

Dist 05 Mon-101, PM 49.8/55.3  
20.XX.201.121  
EA: 1A730k  
P.I.:0512000011  
September 19, 2011

## CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

To

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

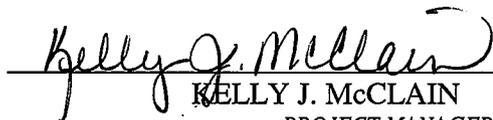
On Route 101 In and Near Greenfield

From Lagomarsino Avenue to 0.7 Mile South of Hudson Road

*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:*

  
\_\_\_\_\_  
for SPIROS KARIMBAKAS  
DISTRICT DIVISION CHIEF - RIGHT OF WAY

APPROVAL RECOMMENDED:

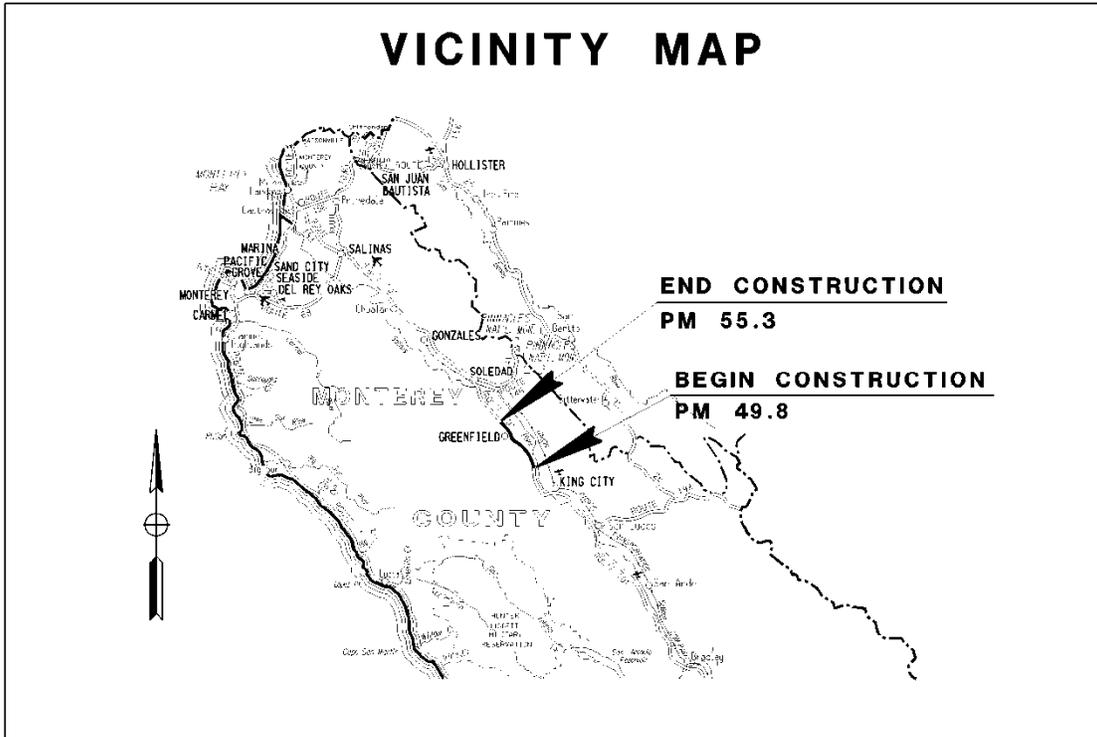
  
\_\_\_\_\_  
KELLY J. McCLAIN  
PROJECT MANAGER

APPROVED:

  
\_\_\_\_\_  
RICHARD KRUMHOLZ  
DISTRICT 5 DIRECTOR

  
\_\_\_\_\_  
DATE

Dist. 05- Mon-101- PM 49.8/55.3  
21.XX.201.121  
EA 1A730k  
P.I.: 0512000011  
September 19, 2011



On Route 101 In and Near Greenfield

From Lagomarsino Avenue to 0.7 Mile South of Hudson Road

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*

**9/01/2011**  
*DATE*



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## 1. INTRODUCTION AND BACKGROUND

### **Brief Project Description:**

This project is located on Route 101, in Monterey County, starting from Lagomarsino Avenue to 0.7 Miles South of Hudson Road. The existing highway from Post Miles (PM) 49.8 to 51.7 (southbound) and from PM 49.8 to 52.4 (northbound) consists of Open Grade Asphalt Concrete (OGAC) on dense graded Asphalt Concrete (AC). From PM 51.7 (southbound) and from PM 52.4 (northbound) to 55.3, the existing highway consists of Portland Cement Concrete (PCC) lanes with AC shoulders.

From Post Miles 49.8 to 51.7 (southbound) and PM 49.8 to 52.4(northbound), the OGAC layer will be milled away. These areas will then be re-paved with a 0.15' thick layer of Rubberized Hot Mix Asphalt Concrete (RHMA). Digouts and repairs of some distressed locations will also be required. The new Pavement Safety Edge Treatment will be implemented on this project in all areas.

From Post Miles 51.7 (southbound) and from PM 52.4 (northbound) to 55.3 the PCC slabs will be diamond profile ground to re-establish a smooth riding surface. Some PCC may require reconstruction or replacement prior to grinding. The AC shoulders will be cold planed to a thickness of 0.15' and re-paved with RHMA, with the new Pavement Safety Edge Treatment.

Existing AC ramps will also be cold planed to a thickness of 0.15' and re-paved with a 0.15' thick layer of Hot Mix Asphalt (HMA-Type A), at selected locations. This project also plans to reconstruct existing Metal Beam Guardrail (MBGR), and MBGR End Treatments to current standards. Existing drainage inlets (DI's) will be raised where necessary to meet new finish grades, and possible ADA upgrades at curb cut locations may be required by the time of construction.

The total project cost is estimated at \$5,960,000. 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 49.8/55.3
<b>Capital Costs:</b>	\$5,960,000 (non-escalated )
<b>Type of Facility (conventional, expressway, freeway):</b>	4-Lane Expressway PM 49.76/51.70 4-Lane Freeway PM 51.70/55.25
<b>Environmental Determination/Document and date approved:</b>	CE: CEQA/NEPA 08/24/2011

## 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, both for the existing PCC mainline location as well as for the existing AC pavement location.

## 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	Bicycle / Ped Path Separated from the Roadbed	Bridge Approach Slab Work
		No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite))	Left	Right			
Location (Post Miles)	Curve Radius	No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite))	Left	Right	Width	Work Required?	# Slabs
49.78/51.70	3,000'	4	12'	Flexible	5'-7'	9'-10'	38'-56'	N/A	N/A
51.70/55.25	3,000'	4	12'	Rigid	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

\*Rigid Pavement:(PM 51.70/55.25) \*Flexible Pavement:(PM 49.76/51.70)

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

3rd Stage Cracking: 24% Alligator B Cracking: 100%

Faulting%: Low Percentage Patching %: None

Joint Spalls: None noticed Rutting: None

Pumping: None noticed Bleeding: None

Corner Breaks: 3% Raveling: Coarse Raveling Noticed

Location(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>PM53.36 Oak Ave Overcrossing</b>	<u>Yes..All areas have been upgraded – Project 0Q560 completed</u>	N/A	<u>N/A</u>
<b>PM 53.86: Walnut Ave. Overcrossing</b>	<u>Yes-All areas have been upgraded – Project 0Q560 –completed</u>	N/A	<u>N/A</u>
<b>PM 53.10: Elm St. OC</b>	<u>Yes-All areas have been upgraded – Project 0Q560 - completed</u>	N/A	<u>N/A</u>

**4C. Structure Information**

All structure vertical clearances will be maintained with this project. Locations with existing AC paving shall first be cold planed to the proposed re-paving thickness. Locations with PCC paving will be diamond profile ground, resulting in an insignificantly small increase in structural vertical clearance. Selected PCC slabs will be replaced if necessary, and the existing vertical clearance will be maintained.

**4D. Vehicle Traffic Data**

Traffic Volumes:

Construction Year ADT: 41,054 (for 2016)

DHV: 4,324 ( for 2016) % Trucks: 15.6%

Accident Data:

**Mainline**

<b>Location</b>	<b>Accident Statistics</b>	<b>Accident Type</b>		
		<b>Fatal</b>	<b>Fatal + Injury</b>	<b>Total Rate</b>
Mon-101	<b>Actual</b>	0.006	0.15	0.40
PM 49.8/55.3	<b>State Avg.</b>	0.010	0.21	0.58

The actual fatal accident rate is below the statewide average accident rate (0.006 < 0.010). In addition, the actual fatal plus injury accident rate and the actual total accident rate are below the statewide average accident rate (0.15 < 0.21 and 0.40 < 0.58). There is no concentrated accident problem within the project limits.

Safety Review Date: 7/11/2011  
Report submitted 8/12/2011

## **5. CORRIDOR AND SYSTEM COORDINATION**

This project will be coordinated with project EA 0P160, which proposes to construct a new interchange at Walnut Avenue in Greenfield. The proposed interchange project extends from Post Mile 53.4 to 54.3, and is anticipated to be in Construction in 2015, approximately the same time as this CAPM.

## **6. ALTERNATIVES**

### **6A. CAPM Strategy:**

Existing PCC lanes will be diamond profile ground to address the wide-spread Faulting. Designated PCC slabs may be replaced. Existing layers of Open Grade Asphalt Concrete (OGAC) pavement will first be removed at all areas. Existing AC lanes will primarily be overlaid with a 0.15 foot layer of Rubberized Asphalt Concrete (RHMA). Shoulders at PCC slab areas will also be cold planed to a depth of 0.15 feet and re-paved with a 0.15 foot thick layer of RHMA. Ramps will be cold planed to a depth of 0.15 feet and will be replaced with a 0.15' overlay of HMA-A, at designated areas. In addition, digouts and roadway repair are anticipated at the mainline as well as the shoulders and the ramps.

### **Life Cycle Cost Analysis:**

A Life-Cycle Cost Analysis was performed for this project. For existing PCC lanes, diamond profile grinding (Alternative 1) was compared to a thin (0.15' thick) RHMA overlay (Alternative 2). For existing AC lanes, a rubberized RHMA (gap graded) Hot Mix Asphalt overlay (Alternative 1) was compared to a plain HMA Hot Mix Asphalt (Type A) overlay (Alternative 2).

The results of the Life Cycle Cost Analysis showed that the PCC diamond grinding, (Alternative 1), is less expensive than the second alternative, the (0.15' thick) RHMA overlay, at this location, and is therefore the preferred alternative.

Also, the Life Cycle Cost Analysis showed that the RHMA overlay, (Alternative 1), even though essentially the same cost as the plain HMA (Type 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.
- Possible future ADA upgrades at curb cut locations.

**Date of Traffic Operational Review Report 08/24/2011.** This report required that all exit signs shall be upgraded within the project limits.

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

CE document received 8/24/2011. Threatened species and habitats are absent from the project impact area. This project will not lead to any adverse biological impacts provided the proper avoidance and minimization measures are implemented. See attachment E.

### **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 the 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

**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 also be used for this project.

**7B. Vehicle Detection Systems**

No modification of traffic loop detectors is anticipated for this project.

**8. FUNDING/SCHEDULING**

**8A. Cost Estimate**

<b>Pavement Work</b>	<b>Lane-miles / Number</b>	<b>Cost</b>
Total Lane-Miles of CAPM Work	22.26	
Digouts <sup>1</sup>	LS	\$315,000
RHMA Overlay of AC Pavement	15,000 Tons	\$1,650,000
Tack Coat	40 Tons	\$30,000
AC Price Fluctuation Index	LS	\$155,000
PCC Pavement Work (Includes Diamond Profile Grind & Slab Replacement,	LS	\$404,500
Ramps (HMA-A overlay)	4,010	\$368,920
OC/UC and Bridge Approaches	0	0
Other	LS	\$50,000

(Includes New Dike ,Misc)		
<b>COSTS</b>	<b>SUBTOTAL</b>	<b>\$2,973,420</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	\$235,500
Rumble Strips	Yes	\$30,000
Correct Superelevation/ Cross slope	No	\$0
<b>Traffic Stripes, Pavement Markings and 'Other'</b>		
Paint	No	0
Thermoplastic	Yes	\$123,000
Barrier Rail	Yes	\$390,000
Terminal End Sections	Yes	\$74,000
Pavement Markers	Yes	\$30,000
Stormwater	Yes	\$22,000
Other (Includes: Cold Plane OGAC, General Cold Planing, Slab replacement, TMP Costs, ADA Upgrades, Shoulder Backing, Hazardous Material Removal, RE Office, Partnering, Supplemental Work, State Furnished, & Misc)	Yes	\$735,080

**COSTS SUBTOTAL \$1,639,080**

**SUM OF**  
**SUBTOTALS**                     \$4,612,500  
**20% Contingency**                 \$922,500  
**Mobilization**                     \$425,000

<b>TOTAL PROJECT COST</b>	<b>\$5,960,000</b>
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**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				\$7,607		\$7,607
Subtotal Capital by FY		0		\$7,607		\$7,607
PA&ED Support	\$167					\$167
PS&E Support		\$841				\$841
R/W Support		\$6				\$6
Constr. Support				\$576		\$576
Subtotal Total Support	\$167	\$847		\$576		\$1,590
Total Project Cost	\$167	\$847		\$8,183		\$9,197

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: 21% (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	September 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	February 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:**

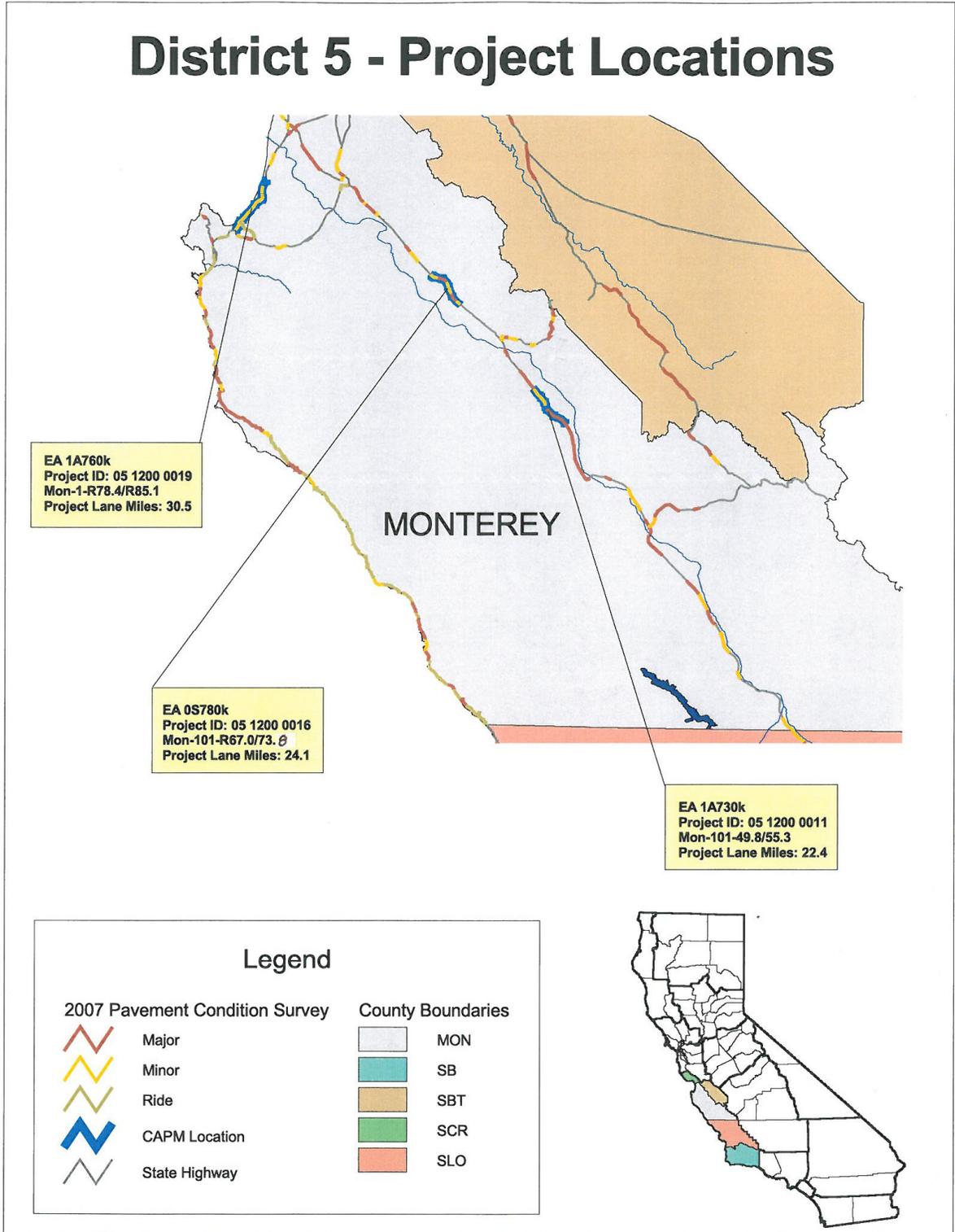
District Maintenance	<u>Kelly McClain</u>	Date <u>7/7/11</u>
District Traffic Safety	<u>Romano Verlengia</u>	Date <u>7/7/11</u>
District Traffic Safety	<u>Dave Chesebro</u>	Date <u>7/7/11</u>
District Traffic Operations	<u>Paul McClintic</u>	Date <u>8/24/11</u>
District Materials	_____	
HQ Design Coordinator/Reviewer	<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>

**12. ATTACHMENTS**

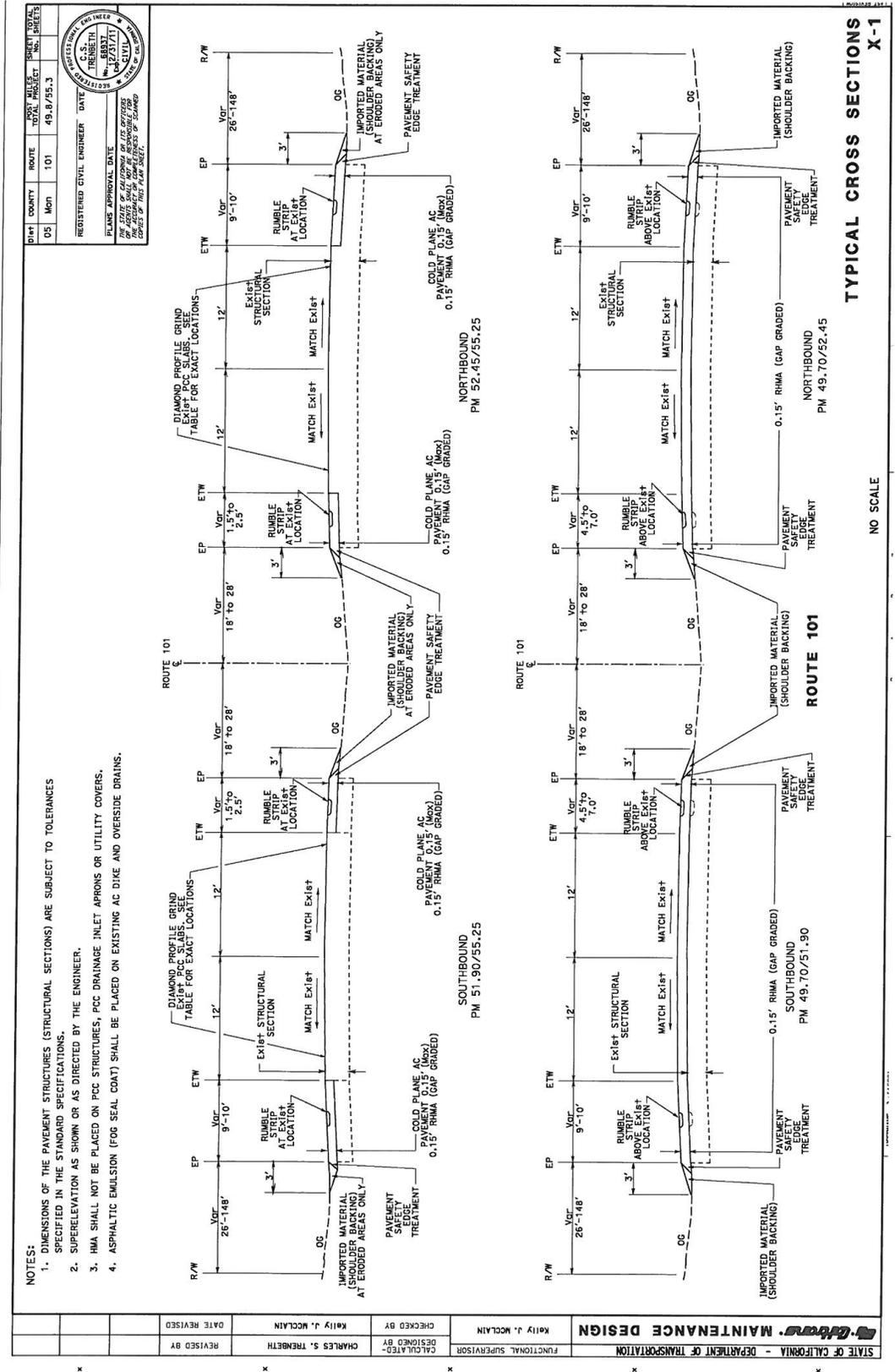
- A. Strip Map (Title Sheet)
- B. GIS Map
- C. Typical Cross Sections
- D. Pavement Condition Survey Inventory Data
- E. Environmental Determination/Document
- F. Right of Way Data Sheet
- G. Scoping Team Field Review Attendance Roster
- H. Life Cycle Cost Analysis Sheet
- I. Storm Water Data Report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



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



ATTACHMENT C: TYPICAL CROSS SECTIONS



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

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

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

District 5, MON, Rte 101, PM 49 - 56

District 5 County MON Route 101

Begin PM - End PM	Lane	Surface Type	Alligator Cracking			Length	LaneMi. (Est.)	Type	Slab Cracking		Fauling Area %	Patching Area %	Ride, IRI	Priority	Skid	Defect
			A %	B %	C (Y/N)?				1st %	3rd %						
48.380	-	F-DG	50	0	0	0.900	3.600	MLD	24	1						
	L1	F-DG	50	0	0								32			ALL. A, NO B, OPEN CRKS
	L2	F-DG	50	50	50							5	76			HIGH ABC
	R1	F-OG	50	0	0									32		FINE RAVEL
49.280	-	F-DG	50	50	50	0.300	1.200	MLD	24	1						
	L1	F-DG	50	0	0											ALL. A, NO B, OPEN CRKS
	L2	F-DG	50	50	50							5	66			HIGH ABC
	R1	F-OG	58	0	0									31		COARSE RAVEL
49.580	-	F-DG	50	50	50	0.900	3.600	MLD	24	1						
	L1	F-DG	50	0	0											ALL. A, NO B, OPEN CRKS
	L2	F-DG	29	50	50							5	75			HIGH ABC
	R1	F-OG	58	0	0									31		COARSE RAVEL
50.480	-	F-DG	50	50	100	0.300	1.200	MLD	24	1						
	L1	F-DG	50	0	0											ALL. A, NO B, OPEN CRKS
	L2	F-DG	29	50	50							5	75			HIGH ABC
	R1	F-OG	58	0	0									31		COARSE RAVEL
50.780	-	F-DG	50	50	100	0.700	2.800	MLD	24	1						
	L1	F-DG	50	0	0											ALL. A, NO B, OPEN CRKS
	L2	F-DG	29	50	50							5	69			HIGH ABC
	R1	F-OG	92	0	0									32		ALL. A, NO B, OPEN CRKS
51.480	-	F-DG	50	50	100	0.255	1.020	MLD	24	1						
	L1	F-DG	50	0	0											FINE RAVEL
	L2	F-DG	0	61	61							5	78			HIGH ABC
	R1	F-OG	92	0	0									32		ALL. A, NO B, OPEN CRKS
51.735	-	F-DG	50	50	100	0.255	1.020	MLD	24	1						
	L1	F-DG	50	0	0											FINE RAVEL
	L2	F-DG	0	61	61							7	95			HIGH ABC
	R1	F-OG	63	0	0									32		ALL. A, NO B, OPEN CRKS

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

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

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

District 5  
 County MON  
 Route 101  
 Begin PM 51.480

District 5, MON, Rte 101, PM 49 - 56

District 5 County MON Route 101

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL	Alligator Cracking		Rutting		Fauling	Patching Area %	Poor Cond.?	Ride, IRI	Priority	Skid	Defect
						A %	B %	C (Y/N)?	Bleeding							
R2 F-OG	0	100														
51.735 - L1 R	0.646	2.584	MLD	24	1	0	0						N/A	7		HIGH ABC
L2 R				1	0	0										
R1 F-OG	63	0		1	0	0							5	33		UNSEALED CRACKS OR
R2 F-OG	0	100												33		UNSEALED CRACKS OR
52.381 - L1 R	0.034	0.136	MLD	24	1	0	0							32		ALL A, NO B, OPEN CRKS
L2 R				1	0	0								7		HIGH ABC
R1 F-OG	63	0		1	0	0								33		UNSEALED CRACKS OR
R2 F-OG	0	100		1	0	0								33		UNSEALED CRACKS OR
52.415 - L1 R	0.365	1.460	MLD	24	1	0	0							32		ALL A, NO B, OPEN CRKS
L2 R				1	0	0								7		HIGH ABC
R1 F-OG	63	0		1	0	0								33		UNSEALED CRACKS OR
R2 F-OG	0	100		1	0	0								33		UNSEALED CRACKS OR
52.780 - L1 R	1.000	4.000	MLD	28	1	0	0							33		UNSEALED CRACKS OR
L2 R				2	0	0								33		UNSEALED CRACKS OR
R1 R				1	0	0							5	97		UNSEALED CRACKS OR
R2 R				0	0	0							19	159		UNSEALED CRACKS OR
52.780 - L1 R	1.000	4.000	MLD	28	1	0	0							33		UNSEALED CRACKS OR
L2 R				2	0	0								33		UNSEALED CRACKS OR
R1 R				1	0	0				Faulting			5	100		UNSEALED CRACKS OR
R2 R				1	0	0				Faulting			14	146		FAULTING
53.780 - L1 R	1.000	4.000	MLD	28	1	0	0							9		FAULTING
L2 R				7	0	0								9		FAULTING
R1 R				8	0	0								33		UNSEALED CRACKS OR
R2 R				1	0	0				Faulting			5	92		UNSEALED CRACKS OR
				1	0	0				Faulting			15	148		FAULTING
				1	0	0				Faulting				9		FAULTING

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

Collection Date: 11/03/2007  
 Printed: 08/14/2011

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

District 5  
 County MON  
 Route 101  
 Begin PM 54.780

District 5, MON, Rte 101, PM 49 - 56

**District 5 County MON Route 101**

Begin PM - End PM	Lane	Surface Type	Alligator Cracking			Length	LaneMi. (Est.)	Rutting, Bleeding	Type	MSL			Ride, IRI	Priority	Skid	Defect
			A %	B %	C (Y/N)?					Slab Cracking 1st %	3rd %	Corner %				
54.780 -	L1	R	55.170	0.390		1.560	MLD	30	1							
	L2	R						0	0	0		N/A	33		UNSEALED CRACKS OR	
	R1	R						0	0	1		5	85		SLAB CRACKING	
	R2	R						0	0	0	Faulting	12	141	9	FAULTING	
55.170 -	L1	R	55.191	0.021		0.084	MLD	30	1							
	L2	R						2	0	0		N/A	33		UNSEALED CRACKS OR	
	R1	F-DG						59	16	0		N/A	7		THIRD ST. CRKNG	
	R2	F-DG									Faulting	13	119	33	MISC. UNSEALED CRACKS	
55.191 -	L1	R	55.780	0.589		2.356	MLD	30	1							
	L2	R						2	0	0		N/A	33		UNSEALED CRACKS OR	
	R1	F-DG						59	16	0		5	94	7	THIRD ST. CRKNG	
	R2	F-DG									Faulting	5	74	33	MISC. UNSEALED CRACKS	
55.780 -	L1	R	56.780	1.000		4.000	MLD	30	1							
	L2	R						12	0	1		N/A	32		SLAB CRACKING	
	R1	F-DG						58	24	3		5	94	7	THIRD ST. CRKNG	
	R2	F-DG									Faulting	5	73	33	MISC. UNSEALED CRACKS	

\*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                      (49.8/55.3)                      05-1A730K                      0512000011                      August 25, 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*

**Description:** In Monterey County in and near Greenfield, from Lagomarsino Avenue to 0.5 miles north of north Greenfield 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 principle 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])]

Matthew Fowler  
 Print Name: Environmental Branch Chief

[Signature]                      08/24/11  
 Signature                      Date

Kelly J. Mellain  
 Print Name: Project Manager/DLA Engineer

[Signature]                      8/24/11  
 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.

Matthew Fowler  
 Print Name: Environmental Branch Chief

[Signature]                      08/24/11  
 Signature                      Date

Kelly J. Mellain  
 Print Name: Project Manager/DLA Engineer

[Signature]                      8/24/11  
 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

MON-101	(49.8/55.3)	05-1A730K	0512000011	August 25, 2011
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.	

**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: 8/30/2011

Attn CHARLES TRENBETH

File: CD 05 EA 1A730K Alt NA  
Co MON RTE 101

DESCRIPTION:  
RUBBERIZED AC OVERLAY

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**

PE indicates, on the "RIGHT OF WAY DATA SHEET REQUEST FORM", that there are no utility involvements, no utility relocations are necessary, and no positive-location of utility facilities will be required. It is assumed that excavation for this project will be less than six inches below existing ground level and less than twelve inches below existing road surface. Given that the preceding assumptions are correct, this project should be an exempt project under Section 4-4 of the Policy on High and Low Risk Underground Facilities Within Highway Right of Way. A note must be included on each of the plan sheets stating "EXISTING UTILITY FACILITIES HAVE NOT BEEN PLOTTED ON THESE PLANS". 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 1 month after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.

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

EA: 05-1A730K  
ALT: NA

CO/RTE/PM-PM (Rte 1 and Rte 2) : MON/101/49.8-55.25 & //-

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>	\$0			\$0
If RW Cost Est fields are blank, Costs = \$0				
Estimated Construction Contract Work (CCW):		R/W LEAD TIME/Mo. 1		

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:	no
Estimated Lead-time	0 mon

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

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

# of Excess Parcels:

Misc R/W Work	
# of RAP Displacements:	0
# of Clearance/Demos:	
# of Const Permits:	
# of Condemnations:	

EA: 05-1A730K 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 in the project area. Project proposes putting rubberized AC overlay on existing highway surface. Overlay should not be put on any utility covers or manholes - this would constitute a utility involvement and the normal utility process would need to take place.

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	8/22/2011
Utility Relocation Coordinator:	Marshall Garcia	8/29/2011

*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 Shelloe*

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

Date  
ENTERED PMCS 8/30/2011  
BY: R TABAREZ

**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 49.7/55.25
Kelly McClellan	STE	MTCE Design	7/7/11	"
Aaron Hawke	P.E.	DESIGN II	7/7/11	"
Romano Verkengia	Traffic Safety		7/7/11	
David Chesbrough	Traffic		7/7/11	
Leo Mahsevello	STE	TRA Pavement	7/7/11	

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

Appendixes

Project Development Forms and Letters plus Policy and Procedures Documents

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**Life Cycle Cost Analysis Form**Alternative 1: PCC Slab Profile Grinding

---

Pavement Design Life: <u>  5  </u> Years	
Initial Construction Costs:	\$ <u>  3,576.00  </u>
Initial Project Support Costs:	\$ <u>      464.88  </u>
Future Maintenance & Rehabilitation Costs:**	\$ <u>  2,920.97  </u>
<b>TOTAL AGENCY COSTS:</b>	<b>\$ <u>  6,957.16  </u></b>
USER COSTS:	<u>      \$    4.69  </u>
<b>TOTAL LIFE-CYCLE COSTS:</b>	<b>\$ <u>  6,961.85  </u></b>

Alternative 2: 0.15' RHMA (Rubberized Hot Mix Asphalt –Gap Graded) Overlay

---

Pavement Design Life: <u>  5  </u> Years	
	\$ <u>  4,165.50  </u>
Initial Project Support Costs:	\$ <u>      541.52  </u>
Future Maintenance & Rehabilitation Costs:**	\$ <u>  5,176.17  </u>
<b>TOTAL AGENCY COSTS:</b>	<b>\$ <u>  9,872.69  </u></b>
USER COSTS:	<u>      \$   10.50  </u>
<b>TOTAL LIFE-CYCLE COSTS:</b>	<b>\$ <u>  9,883.19  </u></b>

Reason that this is not Alternative 1:

Higher life cycle cost, higher user cost as well as higher user queue time, makes this material the unpreferred choice.

---



**Life Cycle Cost Analysis Form**Alternative 1: 0.15' RHMA overlay

---

Pavement Design Life: <u>  5  </u> Years		
Initial Construction Costs:	\$	<u>2,384.00</u>
Initial Project Support Costs:	\$	<u>309.92</u>
Future Maintenance & Rehabilitation Costs:**	\$	<u>3,220.35</u>
<b>TOTAL AGENCY COSTS:</b>		<u>\$ 5,896.01</u>
USER COSTS:		<u>\$ 14.26</u>
<b>TOTAL LIFE-CYCLE COSTS:</b>		<u>\$ 5,910.27</u>

Alternative 2: 0.15' HMA-A Overlay

---

Pavement Design Life: <u>  5  </u> Years		
Initial Construction Costs:	\$	<u>2,373.39</u>
Initial Project Support Costs:	\$	<u>308.54</u>
Future Maintenance & Rehabilitation Costs:**	\$	<u>3,229.57</u>
<b>TOTAL AGENCY COSTS:</b>		<u>\$ 5,893.44</u>
USER COSTS:		<u>\$ 18.06</u>
<b>TOTAL LIFE-CYCLE COSTS:</b>		<u>\$ 5,911.50</u>

Reason that this is not Alternative 1:

Higher life cycle cost, higher user cost as well as higher user queue time, makes this material the unpreferred choice.

---

Probabilistic Life Cycle Cost Analysis Worksheet

Update Results

Total Cost				
Total Cost	Alternative 1: 5 year CAPM RHMA 0.15'		Alternative 2: 5 year CAPM HMA 0.15'	
	Agency Cost (\$1000)	User Cost (\$1000)	Agency Cost (\$1000)	User Cost (\$1000)
Undiscounted Sum	\$6,127.78	\$14.66	\$6,381.27	\$19.48
Present Value	\$5,896.01	\$14.26	\$5,893.44	\$18.06
EUAC	\$433.84	\$1.05	\$433.65	\$1.33
Lowest Present Value Agency Cost	Alternative 2: 5 year CAPM HMA 0.15'			
Lowest Present Value User Cost	Alternative 1: 5 year CAPM RHMA 0.15'			

Expenditure Stream				
Year	Alternative 1: 5 year CAPM RHMA 0.15'		Alternative 2: 5 year CAPM HMA 0.15'	
	Agency Cost (\$1000)	User Cost (\$1000)	Agency Cost (\$1000)	User Cost (\$1000)
2016	\$2,693.92	\$4.85	\$2,681.94	\$5.96
2017	\$10.40		\$10.50	
2018	\$10.40		\$10.50	
2019	\$10.40		\$10.50	
2020	\$10.40		\$10.50	
2021	\$4,267.00	\$13.59	\$3,952.00	\$16.23
2022	\$24.60		\$26.00	
2023	\$24.60		\$26.00	
2024	\$24.60		\$26.00	
2025	\$24.60		\$26.00	
2026	\$24.60		\$26.00	
2027	\$24.60		\$26.00	
2028	\$24.60		\$26.00	
2029	\$24.60		\$26.00	
2030	\$24.60		\$26.00	
2031	\$24.60		\$26.00	
2032	\$24.60		\$26.00	
2033	\$24.60		\$26.00	
2034	\$24.60		\$26.00	
2035	\$24.60		\$26.00	
2036	(\$1,219.14)	(\$3.88)	(\$658.67)	(\$2.70)

ATTACHMENT I: STORM WATER DATA REPORT

Short Form - Storm Water Data Report



Dist-County-Route: 05-Mon-101
Post Mile Limits: 49.8/55.3
Project Type: AC Overlay
Project ID (or EA): 05-1200-0011K , (EA 05-1A730K)
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 15
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 8/22/2011
Charles Trenbeth, Registered Project Engineer Date
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 8/23/2011
[Stamp Required for PS&E only]

---

## 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.
- There are no creeks that cross Highway 101 in this location. However, all drainage within the project limits eventually goes into the Salinas River, which is on the 303(d) list of impaired water bodies as being impaired by pesticides, and salinity/TDS/chlorides. This project is in HSA 309.30 and 309.40.
- 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 Greenfield, 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 are no existing permanent storm water treatment BMPs within or near this projects limits.

### 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    \$7,500 000



#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, will be obtained during PS&E for the temporary construction site BMP implementation strategy.

### 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 ( or EA): 05-1200-0011-K (05-1A730K)

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? <b>The Salinas River is 303(d) listed. As per the DNC go to questions #4.</b>	✓		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>PSP</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 <u>net increase of one acre or more of new impervious surface</u> ?			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. <i>PSP</i> (Dist./Reg. Design SW Coord. Initials) <i>SE</i> (Project Engineer Initials) <i>8/1/11</i> (Date)	✓		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 BMPs

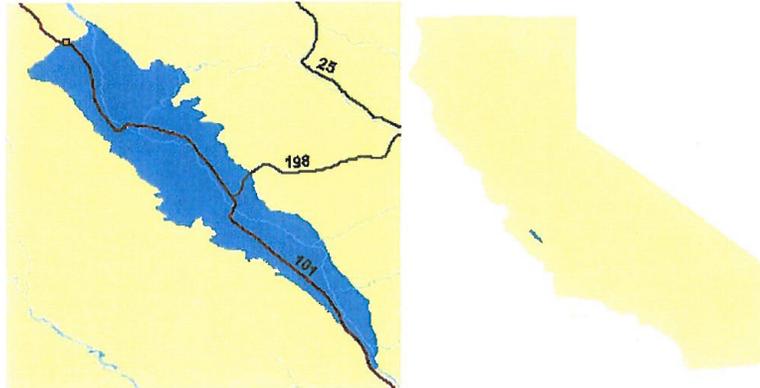
Hydrologic Sub Area 330940

Page 1 of 9



### Hydrologic Sub-Area 309.40

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



[Topographic Map](#) of the area around post mile MON 101 50.587.  
[Aerial Photograph](#) of the area around post mile MON 101 50.587.  
[Help](#)

#### HSA Information

Hydrologic Unit	SALINAS
Hydrologic Area	Upper Salinas Valley
Hydrologic Sub-Area	undefined
Watershed Area (acres)	88673
Average Annual Rainfall (inches)	11

[Help](#)

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

Name	Pollutant	Source	Size	Status	Comments
<a href="#">Salinas River (middle, near</a>					Area affected is the

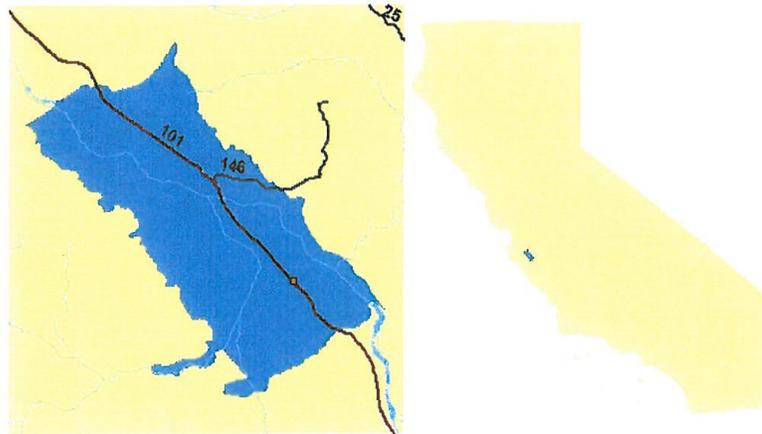
<http://owp-ctweb1.saclink.csus.edu/wqpt/HSA.asp?HSA=330940&ID=6185>

8/2/2011



### Hydrologic Sub-Area 309.30

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



[Topographic Map](#) of the area around post mile MON 101 54.587.  
[Aerial Photograph](#) of the area around post mile MON 101 54.587.  
[Help](#)

#### HSA Information

Hydrologic Unit SALINAS  
 Hydrologic Area Soledad  
 Hydrologic Sub-Area undefined  
 Watershed Area (acres) 93944  
 Average Annual Rainfall (inches) 11.4

[Help](#)

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

Name	Pollutant	Source	Size	Status	Comments
<a href="#">Salinas River (lower, estuary to</a>		Source	31	TMDL	

**ATTACHMENT J: TRANSPORTATION MANAGEMENT PLAN**

**DISTRICT 5  
TRAFFIC MANAGEMENT PLAN DATA SHEET/CHECKLIST**

District / EA: 05/ 1A730K  
 Project Engineer: Charlie Trenbeth  
 Date Prepared: 6/30/2011

Co.-Rte-PM: Mon-101 49.7-55.25  
 Description: Coldplane AC  
 Working Days: 50 days

**Check each box and reference your attachments to the item(s) number(s) shown on the list.**

**1.0 Public Information**

- 1.1 Public Awareness Campaign
- 1.2 Other Strategies

Required	Recommended	Not required	COMMENTS
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Include \$7500
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**2.0 Motorist Information Strategies**

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

Required	Recommended	Not required	COMMENTS
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Est. \$200/unit One per lane or ramp closure.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Construction to provide information to TMC
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Construction to provide information to TMC

**3.0 Incident Management**

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

Required	Recommended	Not required	COMMENTS
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Estimate \$100/hour days, \$200/hour nights.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**4.0 Traffic Management Strategies**

- 4.1 Lane/Ramp Closures Charts
- 4.2 Total Facility Closure
- 4.3 Coordination with adjacent construction
- 4.4 Contingency Plan
  - 4.4.1 Material/Equipment Standby
  - 4.4.2 Emergency Detour Plan
  - 4.4.3 Emergency Notification Plan
- 4.5 SSP 12-220 and Others
- 4.6 Other Strategies:

Required	Recommended	Not required	COMMENTS
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	To be provided at PS&E
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Standard SSP
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Construction/Contractor to provide
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Construction/Contractor to provide
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Construction/Contractor to provide
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Include \$300/day for Maintain Traffic
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	066070
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**5.0 Anticipated Delays**

- 5.1 Lane Closure Review Committee (for anticipated delays over 30 minutes)
- 5.2 Planned freeway closures

Required	Recommended	Not required	COMMENTS
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

- 5.3 Minimal delay anticipated - no further action required

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

**6.0 Placement of CMS**

Required	Recommended	Not required	COMMENTS
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Per RE
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Shayne Sandeman  
 District 5 TMP Coordinator

**ATTACHMENT K: DOCUMENT DISTRIBUTION LIST**

Point here for instructions	CENTRAL REGION PROJECT REPORT		
Division / Program / Office	Project Type	D5	
FHWA	<a href="#">Designated high profile projects only. Refer to Stewardship Agreement</a>	Dominic Hoang	1
HQ Division of Design	All Projects	<a href="#">Design Report Routing</a>	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>