

Dist 05 Mon-101 PM 67.0/73.8  
20.XX.201.121  
EA: 0S780K  
P.I. : 0512000016  
September 19, 2011

## CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

To

### Request Programming in the 2012 SHOPP And Provide Project Approval

On Route 101 In and Near Gonzales

From 0.6 Miles North of Soledad Prison Overcrossing  
To 1.2 Miles North of North Gonzales Overcrossing

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



SPIROS KARIMBAKAS  
DISTRICT DIVISION CHIEF - RIGHT OF WAY

APPROVAL RECOMMENDED:



KELLY J. McCLAIN  
PROJECT MANAGER

APPROVED:

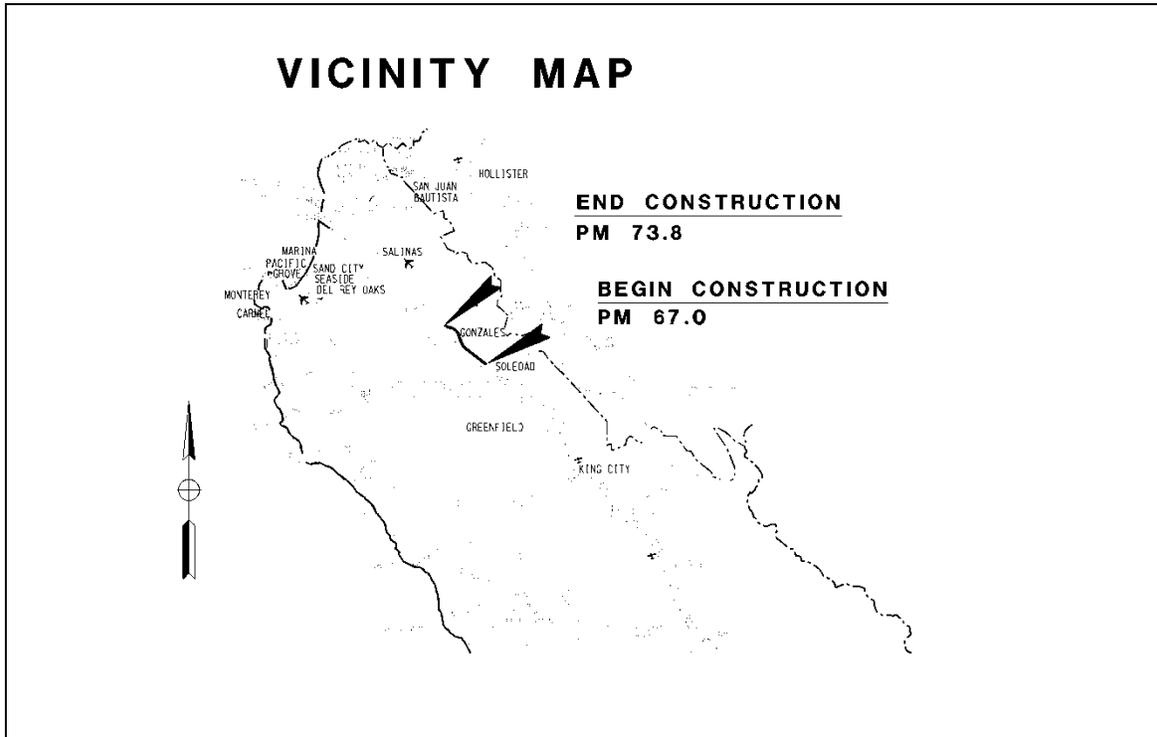


RICHARD KRUMHOLZ  
DISTRICT DIRECTOR

9/20/11

DATE

Dist. 05- Mon-101- PM 67.0/73.8  
21.XX.201.121  
EA: 0S780K  
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On Route 101 In and Near Gonzales

From 0.6 Miles North of Soledad Prison Overcrossing  
To 1.2 Miles North of North Gonzales Overcrossing

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

*Charles S. Trenbeth*

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CHARLES S. TRENBETH  
REGISTERED CIVIL ENGINEER

September 19, 2011  
DATE



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## 1. INTRODUCTION AND BACKGROUND

### Brief Project Description:

This project is located on Route 101, in Monterey County, from 0.6 Miles North of Soledad Prison Overcrossing to 1.2 Miles North of North Gonzales Overcrossing. The project extends northbound from Post Mile (PM) 67.0 to 73.13, and southbound from PM 67.0 to 73.8. The existing highway for this location consists of dense graded Asphalt Concrete (AC) for lanes and shoulders. This project proposes to overlay the existing lanes and shoulders with a 0.15 foot thick layer of gap graded Rubberized Hot Mix Asphalt Concrete (RHMA). Heavily distressed pavement locations on traveled lanes and shoulders will be repaired by grinding and replacing with 0.2 foot thick dense graded Hot Mix Asphalt (HMA-Type A) prior to the RHMA overlay. The new Pavement Safety Edge Treatment will be implemented in this project.

The existing AC Ramps are anticipated to require rehabilitation by the time this project goes to construction; the ramps are proposed to be ground and re-paved with 0.15 foot thick dense graded HMA-A at selected locations. If the ramp integrity lasts until the construction date then only a slurry seal coat may be required.

Throughout the project length, the Metal Beam Guardrail (MBGR) and associated End Treatments will be upgraded to current standards. Dike will be reconstructed to current standard and shoulder backing will be applied along the entire project length. Various ADA curb ramps will also be reconstructed to current standards. Where applicable, existing drainage inlets will be raised to the new grade.

The total current project cost is estimated at \$7,825,000. There are no Right of Way costs associated with this project. This project is proposed for programming in the 2012 SHOPP (20.XX.201.121) Capital Preventative Maintenance (CAPM) Program.

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

<b>Project Limits</b> [Dist., Co., Rte., PM]	05-Mon-101 PM 67.0/73.8
<b>Capital Costs:</b>	\$7,825,000 (non-escalated)
<b>Type of Facility</b> (conventional, expressway, freeway):	4-Lane Expressway and 4-Lane Freeway
<b>Environmental</b> <b>Determination/Document</b> <b>and date approved</b>	CE: CEQA/NEPA August 24, 2011

**2. RECOMMENDATION**

It is recommended that this Project Report be approved and authorization be granted to proceed to the design phase using the preferred Alternative 1, or RHMA.

**3. PURPOSE AND NEED STATEMENT**

**Purpose**

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

**Need:**

Route 101 is a principal arterial in Monterey County that runs north and south, with high traffic volumes throughout the year. The pavement within the project limits is exhibiting distress and unacceptable ride quality, which, if left uncorrected, will continue to deteriorate.

**4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA**

**4A. Roadway Geometric Information**

Facility	Minimum	Through Traffic Lanes			Paved Shoulder Width		Median Width	Bicycle / Ped Path Separated from the Roadbed	Bridge Approach Slab Work
		No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite))	Left	Right			
67.00/73.80	3,000'	4	12'	Flexible	5'-7'	9'-10'	38'-56'	N/A	N/A

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

**4B. Condition of Existing Facility (Repeat info for each homogeneous segment):**

(1) Traveled Way Data

PMS Category (1-29): 7 Priority Classification (.1-.4): 0.3

International Ride Index: 60

3rd Stage Cracking: N/A Alligator B Cracking: 90%

Faulting%: \_\_\_\_\_ N/A \_\_\_\_\_ Patching %: \_\_\_\_\_ None \_\_\_\_\_  
 Joint Spalls: \_\_\_\_\_ N/A \_\_\_\_\_ Rutting: \_\_\_\_\_ None \_\_\_\_\_  
 Pumping: \_\_\_\_\_ N/A \_\_\_\_\_ Bleeding: \_\_\_\_\_ None \_\_\_\_\_  
 Corner Breaks: \_\_\_\_\_ N/A \_\_\_\_\_ Raveling: \_\_\_\_\_ none noticed \_\_\_\_\_

Locations(s) of subsurface or ponded surface-water: None noticed

(2) Pedestrian Facility Data

<b>Facility Type and Location(s)</b> <i>(Station, post mile or other reference point)</i>	<b>Meets ADA Standards?</b> <i>(Yes or No for each listed location)</i>	<b>If Facility does not meet ADA Standards, what feature(s) are not ADA compliant?</b> <i>(List features per location)</i>	<b>Status of Each Noncompliant Location</b> <i>[Use the following statements, as appropriate:</i> <ul style="list-style-type: none"> <li>• <i>Will be corrected as part of this project;</i></li> <li>• <i>Will not be corrected because it is technically infeasible to correct; An ADA exception has been processed.</i></li> </ul>
<b>PM 70.86: South Gonzales OC:</b> <b>NB off-ramp</b> <b>NB on-ramp</b> <b>SB off-ramp</b> <b>SB on-ramp</b>	<u>No- 8 locations total at all corners of on and off-ramps</u>	All locations require detectable warning material. Possible slope correction may be needed	All locations will be corrected with this project.

**4C. Structure Information: (Not applicable)**

All structure vertical clearances will be maintained with this project. Locations with existing AC paving shall first be cold planed to the proposed paving depth and then repaved so that the final profile elevation remains the same as the existing profile elevation.

**4D. Vehicle Traffic Data**

Traffic Volumes:

Construction Year ADT: 52,626 (for 2016)

DHV: 5,665 (for 2016) % Trucks: 18.1%

Accident Data:

**Mainline**

Location	Accident Statistics	Accident Type		
		Fatal	Fatal + Injury	Total Rate
Mon-101	<b>Actual</b>	0.004	0.13	0.41
PM 67.0/73.8	<b>State Avg.</b>	0.011	0.18	0.51

The actual fatal accident rate is below the statewide average accident rate (0.004 < 0.011). In addition, the actual fatal plus injury rate and the actual total accident rate are below the statewide accident rate (0.13 < 0.18 and 0.41 < 0.51). There is no concentrated accident problem within the project limits.

Safety Review Date: 7/11/2011

**5. CORRIDOR AND SYSTEM COORDINATION**

This project will be coordinated with project EA 0P930, which proposes to construct a new interchange at Gloria Avenue in the city of Gonzales. The proposed (candidate) interchange project is located at Post Mile 69.4, and is scheduled to be constructed in the same general time frame as this CAPM project.

**6. ALTERNATIVES**

**6A. CAPM Strategy:**

This project proposes to overlay the existing lanes and shoulders with a 0.15 foot thick layer of gap graded Rubberized Hot Mix Asphalt Concrete (RHMA). Heavily distressed pavement locations on traveled lanes will be repaired by grinding and replacing with 0.2 foot thick dense graded Hot Mix Asphalt (HMA-Type-A) prior to the RHMA overlay.

The existing AC Ramps are anticipated to require some rehabilitation by the time this project goes to Construction. The ramps are proposed to be ground and repaved with 0.015 foot thick dense graded HMA, at selected locations. If a ramp's integrity lasts until the Construction date then only a slurry seal coat may be required.

**Life Cycle Cost Analysis**

A Life-Cycle Cost Analysis was performed for this project. For existing AC lanes, an RHMA (Rubberized Hot Mix Asphalt – 'Gap-Graded') overlay was compared to a plain Hot Mix Asphalt (HMA-A) overlay for life cycle costs.

The Life Cycle Cost Analysis showed that the RHMA overlay, (Alternative 1),

though essentially the same cost as the plain HMA-A overlay (Alternative 2) was preferable due to the shorter user and queue times.

### **Enhancements**

The following DIB 81-01 recommended enhancements are incorporated into this project:

- Metal Beam Guard Rail (MBGR) and associated End Treatments will be reconstructed as necessary to meet current standards.
- Dike, where necessary, will be reconstructed to meet current standards.
- Replace existing traffic stripe and pavement markings to meet current standards.
- Shoulder backing material shall be specified and used at edge of pavements to eliminate drop-offs.
- ADA upgrades will be made at existing curb locations at bridge overpasses.

Date of Traffic Operational Review Report 08/24/2011.

- Traffic Operations recommended that all exit signs be upgraded with the project limits.

### **6B. Environmental Compliance:**

The Categorical Exemption document was received on 8/24/2011. Threatened species and habitat areas are absent from the project impact area. This project will not lead to any adverse biological impacts provided the proposed avoidance and minimization measures are implemented. See Attachment E for the conditions of the environmental clearance.

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

No hazardous waste disposal site is required for this project.

### **6D. Other Agencies Involved (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.):**

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

### **6E. Materials and or disposal site needs and availability?**

Not applicable for this project.

### **6F. Roadside Design and Management:**

The project is within existing State Right of Way. Appropriate roadside

management will be implemented and specification for the project will contain provisions that will ensure worker protection.

**6G. Right of Way Issues (include utility issues)**

Additional Right of Way is not required. Due to the project’s location on a designated Freeway, and the nature of the proposed work, no utility conflicts are anticipated.

**6H. Railroad Involvement:**

There is no railroad involvement in this project.

**6I. Recycled Materials:**

Not applicable to this project.

**6J. Local and Regional Input:**

Not applicable to this project.

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

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

**7. TRANSPORTATION MANAGEMENT**

**7A. Transportation Management Plan**

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

**7B. Vehicle Detection Systems**

There are only stop signs at the off-ramps within the Post Mile limits of this project and no known Traffic Counting loops, therefore no Vehicle Detection Systems should be affected.

**8. FUNDING/SCHEDULING**

**8A. Cost Estimate**

<b>Pavement Work</b>	<b>Lane-miles / Number</b>	<b>Cost</b>
Total Lane-Miles of CAPM Work	25.86	
Digouts <sup>1</sup>	LS	\$570,000
RHMA Overlay of AC Pavement	28,500 Tons	\$3,135,000

Tack Coat	95 Tons	\$71,250
AC Price Fluctuation Index	LS	\$273,000
PCC Pavement Work (Includes Diamond Profile Grind & Slab Replacement,	0	\$0
Ramps: HMA-A Overlay	4,525	416,300
OC/UC and Bridge Approaches	0	0
Other (Includes New Dike & Misc)	LS	\$50,000
<b>COSTS</b>	<b>SUBTOTAL</b>	<b>\$4,515,550</b>

<b>Non-pavement Work</b>	<b>Does the Project Include? (Yes/No)</b>	<b>Cost</b>
Railroad Agreements (List work required.) <sup>4</sup>	No	0
Traffic Control	Yes	\$235,000
Rumble Strips	Yes	\$34,250
Correct Superelevation/ Cross slope	No	\$0
<b>Traffic Stripes and Pavement Markings</b>	Yes	
Paint	No	0
Thermoplastic	Yes	\$142,000
Barrier Rail	Yes	\$300,000
Terminal End Sections	Yes	\$100,000
Pavement Markers	Yes	\$33,000
Stormwater	Yes	\$22,000
Other (Includes: Cold plane exist. pavement, TMP Costs, ADA Upgrades, RE Office, Partnering, Supplemental Work, State Furnished, & Misc)	Yes	\$643,200
<b>COSTS</b>	<b>SUBTOTAL</b>	<b>\$1,509,450</b>

**SUM OF  
SUBTOTALS** \$6,025,000  
**20% Contingency** \$1,205,000  
**Mobilization** \$595,000

**TOTAL COST** **\$7,825,000**

**8B. Project Support:**

PROJECT COST COMPONENT	Fiscal Years					Total
	2012/13	2013/14	2014/15	2015/16	2016/17	
R/W Capital		0		0		0
Constr. Capital				\$9,987		\$9,987
Subtotal Capital by FY		0		\$9,987		\$9,987
PA&ED Support	\$277					\$277
PS&E Support		\$890				\$890
R/W Support		\$7				\$7
Constr. Support				\$741		\$741
Subtotal Total Support	\$277	\$897		\$741		\$1,915
Total Project Cost	\$277	\$897		\$10,728		\$11,902

Note: All costs X \$1,000. Support categories are the same as those identified by SB 45. Support Costs escalated at 3.1% for all years. Construction Capital escalated at 5% per year. Right of Way Capital estimate is escalated at 5% per year. Support Cost ratio: 19% (All Support Costs divided by the sum of the escalated Construction Capital and escalated R/W Capital).

**8C. Project Schedule:**

Milestone	HQ Milestone Name	Delivery Date (Month & Year)
M015	Program Project	April 2012
M020	Begin Environmental	July 2012
M200	PA & ED	October 2013
M380	Project PS&E	April 2015
M410	Right of Way Certification	April 2015
M460	Ready to List	August 2015
M495	Award	January 2016
M600	Contract Acceptance	October 2016
M800	End Project	October 2017

**9. SCOPING TEAM FIELD REVIEW ATTENDANCE ROSTER:**

See Attachment G Date 7/7/2011

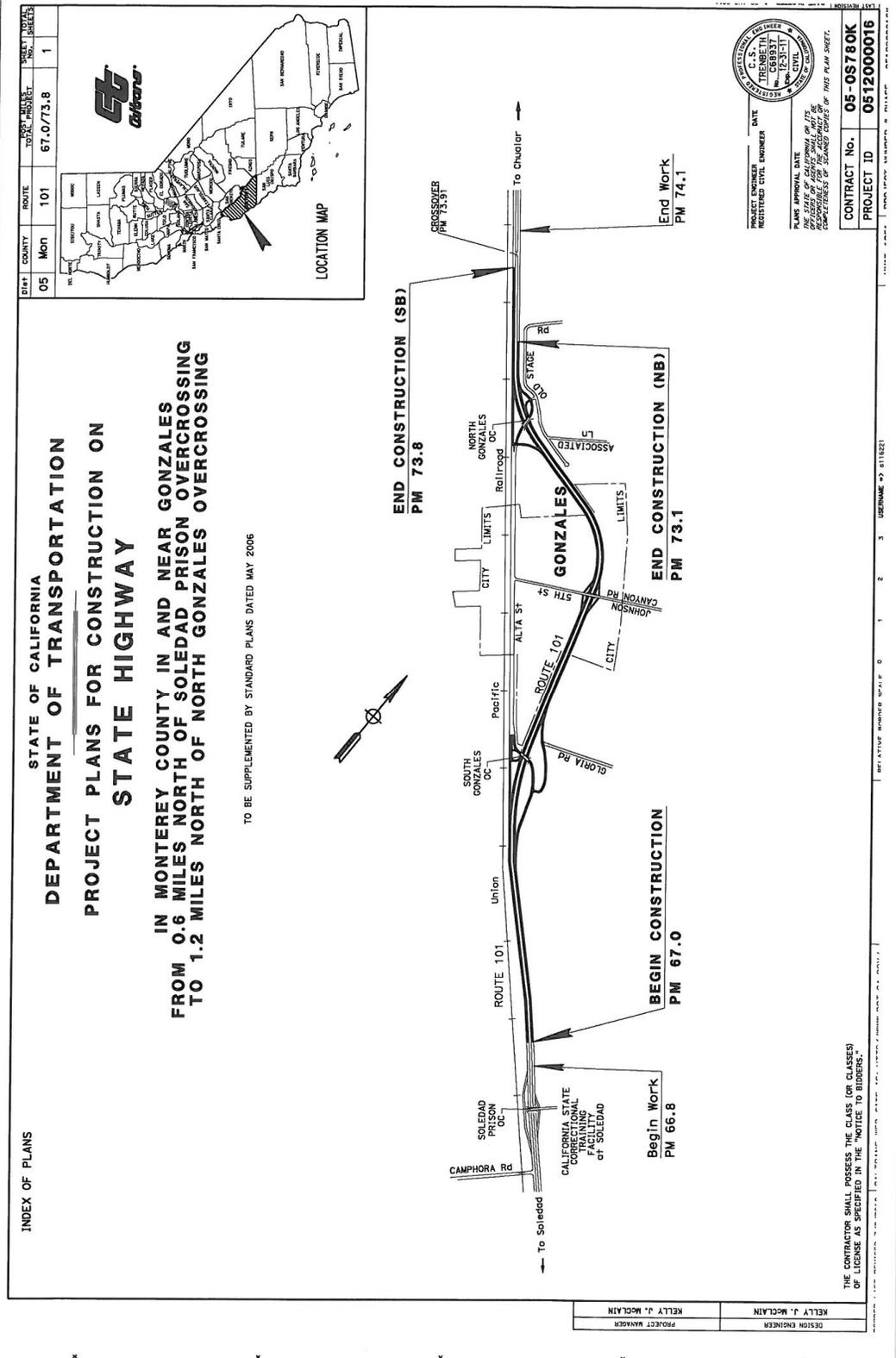
**10. PROJECT REVIEWED BY:**

District Maintenance	<u>Kelly McClain</u>	Date <u>7/7/11</u>
District Traffic Safety	<u>Romano Verlengia</u>	Date <u>7/7/11</u>
District Traffic Safety	<u>Dave Chesebro</u>	Date <u>7/7/11</u>
District Traffic Operations	<u>Paul McClintic</u>	Date <u>8/24/11</u>
District Materials	_____	
HQ Design Coordinator/Reviewer	<u>Mike Janzen</u>	Date <u>8/31/11</u>
District Planning	_____	
District Construction	_____	
District Environmental	<u>Rick Wiley</u>	Date <u>8/24/11</u>
District Storm Water	<u>Pete Riegelhuth</u>	Date <u>8/23/11</u>
HQ 121 Program Advisor	<u>Leo Mahserelli</u>	Date <u>7/7/11</u>

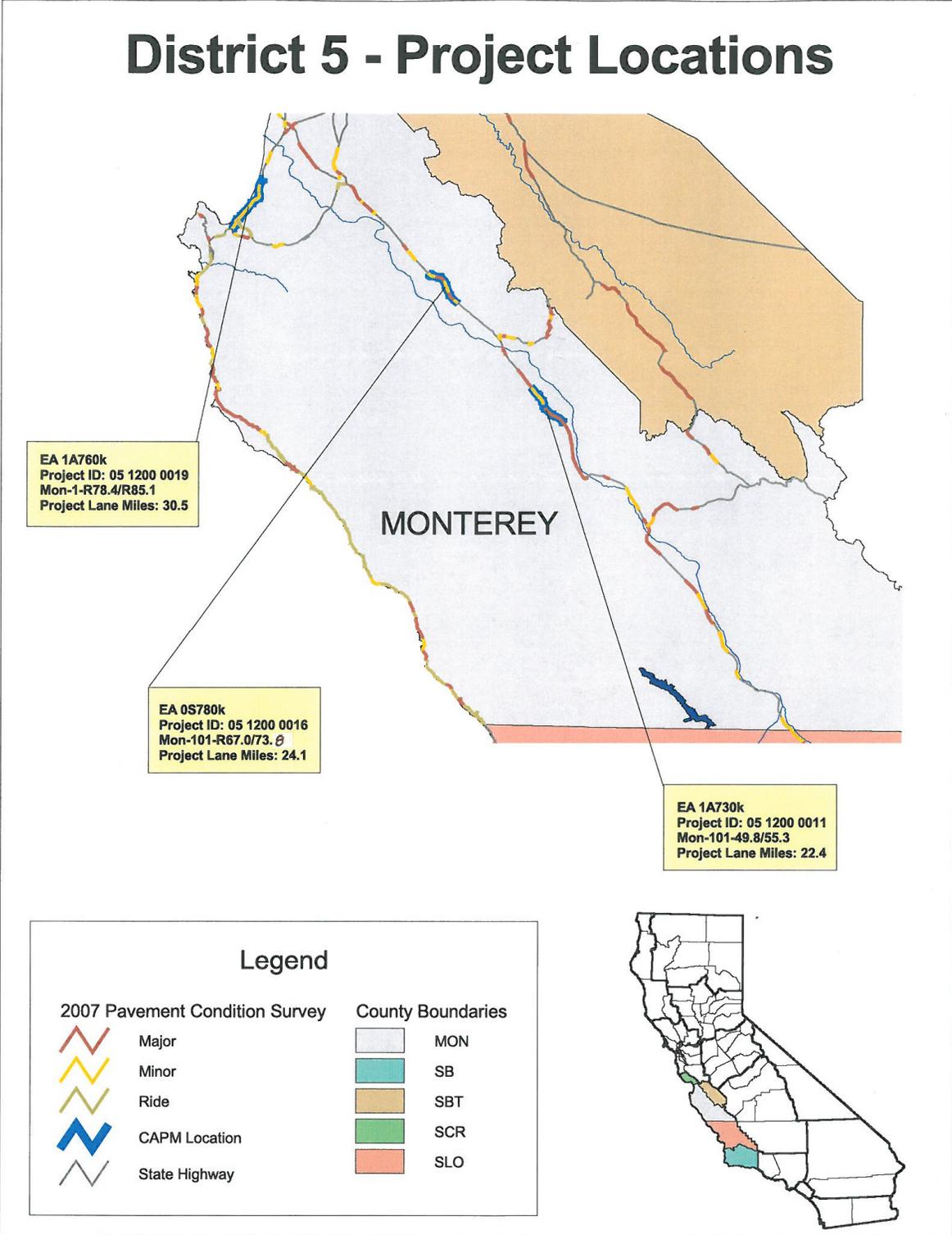
**11. ATTACHMENTS**

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

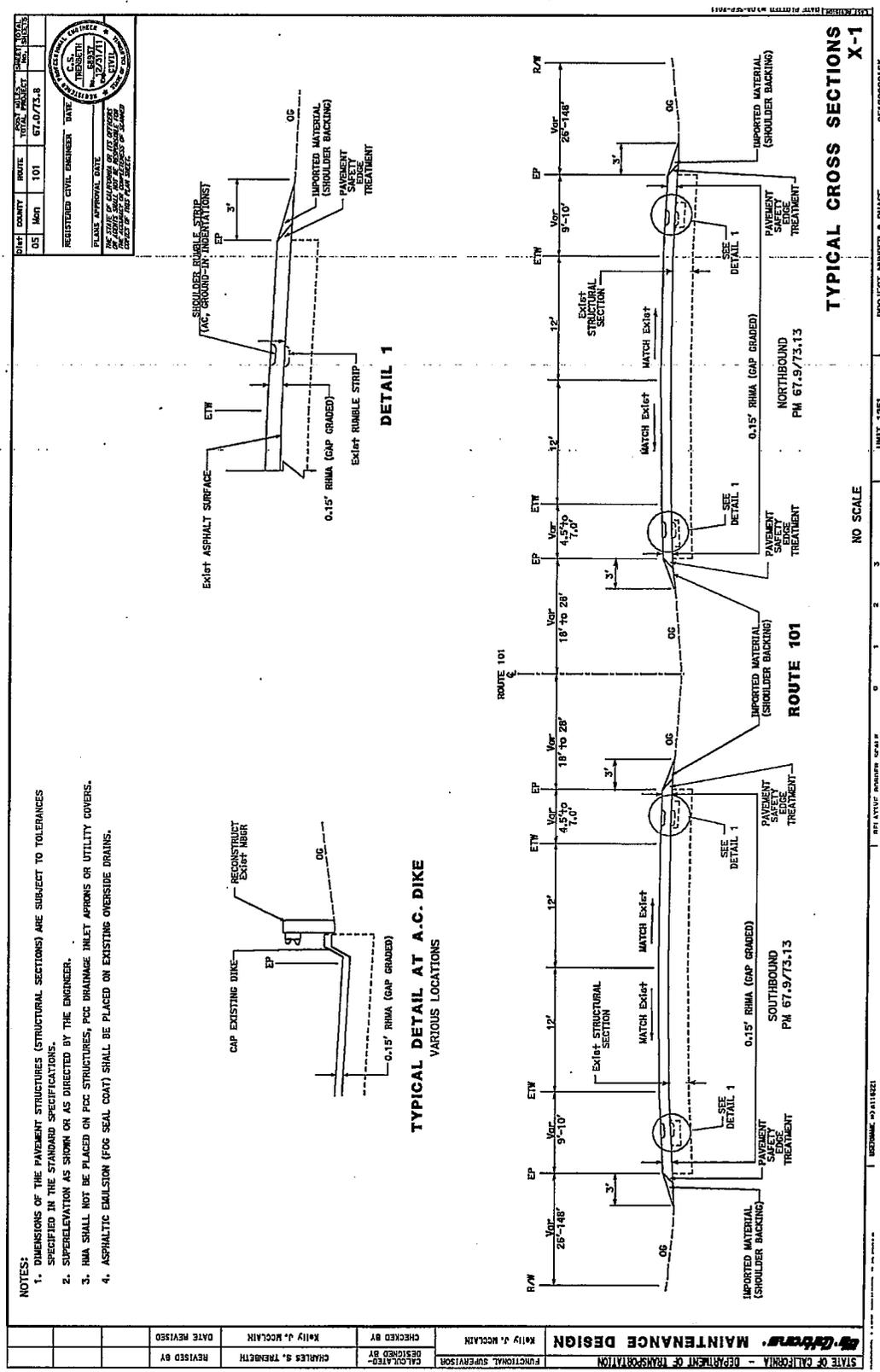
ATTACHMENT A: Strip Map (Title Sheet)



**ATTACHMENT B: GIS MAP – PROJECT LOCATION**



ATTACHMENT C: TYPICAL CROSS SECTIONS



**ATTACHMENT D: PAVEMENT CONDITION SURVEY INVENTORY DATA**

Collection Date: 11/01/2007  
 Printed: 06/14/2011

**Caltrans Maintenance Program  
 2007 Pavement Condition Survey Inventory  
 Caltrans Drive Order**  
 District 5, MON, Rte 101, PM 67 - 74

District 5  
 County MON  
 Route 101  
 Begin PM 66-480

**District 5 County MON Route 101**

Begin PM - End PM	Lane	Surface Type	Alligator Cracking			Length (Est.)	LaneMi. (Est.)	Type	AADT MSL		Fauling Area %	Patching Area %	Ride, IRI	Priority	Skid	Defect
			A %	B %	C (Y/N)?				1st %	3rd %						
66,480 - 67,080	L1	F-DG	0	0	0	2,400	MLD	39	1			N/A	98		GOOD CONDITION	
	L2	F-DG	53	0	0							5	69	32	ALL. A, NO B, OPEN CRKS	
	R1	F-DG	0	0	0							5	69	99	NO DISTRESS OBSERVED	
	R2	F-DG	0	0	0							N/A	33		MISC. UNSEALED CRACKS	
67,080 - 67,980	L1	F-DG	0	0	0	3,600	MLD	39	1			N/A	98		GOOD CONDITION	
	L2	F-DG	9	0	0							5	83	32	ALL. A, NO B, OPEN CRKS	
	R1	F-DG	0	0	0							7	95	99	NO DISTRESS OBSERVED	
	R2	F-DG	0	0	0							N/A	33		MISC. UNSEALED CRACKS	
67,980 - 68,580	L1	F-DG	0	0	0	2,400	MLD	39	1			N/A	98		GOOD CONDITION	
	L2	F-DG	9	0	0							5	70	32	ALL. A, NO B, OPEN CRKS	
	R1	F-DG	9	0	0							5	82	32	ALL. A, NO B, OPEN CRKS	
	R2	F-DG	20	26	0							N/A	9		MOD ABC	
68,580 - 69,480	L1	F-DG	0	0	0	3,600	MLD	39	1			N/A	98		GOOD CONDITION	
	L2	F-DG	3	93	0							9	102	7	HIGH ABC	
	R1	F-DG	9	0	0							5	74	32	ALL. A, NO B, OPEN CRKS	
	R2	F-DG	20	26	0							N/A	9		MOD ABC	
69,480 - 69,680	L1	F-DG	0	0	0	0,800	MLD	38	1			N/A	98		GOOD CONDITION	
	L2	F-DG	3	93	0							N/A	7		HIGH ABC	
	R1	F-DG	69	0	0							5	62	32	ALL. A, NO B, OPEN CRKS	
	R2	F-DG	0	90	0							N/A	7		HIGH ABC	
69,680 - 70,480	L1	F-DG	0	0	0	3,200	MLD	38	1			N/A	98		GOOD CONDITION	
	L2	F-DG	30	21	0							N/A	9		MOD ABC	
	R1	F-DG	69	0	0							5	60	32	ALL. A, NO B, OPEN CRKS	

\*Surface type of 'EB' is Enhanced Binder.  
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone(916) 274-6057

Collection Date: 11/01/2007  
 Printed: 06/14/2011

**Caltrans Maintenance Program  
 2007 Pavement Condition Survey Inventory  
 Caltrans Drive Order**

District 5  
 County MON  
 Route 101  
 Begin PM 69,680

District 5, MON, Rte 101, PM 67 - 74

District 5 County MON Route 101

Begin PM - End PM	Lane	Surface Type	Alligator Cracking			Length	LaneMi. (Est.)	Type	AADT (,000)		Rutting, Bleeding	Slab Cracking	Faulting	Patching	Area %	Poor Cond.?	Ride, IRI	Priority	Skid	Defect
			A %	B %	C (Y/N)?				1st %	3rd %										
70,480 - 71,080	R2 F-DG	0	90	0	0	2,400	MLD	38	1							N/A	7		HIGH ABC	
	L1 F-DG	0	0													N/A	98		GOOD CONDITION	
	L2 F-DG	30	21													N/A	9		MOD ABC	
	R1 F-DG	30	0													5	69	32	ALL. A, NO ALL. B	
	R2 F-DG	40	7													N/A	31		ALL. A & B, OPEN CRKS	
71,080 - 71,980	L1 F-DG	0	0			3,600	MLD	38	1							N/A	42		POTHOLES	
	L2 F-DG	33	54													N/A	7		HIGH ABC	
	R1 F-DG	30	0													5	67	32	ALL. A, NO ALL. B	
	R2 F-DG	40	7													N/A	31		ALL. A & B, OPEN CRKS	
71,980 - 72,180	L1 F-DG	0	0			0,800	MLD	38	1							N/A	42		POTHOLES	
	L2 F-DG	33	54													N/A	7		HIGH ABC	
	R1 F-DG	50	0													5	81	32	ALL. A, NO ALL. B	
	R2 F-DG	36	14													N/A	9		MOD ABC	
72,180 - 73,100	L1 F-DG	0	0			3,680	MLD	43	1							N/A	33		MISC. UNSEALED CRACKS	
	L2 F-DG	69	0													N/A	32		ALL. A, NO B, OPEN CRKS	
	R1 F-DG	50	0													8	100	32	ALL. A, NO ALL. B	
	R2 F-DG	36	14													N/A	9		MOD ABC	
73,100 - 73,132	L1 F-DG	0	0			0,128	MLD	43	1							N/A	33		MISC. UNSEALED CRACKS	
	L2 F-DG	69	0													N/A	32		ALL. A, NO B, OPEN CRKS	
	R1 F-DG	50	0													7	94	32	ALL. A, NO ALL. B	
	R2 F-DG	36	14													N/A	9		MOD ABC	

\*Surface type of 'EB' is Enhanced Binder.  
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone(916) 274-6057

Collection Date: 11/01/2007  
 Printed: 06/14/2011

### Caltrans Maintenance Program 2007 Pavement Condition Survey Inventory Caltrans Drive Order

District 5  
 County MON  
 Route 101  
 Begin PM 73.132

District 5, MON, Rte 101, PM 67 - 74

District 5 County MON Route 101

Begin PM - End PM	Surface Type	Alligator Cracking			LaneMi. (Est.)	Rutting, Bleeding	Type	AADT (,000)	MSL	Slab Cracking		Faulding	Patching Area %	Poor Cond.?	Ride, IRI	Priority	Skid	Defect
		A %	B %	C (Y/N)?						1st %	3rd %							
73.132	-	73.580	0.448	1.792	MLD	43	1											
L1	F-DG	0	0												N/A	33		MISC. UNSEALED CRACKS
L2	F-DG	69	0												N/A	32		ALL. A, NO B, OPEN CRKS
R1	R														5	85		UNSEALED CRACKS OR
R2	R														N/A	31		SLAB CRACKING
73.580	-	73.780	0.200	0.800	MLD	43	1											
L1	F-DG	0	0												N/A	33		MISC. UNSEALED CRACKS
L2	F-DG	36	0												N/A	32		ALL. A, NO B, OPEN CRKS
R1	R														5	72		UNSEALED CRACKS OR
R2	R														N/A	31		SLAB CRACKING
73.780	-	74.780	1.000	4.000	MLD	43	1											
L1	F-DG	0	0												N/A	33		MISC. UNSEALED CRACKS
L2	F-DG	36	0												N/A	32		ALL. A, NO B, OPEN CRKS
R1	R														5	69		UNSEALED CRACKS OR
R2	R														N/A	31		SLAB CRACKING

\*Surface type of 'EB' is Enhanced Binder.  
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone(916) 274-6057

**ATTACHMENT E: ENVIRONMENTAL DETERMINATION DOCUMENT**

**CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM**

MON-101                      (67.0/73.8)                      05-0S780K                      0512000011                      August 24,2011  
 Dist.-Co.-Rte. (or Local Agency)                      P.M/P.M.                      E.A. (State project)                      Federal-Aid Project No. (Local project)/ Proj. No.

**PROJECT DESCRIPTION:**

(Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)

*Enter project description in this box. Use Continuation Sheet, if necessary*  
**Project Description and Purpose :** In Monterey County in and near Gonzalez, from 0.6 miles north of Soledad Prison overcrossing to 1.2 miles north of north Gonzalez overcrossing.  
**Purpose:** The purpose of this project is to improve the ride quality and extend the service life of the existing pavement.  
**Need:** Route 101 is a principal arterial in Monterey County that runs north and south, with high traffic volumes throughout the year. The pavement within the project limits is exhibiting distress and unacceptable ride quality, which if left uncorrected, will continue to deteriorate.  
 (See attached continuation page)

**CEQA COMPLIANCE** (for State Projects only)

- Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):
- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
  - There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
  - There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
  - This project does not damage a scenic resource within an officially designated state scenic highway.
  - This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
  - This project does not cause a substantial adverse change in the significance of a historical resource.

**CALTRANS CEQA DETERMINATION** (Check one)

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

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

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

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

<u>Matthew Fowler</u> Print Name: Environmental Branch Chief	<u>Kelly J. McLain</u> Print Name: Project Manager/DLA Engineer
<u>[Signature]</u> <u>08/24/11</u> Signature                      Date	<u>[Signature]</u> <u>8/24/11</u> Signature                      Date

**NEPA COMPLIANCE**

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

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b)  
<http://www.fhwa.dot.gov/hep/23cfr771.htm> - sec.771.117.

In non-attainment or maintenance areas for Federal air quality standards, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to **42 USC 7506(c)** and **40 CFR 93.**

**CALTRANS NEPA DETERMINATION** (Check one)

**Section 6004:** The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2010, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(  )
- 23 CFR 771.117(d): activity (d)(1)
- Activity    listed in the MOU between FHWA and the State

**Section 6005:** Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under Section 6005 of 23 U.S.C. 327.

<u>Matthew Fowler</u> Print Name: Environmental Branch Chief	<u>Kelly J. McLain</u> Print Name: Project Manager/DLA Engineer
<u>[Signature]</u> <u>08/24/11</u> Signature                      Date	<u>[Signature]</u> <u>8/24/11</u> Signature                      Date

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if Section 6005 project; §106 commitments; §4(f); §7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). **Revised June 7, 2010**

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM  
Continuation Sheet**

<b>MON-101</b>	<b>(67.0/73.8)</b>	<b>05-0S780K</b>	<b>05120000011</b>	<b>August 24, 2011</b>
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.	

Continued from page 1:

**Biological Environment**

1. Equipment and Material Storage: To avoid impacts to native vegetation and wildlife, all equipment and material storage shall occur in existing pullouts or currently paved locations. No vegetation clearing on public or private land is allowed to create storage sites without first being cleared through Caltrans.
2. Project activities shall be contained to the areas described in the project plans. Any proposed activities beyond the area considered in this memo shall be reviewed in advance by Project Biologist.
3. Any vegetation removed from the site shall be disposed of at a certified landfill to avoid the spread of invasive plant species.

No additional avoidance and minimization measures are proposed at this time. If the project description changes, please notify Lisa Schicker, Project Biologist at 805-549-3628 or Chuck Cesena, Supervisor (805-549-3622) for a project re-evaluation.

**Hazardous Waste**

The Treated Wood Waste SSP 14-010 should be included in the project specifications since this project will involve guardrail reconstruction.

SSP 15-305 should be included in the project specifications for yellow stripe that will be removed by pavement milling. SSP 14-001 should be included for yellow stripe that will be removed separately from the pavement milling operation.

This determination is based on the plans provided. Please submit a supplemental request for a hazardous waste assessment to cover the changes in the project if there is a change in the nature or scope of the project. If you have any questions or comments, please contact James Tkach at 549-3196.

**ATTACHMENT F: RIGHT OF WAY DATA SHEET**

State of California

Business, Transportation and Housing Agency

**Memorandum**

To: KELLY MCCLAIN

Date: 8/31/2011

Attn CHARLES TRENBETH

File: CD 05 EA 0S780K Alt NA  
Co MON RTE 101

DESCRIPTION:  
ROADWAY REHABILITATION

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 7/14/2011

The following assumptions and limiting conditions were identified:

**Appraisal**

**Utility**

Project engineer states on R/W Data Sheet Request form that no potholing or utility relocation/involvement will be necessary. It is assumed that this means all utility facilities in project area will be worked around. Any adjustment of facilities constitutes involvement and utility verification plans and full R/W utility process would be necessary before project could be certified. Avoid and protect in place all existing buried and aerial utility facilities in the project area. Comply with USA alert requirements, including at construction sign locations.

Right of Way Lead Time will require a minimum of 3 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.

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

EA: 05-0S780K CO/RTE/PM-PM (Rte 1 and Rte 2) : MON/101/67-73.8 & // -  
 ALT: REVISED PM

Request Date: 7/14/2011  
 Revised Date:

Right Of Way Cost Estimate	Current Year 2011	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2016
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> If RW Cost Est fields are blank, Costs = \$0	\$0			\$0

Estimated Construction Contract Work (CCW): R/W LEAD TIME/Mo. 3

Cost Break Down	
Pot Hole	
Mitigation	
Land	
Bank	
Permit Fee	

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	0
U5-8: Utility verification, w/ some relocation/potholing	0
U5-9: Utility verifications, relocation/potholing required	0

EA: 05-0S780K ALT: NA

Parcel Area

Total R/W Required:

Total Excess Area

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

**General Description of Utility Involvement:**

Route 101 is designated freeway/expressway in the project area. Project is described as "rubberized ac overlay". It is stated on plansheet that "HMA shall not be placed on PCC Structures, PCC Drainage Inlet Aprons, or Utility Covers". It is assumed this instruction will be followed.

Is there a significant effect on assessed valuation:

Were any previously unidentified sites with hazardous waste or material found:

Are RAP displacements required:

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

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required:

Are there potential relinquishments or abandonments:

Are there any existing or potential airspace sites:

Are environmental mitigation parcels required:

**Data for evaluation provided by:**

Estimator:

Railroad Liaison Agent:	SAH	8/29/2011
Utility Relocation Coordinator:	Marshall Garcia	8/31/2011

*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.*

*Connie Shellooe*

Date  
 ENTERED PMCS 8/31/2011  
 BY: R TABAREZ

CONNIE SHELLOOE  
 Sr. Right of Way Agent, Right of Way

**ATTACHMENT G: SCOPING TEAM FIELD REVIEW ATTENDANCE ROSTER**

**ATTENDANCE ROSTER FOR FIELD SCOPING**

<u>Name</u>	<u>Title</u>	<u>Dept.</u>	<u>Date</u>	<u>Highway Location</u>
CHARLES TRENBETH	P.E.	MTCE DESIGN	7/7/11	MON - 101 PM 67.3/73.13
Kelly McLean	STE	Mtce Design	7/7/11	"
AARON HANCOCK	PE	DESIGN	7/7/11	"
David Chicho	Traffic		7/7/11	"
Romano Verlengia	Traffic Safety		7/7/11	"
Leo Mahserelli	<del>STE</del> STE HQ	Pavement	7/7/11	"

**ATTACHMENT H: LIFE CYCLE COST ANALYSIS SHEET**

Appendixes

Project Development Forms and Letters plus Policy and Procedures Documents

**Life Cycle Cost Analysis Form**

Alternative 1: 0.15' thick lift of Rubberized Hot Mix Asphalt ( RHMA-Gap Graded) overlay.

Pavement Design	5	Years	
Life:			
Initial Construction Costs:			\$7,825.00
Initial Project Support Costs:			\$1,017.25
Future Maintenance & Rehabilitation Costs:**			\$8,877.01
<b>TOTAL AGENCY COSTS:</b>			<b>\$17,595.29</b>
USER COSTS:			\$ 123.97
<b>TOTAL LIFE-CYCLE COSTS:</b>			<b>\$17,719.26</b>

Alternative 2: 0.15' thick lift of Hot Mix Asphalt ( HMA - Type A) overlay.

Pavement Design	5	Years	
Life:			
Initial Construction Costs			\$ 7,794.45
Initial Project Support Costs:			\$ 1,013.28
Future Maintenance & Rehabilitation Costs:**			\$8,925.29
<b>TOTAL AGENCY COSTS:</b>			<b>\$17,575.52</b>
USER COSTS:			\$ 157.50
<b>TOTAL LIFE-CYCLE COSTS:</b>			<b>\$17,733.02</b>

Reason that this is not Alternative 1:

HMA-A incurs higher user costs, and has longer user queue times.



ATTACHMENT I: STORM WATER DATA REPORT

Short Form - Storm Water Data Report



Dist-County-Route: 05-Mon-101
Post Mile Limits: 67.0/73.8
Project Type: AC Overlay
Project ID (EA): 05-1200-0016-K (05-0S780K)
Program Identification: CAPM
Phase: [X] 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 [X]
2. Does the project disturb 5 or more acres of soil? Yes [ ] No [X]
3. Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver? Yes [ ] No [X]
4. Does the project potentially create permanent water quality impacts? Yes [ ] No [X]
5. Does the project require a notification of ADL reuse Yes [ ] No [X]

If the answer to any of the preceding questions is "Yes", prepare a Long Form - Storm Water Data Report. Estimate Construction Start Date May 2015 Construction Completion Date: July 11

Separate Dewatering Permit (if yes, permit number) Yes [ ] Permit # \_\_\_\_\_ No [X]
Erosivity Waiver Yes [ ] Date: \_\_\_\_\_ No [X]

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.

Charles Trenbeth, Registered Project Engineer Date 8/22/2011
I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

FOR Marissa Nishikawa, Regional SW Coordinator or Designee Date 8/23/2011

*Short Form - Storm Water Data Report*

**1. Project Description**

- This project proposes to do roadway repair by cold planning and replacing 0.20' of existing AC pavement at various locations, Place 0.20' Rubberized HMA (Gap Graded) from EP to EP, Replace all AC dikes, Reconstruct MBGR's and DTBB's, upgrade pedestrian access to ADA standard and place 3' shoulder backing as necessary from PM 21.0/27.1 on Route 101 in Santa Barbara County. The project should take about 70 working days to complete. This CAPM strategy will maintain the original line and grade of the roadway as well as the hydraulic capacity of the existing features. It is intended to retard pavement distress and extend the service life of the facility.
- The receiving water for this project is the Gonzales Slough. It is not on the 303(d) list of impaired waters. The HSA is 309.11.
- 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.
- No new impervious surfaces will be created by this project
- Approximately one-third of the project is within the City of Gonzales, which is not at this time, considered an urban MS4 area. It is expected that the City of Gonzales will be designated a non-traditional MS4 under the new Phase II NPDES Permit, which is out for public comment currently.
- There is an existing permanent storm water treatment bio-filtration swale located between the mainline and the northbound Gloria Rd off ramp. It is not expected that this project would impact this permanent storm water treatment facility.

**2. Construction Site BMPs**

- A Water Pollution Control Program (WPCP) will be developed and implemented to control water pollution during construction. The WPCP is developed by the contractor and submitted to the Resident Engineer for approval prior to start of construction. Equipment and material storage shall occur within existing un-vegetated areas in the state right of way and at least 50' from any water source. In addition equipment refueling shall not occur within 50' of a creek or stream to prevent accidental spills from contaminating waterways. The site BMPs will be identified in the WPCP and employed as necessary during construction to limit discharge of pollutants.
- The following temporary construction site BMPs are contract bid items and will be identified in the WPCP and employed as necessary during construction to limit discharge of pollutants.

**Total project estimate cost is approximately \$8,000 000**

#074016 Construction Site Management

\$5000

#074017 Prepare Water Pollution Control Program	\$2000
#066596 Additional Water Pollution Program	\$5000
#074042 Temporary Concrete Washout (Portable)	\$10000

- Concurrence from the D-5 CSWC, for the temporary construction site BMP implementation strategy will be sought at PS&E.

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

- Vicinity Map
- Evaluation Documentation Form
- Construction Site BMP Consideration Form (required at PS&E only)

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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).

Evaluation Documentation Form

DATE: 8/01/11

Project ID (EA): 05-1200-0016-K (05-OS780K)

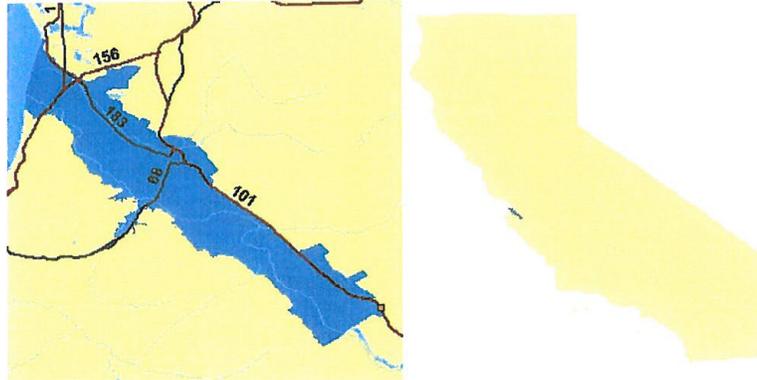
NO.	CRITERIA	YES ✓	NO ✓	SUPPLEMENTAL INFORMATION FOR EVALUATION
1.	Begin Project Evaluation regarding requirement for consideration of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Go to 2
2.	Is this an emergency project?		✓	If Yes, go to 10. If No, continue to 3.
3.	Have TMDLs or other Pollution Control Requirements been established for surface waters within the project limits		✓	If Yes, contact the District/Regional NPDES Coordinator to discuss the Department's obligations under the TMDL (if Applicable) or Pollution Control Requirements, go to 9 or 4. <i>PSK</i> (Dist./Reg. SW Coordinator initials) If No, continue to 4.
4.	Is the project located within an area of a local MS4 Permittee?		✓	If Yes, _____, go to 5. If No, document in SWDR go to 5.
5.	Is the project directly or indirectly discharging to surface waters?	✓		If Yes, continue to 6. If No, go to 10.
6.	Is it a new facility or major reconstruction?		✓	If Yes, continue to 8. If No, go to 7.
7.	Will there be a change in line/grade or hydraulic capacity?		✓	If Yes, continue to 8. If No, go to 10.
8.	Does the project result in a net increase of one acre or more of new impervious surface?			If Yes, continue to 9. If No, go to 10.  _____ (Net Increase New Impervious Surface)
9.	Project is required to consider approved Treatment BMPs.			See Sections 2.4 and either Section 5.5 or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E.
10.	Project is not required to consider Treatment BMPs.	✓		Document for Project Files by completing this form, and attaching it to the SWDR.

See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMP



### Hydrologic Sub-Area 309.11

[| HSA Information](#) | 
 [TMDLs & 303\(d\) List](#) | 
 [Water Quality Objectives](#) | 
 [Caltrans Facilities](#) | 
 [Caltrans Loads](#) |



[Topographic Map](#) of the area around post mile MON 101 70.587.  
[Aerial Photograph](#) of the area around post mile MON 101 70.587.  
[Help](#)

#### HSA Information

Hydrologic Unit	SALINAS
Hydrologic Area	Lower Salinas Valley
Hydrologic Sub-Area	Neponset
Watershed Area (acres)	73161
Average Annual Rainfall (inches)	13.3

[Help](#)

#### TMDLs & 303(d) Listed Waterbodies (2006 List)

Name	Pollutant	Source	Size	Status	Comm
<a href="#">Blanco Drain</a>	Pesticides	Agricultural Return Flows	15	TMDL	



**ATTACHMENT K: DOCUMENT DISTRIBUTION LIST**

Point here for instructions	CENTRAL REGION PROJECT REPORT		
Division / Program / Office	Project Type	D5	
FHWA	<u>Designated high profile projects only. Refer to Stewardship Agreement</u>	Dominic Hoang	1
HQ Division of Design	All Projects	<u>Design Report Routing</u>	1
HQ Division of Engineering Serv	All Projects	Division of Engineering Services (electronic copy OK)	1
HQ Environmental	All Projects	Bob Pavlik	1
HQ Maintenance	HA22	Leo Mahserelli	1
<b>Project Manager</b>	All Projects	Kelly McClain	1
<b>Design Manager</b>	All Projects	Kelly McClain	2
District Maintenance	All Projects	Lance Gorman	1
	SHOPP	Kelly McClain	1
District Traffic Management	All Projects	Jacques Van Zeverter	1
District Traffic Safety	SB/SBt	Romano Verlengia	1
Region Materials	All Projects	Doug Lambert	1
Region Environmental	All Projects	Susan Schilder	1
Region Right of Way	All Projects	Connie Shellooe	1
District Planning	All Projects	Claudia Espino	1
District SFP	All Projects	No Copy	0
PPM	All Projects	Linda Araujo	1
District Surveys	All Projects	Hanna Kassis (electronic copy only)	0
	All Projects	Jeremy Villegas	1
	SB/SLO	Bob Fredrickson	
District Records	All Projects	Kristina Jaime	1
<b>TOTAL COPIES</b>			<b>District 5 = 19</b>