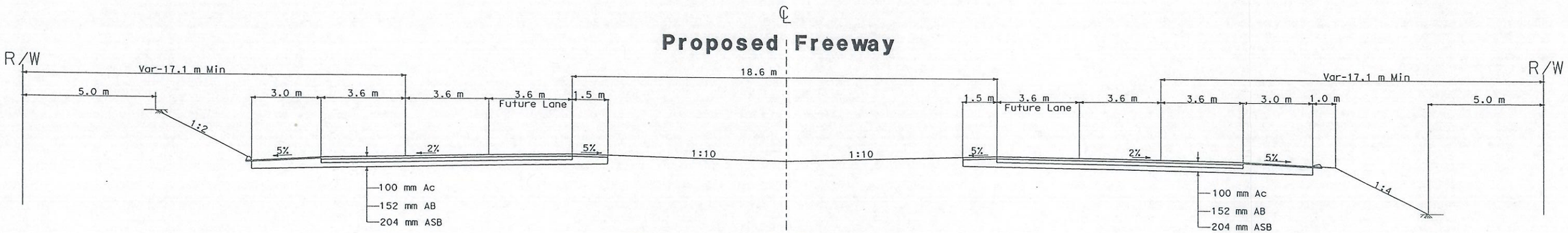


ALTERNATIVE 4
OH330K

ATTACHMENT E



Proposed Local Road
Typical Section

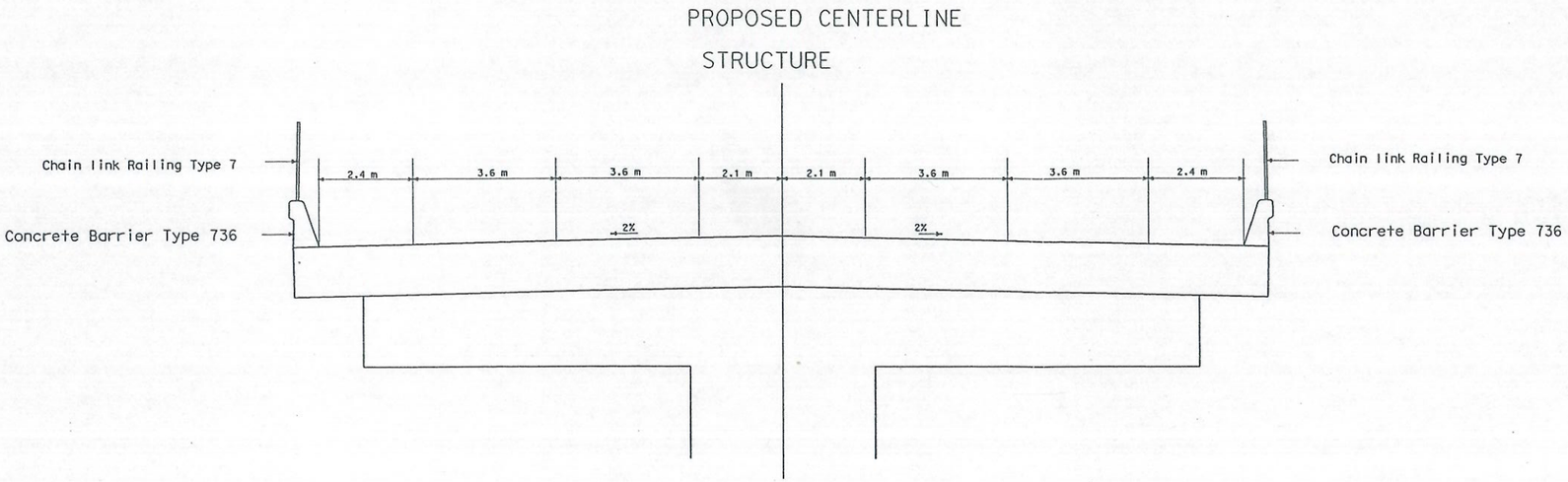


Proposed Freeway
Typical Section

Typical Sections

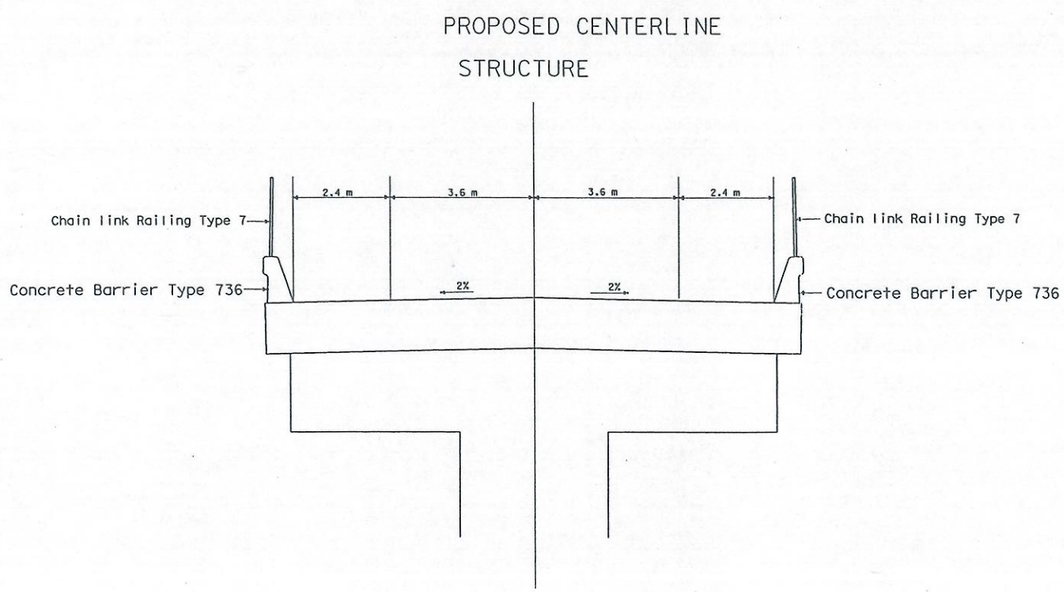
0H330K

ATTACHMENT F



TYPICAL CROSS SECTION

For New Interchange Structure



TYPICAL CROSS SECTION

For New Grade Separation Structure

0H330K

ATTACHMENT F

Disclaimer

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

Reviewed by:

Date: 4/9/03

Bryan Apper
Environmental Scoping Branch Chief

Date: 5/20/03

David Silbeberger, Project Manager

Date: 6/8/03

Larry Newland
Environmental Branch Chief

ATTACHMENT G

Environmental Technical Reports or Studies Required

	Study	Document	N/A
Community Impact Study	✓	❑	❑
Farmland	✓	❑	❑
Section 4(f) Evaluation	❑	❑	✓
Visual Resources	✓	❑	❑
Water Quality	✓	❑	❑
Floodplain Evaluation	✓	❑	❑
Noise Study	✓	❑	❑
Air Quality Study	✓	❑	❑
Paleontology	✓	❑	✓
Wild and Scenic River Consistency	❑	❑	❑
Cumulative Impacts	✓	❑	❑
Cultural			
ASR	✓	❑	❑
HSR	✓	❑	❑
HRER	✓	❑	❑
HPSR	✓	❑	❑
Section 106 / SHPO	✓	❑	❑
Native American Coordination	✓	❑	❑
Other			
Finding of Effect_____	❑	❑	✓
Data Recovery Plan_____	❑	❑	✓
Hazardous Waste			
ISA (Additional)	✓	❑	❑
PSI	✓	❑	❑
Other			
_____	❑	❑	❑
Biological			
Endangered Species (Federal)	✓	❑	❑
Endangered Species (State)	✓	❑	❑
Species of Concern (CNPS, USFS, BLM, S, F)	✓	❑	❑
Biological Assessment (USFWS, NMFS, State)	✓	❑	❑
Wetlands	✓	❑	❑
Invasive Species	✓	❑	❑
Natural Environment Study	✓	❑	❑
NEPA 404 Coordination	❑	❑	✓
Other			
_____	❑	❑	❑

ATTACHMENT G

Permits

401 Permit Coordination	✓	❑	❑
404 Permit Coordination	✓	❑	❑
Nationwide ✓ Individual ❑			
1601 Permit Coordination	❑	❑	✓
City/County Coastal Permit Coordination	❑	❑	✓
State Coastal Permit Coordination	❑	❑	✓
NPDES Coordination	❑	❑	✓
US Coast Guard (Section 10)	❑	❑	✓

ATTACHMENT G

Discussion of Technical Review

Socio-economic and Community Effects. The project would alter the access of several properties to the highway. A socioeconomic and community impact assessment would need to be done.

Farmlands. This project would impact a substantial acreage of prime farmland.

4(f) Impacts. There are no anticipated Section 4(f) impacts.

Visual Effects. The overall aesthetic quality of the State Route 101 corridor is being reduced partly because of cumulative effects of ongoing highway project, such as median barrier work, paving, and tree removal. This relatively large-scale project would further change the visual quality. The extent and quality of that change would depend primarily on the specific type of roadside feature and amount of paving proposed, and the amount and location of planting. A Visual Impact Assessment would be required.

Water Quality and Erosion. This project is located within the Salinas Hydrologic Unit. The region is regulated by the Central Coast Regional Water Quality Control Board and the Central Coast Basin Plan. Water bodies that intersect the project include the Salinas River and several intermittent streams.

A water quality assessment should be written to establish the hydrological characteristics of the area and identify various applicable permanent Best Management Practices that would be appropriate for the project. A Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Assessment would be required to address the need and feasibility of implementing both permanent and temporary Best Management Practices.

Potential impacts to water quality (construction site runoff, erosion, accidental spills of hazardous material and disruption of natural drainage patterns) during construction should be addressed in both the design and construction phases. In the design phase, plans should comply with Caltrans Storm Water Management Plans (SWMP) and employ the use of appropriate Best Management Practices to ensure that there would be no detrimental discharges into any bodies of water to the maximum extent practical. In the construction phase, the contractor shall exercise every reasonable precaution, as stated in the Caltrans Standard Specifications Section 7-1.01G, to eliminate potential impact to water quality while implementing appropriate Best Management Practices.

The California Statewide National Pollutant Discharge Elimination System (NPDES) permit regulates storm water runoff from this project. Therefore, the following items may apply to construction activities:

1. A Notification of Construction (NOC) is to be submitted to the appropriate Regional Water Quality Control Board (RWQCB) at least 30 days before construction begins. The Regional Water Quality Control Board for this project is the Central Valley RWQCB.
2. A Storm Water Pollution Prevention Plan (SWPPP) is to be prepared and implemented during construction to the satisfaction of the resident engineer.
3. A Notice of Construction Completion shall be submitted to the Regional Water Quality Control Board upon completion of the construction and stabilization of the site. A project would be considered complete when the criteria for final stabilization in the Construction General Permit is met.

Preparation costs of these documents shall be determined in greater detail according to the Stormwater Management Plan (SWMP). Construction cost would be dependent on procedures

outlined in Appendix F of the September 2002 Project Planning and Design Guide. An additional water quality assessment would be required.

Floodplain. A floodplain evaluation report would need to be prepared to analyze the effects of the alterations to the 100-year floodplain.

Air and Noise. This project is exempt from regional emissions analysis due to the change in horizontal alignment. It is exempt from Hot Spot analysis of carbon monoxide (CO) because it does not contain intersections with traffic signals. A PM_{10} analysis would be required.

Wild and Scenic River. No wild and scenic rivers are within the project area..

Cultural Resources. A Phase I and Historic Resource Evaluation Report is anticiapted. A Phase II and Extended Phase I is not anticipated.

Hazardous Waste/Materials. There appears to be thermoplastic paint on the road. This may contain lead paint and would require abatement if only the paint is removed. The bridge has metal-beam and wood-post guardrails with white paint that is peeling from the surfaces. The paint may be lead based, which would require disposal in a Class 1 Hazardous Waste Landfill. Some Caltrans bridges have asbestos-bearing pads or other types of asbestos-containing material. A hazardous waste study is recommended for this project. A bridge lead and asbestos study would be completed.

Biological Resources. The potential for several sensitive species exists with the project limits. Surveys would be needed to determine the presence of sensitive species. Environmental Sensitive Area fencing would be established to protect those areas with sensitive species or habit.

Special-status species with potential to occur within or adjacent to the project area					
Common Name	**Scientific Name**	**Status**			**Survey Period**
		State	**Federal**	**Other**	
PLANTS					
Congdon's Tarplant	*Centromadia parryi ssp congdonii*			1B	
Pinncles buckwheat	*Eriogonum nortonii*			1B	
Monterey manzanita	*Arctostaphylos montereynsis*			1B	
Monterey spineflower	*Chorizanthe pungens var pungens*	FE			
Robust spineflower	*Chorizanthe robusta var robusta*	FE			
ANIMALS					
California red-legged frog	*Rana Aurora Draytonii*	FT			Spring/Summer
California tiger salamander	*Ambystoma californiense*	FSC	SC		

ATTACHMENT G

Western spadefoot	*Scaphiopus hammondii*	FSC	CSC		
Western spadefoot	*Scaphiopus hammondii*		SC		
Two-striped gater snake	*Thamnophis hammondii*		SC		
Burrowing owl	*Athene cunicularia*		SC		
San Joaquin kit fox	*Vulpes macrotis mutica*	FE	ST		

Wetlands. A delineation of jurisdictional wetlands and waters of the United States needs to be done. Executive Order 11990 requires an avoidance alternative analysis for wetland impacts unless there is no practicable alternative available. Impacts to waters of the U.S. and wetlands from the project and any temporary access roads will need to be quantified.

Invasive Pest Plant Species. Executive Order 13112 requires that any Federal action may not cause or promote the spread or introduction of invasive species.

Right-of-Way Relocation or Staging Area. Material sites and disposal sites are indicated, but not identified. These areas, which must be identified prior to initiating environmental studies, will require complete environmental evaluation as part of this project. A relocation impact report would be required for any residents being moved because of the project.

Permits. Permits from the State Department of Fish and Game (1601), and U. S. Army Corps of Engineers (a nationwide 404 Permit) would be required because waters impacts may exceed the threshold acreage, and the Regional Water Quality Control Board (401) would be required. Additional permits for the material site and disposal site may be required.

List of Preparers

Hazardous Waste Review by Ken Duran	Date 02/15/03
Biological Review by Michael Lisitza	Date 01/10/03
Cultural Review by Krista Kiaha	Date 12/03/02
Community Impact Review David Farris	Date 10/14/02
Floodplain Review by David Farris	Date 10/14/02
Paleontology by Pete Hansen	Date 09/30/02

ATTACHMENT G

Caltrans Metric

Dist-County-Route 05-MON-101
Kilometer Post (Post Mile) Limits 123.9/137.8 (77.0/85.6)
Project Type: Realign the Fwy&new interchanges
EA: 05-0H330K
RU: 05253
Program Identification: HE 13-20.10.075.613 (IIP)
Phases: ■ PID
☐ PA/ED
☐ PS&E

Regional Water Quality Control Board(s): Cenrtral Coast RWQCB

Project Manager: David Silberberger

Is the Project exempt from incorporating Treatment BMPs? Yes ☐ No ■ N/A ☐
If yes, attach the Exemption Documentation Form

Estimated Construction Start Date: 2014

Notification of Construction (NOC) Date to be Submitted: 2014

Notification of ADL reuse (if yes, provide date) Yes ☐ Date_____ No ■ N/A ☐

Separate Dewatering Permit (if yes, permit no.) Yes ☐ Permit #_____ No ■ N/A ☐

I have reviewed the storm water quality design issues contained in the Storm Water Data Report and Attachments attached hereto, and find the data to be complete, current, and accurate:

This Storm Water Data Report 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. PE stamp required at PS&E.

Tom Gailey 7-10-03
Registered Project Engineer *Date*

9/2/03
Design District/Regional Storm Water Coordinator or Designee *Date*

9/11/03
Designated Landscape Representative *Date*

9/15/03
Designated Maintenance Representative *Date*

APPROVAL RECOMMENDED: for Dave Silberberger 9/11/03
Project Manager *Date*
Robert H. Davis

ATTACHMENT H

State of California

Business, Transportation and Housing Agency

Memorandum

To: IHAB ABOUELFITTOUH
Central Region Division Chief
Program/Project Management

Date: June 23, 2003
File: MON-101-KP 123.9/137.8
(PM 77.0 / 85.6)
EA: 05-0H330_
Program: HE13 - (025.700)

Attention: Said Ismail

From: **DEPARTMENT OF TRANSPORTATION**
Central Region – Project Management

Subject: PSR-PDS Database Certification and Transmittal

The attached PSR-PDS has been prepared under my direction and has been reviewed by appropriate District, Region and Headquarters personnel.

The project is on State Route 101 from the Main Street Overcrossing in Chular to the Airport Boulevard Overcrossing in Salinas.

Work Description: Upgrade existing expressway to a freeway with construction of new interchanges, grade seperations and frontage roads.

The pertinent project factors which would affect programming are:

I. PROJECT SCHEDULE & RESPONSIBILITIES:

Milestone Dates	Month / Year
PID Approval	7/03
PA&ED	1/09
R/W Cert	7/13
RTL	2/14
Approve Contract	6/14
Job Complete	1/19

Work Phase	Responsibility (CT or Local)	Reimbursed Work Yes	Reimbursed Work No
PID	CT	☐	☒
PA&ED	CT	☐	☒
PS&E	CT	☐	☒
R/W	CT	☐	☒
Structures Design	CT	☐	☒
Const.	CT	☐	☒

II. COST BREAKDOWN: *(Capital Cost Estimate provided by Design and R/W Functions. Support Cost Estimate from XPM.)*

Capital and Support Cost Summary

Project Cost Component	Fiscal Years						Total
	2004/05	2005/06	2006/07	2007/08	2008/09	Future	
R/W Capital					29,082		29,082
Const. Capital**						202,908	202,908
PA&ED*	8,640						8,640
PS&E*					5,382		5,382
R/W Support*					1,540		1,540
Const.Support*						16,203	16,203
Total	8,640	0	0	0	36,004	219,111	263,755

Notes:

(1) Construction Capital escalated at 3.4% per year and Support Costs escalated at 2.7% per year. Right of Way Capital costs escalated at 6% per year except for utilities at 5% per year.

(2) All costs X$1000. Support Categories are the same as those identified by SB 45.

(3) Support Cost Ratio: 15.7%. [*All Support Costs (*) divided by the escalated Construction Capital(**)*]

ATTACHMENT I

III. CAPITAL COST ESTIMATE (X $1,000)

	Estimate Date:	Month/Year
Construction:		
Roadway	$ 180,217	February 2014
Environmental Mitigation	$ 1,037	
Bridge	$ 21,654	
Construction Total	$ 202,908	
Right of Way: (Escalated)		
Acquisition	$ 21,861	
Utilities	$ 6,122	
Hazardous Waste	$ 0	
Relocation	$ 937	
Demolition & Clearance	$ 62	
Environmental Mitigation	$ 100	
R/W Total	$ 29,082	January 2009

IV. RIGHT OF WAY FACTORS:

Number of Parcels -	45
Number of RAP -	4
Railroad Involvement -	Yes
Utility Relocation -	Yes

V. ENVIRONMENTAL FACTORS:

	State:	Federal:
Env. Documents -	EIS	EIR
Historical -		Yes
Archaeological -		Yes
Section 4 (f) -		No
Public Lands -		Yes
Fish & Game (1601 Permit) -		Yes
Hazardous Waste -		Yes
Material or Disposal Site Clearance		No
Endangered Species		Yes

VI. PRIORITY FACTORS:

Safety Index	N/A
Delay Index	N/A
PIN	N/A

VII. PERFORMANCE INDICATORS (SHOPP ONLY):

Examples (in bold) are shown in table below. Please input actual performance indicator(s) for your project.

(1st) Roadway Rehab		*(2nd) Replacement Planting*		*(3rd) Freeway Median Barriers*	
Number	Units	Number	Units	Number	Units
22	***Lane Miles***	***20***	***Acres***	***10***	***Centerline Miles***

The Environmental, Right of Way and Program/Project Management Divisions certify that the above pertinent factors are correct and are reflected in their data base:

I certify that the above environmental factors are appropriate for environmental issues and certifications.

FOR Kirsten Helton, Chief
Central California Environmental Branch

6/27/03
Date

I certify that the above programming factors listed have been entered into the right of way data base.

Connie Shellooe

7/7/03
Date

Connie Shellooe
Right of Way Administration

I certify that the above programming factors listed have been entered into the data base with a 07/04 start date.

8/8/03
Date

Lisa Pallesen / Linda Wilkins / James Issertell
Central Region Project Management Support

I concur with the scope, cost and schedule for the alternative recommended for programming as identified in the PSR/PR/PSSR. The alternative has been found by the Project Development Team to best meet the needs of the users and the requirements of the Department.

6/23/03
Date

Project Manager

To be completed by Program/Project Management after PSR/PR/PSSR has been approved and concurred by the District 6 Director of the Central Region.

The PSR/PR/PSSR approval date of 9/22/03 has been entered into database.

Lisa Pallesen / Linda Wilkins / James Issertell
Central Region Program/Project Management

9/29/03
Date

cc: CR-R/W -- RW-LS/CS/JA
CR-PJD -- KEA(TRyan)/TJO/MS/JG/RQ
CR-ENV -- JEN-KH(CYim)
CR-PMSU -- SI-SL (LW, LP, JI)
CR-PPM -- ST, GG, LJ
PSR File -- 2

Dist 05 Only:
SFasulo (SHOPP)
NWickersham (STIP)

Dist 06 Only:
MXDougherty (SHOPP)
AMcCuen/SCurti/LZito (STIP)

Dist 09 Only:
Katy Walton (STIP)
Brian McElwain (SHOPP)

Dist 10 Only:
Kim English (D10 PPM)
Dana Cowell (STIP)
Dina Bortner (SHOPP)