

05-Mon-1 PM R77.6/R85.1
20.XX.201.121
EA 05-1A760
Project ID: 0512000019
September 2011

CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

To

Request Programming in the 2012 SHOPP And Provide Project Approval

On Route 1 in Monterey County

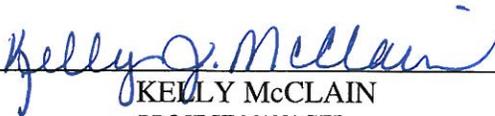
From Sloat Avenue Undercrossing to South Marina Overhead

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:



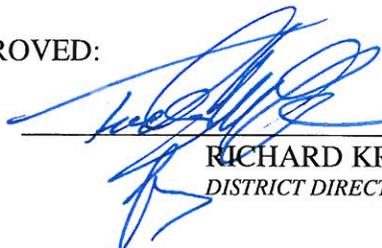
for SPIROS KARIMBAKAS
DISTRICT DIVISION CHIEF - RIGHT OF WAY

APPROVAL RECOMMENDED:

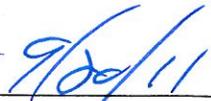


KELLY McCLAIN
PROJECT MANAGER

APPROVED:

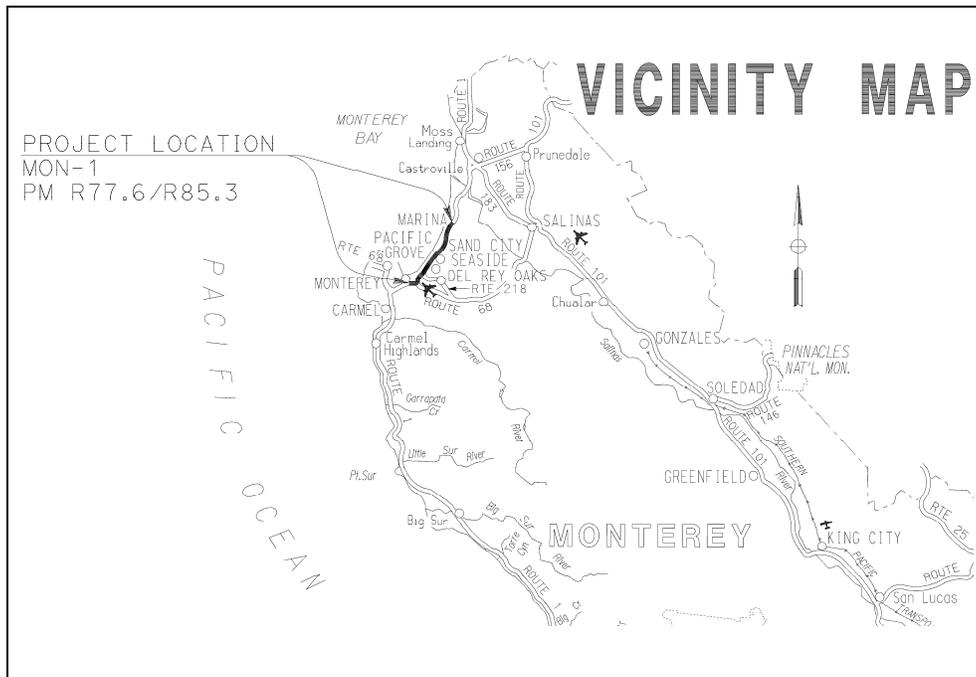


RICHARD KRUMHOLTZ
DISTRICT DIRECTOR



DATE

05-Mon-1 PM R77.6/R85.1
20.XX.201.121
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On Route 1 in Monterey County

From Sloat Avenue Undercrossing to South Marina Overhead

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.


MARK CRESSWELL, PE

8-31-11
DATE

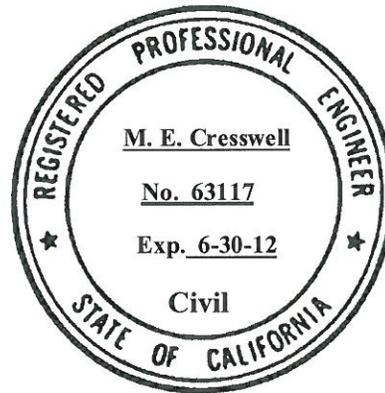


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1. INTRODUCTION AND BACKGROUND

Brief Project Description:

This project is on Route 1 in Monterey County, from Sloat Avenue Undercrossing to South Marina Overhead (Del Monte Boulevard). The existing highway consists predominately of portland cement concrete (PCC) traveled lanes and asphalt concrete (AC) ramps and shoulders. Some short locations of traveled lanes have previously been overlaid with AC. This project proposes to diamond profile grind the PCC traveled lanes, and cold plane and re-pave the AC traveled lanes with 0.20 feet thick Hot Mixed Asphalt Concrete (HMA) (Type A). This project will cold plane and re-pave the traveled lane AC shoulders with 0.15 feet thick HMA (Type A). Ramps will be cold planed and re-paved with 0.2 feet thick HMA (Type A). This project will also include minor digouts, minor PCC slab replacement, and upgrading ADA curb ramps.

The total project cost is estimated at \$8,190,650. 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.

Project Limits	05–Mon-1 PM R77.6/R85.1
Capital Costs:	\$8,190,650 (non-escalated)
Type of Facility:	Multilane Divided Freeway
Environmental Determination/Document and date approved:	CE / 08-25-2011

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.

3. PURPOSE AND NEED STATEMENT

Need:

Route 1 is a principal arterial in Monterey County that runs north and south. The PCC traveled lane pavement within the project limits is exhibiting wide-spread faulting. The AC traveled lanes are exhibiting moderate cracking and raveling. The AC ramps are exhibiting moderate cracking and raveling. If left uncorrected, both the traveled lanes and ramps will continue to experience accelerated deterioration.

Purpose:

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

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	Left	Right			
R77.6/R78.13	1,750	4	12'	Flexible	5'	8'		N/A	N/A
R78.13/R78.9	2,000	4	12'	Rigid	5'	8'		N/A	N/A
R78.9/R79.3	1,750	4	12'	Flexible	5'	8'		No	N/A
R79.3/R81.2	1,750	4	12'	Rigid	5'	8'		No	N/A
R81.2/R85.0	2,000	6	12'	Rigid	5'	8'		No	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:

(1) Traveled Way Data

a) Post Miles: R77.6/R78.1 (Northbound)

PMS Category (1-29) 9 Priority Classification (.1-.4) 3.

International Ride Index 110

*Rigid Pavement:

*Flexible Pavement:

* From latest PMS-Pavement Condition Inventory Survey Data.

3rd Stage Cracking % N/A Alligator B Cracking 20%

Faulting% N/A Patching 0%

Joint Spalls N/A Rutting No

Pumping N/A Bleeding No
Corner Breaks % N/A Raveling Yes

Locations of subsurface or ponded surface-water: N/A

b) Post Miles: R78.1/R78.9 (Northbound & Southbound)

PMS Category (1-29) 9 Priority Classification (.1-.4) 3

International Ride Index 110

*Rigid Pavement: *Flexible Pavement:

* From latest PMS-Pavement Condition Inventory Survey Data.

3rd Stage Cracking 0% Alligator B Cracking % N/A

Faulting 50% Patching N/A

Joint Spalls No Rutting N/A

Pumping No Bleeding N/A

Corner Breaks 0% Raveling N/A

Locations of subsurface or ponded surface-water: N/A

c) Post Miles: R78.9/R79.3 (Northbound & Southbound)

PMS Category (1-29) 9 Priority Classification (.1-.4) 3

International Ride Index 32

*Rigid Pavement: *Flexible Pavement:

* From latest PMS-Pavement Condition Inventory Survey Data.

3rd Stage Cracking % N/A Alligator B Cracking % 11%

Faulting% N/A Patching 0%

Joint Spalls N/A Rutting No

Pumping N/A Bleeding No

Corner Breaks % N/A Raveling Yes

Locations of subsurface or ponded surface-water: N/A

d) Post Miles: R79.3/R85.0 (Northbound & Southbound)

PMS Category (1-29) 9 Priority Classification (.1-.4) 3

International Ride Index _____

*Rigid Pavement:

*Flexible Pavement:

* From latest PMS-Pavement Condition Inventory Survey Data.

3rd Stage Cracking % 0% Alligator B Cracking % _____

Faulting 90% Patching N/A

Joint Spalls No Rutting N/A

Pumping No Bleeding N/A

Corner Breaks 5% Raveling N/A

Locations of subsurface or ponded surface-water: N/A

(2) Pedestrian Facility Data

Facility Type and Location(s)	Meets ADA Standards?	If Facility does not meet ADA Standards, what feature(s) are not ADA compliant?	Status of Each Noncompliant Location
ADA Curb Ramps: Two Curb Ramps at terminus of Casa Verde NB Off-ramp PM Rt. R78.4	No	Lacks Detectable Warning Surface	Will be corrected as part of this project.
Two Curb Ramps at terminus of Casa Verde NB On-ramp PM Rt. R78.4	No	Lacks Detectable Warning Surface	Will be corrected as part of this project.
Two Curb Ramps at terminus of Casa Verde SB Off-ramp PM Lt. R78.4	No	Lacks Detectable Warning Surface	Will be corrected as part of this project.
Two Curb Ramps at terminus of Casa Verde SB On-ramp PM Lt. R78.4	No	Lacks Detectable Warning Surface	Will be corrected as part of this project.
One Curb Ramp at terminus of Del Monte NB Off-ramp PM Rt. R78.8	No	Curb Ramp on raised median does not exist but is needed	Will not be corrected as part of this project. EA 05-0R510_ is scheduled to construct this ramp prior to this project's construction

Three Curb Ramps at terminus of Del Monte NB On-ramp PM Rt. R78.8	No	Curb Ramps on raised “pork-chop” and sidewalk do not exist but are needed	Will not be corrected as part of this project. EA 05-0R510_ is scheduled to construct these ramps prior to this project’s construction
Two Curb Ramps at terminus of Route 218 NB Off-ramp PM Rt. R79.3	No	Lacks Detectable Warning Surface	Will be corrected as part of this project.
Two Curb Ramps at terminus of Route 218 NB On-ramp PM Rt. R79.3	No	Lacks Detectable Warning Surface	Will be corrected as part of this project.
Two Curb Ramps at terminus of Route 218 SB Off-ramp PM Lt. R79.3	No	Lacks Detectable Warning Surface	Will be corrected as part of this project.
Two Curb Ramps at terminus of Route 218 SB On-ramp PM Rt. R79.3	No	Lacks Detectable Warning Surface	Will be corrected as part of this project.
Four Curb Ramps at Tioga Ave. OC PM R80.1	No	Curb Ramps at four corners of bridge do not exist but are needed	Will not be corrected as part of this project. EA 05-0R510_ is scheduled to construct these ramps prior to this project’s construction
One Curb Ramp at terminus of Fremont / Del Monte NB Off-ramp PM Rt. R80.7	No	Lacks Detectable Warning Surface	Will be corrected as part of this project.
One Curb Ramp at terminus of Fremont / Del Monte SB Off-ramp PM Lt. R80.7	No	Lacks Detectable Warning Surface	Will be corrected as part of this project.

Remarks:

Total of twenty-six ADA Curb Ramps evaluated. Grades appear to meet current Standards, but landings lack Detectable Warning Surfaces.

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.

4D. Vehicle Traffic Data

Traffic Volumes:

Segment Information

From	To	Split	Trucks in Peak Hour	Trucks in ADT
R78.12	R81.20	55%	3.0%	3.9%
R81.20	R85.27	65%	3.0%	5.4%

Future Volumes

Location		Design Hourly Volume (DHV)				Average Daily Traffic (ADT)			
From	To	2008	2012	2022	2032	2008	2012	2022	2032
R78.12	R78.88	5,600	5,650	5,774	5,898	59,000	59,340	60,191	61,042
R78.88	R79.10	6,450	6,670	7,218	7,767	69,000	70,402	73,908	77,413
R79.10	R80.68	6,300	6,509	7,033	7,557	68,000	69,964	74,875	79,786
R80.68	R82.89	8,200	8,460	9,110	9,760	83,000	86,476	95,166	103,856
R82.89	R84.48	8,000	8,122	8,425	8,729	80,000	81,537	85,380	89,223
R84.48	R85.14	6,900	7,112	7,642	8,173	68,000	68,972	71,403	73,834

1. From PM R78.1 (Route 1/68 E. Separation) to R81.2 (Fremont / Del Monte Northerly Ramps)

Construction Year (2015) ADT: 71,453

DHV 6,834 % Trucks 3.9

2. From PM R81.2 (Fremont / Del Monte Northerly Ramps) to R85.27 (South Marina Overhead)

Construction Year (2015) ADT: 89,083

DHV 8,655 % Trucks 5.4

Accident Data:

Mainline; 4-1-07 to 3-31-10

Location	Accident Statistics	Accident Type (per Million Vehicle Miles)		
		Fatal	Fatal + Injury	Total Rate
Mon-1 PM R78.1/R85.1	Actual	0.007	0.22	0.65
	State Avg.	0.007	0.23	0.71

As seen in the chart above, the Actual Fatal, Injury, and Total accident rates, for the period of April 1, 2007 to March 31, 2010, are at or below the Statewide Average for similar

facilities. This indicates that there are no concentrated accident problems on the Mainline within the project limits.

The accident rates on the twenty-seven ramps within the project limits were also analyzed. Of these, four are currently being monitored or reviewed by the District Traffic Safety department. If further action is warranted, District Traffic Safety will address any identified issues at that time.

Safety Review Date: 7/11/2011

The following safety review recommendations are incorporated into this project:

- Ensure that existing Metal Beam Guard Rail (MBGR) heights and lateral clearances meet current standards
- Ensure that Thrie Beam Barrier (TBB) heights and adjacent median slopes meet current standards
- Ensure that Hot Mix Asphalt dikes adjacent to MBGR meet current standards
- Rumble Strips should be placed on median and outside shoulders
- ADA Curb Ramps should be reconstructed, where necessary, to meet current standards

5. CORRIDOR AND SYSTEM COORDINATION

Project EA 05-0R510_ exists within the proposed project limits. This project will install ADA Curb Ramps in Monterey and Santa Cruz Counties on multiple Routes, at multiple locations. This project is anticipated to be constructed by July 2014, prior to the construction of this CAPM project.

6. ALTERNATIVES

6A. CAPM Strategy:

Preferred Alternative:

Existing PCC lanes shall be diamond profile ground to address the wide-spread faulting. Existing AC lanes will be cold planed to a depth of 0.20 feet and replaced in kind with 0.1 foot HMA (Type A) and 0.1 foot Open Graded Friction Course (OGFC). Ramps and Shoulders will be cold planed to a depth of 0.20 feet and 0.15 feet respectively, and re-paved with HMA (Type A). The ramps and shoulders require cold planing and re-paving, as opposed to just overlaying, due to the need to conform to the existing PCC traveled lanes.

Life Cycle Cost Analysis:

A Life-Cycle Cost Analysis was performed for this project. The above Preferred Alternative was compared to a “Thin Blanket” Rubberized Hot Mix Asphalt (RHMA) overlay. This alternative proposed to overlay the lanes, shoulders, and ramps with 0.15 foot thick RHMA. Typically RHMA would not be a viable alternative for this project’s cooler coastal environment and need for night time construction. Anticipated warm mix asphalt designs are expected to make this a viable alternative within the year though.

Comparing the Preferred Diamond Profile Grind alternative to the Thin Blanket RHMA Alternative it was determined that the Life Cycle Cost of the Preferred Alternative would have both a cheaper Agency Cost and User Cost. Also, the Preferred Alternative would have less potential environmental impacts since the Thin Blanket RHMA Alternative would require all Metal Beam Guardrail to be reconstructed in an area that is habitat to the Federally Listed Endangered Monterey Spineflower. See Attachment H for more Life Cycle Analysis information.

Enhancements:

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

- Upgrade existing pedestrian curb ramps to current Standards.
- New Rumble Strips shall be installed from the Del Monte Undercrossing at Post Mile R78.90) to near the north end of the project at Post Mile R85.0.
- 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 place at the edge of pavement to eliminate drop-offs.

Remarks: Metal Beam Guard Rail, End Treatments, and associated Dike throughout the project limits were recently upgraded in 2010 with project EA 05-0L8004.

Traffic Operations had no additional recommendations for this project.

Date of Traffic Operational Review Report 08/24/11.

6B. Environmental Compliance:

The Monterey Spineflower (a special status plant species) occurs along and adjacent to the project area. Measures will be required to protect this plant,

including; installation of temporary Environmentally Sensitive Areas (ESA) fencing, limiting staging and storage areas to existing pullouts and currently paved locations, and limiting soil import/removal at locations where the plant is found. This project is Categorical Exempt (CE) for CEQA compliance, and is a Categorical Exclusion (CE) for NEPA compliance.

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.):

No other agencies are involved with this project due to the nature of the proposed work.

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

Not required.

6F. Roadside Design and Management:

This project is contained within existing State Right of Way. Appropriate roadside management will be implemented and specifications for this project will contain provisions that will ensure worker protection.

6G. Right of Way 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 will be no railroad involvement. All railroad facilities are outside the State's right of way and outside the proposed areas of work.

6I. Recycled Materials:

None.

6J. Local and Regional Input:

Not applicable for this type and scale of project.

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

If this CAPM project is not constructed, the pavement will continue to deteriorate at an accelerated rate. This will result in much higher annual maintenance costs, and would likely require a full rehabilitation, at a much higher cost, in the near future.

7. TRANSPORTATION MANAGEMENT

7A. Transportation Management Plan (See Attachment I)

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. Ramp closures at some locations may require detours. Signing, including portable changeable message signs and a Public Awareness Campaign will be used to inform the public of current and upcoming construction activities.

7B. Vehicle Detection Systems

Existing Traffic Counting loops under the northbound lanes will require reconstruction at Post Mile 77.8. Traffic signal loops will also require reconstruction at the terminus of the Highway 218 Southbound Off-ramp (PM Lt R79.4), and the terminus of the Fremont / Del Monte Northbound and Southbound Off-Ramps (PM R80.7). The above loops will require reconstruction due to the proposed cold planing and re-paving at these locations.

8. FUNDING/SCHEDULING

8A. Cost Estimate

Pavement Work	Lane-Miles/Number	Cost
Total Lane -Miles of CAPM Work	36.2	
Grind Existing Concrete Pavement	240,000 SQYD	\$1,200,000
Cold Plane AC Pavement (Ramps not included)	111,000 SQYD	\$222,000
HMA (Type A) (Lanes & Shoulders) (Ramps & Recycle not included)	11,600 Ton	\$1,160,000
OGFC (Lanes & Shoulders) (Ramps not included)	2,100 Ton	\$252,000
Ramps		
Cold Plane AC Pavement	144,000 SQYD	\$288,000
HMA (Type A)	21,400 Ton	\$2,140,000
Digouts	10% of Ramp HMA Cost	\$214,000
Shoulder Backing	3,500 Ton	\$105,000
SUBTOTALS		\$5,367,000

Non-Pavement Work	Does the Project Included?	Cost
Railroad Agreements	No	\$0
Traffic Control	Yes	\$150,000
Rumble Strips	Yes	\$32,000
Correct Superelevation Cross Slope	No	\$0
Pavement Delineation	Yes	\$150,000
Maintain Traffic	Yes	\$60,000
Construction Area Signs	Yes	\$37,000
Portable Changeable Message Signs	Yes	\$40,000
Transportation Management Plan	Yes	\$10,000
ADA Ramps	Yes	\$176,000
Storm Water	Yes	\$11,000
Electrical	Yes	\$40,000
Public Awareness Campaign	Yes	\$7,500
RE Office	Yes	\$20,000
COZEEP	Yes	\$200,000

COSTS SUBTOTALS \$933,500

SUM OF SUBTOTALS	\$6,300,500
MOBILIZATION (10%)	\$630,050
CONTINGENCIES (20%)	\$1,260,100
TOTAL PROJECT COST	\$8,190,650

8B. Project Support:

PROJECT COST COMPONENT	Fiscal Years					Total
	2012/13	2013/14	2014/15	2015/16	2016/17	
R/W Capital				0		
Constr. Capital				\$10,454		\$10,454
Subtotal Capital by FY				\$10,454		\$10,454
PA&ED Support	\$257					\$285
PS&E Support		\$921				\$581
R/W Support		\$7				\$54
Constr. Support				\$940		\$736
Subtotal Total Support	\$257	\$928		\$940		\$1,656
Total Project Cost	\$257	\$928		\$11,394		\$12,110

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: 16% (All Support Costs divided by the sum of the escalated Construction Capital and escalated R/W Capital).

8C. Project Schedule:

HQ Milestones	Delivery Date (Month & Year)
Program Project	April 2012
Begin Environmental	September 2012
PA & ED	October 2013
Project PS&E	April 2015
Right of Way Certification	April 2015
Ready to List	August 2015
Award	February 2016
Contract Acceptance	October 2016
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 Safety	<u>Romano Verlengia</u>	Date <u>7/7/11</u>
District Safety	<u>Dave Chesebro</u>	Date <u>7/7/11</u>
HQ Program Advisor, Pavement Program	<u>Leo Mahserelli</u>	Date <u>7/7/11</u>
District Planning	<u>Claudia Espino</u>	Date <u>6/30/11</u>
District Environmental	<u>Julie McGuigan</u>	Date <u>8/25/11</u>
District Traffic Operations	<u>Paul McClintic</u>	Date <u>8/24/11</u>
District Storm Water	<u>Pete Riegelhuth</u>	Date <u>8/24/11</u>
HQ Design Reviewer	<u>Mike Janzen</u>	Date <u>8/31/11</u>

12. ATTACHMENTS

- A. Strip Map (Title Sheet)
- B. GIS Map
- C. Typical Cross Sections
- D. PMS 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. Project Report Distribution List

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN MONTEREY COUNTY
IN AND NEAR MONTEREY
FROM SLOAT AVENUE UNDERCROSSING
TO SOUTH MARINA OVERHEAD

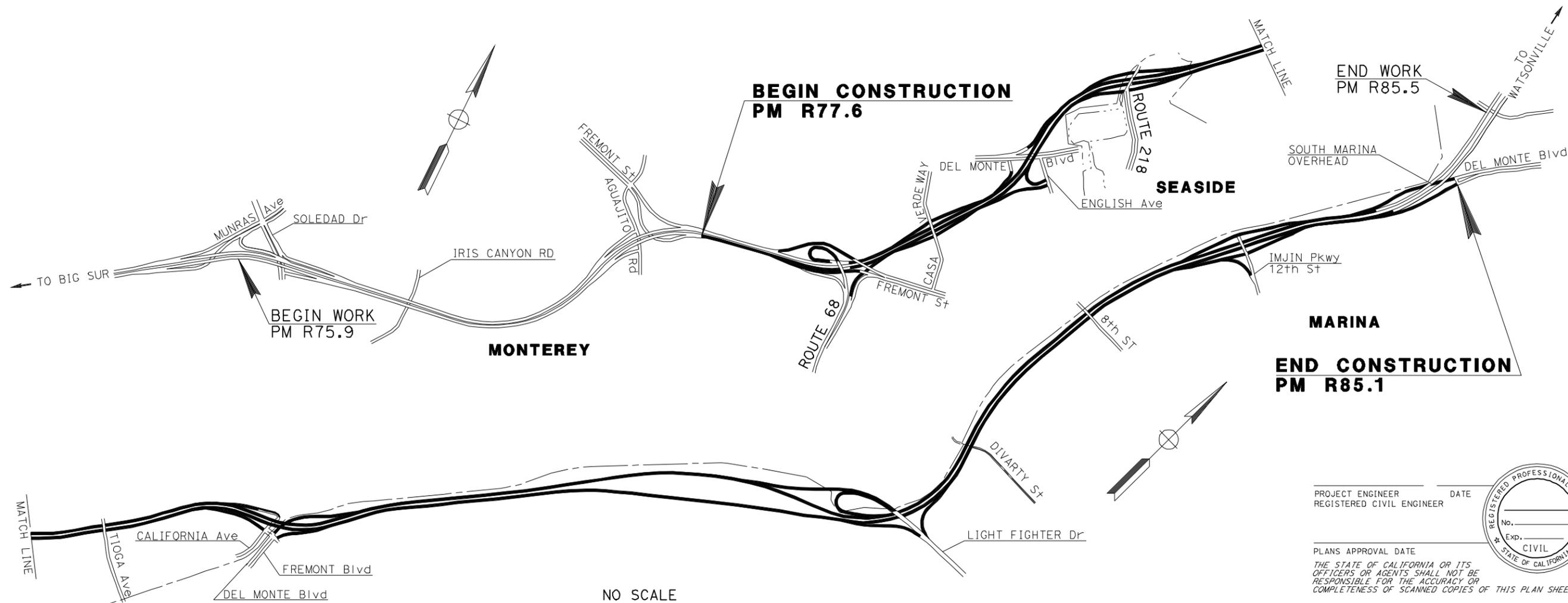
TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	1	77.6/85.1		





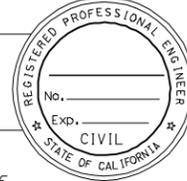
LOCATION MAP



NO SCALE

PROJECT MANAGER
 KELLY J. McCLAIN
 DESIGN ENGINEER
 KELLY J. McCLAIN

PROJECT ENGINEER _____ DATE _____
 REGISTERED CIVIL ENGINEER



PLANS APPROVAL DATE _____
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

CONTRACT No.	05-1A7604
PROJECT ID	0512000019

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	1	R77.6/R85.1		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

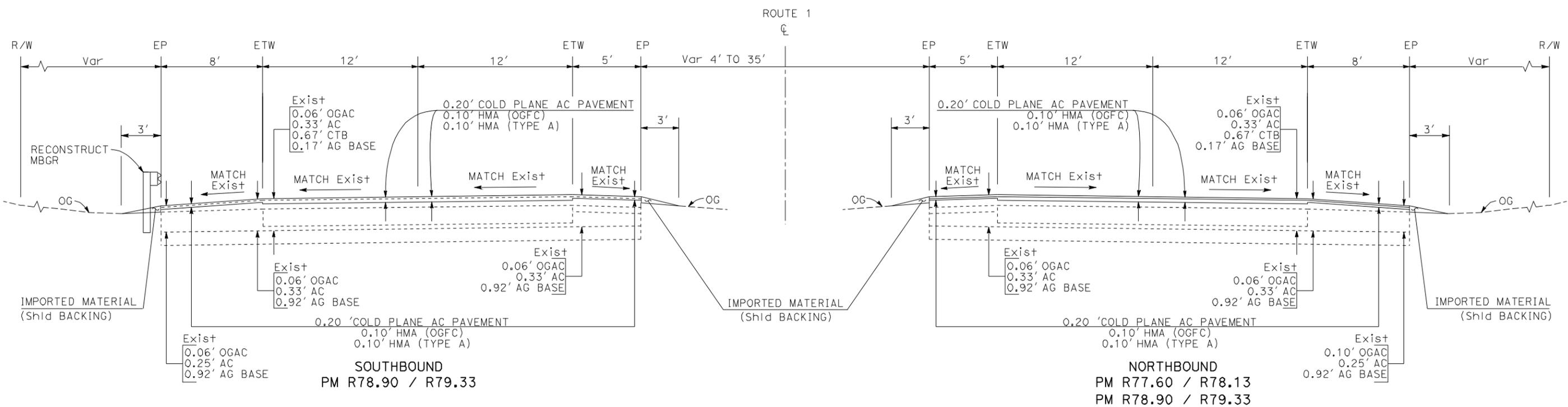
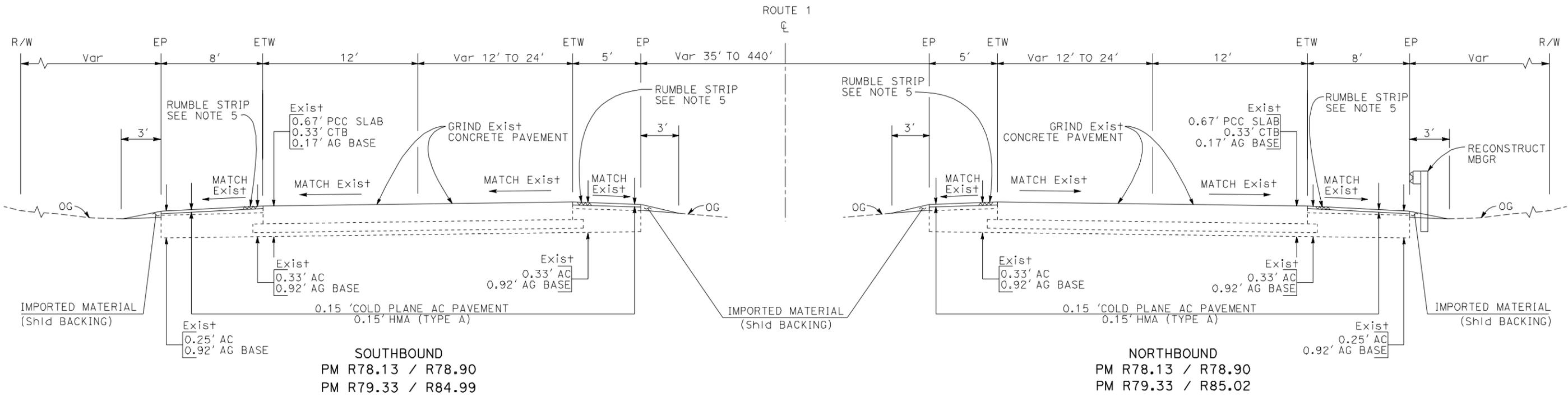
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. HMA SHALL NOT BE PLACED ON PCC STRUCTURES OR SURFACES.
4. ASPHALTIC EMULSION (FOG SEAL COAT) SHALL BE PLACED ON EXISTING AC DIKE AND OVERSIDE DRAINS.

LEGEND

HMA (OGFC) = HOT MIX ASPHALT (OPEN GRADED FRICTION COURSE)
 OGAC = Exist OPEN GRADED ASPHALT CONCRETE



NO SCALE

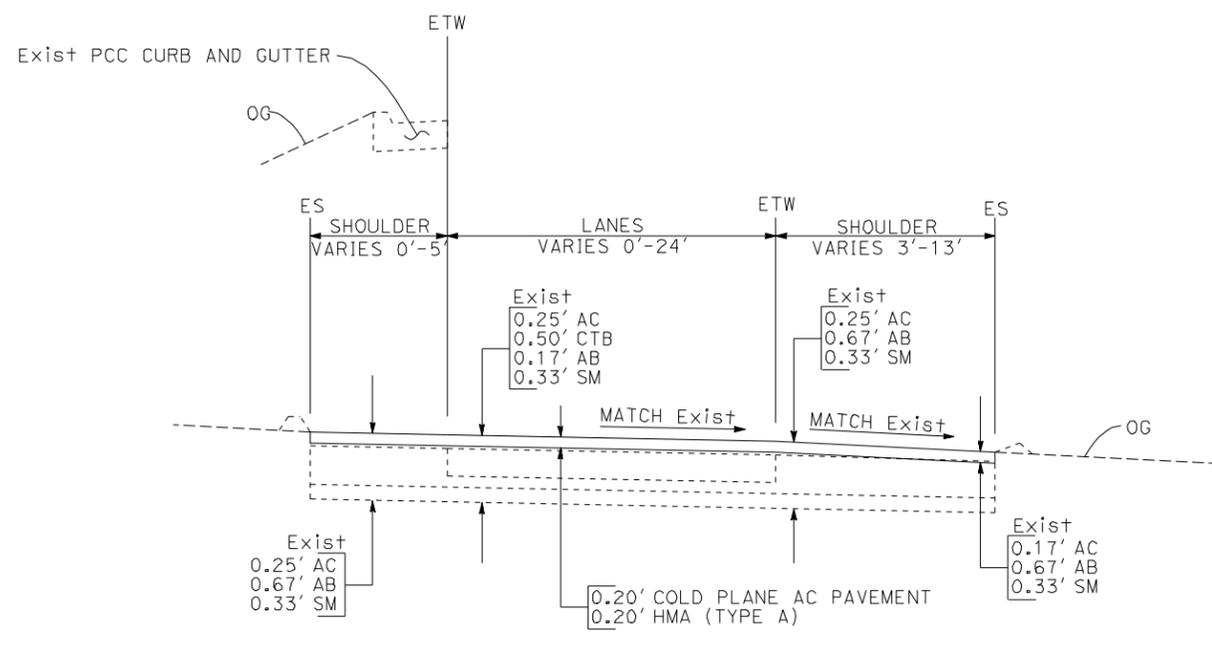
TYPICAL CROSS SECTIONS X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN
 FUNCTIONAL SUPERVISOR: KELLY J. MCCLAIN
 CALCULATED/DESIGNED BY: MARK CRESSWELL
 CHECKED BY: KELLY J. MCCLAIN
 REVISED BY: MARK CRESSWELL
 DATE REVISED: []

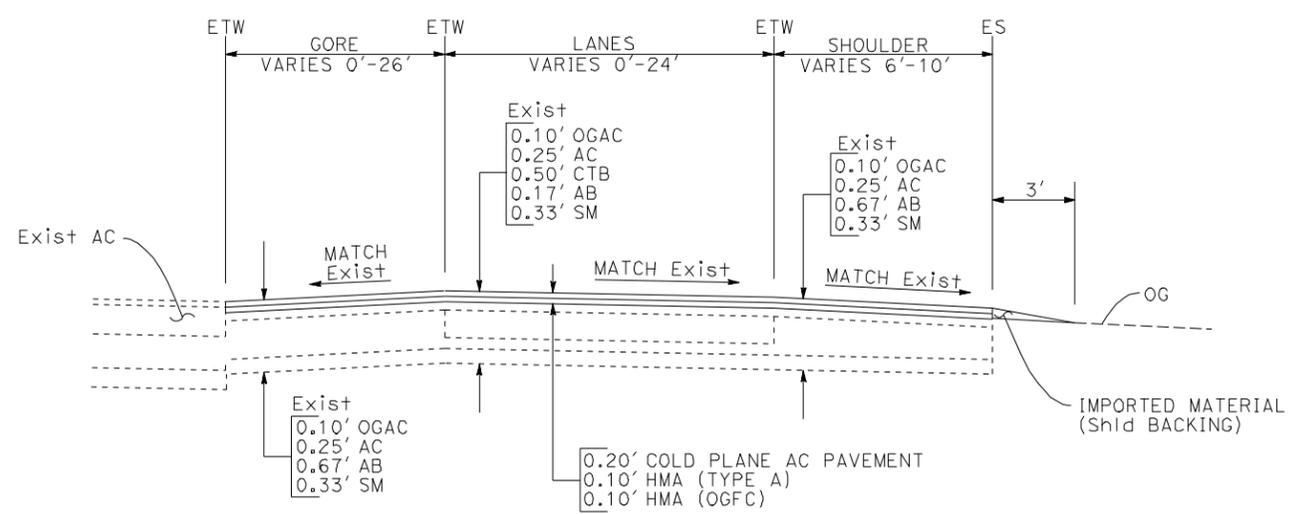
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	1	R77.6/R85.1		
REGISTERED CIVIL ENGINEER					DATE
PLANS APPROVAL DATE					
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					



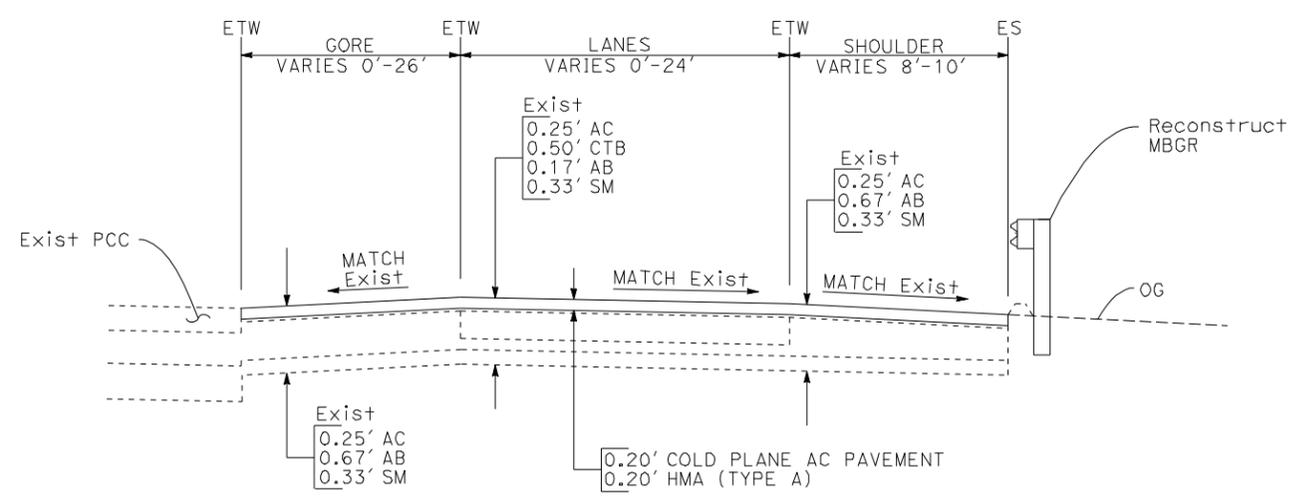
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN
 FUNCTIONAL SUPERVISOR: KELLY J. MCCLAIN
 CALCULATED-DESIGNED BY: CHECKED BY:
 MARK CRESSWELL: KELLY J. MCCLAIN
 REVISED BY: DATE REVISED:
 REVISIONS:



RAMP TAPERS AND AUXILIARY LANES



RAMP TAPERS AND AUXILIARY LANES (AC MAINLINE)



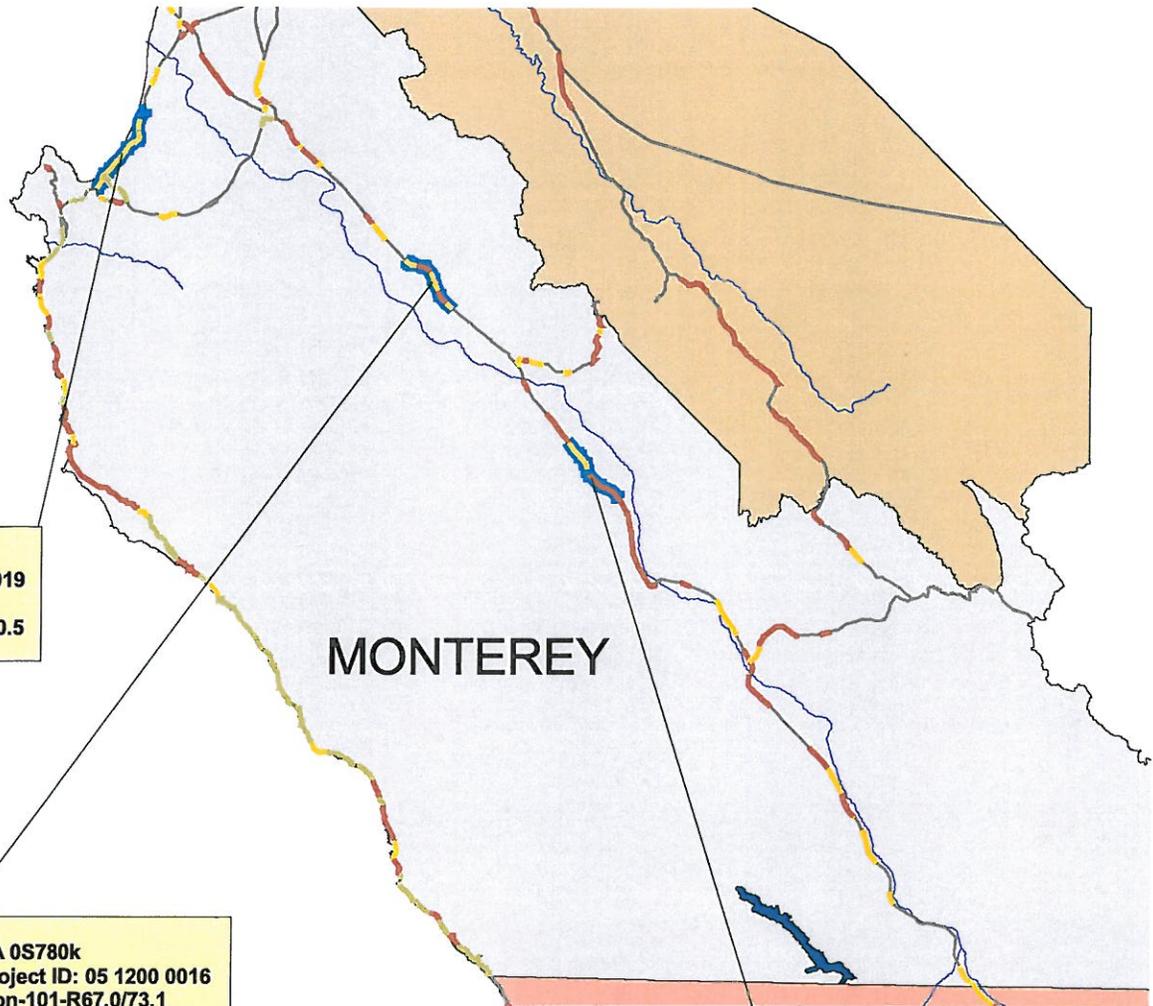
RAMP TAPERS AND AUXILIARY LANES (PCC MAINLINE)

ROUTE 1

NO SCALE

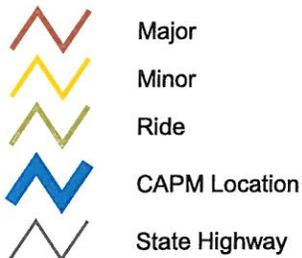
TYPICAL CROSS SECTIONS X-2

District 5 - Project Locations



Legend

2007 Pavement Condition Survey



County Boundaries



Collection Date: 11/03/2007
 Printed: 06/14/2011

Caltrans Maintenance Program 2007 Pavement Condition Survey Inventory Caltrans Drive Order

District 5
 County MON
 Route 001
 Begin PM R 78.476

District 5, MON, Rte 001, PM 78 - 85

District 5 County MON Route 001

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL	Alligator Cracking		Rutting	Bleeding	Slab Cracking		Faulting	Patching	Area % Poor Cond.?	Ride, IRI	Priority	Skid	Defect
						A %	B %			1st %	3rd %							
R 78.883	0.007	0.035	R	72	1										5 108	33		UNSEALED CRACKS OR
L1 B															5 109	0		N/A - Bridge
L2 B															8 129	0		N/A - Bridge
R1 R															N/A	33		UNSEALED CRACKS OR
R2 R															N/A	33		UNSEALED CRACKS OR
R 78.890	0.037	0.185	R	72	1										N/A	0		N/A - Bridge
L1 B															8 129	0		N/A - Bridge
L2 B															N/A	0		N/A - Bridge
R1 B															26 176	0		N/A - Bridge
R2 B															N/A	0		N/A - Bridge
R 78.927	0.007	0.035	R	72	1										N/A	32		FINE RAVEL
L1 F-DG															N/A	9		MOD ABC
L2 F-DG															N/A	0		N/A - Bridge
R1 B															26 176	0		N/A - Bridge
R2 B															N/A	0		N/A - Bridge
R 78.934	0.403	2.418	R	72	1										11 110	32		FINE RAVEL
L1 F-DG															18 138	9		MOD ABC
L2 F-DG															N/A	32		FINE RAVEL
R1 F-DG															20 147	32		FINE RAVEL
R2 F-DG															N/A	32		FINE RAVEL
R 79.337	0.006	0.024	R	72	1										N/A	32		FINE RAVEL
L1 F-DG															N/A	9		MOD ABC
L2 F-DG															N/A	0		N/A - Bridge
R1 B															N/A	0		N/A - Bridge
R2 B															N/A	0		N/A - Bridge

ATTACHMENT D

*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: 06/14/2011

Caltrans Maintenance Program 2007 Pavement Condition Survey Inventory Caltrans Drive Order

District 5
 County MON
 Route 001
 Begin PM R 79,343

District 5, MON, Rte 001, PM 78 - 85

District 5 County MON Route 001

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	Slab Cracking		Faulding	Patching Area %	Ride, IRI	Priority	Skid	Defect
					Alligator Cracking A %	Bleeding B %						
R 79.343	0.027	0.108	MLD	74	1				N/A	0		N/A - Bridge
L1 B							Faulding		N/A			N/A - Bridge
L2 B							Faulding		N/A			N/A - Bridge
R1 B									N/A			N/A - Bridge
R2 B									N/A			N/A - Bridge
R 79.370	0.006	0.024	MLD	74	1				N/A	0		N/A - Bridge
L1 B							Faulding		N/A			N/A - Bridge
L2 B							Faulding		N/A			N/A - Bridge
R1 R				1	0	0	Faulding		N/A	9		FAULTING
R2 R				1	0	0	Faulding		N/A	9		FAULTING
R 79.376	0.489	1.956	MLD	74	1				5 107	9		FAULTING
L1 R				0	0	0	Faulding		15 147	9		FAULTING
L2 R				0	0	0	Faulding		N/A	9		FAULTING
R1 R				1	0	0	Faulding		5 113	9		FAULTING
R2 R				1	0	0	Faulding			9		FAULTING
R 79.865	0.406	1.624	MLD	74	1				5 106	98		GOOD CONDITION
L1 R				0	0	0	Faulding		5 108	9		FAULTING
L2 R				0	0	0	Faulding		N/A	9		FAULTING
L3 R				1	0	0	Faulding		N/A	9		FAULTING
R1 R				1	0	0	Faulding		10 135	9		FAULTING
R2 R				1	0	0	Faulding			9		FAULTING
R 80.271	0.003	0.012	MLD	74	1				N/A	0		N/A - Bridge
L2 B							Faulding		N/A	0		N/A - Bridge
L3 B							Faulding		N/A	0		N/A - Bridge
R1 R				1	0	0	Faulding		N/A	9		FAULTING
R2 R				1	0	0	Faulding		N/A	9		FAULTING

ATTACHMENT D

*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: 06/14/2011

Caltrans Maintenance Program 2007 Pavement Condition Survey Inventory Caltrans Drive Order

District 5
 County MON
 Route 001
 Begin PM R 80.274

District 5, MON, Rte 001, PM 78 - 85

District 5 County MON Route 001

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	Slab Cracking		Faulding	Patching Area %	Ride, IRI	Priority	Skid	Defect
					1st %	3rd %						
	Alligator Cracking A %	Bleeding B %			1st %	3rd %						
R 80.274	0.015	0.060	MLD	74	1				N/A	0		N/A - Bridge
L2 B							Faulding		N/A			N/A - Bridge
L3 B							Faulding		N/A			N/A - Bridge
R1 B							Faulding		N/A			N/A - Bridge
R2 B							Faulding	22	166	0		N/A - Bridge
R 80.289	0.003	0.012	MLD	74	1				N/A	9		FAULTING
L2 R						0	Faulding		N/A			FAULTING
L3 R						0	Faulding		N/A			FAULTING
R1 B							Faulding		N/A	0		N/A - Bridge
R2 B							Faulding	22	166	0		N/A - Bridge
R 80.292	0.073	0.292	MLD	74	1				5	98		GOOD CONDITION
L1 R							Faulding		5			FAULTING
L2 R						0	Faulding		105			FAULTING
L3 R						0	Faulding		N/A			FAULTING
R1 R						1	Faulding		N/A			FAULTING
R2 R						1	Faulding		N/A			FAULTING
R 80.365	0.314	1.256	MLD	74	1				5	98		GOOD CONDITION
L1 R							Faulding		112			FAULTING
L2 R						0	Faulding		121			FAULTING
L3 R						0	Faulding		N/A			FAULTING
R1 R						1	Faulding		N/A			FAULTING
R2 R						1	Faulding	31	190			FAULTING
R 80.679	0.007	0.028	MLD	92	1				N/A	9		FAULTING
L2 R						0	Faulding		N/A			FAULTING
L3 R						0	Faulding		N/A			FAULTING
R1 B							Faulding		N/A	0		N/A - Bridge
R2 B							Faulding		N/A	0		N/A - Bridge

ATTACHMENT D

Collection Date: / / : : AM
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Caltrans Maintenance Program 2007 Pavement Condition Survey Inventory Caltrans Drive Order

District 5
 County MON
 Route 001
 Begin PM R 80.686

District 5, MON, Rte 001, PM 78 - 85

District 5 County MON Route 001

Begin PM - End PM	Length	LancMi. (Est.)	Type	AADT (,000)	MSL	Alligator Cracking		Rutting	Bleeding	1st %	3rd %	Corner %	Faulding	Patching Area %	Poor Cond.?	Ride, IRI	Priority	Skid	Defect
						A %	B %												
R 80.686	0.058	0.232	MLD	92	1											8	130	0	N/A - Bridge
L1 B													Faulding						
L2 B													Faulding			22	167	0	N/A - Bridge
L3 B													Faulding					0	N/A - Bridge
R1 B													Faulding					0	N/A - Bridge
R2 B													Faulding			12	139	0	N/A - Bridge
R 80.744	0.009	0.036	MLD	92	1														
L2 B													Faulding					0	N/A - Bridge
L3 B													Faulding					0	N/A - Bridge
R1 R			1	0	1								Faulding					9	FAULTING
R2 R			1	0	0								Faulding					9	FAULTING
R 80.753	0.130	0.780	MLD	92	1											5	100	98	GOOD CONDITION
L1 R																			
L2 R			0	0	0								Faulding			41	217	3	FAULTING, RIDE
L3 R			0	0	0								Faulding					9	FAULTING
R1 R			1	0	1								Faulding					9	FAULTING
R2 R			1	0	0								Faulding			5	108	9	FAULTING
R 80.883	0.134	0.804	MLD	92	1														
L1 R																			
L2 R			0	0	0								Faulding			5	106	98	GOOD CONDITION
L3 R			0	0	0								Faulding			5	121	9	FAULTING
R2 R			0	0	0								Faulding					9	FAULTING
R3 R			0	0	0								Faulding			5	102	9	FAULTING
R 81.017	0.348	2.088	MLD	92	1														
L1 R																			
L2 R			0	0	0								Faulding			5	113	98	GOOD CONDITION
L3 R			0	0	0								Faulding			5	114	9	FAULTING
R2 R			0	0	0								Faulding					9	FAULTING
R3 R			0	0	0								Faulding			5	90	9	FAULTING
R 81.365																			
L1 R																			
L2 R			0	0	0								Faulding					9	FAULTING
L3 R			0	0	0								Faulding					9	FAULTING
R2 R			0	0	0								Faulding					9	FAULTING
R3 R			0	0	0								Faulding					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: // : : AM
 Printed: 06/14/2011

Caltrans Maintenance Program 2007 Pavement Condition Survey Inventory Caltrans Drive Order

District 5, MON, Rte 001, PM 78 - 85

District 5 County MON Route 001

District 5
 County MON
 Route 001
 Begin PM R 81.365

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	Slab Cracking		Faulding	Patching Area %	Ride, IRI	Priority	Skid	Defect
					1st %	3rd %						
R 81.365	0.140	0.840	MLD	92	1				5 98	98		GOOD CONDITION
L1 R												FAULTING
L2 R							Faulding		5 115	9		FAULTING
L3 R							Faulding		N/A	9		FAULTING
R2 R									5 105	33		UNSEALED CRACKS OR
R3 R									N/A	33		UNSEALED CRACKS OR
R 81.505	0.860	2.580	MLD	46	1				5 89	33		UNSEALED CRACKS OR
R2 R									N/A	33		UNSEALED CRACKS OR
R3 R												
R 82.365	0.351	1.053	MLD	46	1				5 94	9		FAULTING
R2 R							Faulding		N/A	9		FAULTING
R3 R							Faulding					
R 81.505	1.234	3.702	MLD	46	1				N/A	9		FAULTING
L2 R							Faulding		N/A	9		FAULTING
L3 R							Faulding					
R 82.739	0.649	3.894	MLD	92	1				5 107	98		GOOD CONDITION
L1 R									5 106	33		UNSEALED CRACKS OR
L2 R									N/A	33		UNSEALED CRACKS OR
L3 R									N/A	9		FAULTING
R2 R							Faulding		N/A	9		FAULTING
R3 R							Faulding					
R 83.388	0.080	0.480	MLD	89	1				5 118	98		GOOD CONDITION
L1 R							Faulding		5 121	9		FAULTING
L2 R							Faulding		N/A	9		FAULTING
L3 R							Faulding		8 130	9		FAULTING
R2 R							Faulding		N/A	9		FAULTING
R3 R							Faulding					

Collection Date: 11/03/2007
 Printed: 06/14/2011

Caltrans Maintenance Program 2007 Pavement Condition Survey Inventory Caltrans Drive Order

District 5, MON, Rte 001, PM 78 - 85

District 5 County MON Route 001

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	Slab Cracking		Faulding	Patching Area %	Ride, IRI	Priority	Skid	Defect
					1st %	3rd %						
Lane	Surface Type	Alligator Cracking A %	Bleeding C (Y/N)?	Rutting	Bleeding	0.054	0.009	0.024	0.144	MLD	89	1
R 83.468	- R 83.477	0.009	0.054	MLD	89	1	Faulting		N/A	0		N/A - Bridge
L2	B						Faulting		N/A	0		N/A - Bridge
L3	B						Faulting		N/A	0		N/A - Bridge
R2	R			0	0	0	Faulting		N/A	9		FAULTING
R3	R			0	0	0	Faulting		N/A	9		FAULTING
R 83.477	- R 83.501	0.024	0.144	MLD	89	1	Faulting		8 131	0		N/A - Bridge
L1	B						Faulting		7 127	0		N/A - Bridge
L2	B						Faulting		N/A	0		N/A - Bridge
L3	B						Faulting		N/A	0		N/A - Bridge
R2	B						Faulting		N/A	0		N/A - Bridge
R3	B						Faulting		N/A	0		N/A - Bridge
R 83.501	- R 83.511	0.010	0.060	MLD	89	1	Faulting		N/A	9		FAULTING
L2	R			0	0	0	Faulting		N/A	9		FAULTING
L3	R			0	0	0	Faulting		N/A	0		N/A - Bridge
R2	B						Faulting		N/A	0		N/A - Bridge
R3	B						Faulting		N/A	0		N/A - Bridge
R 83.511	- R 84.388	0.877	5.262	MLD	89	1	Faulting		5 104	98		GOOD CONDITION
L1	R						Faulting		5 93	9		FAULTING
L2	R			0	0	0	Faulting		N/A	9		FAULTING
L3	R			0	0	0	Faulting		5 95	9		FAULTING
R2	R			0	0	0	Faulting		N/A	9		FAULTING
R3	R			0	0	0	Faulting		N/A	9		FAULTING
R 84.388	- R 84.774	0.386	2.316	MLD	98	1	Faulting		5 113	98		GOOD CONDITION
L1	R						Faulting		5 100	33		UNSEALED CRACKS OR
L2	R			0	0	0	Faulting		N/A	33		UNSEALED CRACKS OR
L3	R			0	0	0	Faulting		5 100	33		UNSEALED CRACKS OR
R2	R			0	0	0	Faulting		N/A	33		UNSEALED CRACKS OR
R3	R			0	0	0	Faulting		N/A	33		UNSEALED CRACKS OR

ATTACHMENT D

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

Collection Date: / / : : AM
 Printed: 06/14/2011

Caltrans Maintenance Program 2007 Pavement Condition Survey Inventory Caltrans Drive Order

District 5
 County MON
 Route 001
 Begin PM R 84.774

District 5, MON, Rte 001, PM 78 - 85

District 5 County MON Route 001

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL	Faulding		Patching		Ride, IRI	Priority	Skid	Defect
						1st %	3rd %	Area %	Poor Cond.?				
R 84.774	0.200	1.200	MLD	98	1					5 103	98		GOOD CONDITION
L1 R													UNSEALED CRACKS OR
L2 R										5 92	33		UNSEALED CRACKS OR
L3 R										N/A	33		UNSEALED CRACKS OR
R2 R										5 91	33		UNSEALED CRACKS OR
R3 R										N/A	33		UNSEALED CRACKS OR
R 84.974	0.050	0.300	MLD	98	1					5 68	99		NO DISTRESS OBSERVED
L1 F-MS	0									5 56	31		BLEEDING
L2 F-MS	0	Bleeding								5 111	33		UNSEALED CRACKS OR
R2 R										N/A	33		UNSEALED CRACKS OR
R3 R											33		UNSEALED CRACKS OR

ATTACHMENT D

9/20/11
[Signature]

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

05-Mon-1 R77.6/R85.1 1A760K 0512000019 8/25/11
Dist.-Co.-Rte. (or Local Agency) P.M/P.M. E.A. (State project)

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

The proposed project would rehabilitate existing pavement under the CAPM design and newly revised engineering guidelines. The rehabilitation area includes an existing PCC diamond profile that will be ground to establish a smooth riding surface. Existing ACC pavement areas (lanes, ramps and shoulders, etc.) will be ground out and overlaid with a .2 feet thickness (maximum 3 inches) of rubberized asphalt concrete. Localized areas of severe pavement failure and cracking will be made and sealing of cracks larger than 5 mm will also occur.

Continued on next 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))]

Matt Fowler

Kelly McClain

Print Name: Environmental Branch Chief

Print Name: Project Manager/DLA Engineer

[Signature]

08/25/11
Date

[Signature]

8/25/11
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) (L1)
- 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.

Matt Fowler

Kelly McClain

Print Name: Environmental Branch Chief

Print Name: Project Manager/DLA Engineer

[Signature]

08/25/11
Date

[Signature]

8/25/11
Date

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies,

9/20/11
JMS

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Presented to the California State Board of Pesticide Control for review and approval of the project. This document is for informational purposes only. It does not constitute a final decision of the Board. For more information, contact the Board of Pesticide Control, 1500 Franklin Street, Sacramento, CA 95834. Revised June 7, 2010

05-Mon-1 R27.6/R85.1 1A760K 0512000019 8/25/11
Dist.-Co.-Rte. (or Local Agency) P.M.P.M. E.A. (State project)

Continued from page 1: Avoidance and Minimization Measures

1. Monterey spineflower (a special status plant species) occurs along and adjacent to the project area, and shall be delineated on the project's plan sheets as Environmentally Sensitive Areas (ESAs). These areas will be marked with highly visible construction fencing during construction and shall be off limits to construction equipment and personnel.
2. No soil shall be imported into or removed from the locations where Monterey spineflower has been found. This is to preserve the Monterey spineflower seed bank and suitable soils, and to encourage establishment of new plants in the disturbed area.
3. Staging Areas, Equipment and Material Storage: To avoid impacts to adjacent native vegetation and wildlife, all staging and equipment and material storage areas shall occur in existing pullouts or at currently paved locations. No vegetation clearing on public or private land is allowed to create storage sites without first being cleared through Caltrans.
4. 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 Caltrans Biologist Lisa Schicker (phone 805.549.3628).

Memorandum

To: KELLY MCCLAIN

Date: 8/30/2011

Attn MARK CRESSWELL

File: CD 05 EA 1A760K Alt NA
Co MON RTE 1From: Department of Transportation
Division of Right of Way Central Region**DESCRIPTION:****THIS PROJECT CONSISTS OF DIAMOND PROFILE GRINDING THE EXISTING PCC PAVEMENT TO RE-ESTABLISH A SMOOTH RIDING SURFACE. THE EXISTING**

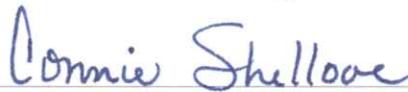
Subject: RIGHT OF WAY DATA SHEET

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 7/19/2011

The following assumptions and limiting conditions were identified:**Appraisal****Utility**

High-risk facility in project area. 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. Per phone conversation with PE, 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/or 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 SHELLOOE, Sr. Right of Way Agent
San Luis Obispo Field Office
(805) 549-3471

Right Of Way Cost Estimate	Current Year 2011	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2015
Acquisition:	\$0	25%	5%	\$0
Mitigation:	\$0	25%	5%	\$0
State Share of Utilities:	\$0	25%	5%	\$0
Expert Witness:	\$0	25%	5%	\$0
Relocation Assistance:	\$0	25%	5%	\$0
Demolition and Clearance:	\$0	25%	5%	\$0
Title and Escrow:	\$0	25%	5%	\$0
Ad Signs:	\$0	25%	5%	\$0
Total Current Value:	\$0			\$0

If RW Cost Est fields are blank, Costs = \$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:	
Totals:	0	Totals:	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: 05-1A760K 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 1 is designated freeway in project area. Project involves grinding 2.4 inches of asphalt and replacing with AC asphalt. PE notes on Data Sheet Request form that there are no utility manholes or pull boxes in proposed construction areas. Per PE, all work will take place in existing R/W.

Is there a significant effect on assessed valuation:

No

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

No

Are RAP displacements required:

No

of single family:

of muliti-family:

of business/nonprofit:

of farms:

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required:

No

Are there potential relinquishments or abandonments:

No

Are there any existing or potential airspace sites:

No

Are environmental mitigation parcels required:

No

Data for evaluation provided by:

Estimator:

Railroad Liaison Agent:

sah

8/22/2011

Utilty 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

Date

ENTERED PMCS

8/30/2011

BY: R TABAREZ

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

Life Cycle Cost Analysis Form

Preferred Alternative:

Diamond Profile Grind Existing PCC Lanes, Grind & Replace AC Shoulders and Ramps

Pavement Design Life: <u> 5 </u> Years	
Initial Construction Costs:	\$ <u>8,200,000</u>
Initial Project Support Costs:	\$ <u>1,066,000</u>
Future Maintenance & Rehabilitation Costs:**	\$ <u>7,276,640</u>
TOTAL AGENCY COSTS:	\$ <u>16,542,640</u>
USER COSTS:	\$ <u>303,780</u>
TOTAL LIFE-CYCLE COSTS:	\$ <u>16,846,420</u>

Alternative 2:

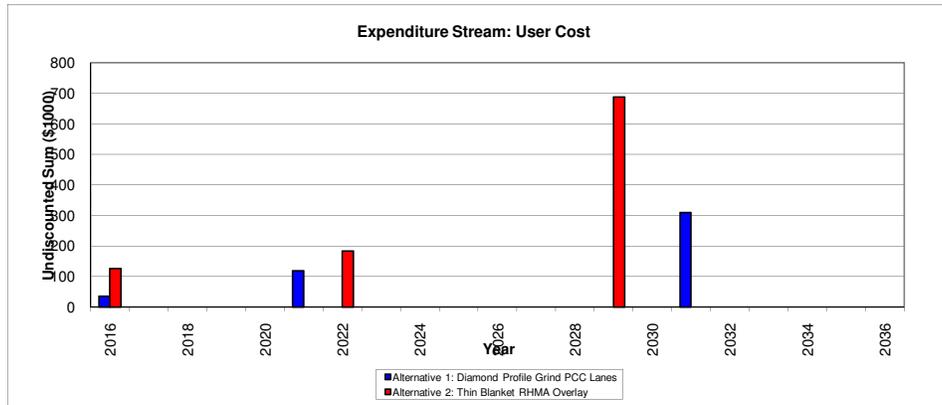
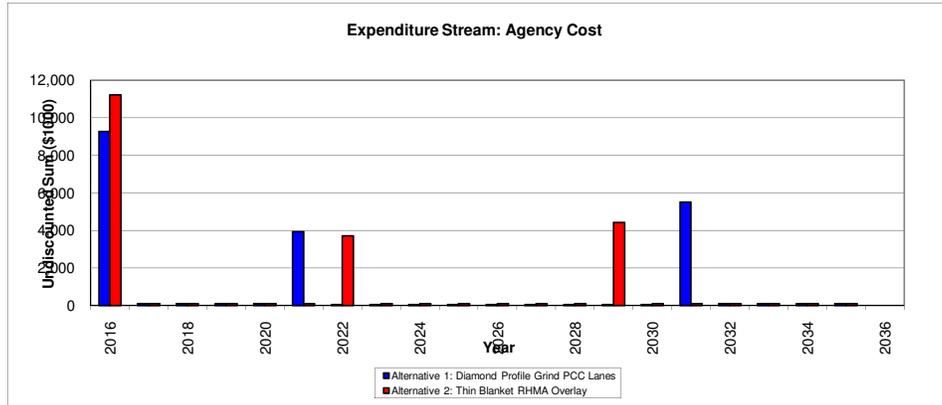
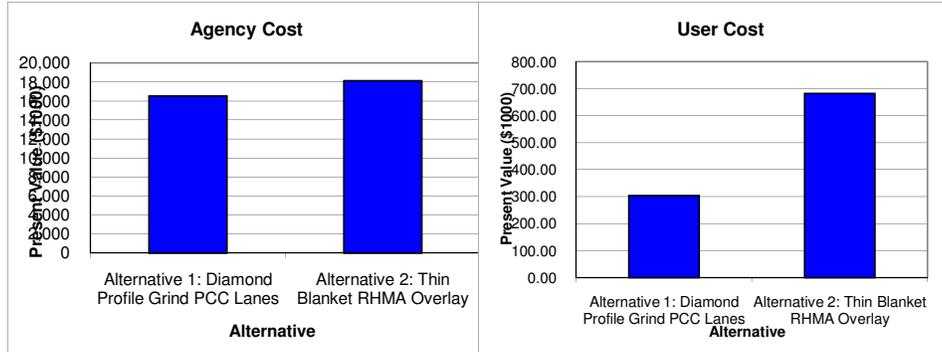
Thin Rubberized Hot Mix Asphalt Overlay; Lanes, Shoulders, and Ramps

Pavement Design Life: <u> 5 </u> Years	
Initial Construction Costs:	\$ <u>9,920,000</u>
Initial Project Support Costs:	\$ <u>1,289,600</u>
Future Maintenance & Rehabilitation Costs:**	\$ <u>6,936,610</u>
TOTAL AGENCY COSTS:	\$ <u>18,146,210</u>
USER COSTS:	\$ <u>683,300</u>
TOTAL LIFE-CYCLE COSTS:	\$ <u>18,829,510</u>

Reason that this is not Preferred Alternative:

The Total Agency Cost is larger. The User Costs are higher. Also, Rubberized Hot Mix Asphalt (RHMA) is currently not an appropriate material for the project location due to the cooler coastal construction temperatures. The use of RHMA on this project is dependent upon a Warm Mix RHMA product and specifications being produced and approved prior to Construction. Also, the use of a RHMA overlay would require the Reconstruction of all Metal Beam Guardrail (MBGR) within the project limits. An endangered plant, the Monterey Spineflower, is known to grow around and near the MBGR. Reconstructing the MBGR as a result of the RHMA overlay could therefore have negative environmental impacts.

Probabilistic Life Cycle Cost Analysis Worksheet



DISTRICT 5

TRAFFIC MANAGEMENT PLAN CHECK LIST

District / EA: 05-1A760
 Project Engineer: Mark Cresswell
 Date Prepared: 7/1/2011

Co.-Rte-PM: Mon-1-R77.6/R85.1
 Description: Coldplane AC
 Working Days: 100 days

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

Required	Recommended	Not Applicable	COMMENTS
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1.0 Public Information

- 1.1 Public Awareness Campaign
- 1.2 Other Strategies

<input checked="" type="checkbox"/>			\$7500 (066063 TMP-Public Info.)
<input checked="" type="checkbox"/>			

2.0 Motorist Information Strategies

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

<input checked="" type="checkbox"/>			Est. \$200/unit one per lane or ramp closure
<input checked="" type="checkbox"/>			
	<input checked="" type="checkbox"/>		
<input checked="" type="checkbox"/>			Construction to provide information to TMC
<input checked="" type="checkbox"/>			Construction to provide information to TMC

3.0 Incident Management

- 3.1 COZEEP/MAZEEP
- 3.2 Freeway Service Patrol

	<input checked="" type="checkbox"/>		Estimate \$200/hour
	<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:

<input checked="" type="checkbox"/>			Nightwork only.
	<input checked="" type="checkbox"/>		
	<input checked="" type="checkbox"/>		
<input checked="" type="checkbox"/>			Standard - SSP 12-220
<input checked="" type="checkbox"/>			Construction/Contractor to provide
	<input checked="" type="checkbox"/>		Construction/Contractor to provide
<input checked="" type="checkbox"/>			Construction/Contractor to provide
<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			Ramp closures may need detour sign packages if detour route does not appear readily apparent to the driver

Monitor queue lengths - 15 minute maximum allowable delay.

Provide advance notification for ramp closures

5.0 Anticipated Delays

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

	<input checked="" type="checkbox"/>		
	<input checked="" type="checkbox"/>		

5.3 Minimal delay anticipated -
no further action required

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

Shayne Sandeman
 District TMP Coordinator

5/26/2004
 Date:

PROJECT REPORT DISTRIBUTION LIST			
Division / Program / Office	Project Type	D5	
HQ Division of Design	All Projects	Design Report Routing	1
HQ Division of Engineering Serv	All Projects	Division of Engineering Services (electronic copy OK)	0
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HQ Maintenance	HA22	Leo Mahserelli	1
Project Manager	All Projects	Kelly McClain	1
Design Manager	All Projects	Kelly McClain	2
Resident Engineer	All Projects	Bruce Pastorius	1
District Maintenance	All Projects	Lance Gorman	1
	SHOPP	Kelly McClain	1
District Traffic Management	All Projects	Jacques Van Zeverter	1
District Traffic Safety	Mon	Romano Verlengia	1
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TOTAL COPIES		District 5 = 17	