ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

San Lucas Rehab (05-1M430)

Resolution SHOPP-P-2526-03B
(to be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☑ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on December 4, 2025 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Caltrans, and the Implementing Agency, Caltrans, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 3/22/2024 meeting the Commission approved the State Highway Operation and Protection Program and included in this program of projects the San Lucas Rehab (05-1M430), the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- ■ Resolution G-24-34, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated 3/22/2024
- ☐ Resolution _____, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Caltrans agrees to secure funds for any additional costs of the project.

4.6 Caltrans agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 Caltrans agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: San Lucas Rehab (05-1M430)

Resolution: SHOPP-P-2526-03B

(to be completed by CTC)

10/13/2025
Date

Scott Eades, District Director

Project Applicant

10/13/2025
Date

Scott Eades, District Director

Implementing Agency

10/13/2025
Date

Scott Eades

District Director
California Department of Transportation

11/17/2025
Date

Dina El-Tawansy

Director
California Department of Transportation

12/09/2025
Date

Tanisha Taylor

Executive Director
California Transportation Commission

Baseline agreement information was extracted from Caltrans' project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	10/08/25 10:11:55 AM

District	EA	Project ID	PPNO	Project Manager
05	1M430	0519000149	3014	LEICHTFUSS, MARK S

County	Route	Begin Postmile	End Postmile	Implementing Agency	
MON	101	R 30.6	R 36.9	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

San Lucas Rehab

Location/Description

Near San Lucas, from Rancho Undercrossing to 0.4 mile south of Wild Horse Road. Rehabilitate roadway, replace sign panels, and upgrade guardrail.

Legislative Districts

Assembly:	29	Senate:	17	Congressional:	18

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement	3.9	15.4	4.7		24	Lane-miles
Programmed Condition	Pavement	24.0	0.0	0.0	0.0	24	Lane-miles

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	03/09/25	
Right of Way Certification Milestone		09/24/26
Ready to List for Advertisement Milestone		03/11/27
Begin Construction Milestone (Approve Contract)		01/03/28

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	24/25	292					292
PS&E	24/25	3,988					3,988
RW Support	24/25	58					58
Const Support	26/27	11,429					11,429
RW Capital	26/27	218					218
Const Capital	26/27	80,646					80,646
Total		96,631					96,631

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

To: RICH STONE
SHOPP
HQ Financial Programming

Date: October 22, 2025

File: 05-1M430-0519000149-3014
05-MON-101 R30.6/R36.9

From: Mark Leichtfuss

Mark Leichtfuss, PE
Project Manager
District 5

Subject: **PROJECT STATUS UPDATE**

This memorandum is written to accompany the Baseline Agreement for the referenced project.

The project is programmed in the 2024 SHOPP for FY 26/27 RTL delivery. A SHOPP COS Allocation Request for $58,000 in RW Support funds was higher than the programmed amount of $49,000 due to an updated workplan. The allocation request was approved at the March 2025 CTC meeting.

Currently Proposed Major Milestones:

Milestone	Current Schedule
R/W Cert M410	9/24/26
RTL M460	3/11/27
Approve Contract M500	1/3/28

Funding:

Component	Programmed	Allocated
PAED Support	$292	$292
PS&E Support	$3,988	$3,988
RW Support	$49	$58
Const. Support	$11,429	
RW Capital	$218	
Const. Capital	$80,646	

cc: Darron Hill, Dave Silberberger, Joe Erwin, Lindsay Leichtfuss, D5 Programming

Project Report

For Project Approval

On Route 101 in Monterey County

Between Rancho Undercrossing

And 0.4 mile south of Wild Horse Road

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current and accurate:

PATRICK MASON, Acting Deputy District Director, Right of Way

APPROVAL RECOMMENDED:

MARK LEICHTFUSS, Project Manager

PROJECT APPROVED:

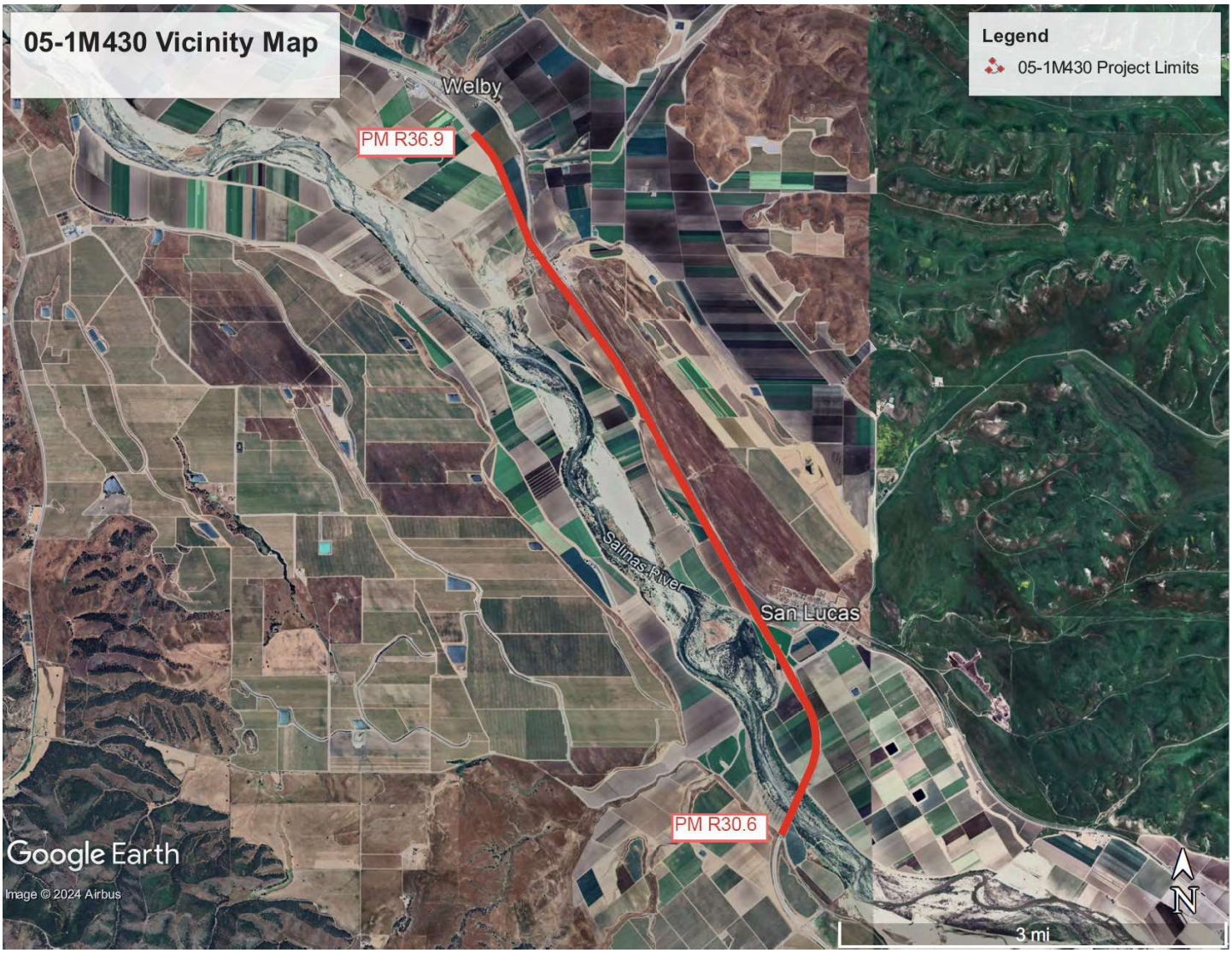
Scott Eades (Oct 10, 2025 16:20:27 PDT)

SCOTT EADES, District Director

10/10/2025

Date

Vicinity Map



This project report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Wesley Thompson — 10/07/2025

REGISTERED CIVIL ENGINEER — *DATE*

Table of Contents

1. INTRODUCTION

Project Description:

The project proposes to replace 23.96 lane miles of Class I pavement by fully excavating the existing structural section and constructing a new structural section using a combination of concrete and asphalt pavement. Other features of the project include upgrading traffic safety system devices such as guardrail, barriers, transitions, and end treatments, replacing 9 signs, reconstructing in-kind roadway drainage features such as dikes, overside drains, and down drains, adjusting drain inlets that fall within the mainline and ramp structural sections to match grade, constructing approach slabs at the beginning and end of existing bridges, constructing concrete barrier transitions to provide standard barrier connections to bridge rails, placing tapered edges, new pavement delineation, and rumble strips, and placing Stormwater Treatment Best Management Practices (TBMPs).

Project Limits	05 – MON – 101 – PM R30.6/R36.9	
Number of Alternatives	1	
	Current Cost Estimate: ($1000)	**Escalated Cost Estimate: ($1000)**
Capital Outlay Support	$14,230	$15,758
Capital Outlay Construction	$72,628	$80,163
Capital Outlay Right-of-Way	$28	$31
Funding Source	State Highway Operation and Protection Program (SHOPP), Major Pavement Rehabilitation 2R (201.122)	
Funding Year	2026/2027	
Type of Facility	4-lane divided freeway	
Number of Structures	3	
SHOPP Project Output	Pavement Rehabilitation 2R: 23.96 Lane Miles (LM) – 3.911 LM Good to Good, 15.413 LM Fair to Good, 4.636 Poor to Good	
Environmental Determination or Document	California Environmental Quality Act (CEQA): Categorical Exemption (CE) National Environmental Policy Act (NEPA): Categorical Exclusion (CE)	
Legal Description	In Monterey County in and near San Lucas between Rancho Undercrossing and 0.4 Mile South of Wild Horse Road	
Project Development Category	Category 5	

2. RECOMMENDATION

It is recommended that this report be approved, and the project proceed to the Plans, Specifications, and Estimate (PS&E) final design phase.

3. BACKGROUND

Project History

As a part of District 5 Asset Management, 2024 SHOPP, Maintenance identified pavement as an anchor asset for this project. The recommended pavement rehabilitation strategy is needed to improve the ride quality. This project is based on the SHOPP Tool which was developed using the data from the 2019 Pavement Condition Summary Report (PaveM) which calculated a total of 23.96 Lane Miles of rigid pavement within the project limits. The existing pavement falls primarily within the "Green" and "Red" categories of the PaveM. The Congestion levels are low throughout the project limits. Roadside sign assets were also part of the scope along with the pavement.

Community Interaction

The Project Development Team (PDT) met and developed a community engagement plan in the Project Initiation phase. The team determined that direct outreach to Monterey County and the San Lucas School District was a meaningful way to share the details of our project. The District 5 Public Information Office provided details and contact information to the School District and Program Administrator social media outlet. An exhibit was prepared to distribute and share with the public (see Attachment J). Community engagement plan activities will continue during the PS&E phase.

Existing Facilities

This section on US 101 is a four-lane divided freeway with 12-foot lanes, 10-foot outside shoulders, and 5-foot inside shoulders. The right of way width within the project varies from 56 feet to 876 feet. There is one interchange, Route 198, that begins at its junction with US 101 and continues east where it terminates at Route 33 in the city of Coalinga. The projects limits start at Rancho Undercrossing and end south of Wild Horse Road Overcrossing.

4. PURPOSE AND NEED

Purpose:

The purpose of this project is to extend the service life of the pavement surface, reduce future maintenance costs, and to improve ride comfort and quality for motorists traveling within this corridor.

Need:

The highway is deteriorating due to the existing structural section exceeding its design life. The existing Portland Cement Concrete (PCC) lanes show distress markers such as transverse cracking and the asphalt concrete (AC) shoulders show signs of transverse cracking and alligator cracking. Potential future roadway failure mechanisms such as potholes, slip outs, shoving, rutting and depressions would result in a non-uniform surface and a poor ride quality.

A. Problem, Deficiencies, Justification

The pavement within the project limits is exhibiting distress (transverse and alligator cracking) and unacceptable ride quality due to the existing structural section exceeding its design life, which if left uncorrected, will increase deterioration and will result in higher repair costs to the Department.

- *Roadway Geometric Information and Condition*
  Within the project limits, the existing facility is a 4-lane expressway/freeway. The posted speed is 65 mph.

- *Traveled Way, Shoulders, and Median Geometric Information*
  The existing lanes are 12 feet wide and made of jointed plain concrete pavement (JPCP). The existing outside shoulders and inside shoulders are 10 feet and 5 feet wide, respectively, and made of asphalt concrete. The scope of the project does not intend to change and/or upgrade existing geometric features (see Table 4.1 for existing geometric information).

Table 4.1 Existing Road Geometric Information

Categories		Existing		Proposed	
Facility Location	Post Mile Range	R30.6-R36.9		R30.6-R36.9	
Minimum Curve Radius	Radius (feet)	2,353		2,353	
Through Traffic Lanes	Number of Lanes	4		4	
	Lane Width (feet)	12		12	
	Type (Flexible, Rigid, or Composite)	Rigid		Rigid	
Paved Shoulder Width (before/after bridge)	Left (feet)	5		5	
	Right (feet)	10		10	
Median Width	(feet)	60		60	
Shoulder is a Bicycle Lane	(Yes/No)-Width (feet)	No	10	No	10
Other Bicycle Lane Width	Width (feet)	N/A		N/A	
Bicycle Route	(Yes/No)	No		No	
Facilities Adjacent to the Roadbed	Code-Width (feet)	None			

- *Alignment, Profile, Super Elevation, Sight Distance, Cross Slope*
  The alignment is made of long tangent sections and horizontal curves with large radii. The vertical profile is mostly flat with gradual vertical curves. The cross slope allows for water to drain off the pavement. The scope of the project does not intend to change and/or upgrade the existing alignment, profile, super elevation, sight distance, and cross slope.

- *Driveways*
  There is no direct access to driveways within the project limits.

- *Intersections*
  There are no at-grade intersections within the project limits.

- *Median*
  Throughout the project limits, U.S. 101 is a divided roadway with landscape median separating northbound and southbound lanes. There are unpaved median crossings within the project limits.

- *Mainline Pavement*
  Roadway Classification: Class 1

➢ *Distress Types and Extents*

There is concrete and flexible pavement distress within the entire project limits. Table 4.3 lists the current known distresses within the project limits and Table 4.4 presents the pavement condition report summary with survey performed in 2023 and predicted delivery year conditions.

Table 4.3 Types of Pavement Distress and Extents

Type	Extent	
	Current APCS Year (2019)	RTL Year (2027)
International Roughness Index (IRI, inches/miles)	91	125

APCS – Automated Pavement Condition Survery
RTL – Ready to List

Table 4.4 Pavement Condition Summary Report (PaveM)

Year	Pavement Type	Caltrans Performance Measures (lane-miles)					MAP-21 Condition (lane-miles)			Total Lane Mile	Effectiveness (%)	
		Green	Yellow	Blue	Orange	Red	Good	Fair	Poor		SHOPP Effectiveness ((Red + Orange) / Total Lane Mile)%	Rehab Effectiveness (Red/ Total Lane Miles)%
Current	Flexible											
APCS	Rigid	12.023	0.000	0.000	1.205	10.700	6.472	17.207	0.249	23.928	49.75	44.72
RTL	Flexible											
Delivery	Rigid	9.727	2.296	0.000	1.205	10.700	1.304	17.831	4.793	23.928	49.75	44.72

➢ *Median, Shoulder, and Ramp Pavement Condition*

In general, the median, shoulder, and ramp pavement condition mimic the mainline conditions. The existing distress will be addressed by the recommended programmable alternative.

➢ *Structure Geometric Information and Condition*

There are seven existing bridges within the project limits. The bridges are currently in fair condition. The bridges will not be impacted by the proposed work and therefore, their geometry and conditions are not relevant to the project scope. The seven bridges and their scope of work are:

- Rancho Undercrossing (Bridge No. 44-0184R/L)
  - Bridge No. 44-0184L
    - Concrete barrier transitions
    - Departure slabs
  - Bridge No. 44-0184R
    - Departure slabs
- Salinas River (Bridge No. 44-0177R/L)
  - Concrete barrier transitions
  - Approach and departure slabs
- Route 101/198 Separation (Bridge No. 44-0197R/L)
  - Concrete barrier transitions
  - Approach and departure slabs
- Layous Overcrossing (Bridge No. 44-0195)
  - No work is proposed for this bridge.

B. Regional and System Planning

B

Identify Systems

U.S. 101 is a 4-lane divided freeway throughout the project limits. It is the major connection between Los Angeles and San Francisco and carries a large amount of commuter and tourist traffic. The future concept of this portion of the US 101 corridor is to maintain the existing functional role and purpose as well as maximize mobility for local interregional travelers and tourists. Two recently constructed projects have been completed to the south and north of the project limits to rehabilitate the existing mainline and ramp pavement sections. This project proposes to complete the gap between the two constructed projects.

U.S. 101 is part of the National Highway System as a non-interstate Strategic Highway Corridor Network (STRAHNET) connector. It is also a State Highway Extra Legal Load (SHELL) route. SHELL routes must have geometric standards high enough to accommodate the larger trucks covered under the Federal Surface Transportation Assistance Act (STAA). U.S. 101 is designated a Terminal Access Route to the National Truck Network, and eligible to be part of the State Scenic Highway System.

System Planning

System Planning is Caltrans' long-range transportation planning process, which includes evaluating, recommending, and programming improvements to the State transportation system. The process involves several interrelated planning documents. One of these planning documents is the Transportation Concept Report (TCR), which evaluates current and future conditions while estimating transportation needs and recommends short and long-range improvements that address those needs within the context of the community. From the California Department of Transportation (Caltrans) 2014 Transportation Concept Report (TRC), the subject project falls within Segment 7b of US 101 within District 5. Segment 7b encompasses US 101 from the Southern limit at the San Luis Obispo-Monterey County line to the Northern limit in the City of Salinas at Airport Blvd. Interchange. The Segment 7 Corridor Concept (Year 2035) proposes to convert portions of US 101 classified as Expressway within Segment 7b to the Freeway classification as the ultimate concept. The subject project is currently classified as a Freeway, and the scope of work identified in this document aligns with maintaining the existing classification.

Local and Regional Planning

The Transportation Agency for Monterey County (TAMC) serves as Monterey County's regional transportation planning agency and is a state-designated agency responsible for financial and planning programming of transportation projects. TAMC and Caltrans work together to identify deficiencies of the system, establish priorities, and work to secure funding to meet the greatest needs. The 2022 Regional Transportation Plan was developed to deliver a reliable and efficient transportation system that promotes viable transportation alternatives, create a safe transportation system that fosters county-wide health and well-being through promoting active lifestyles, protect and enhance the County's built and natural environment, promote social and geographic equity through transportation planning, engineering, and design, and foster an economically viable, sustainable transportation system that supports the regional economy.

By rehabilitating the existing pavement, the project helps to maintain a safe operation on U.S. 101 and does not preclude any Regional or Local improvements.

C. Traffic

- *Traffic Volumes*

Table 4.5 Annual Average Daily Traffic and Traffic Indices

Traffic Volumes								
Location			Daily Truck, %	Annual Average Daily Traffic	Traffic Indices			
County	Route	Postmile			10-year (Lanes/ Shoulders)	20-year (Lanes/ Shoulders)	30-year (Lanes/ Shoulders)	40-year (Lanes/ Shoulders)
MON	101	R29.883/ R32.015	14.0%	14,000	11.5 / 7.5	12.5 / 8.0	13.5 / 8.5	14.0 / 9.0
MON	101	R32.015/ R37.309	10.0% - 15.0%	15,850	11.5 / 7.5	13.0 / 8.0	13.5 / 8.5	14.0 / 9.0

- *Traffic Collisions*

The data provided is protected by Title 23 of the United States Code Section 407 (23 U.S.C. § 407), and shall not be subject to discovery, nor admitted as evidence in any applicable legal proceeding against the State of California. By allowing the release of this information, the State of California, Department of Transportation does not waive any rights it has under 23 U.S.C. § 407.

The following is the collision data for the three-year period from January 1, 2019 to December 31, 2021.

Table 4.6 Traffic Collisions

Traffic Collisions									
Location (Postmile to Postmile)	No. of Collisions			Actual Rates (Accident/Million Vehicle Miles)			Average Rates (Accident/Million Vehicle Miles)		
	F[1]	F+I[2]	Total[3]	F[1]	F+I[2]	Total[3]	F[1]	F+I[2]	Total[3]
R30.600 –R36.899	0	13	32	0.000	0.13	0.32	0.011	0.18	0.49

1 – Fatal collisions
2 – Fatal collisions plus injury collisions
3 – All reported collisions

Analysis of the study periods summarized above shows a total rate of fatal related collisions that is lower than the average for similar facilities statewide, a total rate of fatal and injury related collisions that is lower than the average for similar facilities statewide, and a total rate of collisions that is lower than the average for similar facilities statewide.

The proposed work on the mainline does not include changes to any roadway features; there is no anticipated effect on collisions due to the pavement overlay.

5. ALTERNATIVES

5A. Viable Alternatives

Alternative A1 – Programmable Project Alternative

Proposed Engineering Features

The project proposes to fully replace the existing northbound (NB) and southbound (SB) structural sections for all lanes, shoulders, and ramps within the project limits. The existing NB and SB mainline and ramp alignments, profiles, and cross slopes will be maintained. If there are nonstandard roadway geometric features identified during PS&E, they will be upgraded if feasible. The pavement section of the mainline lanes and shoulders and the lane and shoulders of the ramps at the U.S. Route 101/State Route (SR) 198 interchange will be excavated and replaced with 0.75 feet of continuously reinforced concrete pavement (CRCP), 0.25 feet of Type A hot mix asphalt (HMA-A), 0.50 feet if Class 2 aggregate base, a subgrade enhancement geogrid (SEG_G), and a subgrade enhancement geotextile (SEG_T). It is anticipated that the divided median will be disturbed throughout the project limits to allow access for the contractor to construct the improvements. The outside side slopes through the right of way limits will have minimal disturbance due to light grading work.

Additional miscellaneous project scope includes the following:

- Structures
    - Rancho Undercrossing Bridges [Bridge Number (Br. No.) 44-0184L/R]
        - Construct approach slabs at end of bridges
        - Joint seal
        - Construct concrete barrier transition for Br. No. 44-0184L on approach side
    - Salinas River Bridges (Br No. 44-0177L/R)
        - Construction approach slabs at begin and end of bridges
        - Joint seal
        - Construct concrete barrier transitions for bridges on approach side
    - Route 101/198 Separation Bridges (Br. No. 44-0197L/R)
        - Construct approach slabs at begin and end of bridges
        - Joint seal
        - Construct concrete barrier transitions for bridges on approach side.
- Upgrade traffic safety system devices such as guardrail, barriers, transitions, and end treatments.
- Reconstruct in kind roadway drainage features such as dikes, overside drains, down drains, and adjusting inlets to grade.
- Replacing 9 roadway sign panels.
- Placing tapered edge, new pavement delineation, and rumble strips.

Nonstandard Design Features

Design Standards Risk Assessment			
Alternative	Design Standard from Highway Design Manual Tables 82.1A & 82.1B	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
A1	302.1 (Shoulder Width)	Existing 2-foot left shoulder Low	Propose that the 2-foot left shoulder remain on the ramp as project work is isolated to the right side of the ramp. The scope of work has been discussed with the Project Development (PD) Coordinator and they have provided preliminary concurrence. Verification of work area to be confirmed during PS&E.

Interim Features
No interim features are planned.

High-Occupancy Vehicle (Bus and Carpool) Lanes
Not applicable for this project.

Ramp Metering
Not applicable for this project.

California Highway Patrol Enforcement Areas
CHP enforcement will be required during construction. The impact of this issue has been mitigated in the project cost, schedule, and program's requirement.

Park-and-Ride Facilities
Not applicable for this project.

Utility and Other Owner Involvement
There are no utilities in conflict with the scope of this project. This has been verified by utility verification maps.

Railroad Involvement
There is a railroad facility within 2 miles of the project running adjacent to the frontage road east of the highway. This project does not anticipate needing to access railroad right of way nor queuing at the railroad crossing on Route 198.

Highway Planting
No highway planting is anticipated to be removed due to the scope of this project avoiding existing native vegetation.

Erosion Control
Disturbed areas will be treated with permanent erosion control. Erosion control materials will be selected to best address the various conditions within the project site. Areas that are steep and exposed to concentrated flows will require aggressive erosion control techniques that may include bioengineering at creek banks, application of duff, netting, fiber rolls, compost berms and socks, and hydroseed to control erosion and establish vegetation for long term protection.

Noise Barriers
Not applicable for this project.

Nonmotorized and Pedestrian Features
Not applicable for this project.

Cost Estimates
The current escalated roadway construction cost is $78,642,311, and the current escalated structures construction cost is $1,519,753. The current escalated support costs are $15,758,000. See Attachment C for the project's Cost Estimate.

Right of Way Data
The current escalated right of way cost is $31,008. There are no utility relocation or acquisition costs.

Effect of Projects-Funded-by-Others on State Highway
Not applicable for this project.

5B. Rejected Alternatives

Alternative B – No Build Alternative was rejected since this would leave the US 101 facility in its existing condition, which would not address the project's purpose and need.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

During PS&E, an initial aerially deposited lead (ADL) study will be performed to measure lead concentrations in soils to be disturbed by the project. If lead concentrations are elevated, a formal ADL study will be completed to document site-specific lead concentrations so disturbed soils can be properly handled, reused, or disposed of. Prior to construction, a Lead Compliance Plan will be developed for implementation by the construction contractor and will be submitted for review and approval.

The removal of the wooden posts from the metal beam guardrail will create treated wood waste. The treated wood waste will be properly managed and disposed of.

6B. Value Analysis

A value analysis was performed from 8/11/2025 to 8/15/2025. There were five alternatives developed, and the decision on implementing certain alternatives will be explored in PS&E.

- Alternative 1.0: Crack-and-seat, then overlay with HMA-A and CRCP for the three miles (12 lane miles) outside of the floodplain zone.
    - This alternative would significantly reduce the roadway excavation quantity, and the amount of storm water treatment best management practices (BMPs) needed since it would reduce the total amount of replaced impervious surface (RIS) for this project.
- Alternative 2.0: Use asphalt surface in lieu of CRCP on Route 101/198 interchange ramps.
    - This alternative would reduce the number of working days needed for reconstructing the pavement structural section of the ramps. By reducing the number of working days for the ramp, it would also reduce the days needed for the detours.
- Alternative 3.0: Plan for unsuitable subgrade to avoid change orders.
    - This alternative proposes to assume that during construction, the contractors will encounter unsuitable material based on the unsuitable material found during construction for the projects north and south of this project. This may reduce the amount of change orders needed during construction.
- Alternative 4.0: Do not install the two treatment BMPs contiguous to farmland
    - This alternative proposes not installing any storm water treatment BMPs adjacent to farmland. By not installing any treatment BMPs contiguous to farmland, it may potentially avoid maintenance conflicts and the possibility of farmers driving their equipment over the treatment BMPs.
- Alternative 5.0: Construct the project in four stages rather than two.
    - This alternative proposes having four stages which would reduce the physical quantity of temporary barrier needed, reduces the duration the ramps are closed, and reduces the length of time the detours are needed.

6C. Resource Conservation

Existing material will be salvaged and, where feasible, salvaged material will be incorporated into the final design phase of the project. Reasonable measures will be taken to reduce wasteful, inefficient, and unnecessary consumption of energy and nonrenewable resources during construction.

6D. Right-of-Way Issues

The project will not require additional right of way acquisition, easements, railroad coordination or utility agreements. See Attachment D for the project's Right of Way Data Sheet.

6E. Environmental Compliance

The project is Categorically Exempt under Class 1 of the State CEQA Guidelines and Categorically Excluded under the National Environmental Policy Act (NEPA). See Attachment E for the project's Environmental Document.

6F. Air Quality Conformity

The project will not affect the alignment or capacity of the highway; there will be no impact to long-term air emissions with or without the proposed project. Air quality conformity is not required.

6G. Title VI Considerations

The project proposes to maintain the existing facilities and would not negatively impact the community.

6H. Noise Abatement Decision Report

The project does not propose any increase in lanes that would increase the current levels. Construction noise is expected during both day and night work.

6I. Life-Cycle Cost Analysis

A Life Cycle Cost Analysis (LCCA) was not performed. The District Pavement Program Advisor recommended the use of CRCP, which would align with the pavement strategy used with the projects directly north and south, EA 05-1F750 and EA 05-1F740.

6J. Reversible Lanes

Not applicable for this project.

6K. Stormwater

A Stormwater Data Report was prepared for this project that specifies which Best Management Practices (BMPs) would be incorporated into the project plans and specifications. This project proposes to create more than 1.0 acre of Disturbed Soil Area (DSA) and will require a Storm Water Pollution Prevention Plan (SWPPP) per the requirements of the Construction General Permit. Temporary construction site BMPs will be required as part of SWPPP, this will be developed by the contractor as a contract item. The SWPPP may include Temporary Construction BMPs such as temporary erosion control, temporary sediment control BMPs such as fiber rolls, wind erosion control, sediment tracking control BMPs, non-storm water management BMPs, and waste management and material pollution control BMPs, all designed to control the discharge of sediment and pollutants into storm water flows leaving the site.

Additionally, the proposed project will be generating more than 10,000 square feet of new impervious surface, and therefore Treatment BMPs are required for this project. Design Pollution Prevention BMP strategies to be incorporated on the project include slope/surface protection systems, concentrated flow conveyance systems, and preservation of existing vegetation. The proposed project lies in the jurisdiction of the Central Coast Water Control Board, Region 3, and is covered under the current Caltrans National Pollutant Discharge Elimination System (NPDES) Permit, Order 2022-0033- DWQ (Division of Water Quality). See Attachment G for the project's Storm Water Data Report.

7. OTHER CONSIDERATIONS

7A. Permits

No permits from are required for this project.

7B. Transportation Management Plan

This project will require a Traffic Management Plan (TMP) to minimize and manage traffic delays during construction operations of the project. Lane closure charts 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. Construction Zone Enforcement Enhancement Program (COZEEP) will be utilized during construction.

7C. Stage Construction

The construction staging proposed is a two-stage build. Temporary traffic handling will reduce NB/SB to a single 12' lane in each direction. A temporary pavement crossover at the southern and northern ends will divert traffic to a single direction separated by temporary barrier system. During most of the primary stages, the ramps will remain open, and access will be provided via temporary pavement across the median. The ramps at Lockwood San Lucas Road overcrossing and Wild Horse Road Overcrossing will remain open throughout construction.

Stage 1 will construct the SB mainline and ramps and divert SB traffic to the NB existing pavement. Existing SB shoulder reinforcement will be constructed to handle NB/SB traffic with a buffer space between opposing directions.

Stage 2 will construct the NB mainline and ramps and divert NB traffic to the completed SB lanes. Ramps at the 101/198 interchange will be constructed under full closure as a sub phase within each stage of construction.

7D. Climate Change Considerations

The implementation of compost for erosion control will help to offset greenhouse gases by capturing carbon from the atmosphere. Compost applied to the roadside increases the rate at which CO2 is removed from the atmosphere and converted to plant material and soil organic matter. The net greenhouse gas benefit from applying compost to the roadside can be calculated by using the compost calculator developed by the California Air Resources Board.

Protection of trees will help offset greenhouse gases through sequestration of carbon from the atmosphere. Trees represent the largest net carbon sink in the US [U.S. Department of Agriculture (USDA) Greenhouse Gas Emissions and Removals from Forest Land and Urban Trees in the US]. Protecting trees is in line with climate change goals as outlined by the Office of Smart Mobility and Climate Change. Therefore, trees within the project limits should be protected to the maximum extent feasible.

7E. Aesthetic Treatments.

Aesthetic treatment will be integrated into the design to be consistent with the visual impact analysis and recommendations, with specific types of aesthetic treatments being developed during the project design phase.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

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

Programming

Fund Source	Fiscal Year Estimate for the Programmable Alternative				
20.xx.201.122	24/25	25/26	26/27	27/28	Total
Component	In thousands of dollars ($1,000) *				
PA&ED Support	$292				$292
PS&E Support	$3,988				$3,988
Right-of-Way Support	$49				$49
Construction Support			$11,429		$11,429
Right-of-Way			$218		$218
Construction			$80,646		$80,646
Total	$4,329		$92,293		$96,622

**Escalation based on Escalation Memo dated October 4th, 2024. The escalation rates applied to the Support components is 3.7%. The escalation applied to the Construction Capital is 4.89% for fiscal year 25/26 and 3.8% for fiscal year 26/27 and beyond. Right of Way Capital is escalated at 5%. The support to capital ratio is 19.5%.*

Estimate

The escalated construction capital is $80,163,000, and the escalated Right-of-Way capital cost is $31,000. See Attachment C for the project's Cost Estimate.

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	03/15/2024	A
BEGIN ENVIRONMENTAL	M020	06/26/2024	A
PA & ED	M200	03/09/2025	A
BEGIN STRUCTURE	M215	05/07/2025	A
PS&E TO DOE	M377	09/10/2026	T
DRAFT STRUCTURES PS&E	M378	05/27/2026	T
RIGHT OF WAY CERTIFICATION	M410	09/24/2026	T
READY TO LIST	M460	03/11/2027	T
HEADQUARTERS ADVERTISE	M480	06/28/2027	T
AWARD	M495	09/08/2027	T
APPROVE CONTRACT	M500	01/03/2028	T
CONTRACT ACCEPTANCE	M600	12/18/2031	T
END PROJECT EXPENDITURES	M800	01/04/2033	T
FINAL PROJECT CLOSEOUT	M900	11/24/2033	T

10. RISKS

The risks that have been identified during the preparation of the PIR were found to be related to Environmental Resources. Assumptions were made that the Monterey Spineflower will be absent from the project area or avoided during construction and that all cultural resources will be avoided in the project area. A risk register has been prepared for the project (see Attachment I). All identified risks are given specific risk responses and assigned to appropriate risk managers who will monitor and control the risks.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)
No FHWA action is required for this project. The project does not propose new or modified Interstate access.

12. PROJECT REVIEWS

Scoping team field review Omar Khan & Wes Thompson Date 2-25-2022
Project Manager Mark Leichtfuss Date 10-1-2025
District Safety Review District Safety Review Committee Date 7-24-2025
Constructability Review Project Development Team Date 6-03-2022

13. PROJECT PERSONNEL

Name	Title	Functional Unit	Phone Number
Mark Leichtfuss	Project Manager	Project Management	(805) 441-0125
Wes Thompson	Design Manager	Design	(805) 440-1936
Victor Quijas	Design Engineer	Design	(805) 748-9809
Wes Thompson	Supervising Transportation Engineer	Asset Management	(805) 440-1936
Scott Kirkish	Senior Transportation Engineer	Asset Management	(805) 441-3838
Matt Fowler	Environmental Manager	Environmental Analysis	(805) 779-0793
Zack McDonald	Environmental Coordinator	Environmental Analysis	(805) 458-3265
Martin Miller	Senior Right of Way Agent	Right of Way	(805) 549-3577
Gerardo Lopez	Traffic Safety Engineer	Traffic Safety	(805) 888-7657
Corby Kilmer	Senior Landscape Architect	Landscape Architecture	(805) 721-2805
Phlora Barbash	Landscape Architect	Landscape Architecture	(805) 779-0027
Adam Rianda	Construction Engineer	Construction	(805) 471-2100
Tyler LeSage	Transportation Planner	Transportation Planning	(805) 835-6520
Justin Anderson	Geotechnical Engineer	Geotechnical Design	(510) 414-9122
Pete Riegelhuth	Stormwater Coordinator	Stormwater	(805) 801-7363
Ben Erchul	Hydraulics Engineer	Hydraulics	(805) 721-2724
Dhvani Desai	Structures Engineer	Structures Design	(916) 227-5204
Jeremy Villegas	Supervising Transportation Surveyor	Right of Way Engineering and Surveys	(805) 550-0861
Stacey Meacham	Senior Transportation Surveyor	Surveys	(805) 440-0034
Bing Yu	Senior Transportation Engineer	Traffic Operations and Traffic Management	(805) 903-3596
Daniel Gingras	Senior Transportation Engineer	Materials	(805) 478-5703
Quay Chester	Senior Transportation Engineer	Traffic Design	(805) 556-5740
Thomas Petersen	Senior Transportation Engineer	Technical Services	(805) 721-2957

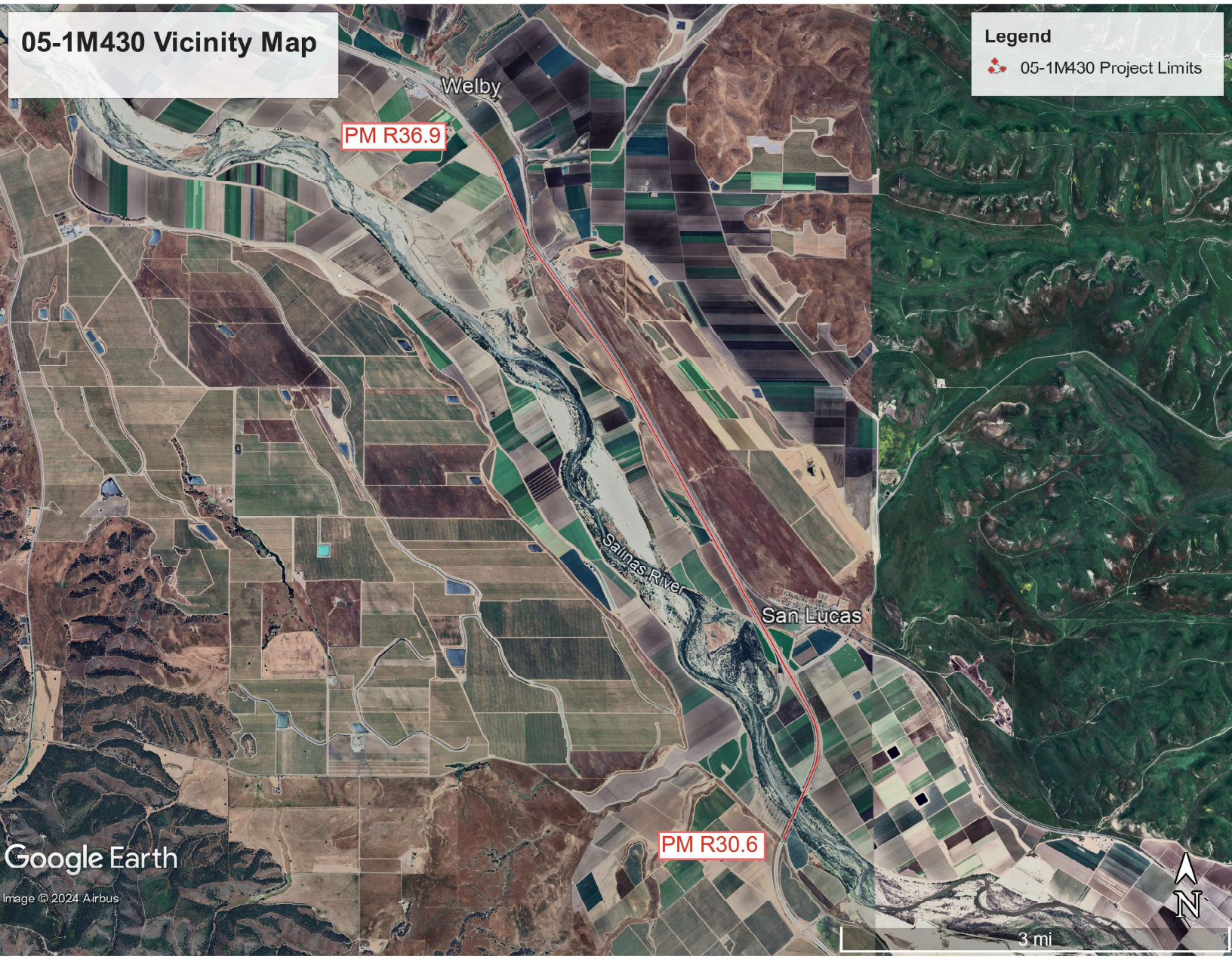
14. ATTACHMENTS (Number of Pages)

Type text here

A. Vicinity Map (1)
B. Draft Project Plans (26)
C. Project Cost Estimate (10)
D. Right of Way Data Sheet (4)
E. Draft Environmental Document (11)
F. Transportation Management Plan (1)
G. Stormwater Data Report (63)
H. SHOPP Performance Report (1)
I. Risk Register (1)
J. Public Outreach Exhibit (1)
K. Final Document Distribution List (X)

Vicinity Map

Attachment A


05-1M430 Vicinity Map
Legend
05-1M430 Project Limits
Welby
PM R36.9
Salinas River
San Lucas
PM R30.6
Google Earth
Image © 2024 Airbus
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Draft Project Plans

Attachment B

INDEX OF PLANS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	101	R30.6/R36.9		

STATE OF CALIFORNIA

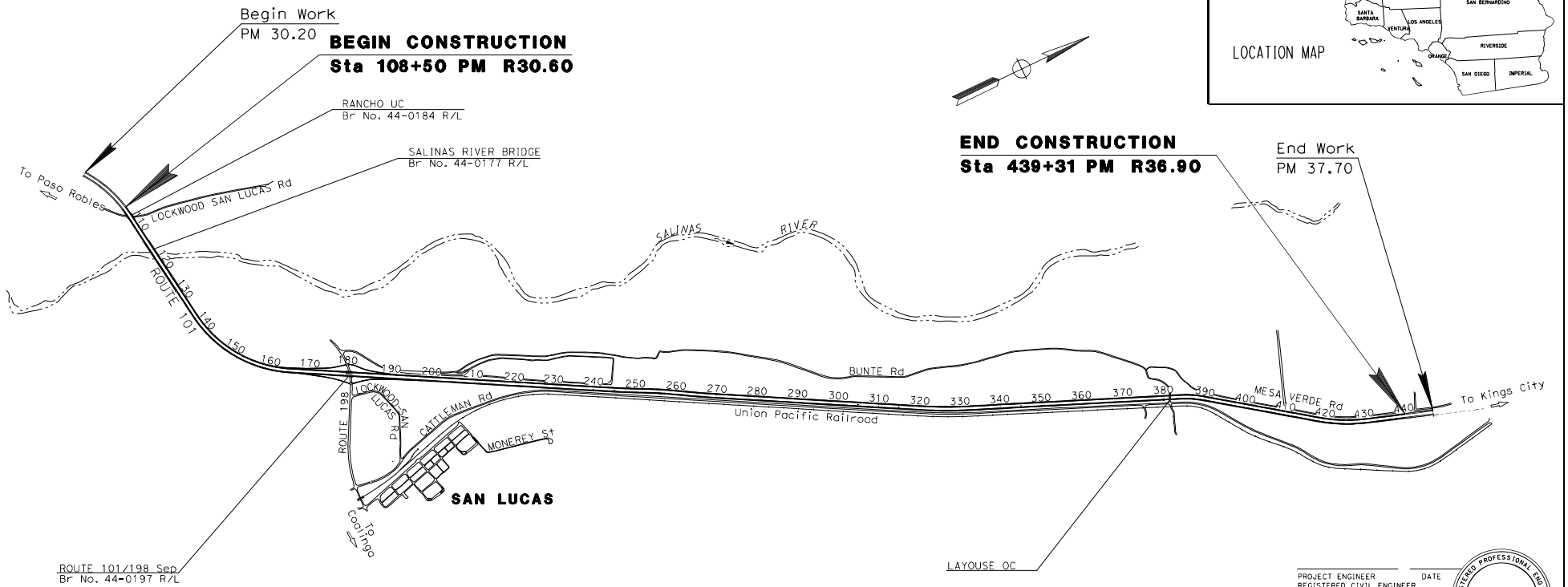
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN MONTEREY COUNTY
iN AND NEAR SAN LUCAS
FROM RANCHO UNDERCROSSING
TO 0.4 MILE SOUTH OF WILD HORSE UNDERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2025



PROJECT MANAGER: MARK LEICHTFUSS

DESIGN MANAGER: WESLEY THOMPSON

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

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

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PROJECT ID	0519000149

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NOTES:

1. ALL PROPOSED PAVEMENT STRUCTURE SECTIONS ARE APPROXIMATE AND SUBJECT TO CHANGE.
2. ALL EXISTING PAVEMENT STRUCTURE SECTIONS ARE APPROXIMATE AND SUBJECT TO CHANGE.
3. RIGHT OF WAY DIMENSIONS ARE APPROXIMATE. PLEASE CONTACT RIGHT OF WAY FOR ADDITIONAL INFORMATION.

TYPICAL EXISTING PAVEMENT STRUCTURE SECTIONS

[1] Exist
0.67' PCC
0.35' CTB
0.25' AB
0.50' AS

[2] Exist
0.20' AC
1.07'-0.82' AB
0.50' AS

[3] Exist
0.30' AC
0.97'-0.47' AB
0.50' AS

TYPICAL PROPOSED PAVEMENT STRUCTURE SECTIONS

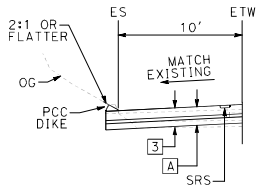
[A] 0.75' CRCP
0.25' HMA (TYPE A)
0.5' CLASS 2 AB
SEG

TYPICAL DETOUR PAVEMENT STRUCTURE SECTIONS

[C] Temp Detour, Shldr Reinforcement
0.20' COLD PLANE ASPHALT CONCRETE PAVEMENT
0.20' HMA (TYPE A)

[D] Temp Detour, 1-YEAR DURATION
0.40' HMA (TYPE A)
1.55' CLASS 2 AB

[E] Temp Detour, 2-YEAR DURATION
0.45' HMA (TYPE A)
1.65' CLASS 2 AB



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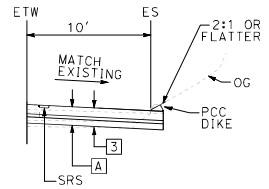

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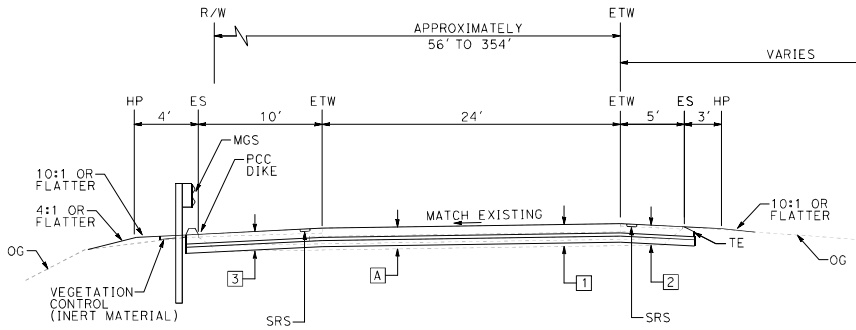

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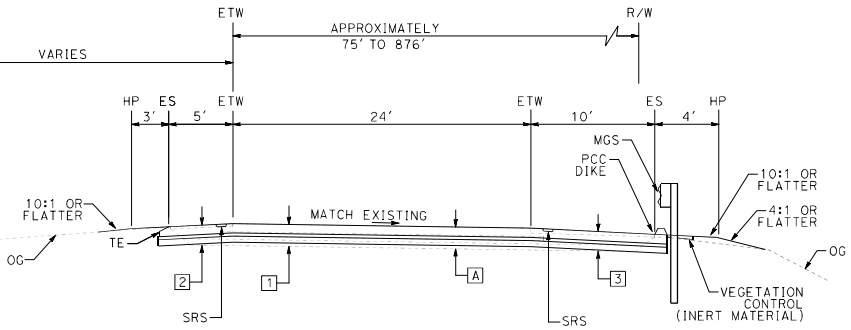

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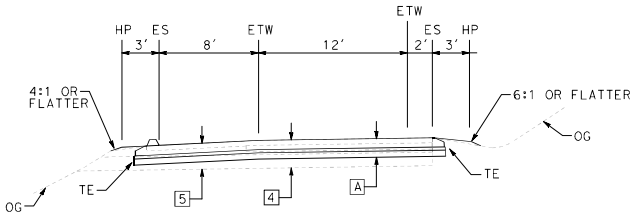
5 — Exist 0.35′-0.25′ AC 0.75′-0.45′ AB 0.75′ AS	



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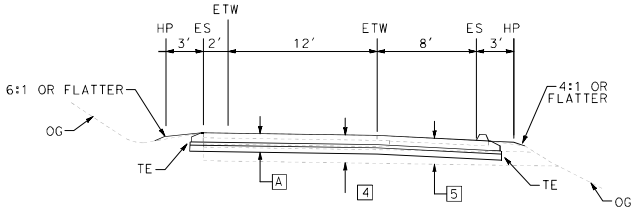

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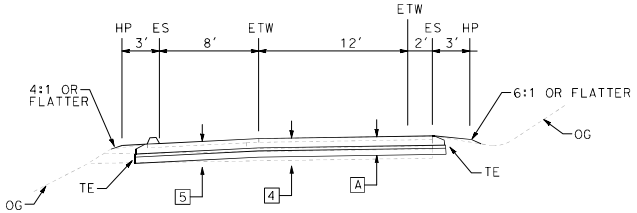

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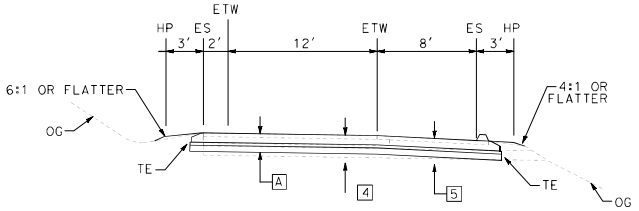

NORTHBOUND ROUTE
198 OFF-RAMP

ROUTE 101 RAMPS

TYPICAL CROSS SETIONS

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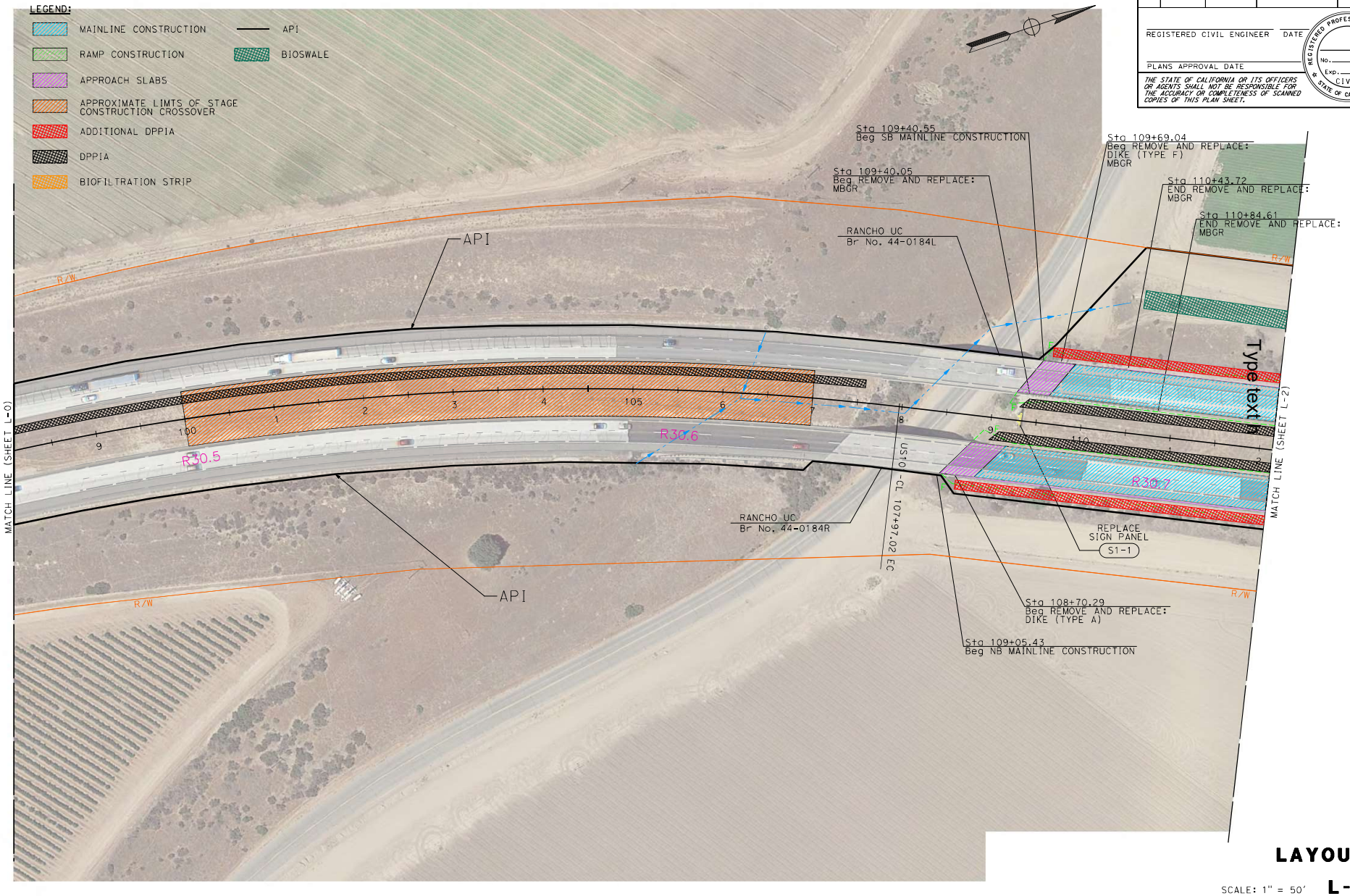

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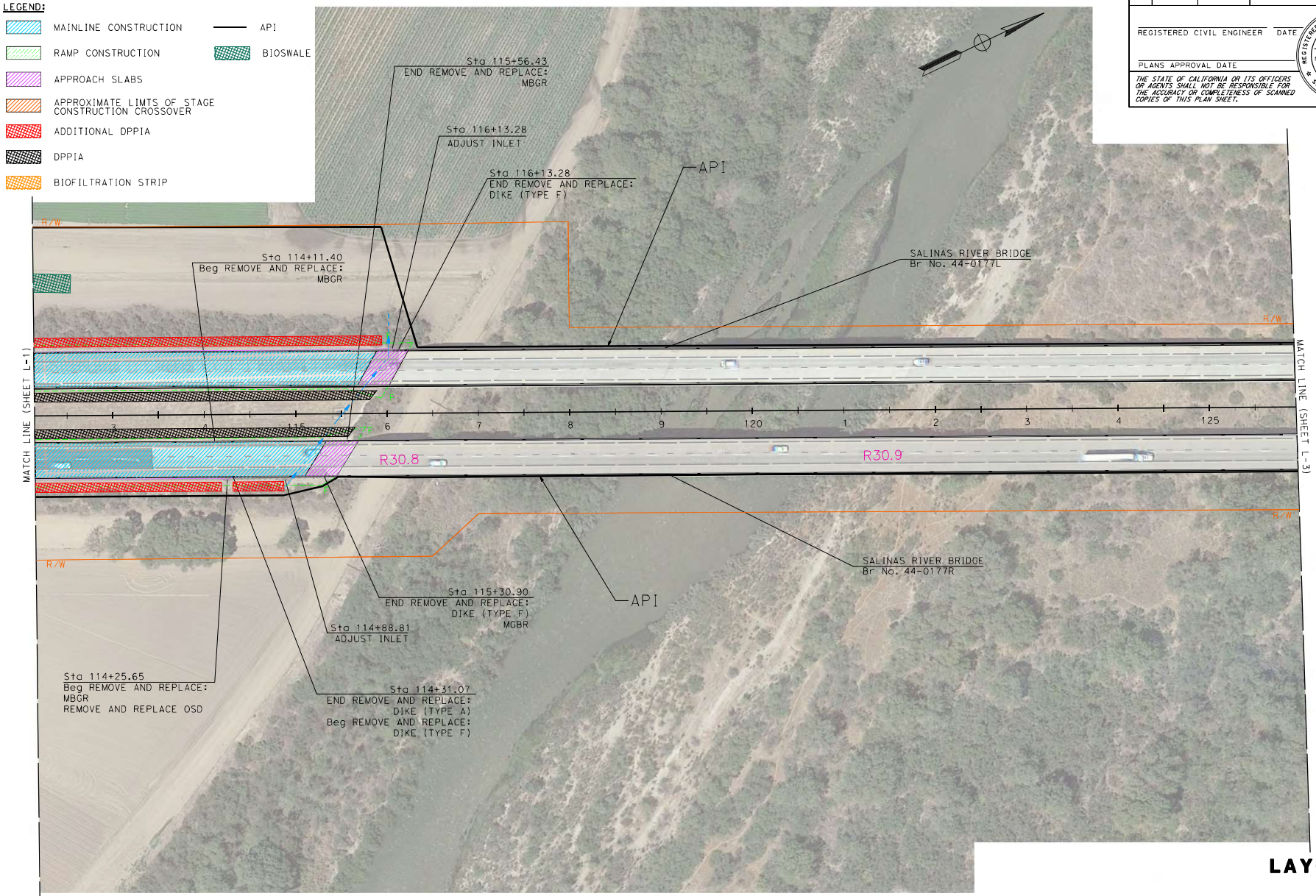
LEGEND:

- MAINLINE CONSTRUCTION
- RAMP CONSTRUCTION
- APPROACH SLABS
- APPROXIMATE LIMITS OF STAGE CONSTRUCTION CROSSOVER
- ADDITIONAL DPPIA
- DPPIA
- BIOFILTRATION STRIP
- API
- BIOSWALE



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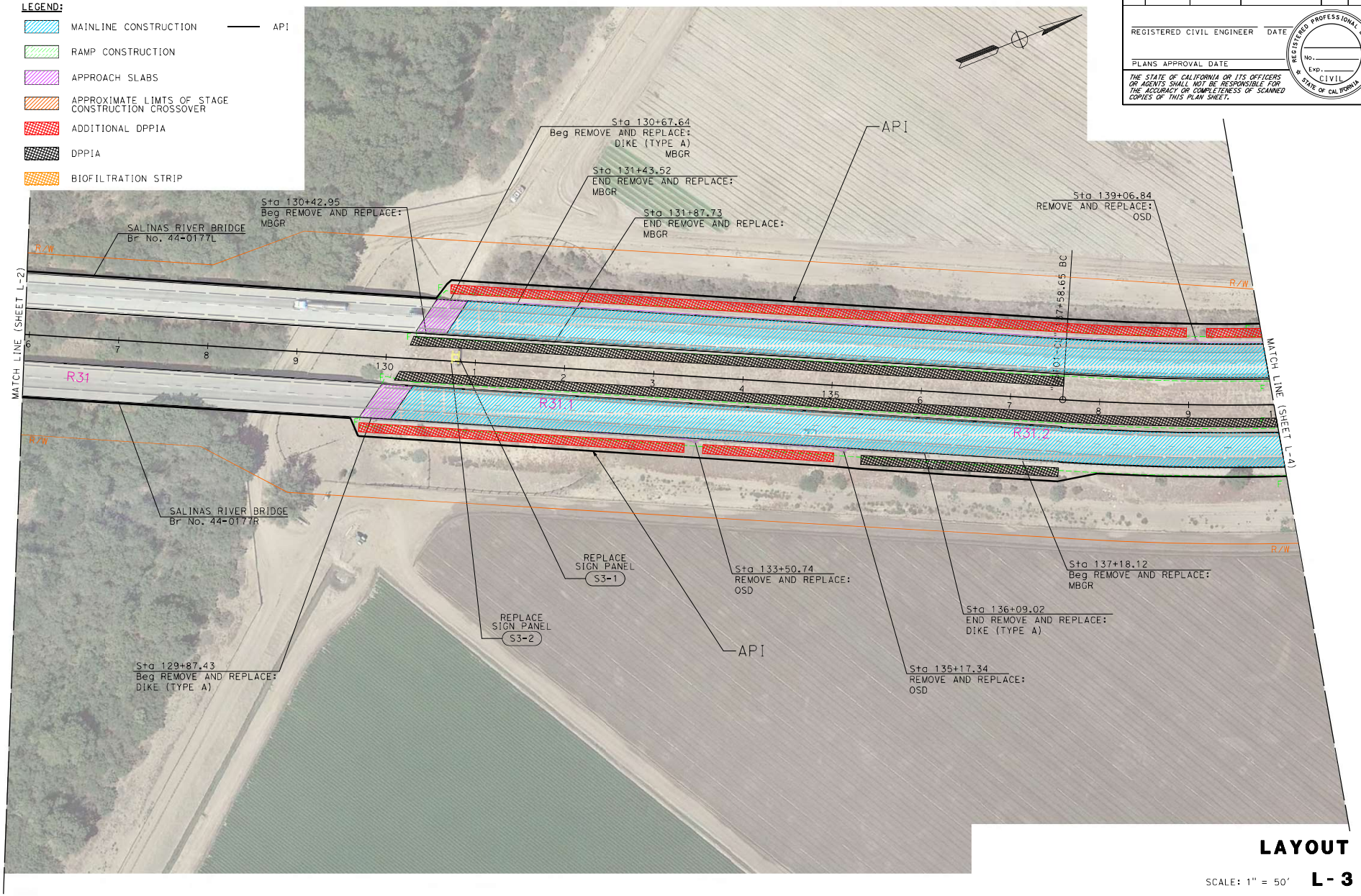

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

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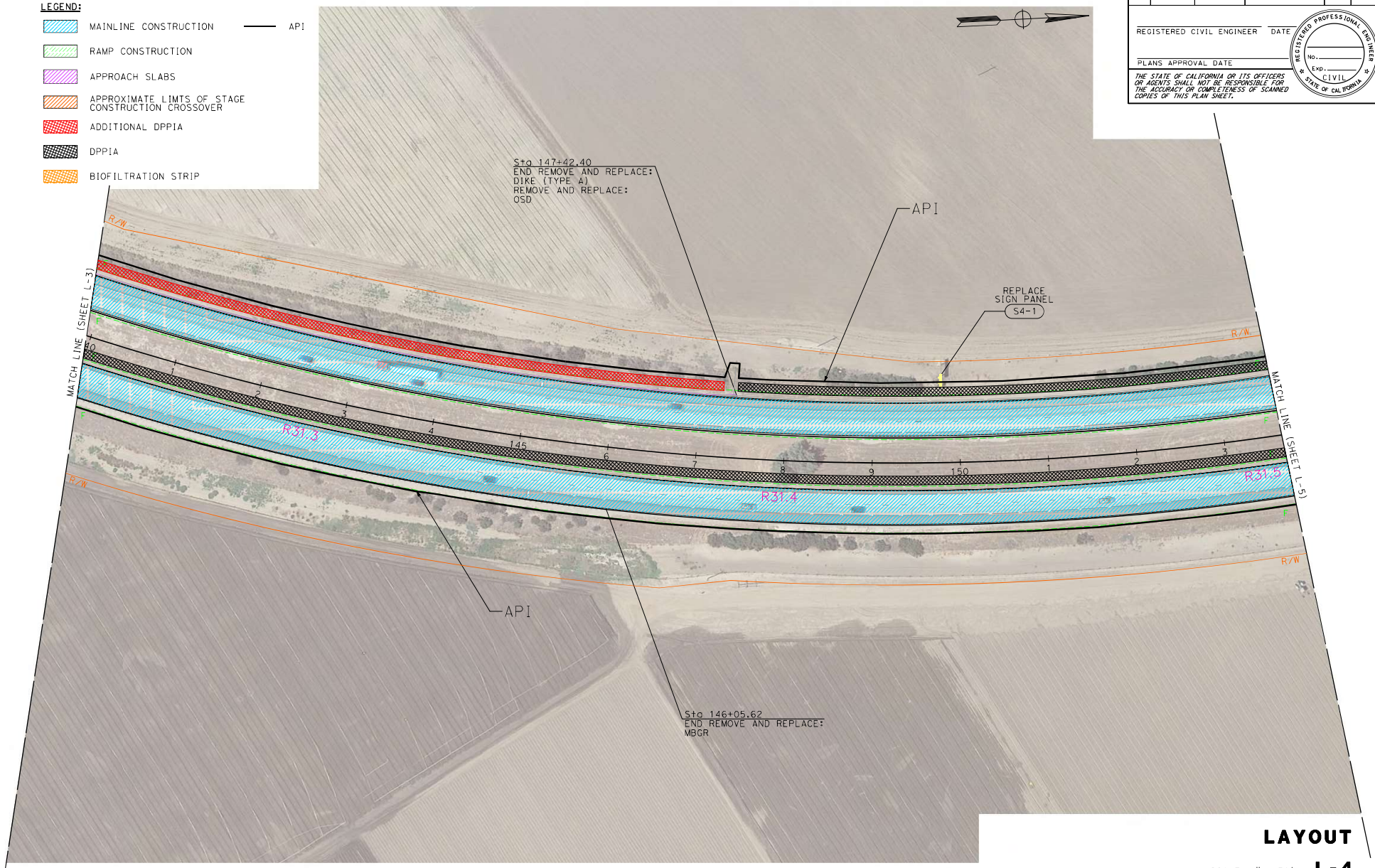
PROJECT NUMBER & PHASE 05190001490



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PROJECT NUMBER & PHASE 05190001490

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PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAYOUT

SCALE: 1" = 50'

L-5

LAST REVISION DATE PLOTTED => 8/15/2024
TIME PLOTTED => 11:10:36 AM

BORDER LAST REVISED 8/5/2020

USERNAME =>
DGN FILE => ...\DGN\PID\0519000149ea05.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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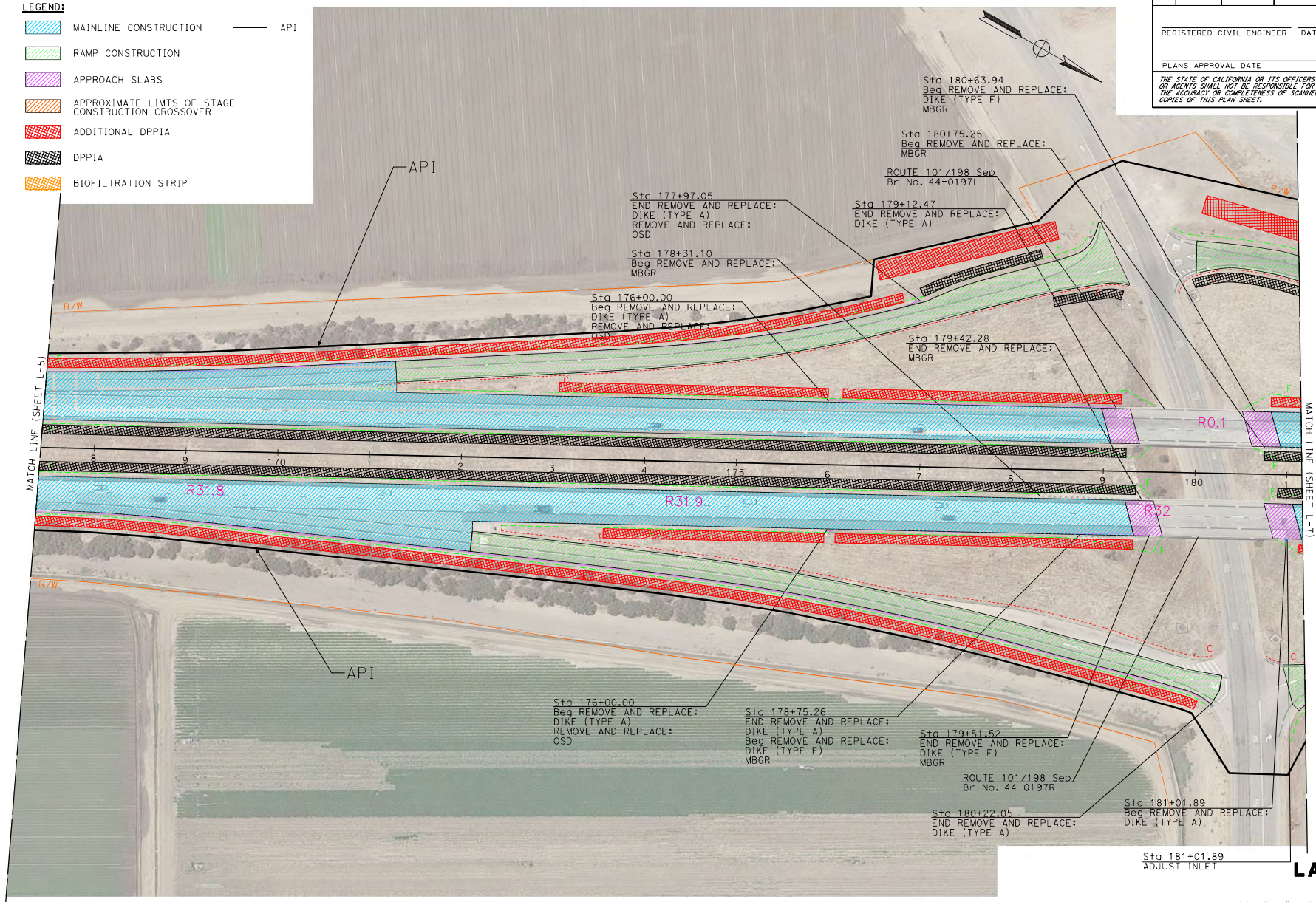
LEGEND:

- MAINLINE CONSTRUCTION
- RAMP CONSTRUCTION
- APPROACH SLABS
- APPROXIMATE LIMITS OF STAGE CONSTRUCTION CROSSOVER
- ADDITIONAL DPPIA
- DPPIA
- BIOFILTRATION STRIP
- API



LAYOUT

SCALE: 1" = 50'

L-6

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION — DATE PLOTTED => 8/15/2024
TIME PLOTTED => 1:20:55 PM

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => ...\DGN\PID\0519000149ea06.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT | PROJECT NUMBER & PHASE 05190001490

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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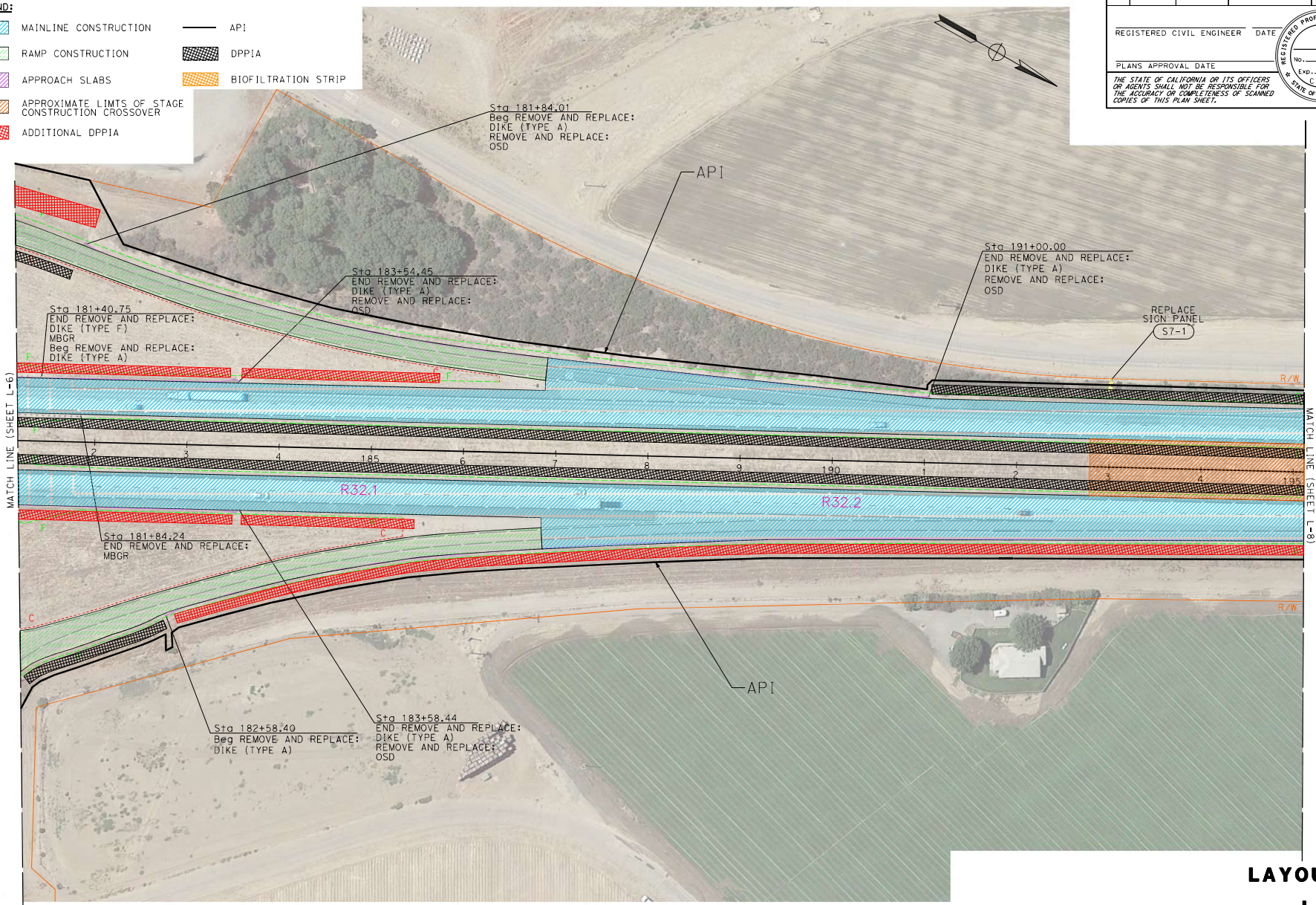
LEGEND:

- MAINLINE CONSTRUCTION
- RAMP CONSTRUCTION
- APPROACH SLABS
- APPROXIMATE LIMITS OF STAGE CONSTRUCTION CROSSOVER
- ADDITIONAL DPPIA
- API
- DPPIA
- BIOFILTRATION STRIP



LAYOUT

SCALE: 1" = 50'

L-7

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION DATE PLOTTED => 8/15/2024
TIME PLOTTED => 11:38:36 PM

BORDER LAST REVISED 8/5/2020

USERNAME =>
DGN FILE => ...\DGN\PID\0519000149ea07.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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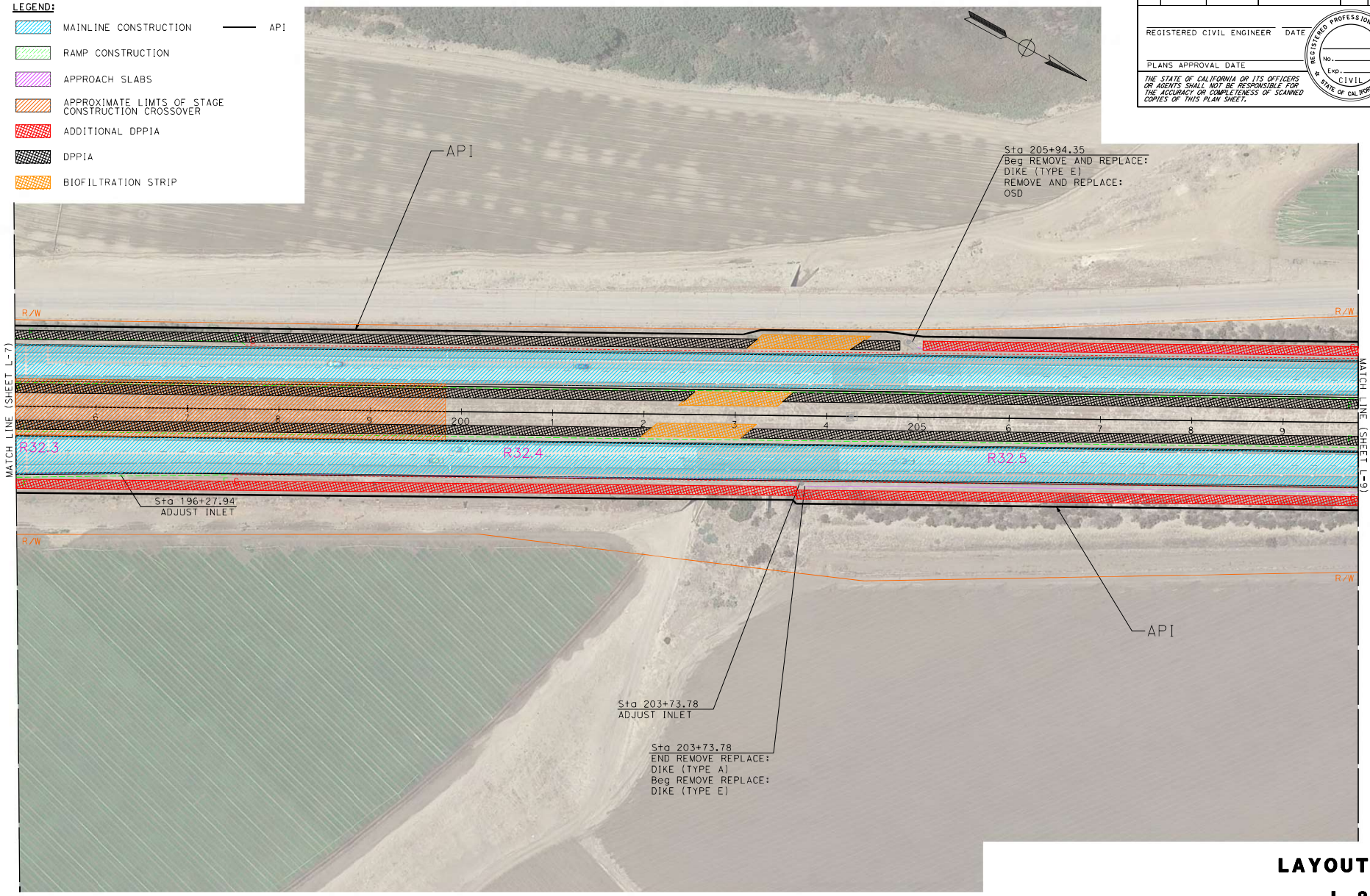
LEGEND:

- MAINLINE CONSTRUCTION
- RAMP CONSTRUCTION
- APPROACH SLABS
- APPROXIMATE LIMITS OF STAGE CONSTRUCTION CROSSOVER
- ADDITIONAL DPPIA
- DPPIA
- BIOFILTRATION STRIP
- API



LAYOUT

SCALE: 1" = 50'

L-8

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

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DATE REVISED

LAST REVISION

DATE PLOTTED => 8/15/2024
TIME PLOTTED => 11:44:23 PM

BORDER LAST REVISED 8/5/2020

USERNAME =>
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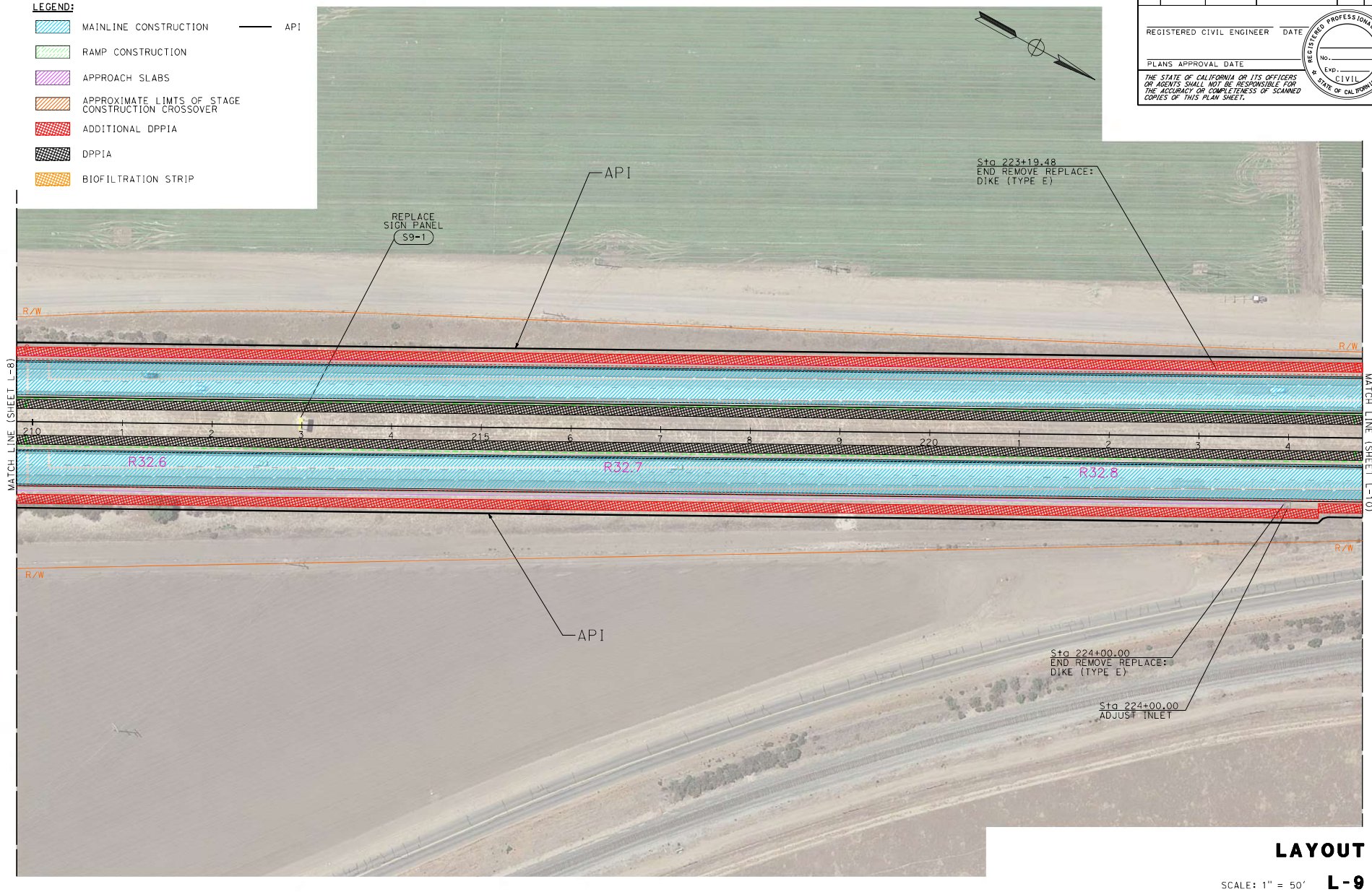
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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LAYOUT

SCALE: 1" = 50'

L-9

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

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DATE REVISED

LAST REVISION

DATE PLOTTED => 8/15/2024
TIME PLOTTED => 11:47:15 PM

BORDER LAST REVISED 8/5/2020

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

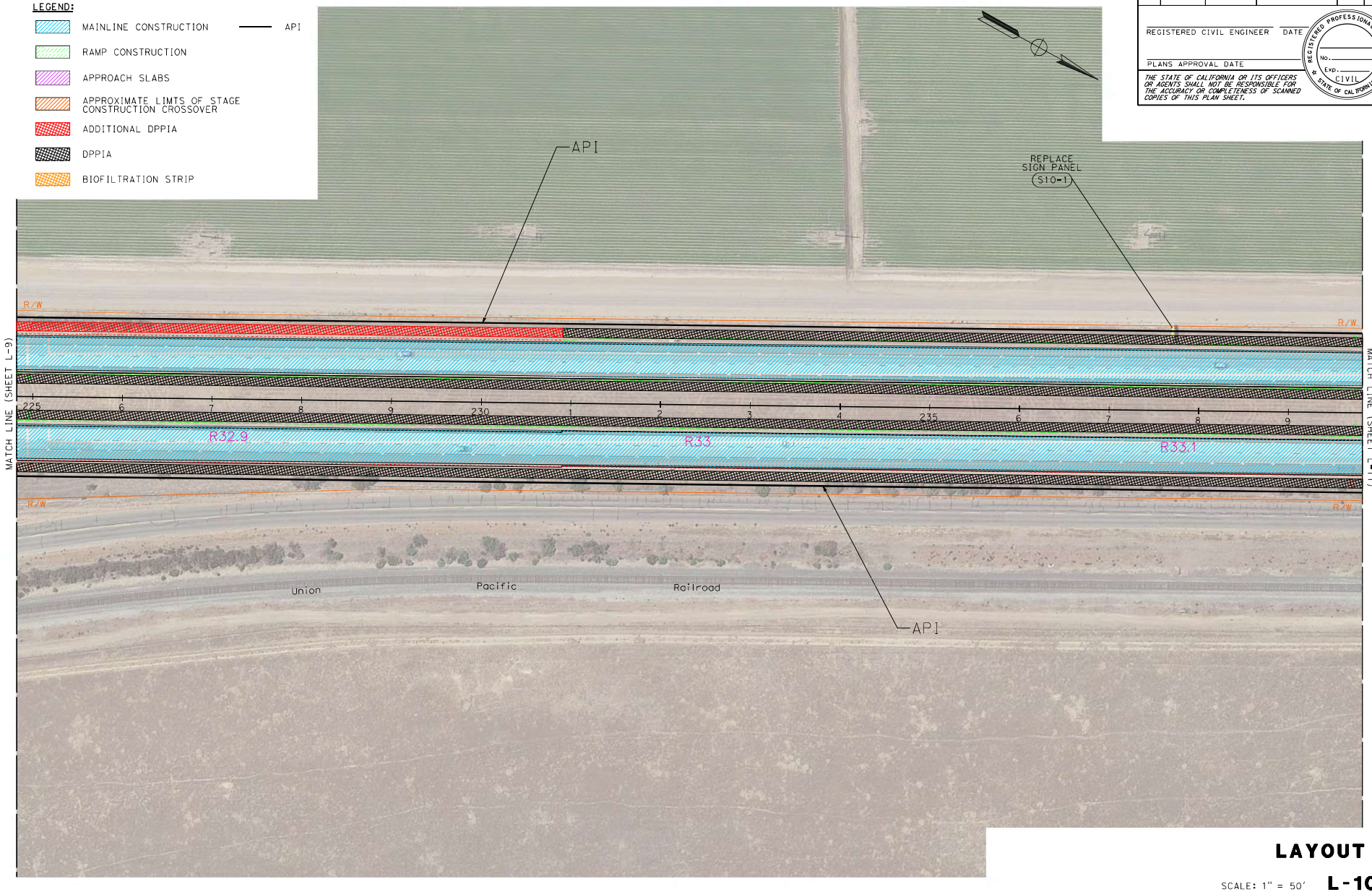
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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.

LEGEND:

- MAINLINE CONSTRUCTION
- RAMP CONSTRUCTION
- APPROACH SLABS
- APPROXIMATE LIMITS OF STAGE CONSTRUCTION CROSSOVER
- ADDITIONAL DPPIA
- DPPIA
- BIOFILTRATION STRIP
- API



LAYOUT

SCALE: 1" = 50'

L-10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

CALCULATED-DESIGNED BY

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DATE REVISED

LAST REVISION DATE PLOTTED => 8/15/2024
TIME PLOTTED => 2:09:26 PM

BORDER LAST REVISED 8/5/2020

USERNAME =>
DGN FILE => ...\DGN\PID\0519000149ea10.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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LEGEND:

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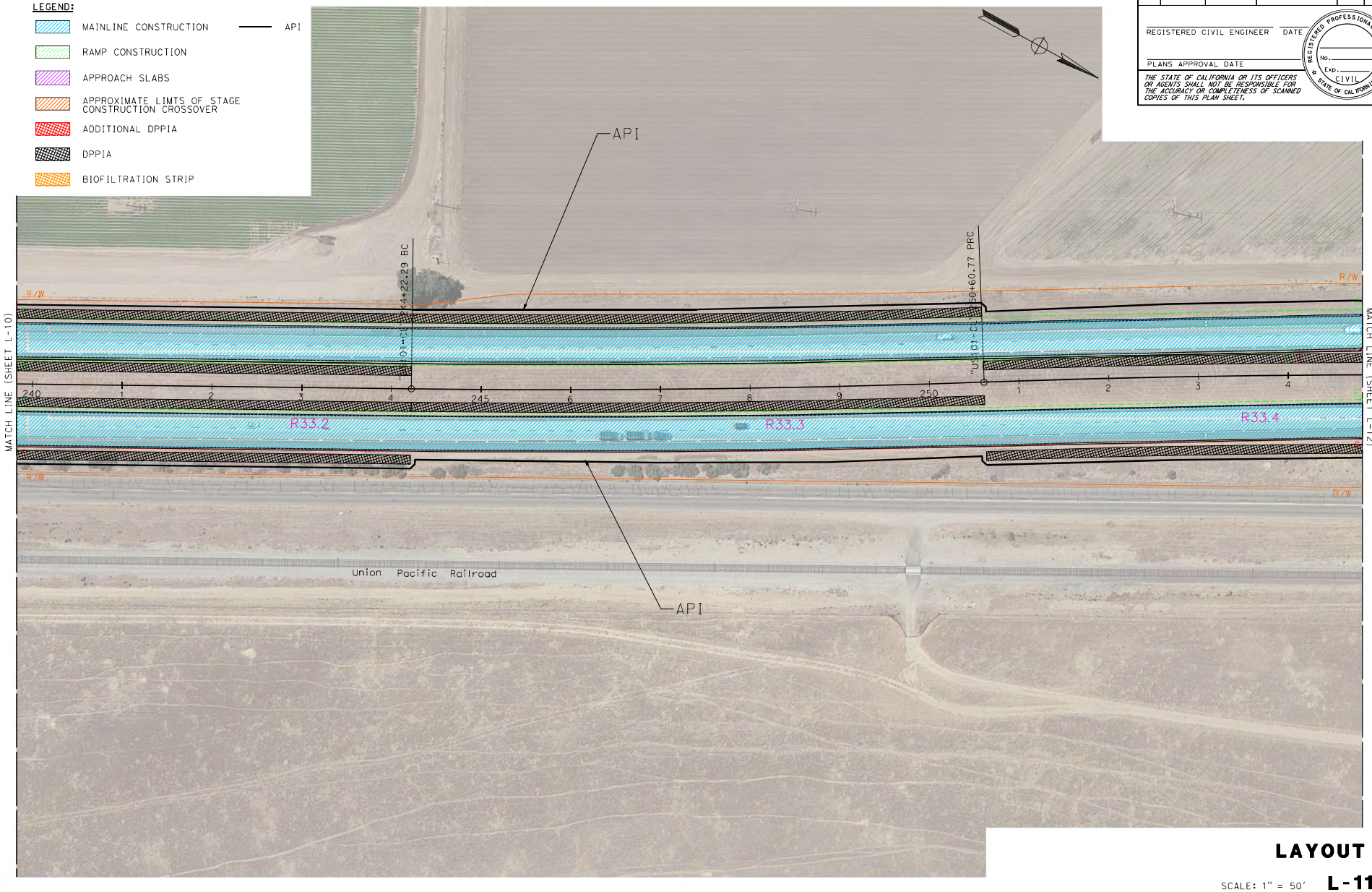
- APPROACH SLABS
- APPROXIMATE LIMITS OF STAGE CONSTRUCTION CROSSOVER
- ADDITIONAL DPPIA
- DPPIA
- BIOFILTRATION STRIP
- API



LAYOUT

SCALE: 1" = 50'

L-11

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

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DATE REVISED

LAST REVISION DATE PLOTTED => 8/15/2024
TIME PLOTTED => 2:15:13 PM

BORDER LAST REVISED 8/5/2020

USERNAME =>
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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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LEGEND:

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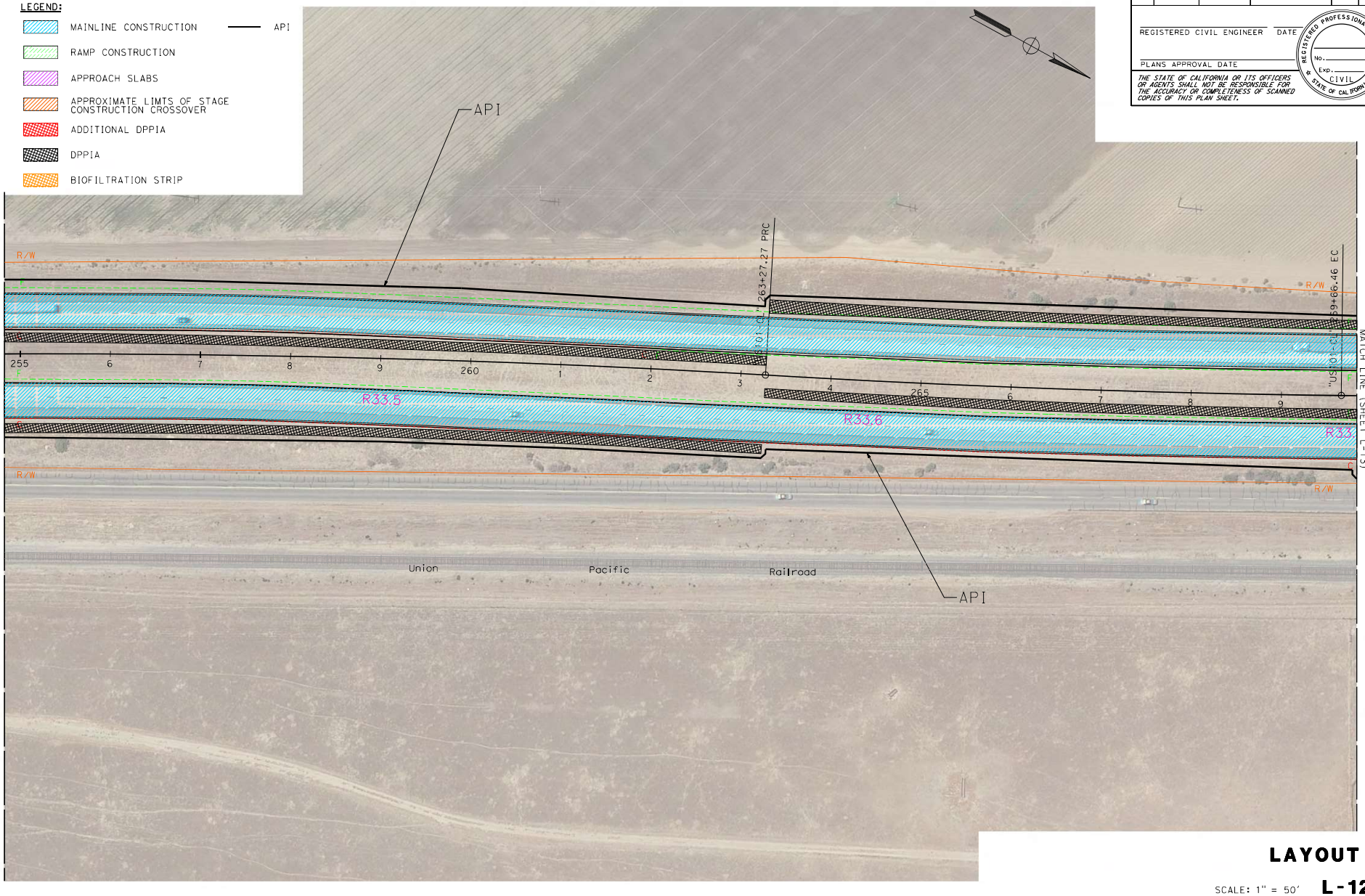
- APPROACH SLABS
- APPROXIMATE LIMITS OF STAGE CONSTRUCTION CROSSOVER
- ADDITIONAL DPPIA
- DPPIA
- BIOFILTRATION STRIP
- API



LAYOUT

SCALE: 1" = 50'

L-12

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

CALCULATED-DESIGNED BY

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DATE REVISED

LAST REVISION

DATE PLOTTED => 8/15/2024
TIME PLOTTED => 2:18:17 PM

BORDER LAST REVISED 8/5/2020

USERNAME =>
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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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LEGEND:

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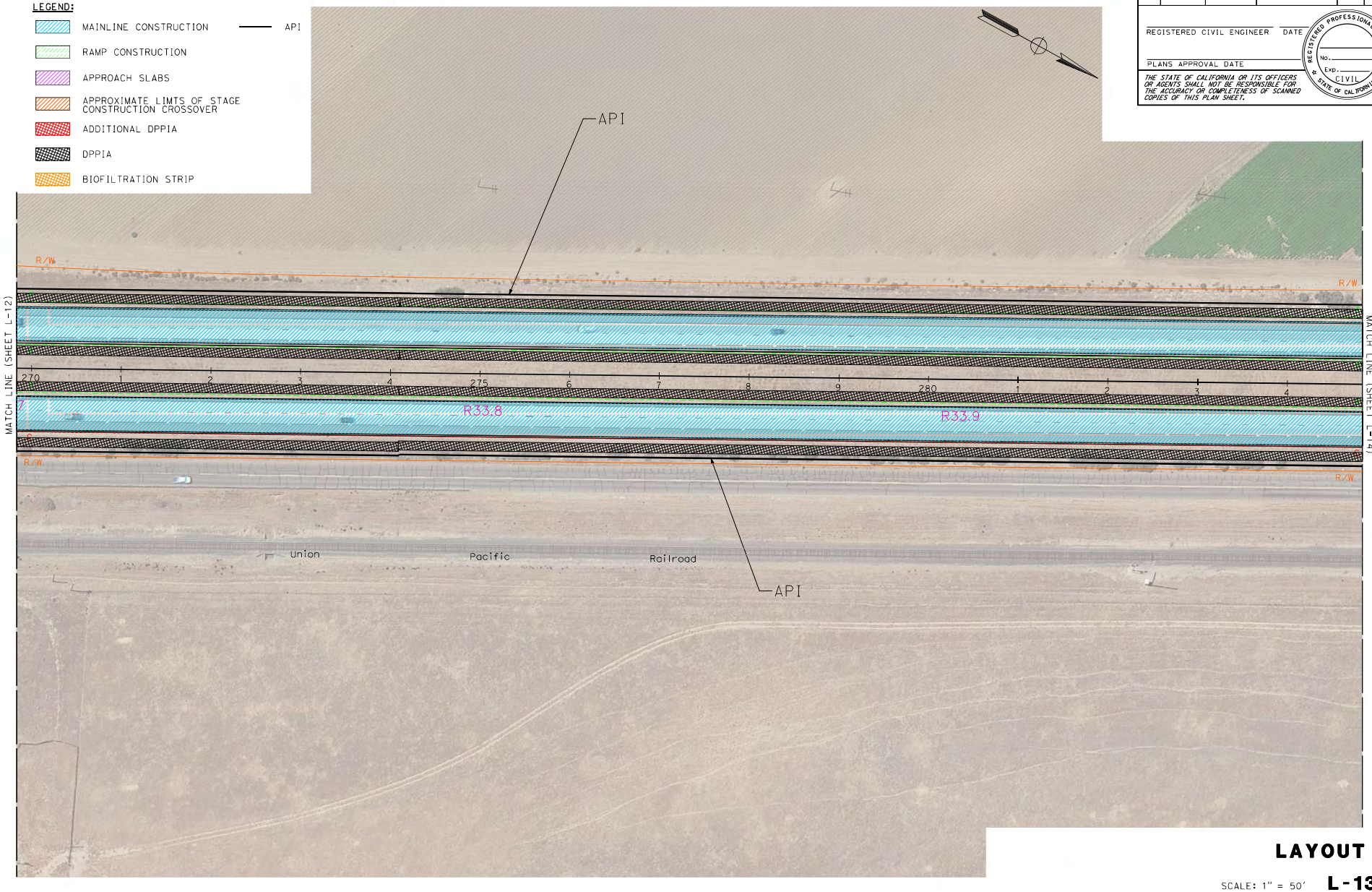
- RAMP CONSTRUCTION
- APPROACH SLABS
- APPROXIMATE LIMITS OF STAGE CONSTRUCTION CROSSOVER
- ADDITIONAL DPPIA
- DPPIA
- BIOFILTRATION STRIP
- API



LAYOUT

SCALE: 1" = 50'

L-13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

CALCULATED-DESIGNED BY

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DATE REVISED

LAST REVISION DATE PLOTTED => 8/15/2024
TIME PLOTTED => 21:33:14 PM

BORDER LAST REVISED 8/5/2020

USERNAME =>
DGN FILE => ...\DGN\PID\0519000149eq13.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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LEGEND:

- MAINLINE CONSTRUCTION
- RAMP CONSTRUCTION
- APPROACH SLABS
- APPROXIMATE LIMITS OF STAGE CONSTRUCTION CROSSOVER
- ADDITIONAL DPPIA
- DPPIA
- BIOFILTRATION STRIP
- API

LAYOUT

SCALE: 1" = 50'

L-14

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

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REVISED BY | DATE REVISED

LAST REVISION | DATE PLOTTED => 8/15/2024 | TIME PLOTTED => 21:37:30 PM

BORDER LAST REVISED 8/5/2020

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

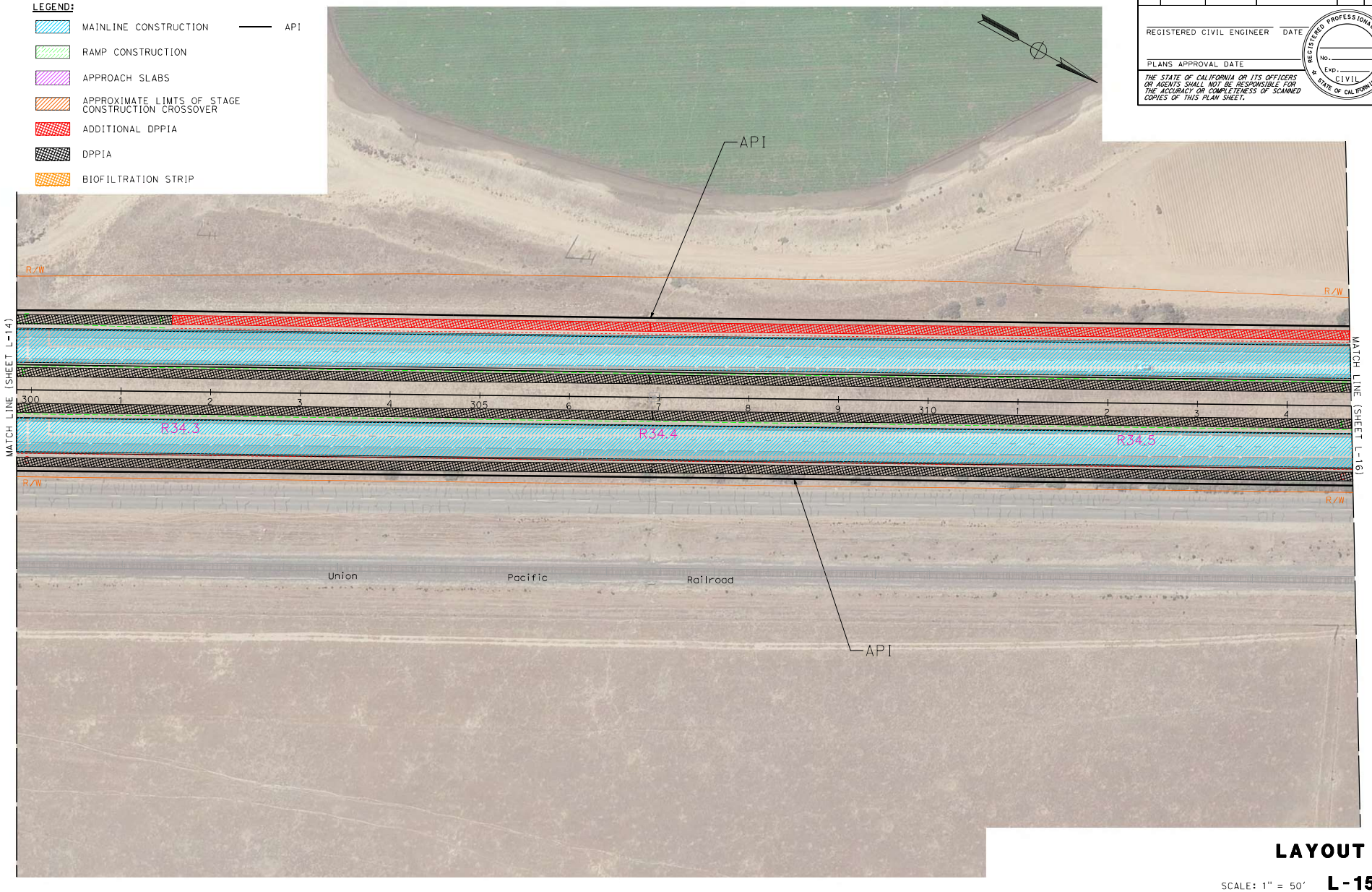
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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.

LEGEND:

- MAINLINE CONSTRUCTION
- RAMP CONSTRUCTION
- APPROACH SLABS
- APPROXIMATE LIMITS OF STAGE CONSTRUCTION CROSSOVER
- ADDITIONAL DPPIA
- DPPIA
- BIOFILTRATION STRIP
- API



LAYOUT

SCALE: 1" = 50'

L-15

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

CALCULATED-DESIGNED BY | CHECKED BY

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LAST REVISION | DATE PLOTTED => 8/15/2024 | TIME PLOTTED => 2:40:52 PM

BORDER LAST REVISED 8/5/2020

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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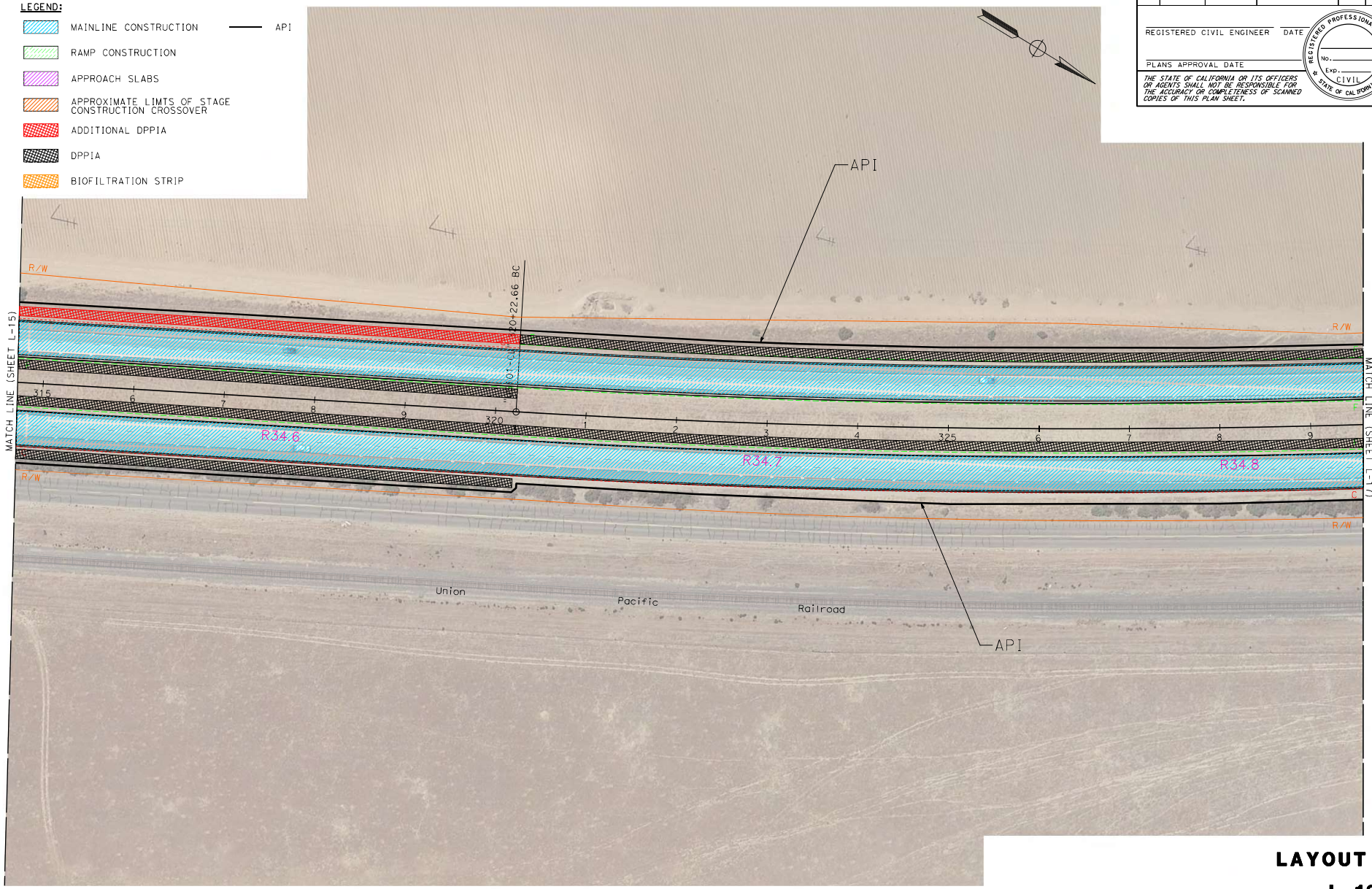
- APPROACH SLABS
- APPROXIMATE LIMITS OF STAGE CONSTRUCTION CROSSOVER
- ADDITIONAL DPPIA
- DPPIA
- BIOFILTRATION STRIP
- API



LAYOUT

SCALE: 1" = 50'

L-16

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

CALCULATED-DESIGNED BY

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DATE REVISED

LAST REVISION

DATE PLOTTED => 8/15/2024

TIME PLOTTED => 3:24:50 PM

BORDER LAST REVISED 8/5/2020

USERNAME =>

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LEGEND:

- MAINLINE CONSTRUCTION
- RAMP CONSTRUCTION
- APPROACH SLABS
- APPROXIMATE LIMITS OF STAGE CONSTRUCTION CROSSOVER
- ADDITIONAL DPPIA
- DPPIA
- BIOFILTRATION STRIP
- API

LAYOUT

SCALE: 1" = 50'

L-17

LAST REVISION
DATE PLOTTED => 8/15/2024
TIME PLOTTED => 3:43:14 PM

BORDER LAST REVISED 8/5/2020

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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LEGEND:

- MAINLINE CONSTRUCTION
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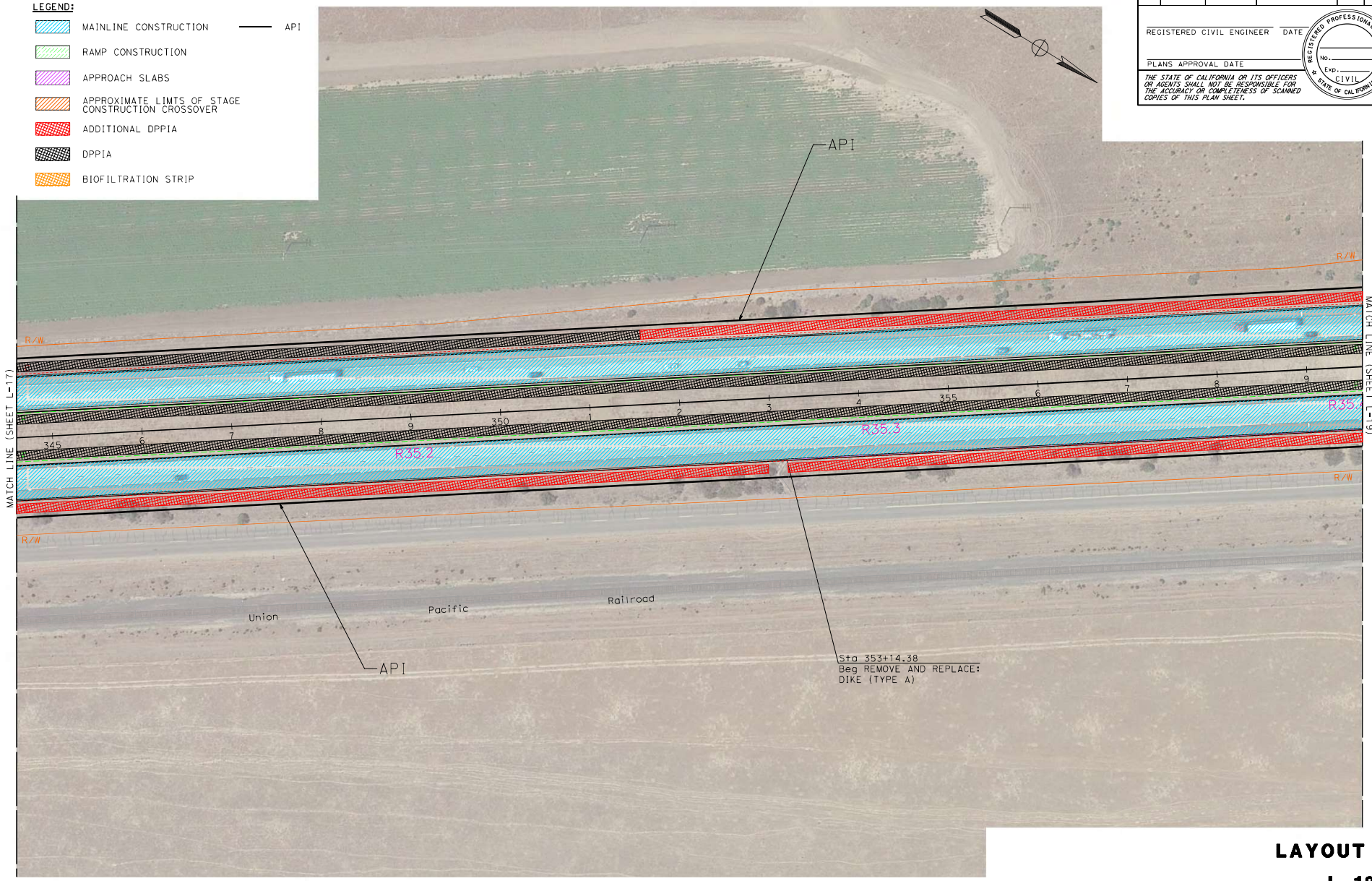
- APPROACH SLABS
- APPROXIMATE LIMITS OF STAGE CONSTRUCTION CROSSOVER
- ADDITIONAL DPPIA
- DPPIA
- BIOFILTRATION STRIP
- API



LAYOUT

SCALE: 1" = 50'

L-18

LAST REVISION DATE PLOTTED => 8/15/2024
TIME PLOTTED => 11:42:04 PM

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

BORDER LAST REVISED 8/5/2020

USERNAME =>
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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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LEGEND:

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- RAMP CONSTRUCTION
- APPROACH SLABS
- APPROXIMATE LIMITS OF STAGE CONSTRUCTION CROSSOVER
- ADDITIONAL DPPIA
- DPPIA
- BIOFILTRATION STRIP
- API

LAYOUT

SCALE: 1" = 50'

L-19

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

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DATE REVISED

LAST REVISION

DATE PLOTTED => 8/15/2024
TIME PLOTTED => 4:56:00 PM

BORDER LAST REVISED 8/5/2020

USERNAME =>
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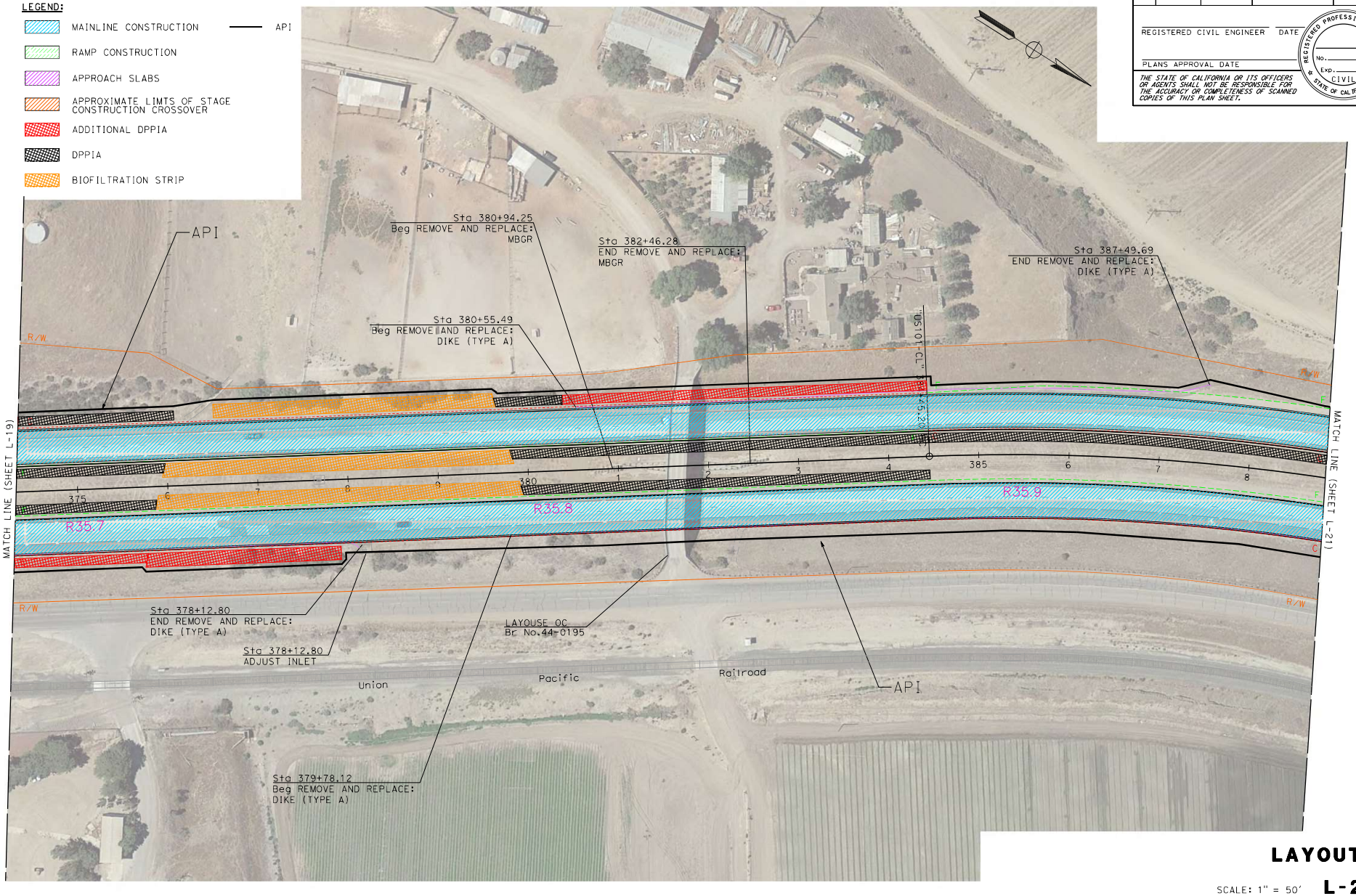
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAYOUT

SCALE: 1" = 50'

L-20

LAST REVISION
DATE PLOTTED => 8/15/2024
TIME PLOTTED => 17:34:35 PM

BORDER LAST REVISED 8/5/2020

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DGN FILE => ...\DGN\PID\0519000149ea20.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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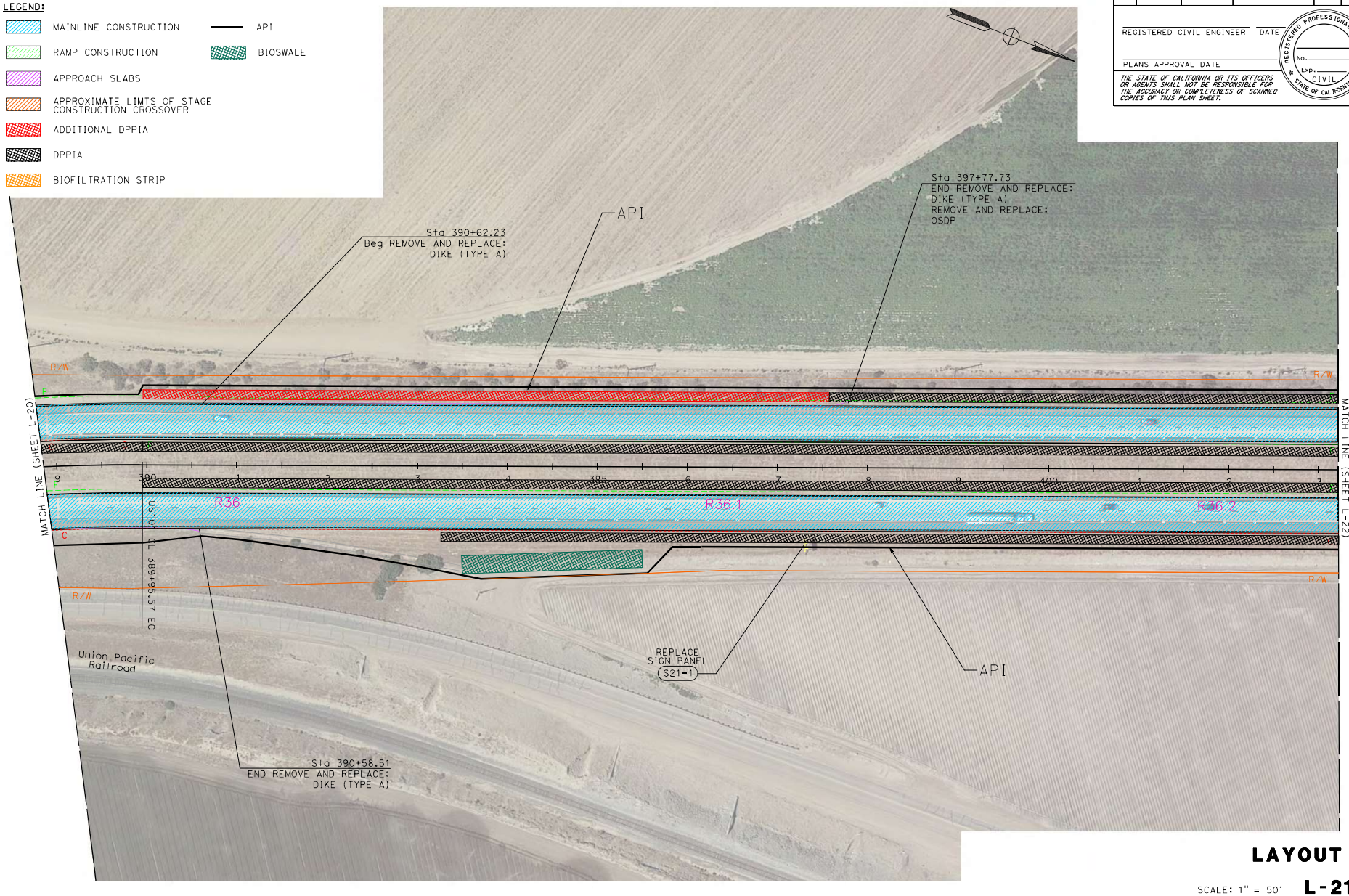
- APPROACH SLABS
- APPROXIMATE LIMITS OF STAGE CONSTRUCTION CROSSOVER
- ADDITIONAL DPPIA
- DPPIA
- BIOFILTRATION STRIP
- API
- BIOSWALE



LAYOUT

SCALE: 1" = 50'

L-21

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION DATE PLOTTED => 11/13/2024
TIME PLOTTED => 4:15:21 PM

BORDER LAST REVISED 8/5/2020

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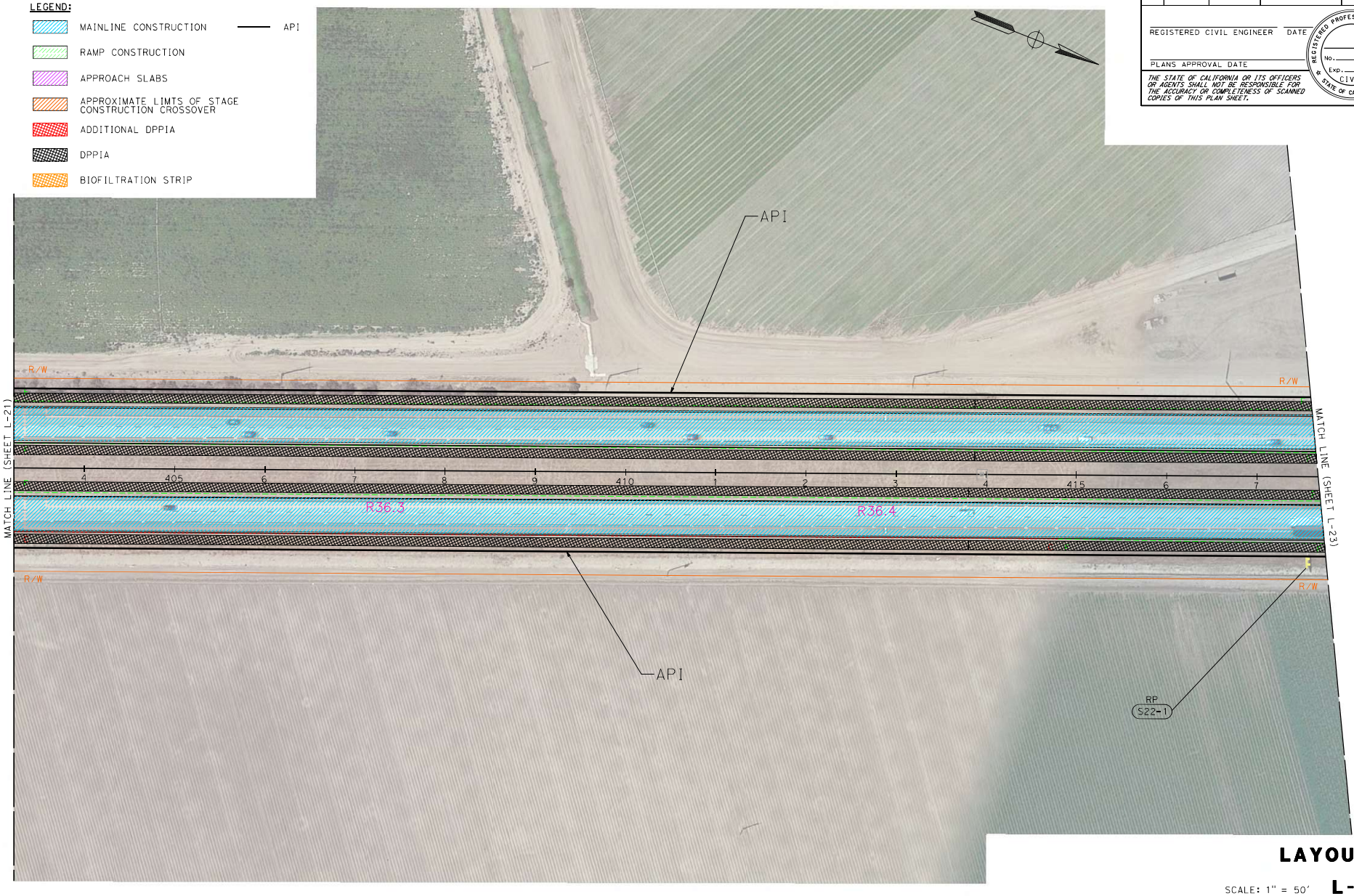
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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.

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAYOUT

SCALE: 1" = 50'

L-22

LAST REVISION

DATE PLOTTED => 8/16/2024
TIME PLOTTED => 7:17:00 AM

BORDER LAST REVISED 8/5/2020

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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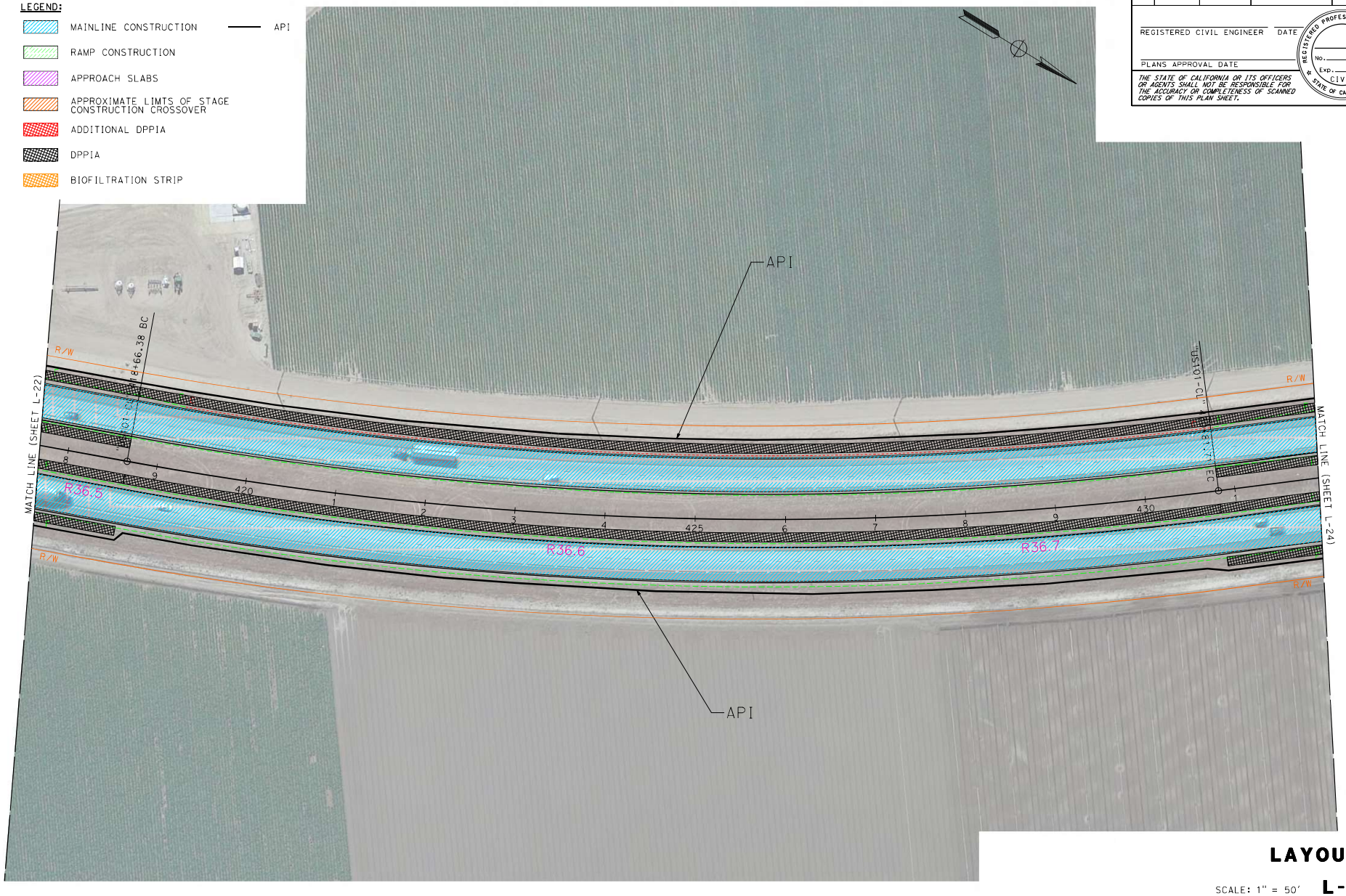
LEGEND:

- MAINLINE CONSTRUCTION
- RAMP CONSTRUCTION
- APPROACH SLABS
- APPROXIMATE LIMITS OF STAGE CONSTRUCTION CROSSOVER
- ADDITIONAL DPPIA
- DPPIA
- BIOFILTRATION STRIP
- API



LAYOUT

SCALE: 1" = 50'

L-23

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

LAST REVISION

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BORDER LAST REVISED 8/5/2020

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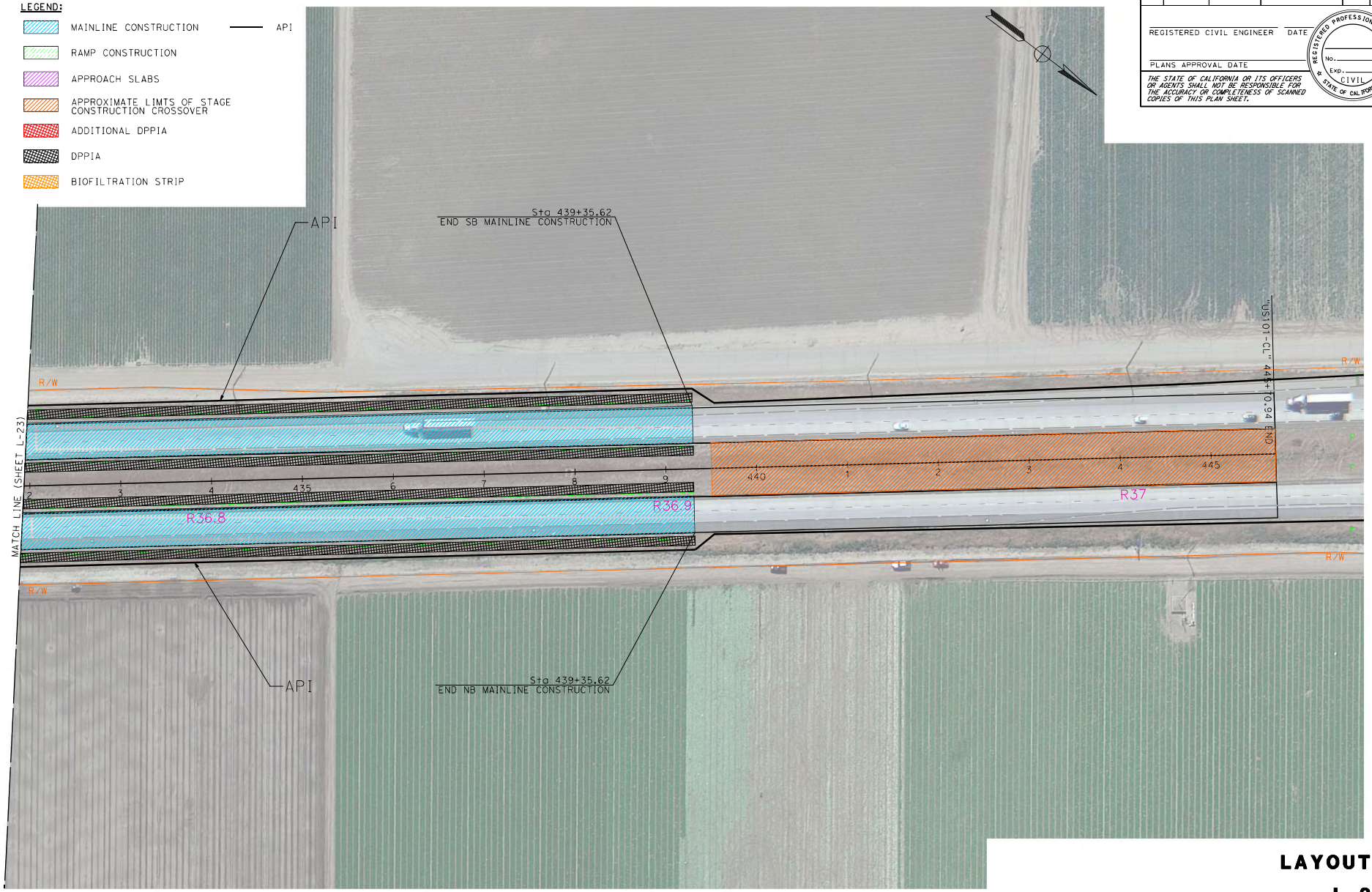
UNIT

PROJECT NUMBER & PHASE 05190001490



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR: WESLEY THOMPSON

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

LAYOUT

SCALE: 1" = 50'

L-24

LAST REVISION

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TIME PLOTTED => 7:56:21 AM

BORDER LAST REVISED 8/5/2020

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE 05190001490

Project Cost Estimate

Attachment C

PROJECT COST ESTIMATE SUMMARY

EA: 05-1M430 / EFIS ID: 0519000149 / PID #: 20012

Project Name:	
EA: 05-1M430	**County:** MON
EFIS ID: 0519000149	**Route:** 101
PID #: 20012	**Post Miles:** R30.6/R36.9
Phase: PA&ED	**Date of Estimate** 8/7/2025
Type of Estimate:	Project Report
Program Code:	SHOPP
Project Limits:	IN MONTEREY COUNTY IN AND NEAR SAN LUCAS BETWEEN RANCHO UNDERCROSSING AND 0.4 MILE SOUTH OF WILD HORSE ROAD
Project Description:	Pavement Rehabilatation
Scope:	Replace Pavement Section with CRCP, Construct Bridge approach slabs and barrier transitions, miscallaneous drainage features, delinaetion, and sign panel replacement
Alternative:	Alternative # 1

Cost Estimate Summary

Capital Costs

	Current Year Cost	Escalated Cost
Total Roadway Cost	$ 72,231,200	$ 78,642,311
Total Structures Cost	$ 1,395,859	$ 1,519,753
Subtotal Construction Cost	*$ 73,627,059*	*$ 80,162,064*
Total Right of Way Cost	$ 28,200	$ 31,008
Total Capital Cost	**$ 73,656,000**	**$ 80,194,000**

Support Costs

PA&ED Support	$ 283,000	$ 292,000
PS&E Support	$ 3,749,000	$ 3,988,000
Right of Way Support	$ 45,000	$ 49,000
Construction Support	$ 10,153,000	$ 11,429,000
Total Support Cost	**$ 14,230,000**	**$ 15,758,000**

Total Project Cost	$ 87,900,000	$ 96,000,000
Programmed Amount	$ 96,631,000	Project is Adequately Funded
Funding Percentage	100.66%	

Value Analysis

Value Analysis? Escalated Cost > $25M. Value Analysis is Required.

Project Development Schedule

PID Approval (M010)	1/25/2023
PA&ED Approval (M200)	3/4/2025
PS&E to DOE (M377)	9/10/2026
RTL (M460)	3/25/2027
Advertise (M480)	7/8/2027

Construction Schedule

Contract Approval (M500)	1/10/2028
Delayed Start (days)	55
Construction Start (M500 + delayed start)	3/5/2028
Contract Working Days	640
Time Extension (%)	10%
Time with Misc. Time Extensions	704
Non-Working Days (Weather)	25
Non-Working Days (Suspensions/Seasonal Work Restrictions)	20
Number of Plant Establishment Days	0
Estimated Mid-Point of Construction	8/31/2029
Estimated Construction End (M600)	2/27/2031

Approvals

Victor Quijas		(805) 748-9809
Prepared By	**Date**	**Phone**
Wesley Thompson		(805) 440-1936
Reviewed By	**Date**	**Phone**
Victor Quijas		(805) 748-9809
Project Engineer	**Date**	**Phone**
Mark Leichtfuss		(805) 441-0125
Project Manager	**Date**	**Phone**

I. ROADWAY ITEMS SUMMARY

	Section		Cost
1	Earthwork	$	2,201,500
2	Pavement Structural Section	$	39,537,000
3	Drainage	$	71,900
4	Specialty Items	$	359,600
5	Environmental	$	1,543,000
6	Traffic Items	$	4,948,100
7	Detours	$	3,324,300
8	Minor Items	$	1,039,800
9	Roadway Mobilization	$	5,302,600
10	Supplemental Work	$	1,265,000
11	State Furnished	$	785,000
12	Time-Related Overhead	$	2,431,900
13	Total Roadway Contingency	$	9,421,500
	TOTAL ROADWAY ITEMS	**$**	**72,231,200**

SECTION 1: EARTHWORK

Item No.	Description	Unit	Quantity		Unit Price ($)			Cost
100100	Develop Water Supply	LS		x		=	$	-
17010X	Clearing & Grubbing	LS/ACRE	1	x	50,000.00	=	$	50,000
19010X	Roadway Excavation (Insert Type) ADL	CY		x		=	$	-
190101	Roadway Excavation	CY	139,642	x	15.00	=	$	2,094,630
192037	Structure Excavation (Retaining Wall)	CY		x		=	$	-
193013	Structure Backfill (Retaining Wall)	CY		x		=	$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		=	$	-
194001	Ditch Excavation	CY		x		=	$	-
19801X	Imported Borrow	CY	284	x	200.00	=	$	56,800
21012X	Duff	ACRE/SQFT		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

TOTAL EARTHWORK SECTION ITEMS **$ 2,201,500**

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item No.	Description	Unit	Quantity		Unit Price ($)			Cost
250101	Class 1 Aggregate Subbase	CY	46,766	x	55.00	=	$	2,572,130
26020X	Class 2 Aggregate Base	TON/CY		x		=	$	-
280010	Rapid Strength Concrete Base	CY		x		=	$	-
290201	Asphalt Treated Permeable Base	CY		x		=	$	-
198206	Subgrade Enhancement Geotextile, Class A1	SQYD	278,337	x	1.50	=	$	417,506
198215	Subgrade Enhancement Geogrid	SQYD	278,337	x	1.50	=	$	417,506
374493	Polymer Asphaltic Emulsion (Seal Coat)	TON		x		=	$	-
377501	Slurry Seal	TON		x		=	$	-
390095	Replace Asphalt Concrete Surfacing	CY		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON	45,404	x	180.00	=	$	8,172,720
390136	Minor Hot Mix Asphalt	TON		x		=	$	-
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x		=	$	-
391006	Asphalt Binder (Geosynthetic Pavement Interlayer)	TON		x		=	$	-
394073	Place Hot Mix Asphalt Dike (Type A)	LF	14,910	x	1.75	=	$	26,093
394074	Place Hot Mix Asphalt Dike (Type E)	LF	3,751	x	5.75	=	$	21,568
394075	Place Hot Mix Asphalt Dike (Type F)	LF	897	x	0.87	=	$	780
397005	Tack Coat	TON	5	x	581.65	=	$	2,908
398100	Remove Asphalt Concrete Dike	LF	19,558	x	2.25	=	$	44,006
398200	Cold Plane Asphalt Concrete Pavement	SQYD		x		=	$	-
398300	Remove Base and Surfacing	CY		x		=	$	-
400050	Continuously Reinforced Concrete Pavement	CY	74,224	x	375.00	=	$	27,834,000
401050	Jointed Plain Concrete Pavement	CY		x		=	$	-
410096	Drill and Bond (Dowel Bar)	EA		x		=	$	-
414240	Isolation Joint Seal (Asphalt Rubber)	LF		x		=	$	-
414241	Isolation Joint Seal (Silicone)	LF		x		=	$	-
41800X	Remove Concrete Pavement	SQYD/CY		x		=	$	-
420102	Groove Existing Concrete Pavement	SQYD		x		=	$	-
420201	Grind Existing Concrete Pavement	SQYD		x		=	$	-
731502	Minor Concrete (Miscellaneous Construction)	CY		x		=	$	-
731530	Minor Concrete (Textured Paving)	CY		x		=	$	-
846046	6" Rumble Strip (Asphalt Concrete Pavement)	STA		x		=	$	-
846049	6" Rumble Strip (Concrete Pavement)	STA		x		=	$	-
846051	12" Rumble Strip (Asphalt Concrete Pavement)	STA		x		=	$	-
846052	12" Rumble Strip (Concrete Pavement)	STA	1,323	x	21.00	=	$	27,783
XXXXXX	Some Item	Unit		x		=	$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS **$ 39,537,000**

SECTION 3: DRAINAGE

Item No.	Description	Unit	Quantity		Unit Price ($)			Cost
510501	Minor Concrete	CY		x		=	$	-
510502	Minor Concrete (Minor Structure)	CY		x		=	$	-
6101XX	XX" Alternative Pipe Culvert (Insert Type)	LF		x		=	$	-
6411XX	XX" Plastic Pipe	LF		x		=	$	-
65XXXX	XX" Reinforced Concrete Pipe (Insert Type)	LF		x		=	$	-
6811XX	XX" Plastic Pipe (Edge Drain)	LF		x		=	$	-
6901XX	XX" Corrugated Steel Pipe Downdrain (0.XXX" Thic	LF	173	x	100.00	=	$	17,300
7006XX	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF		x		=	$	-
7032XX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF		x		=	$	-
703233	Grated Line Drain	LF		x		=	$	-
7050XX	XX" Steel Flared End Section	EA		x		=	$	-
71010X	Abandon Culvert	EA/LF		x		=	$	-
71013X	Remove Culvert	EA/LF		x		=	$	-
710196	Adjust Inlet	EA	7	x	7,800.00	=	$	54,600
710240	Modify Inlet	EA		x		=	$	-
710262	Cap Inlet	EA		x		=	$	-
710370	Sand Backfill	CY		x		=	$	-
721420	Concrete (Ditch Lining)	CY		x		=	$	-
721430	Concrete (Channel Lining)	CY		x		=	$	-
72901X	Rock Slope Protection Fabric (Insert Class)	SQYD		x		=	$	-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON		x		=	$	-
731627	Minor Concrete (Curb, Sidewalk, and Curb Ramp)	CY		x		=	$	-
750001	Miscellaneous Iron and Steel	LB		x		=	$	-
XXXXXX	Additional Drainage	LS		x		=	$	-

TOTAL DRAINAGE ITEMS **$ 71,900**

SECTION 4: SPECIALTY ITEMS

Item No.	Description	Unit	Quantity		Unit Price ($)			Cost
070030	Lead Compliance Plan	LS	1	x	5,000.00	=	$	5,000
080050	Progress Schedule (Critical Path Method)	LS	1	x	10,000.00	=	$	10,000
141120	Treated Wood Waste	LB		x		=	$	-
4730XX	Reinforced Concrete Crib Wall (Insert Type)	SQFT		x		=	$	-
475010	Retaining Wall (Masonry Wall)	SQFT		x		=	$	-
4906XX	XX" Cast-In-Drilled-Hole Concrete Piling	LF		x		=	$	-
5100XX	Structural Concrete	CY		x		=	$	-
510060	Structural Concrete, Retaining Wall	CY		x		=	$	-
510530	Minor Concrete (Wall)	CY		x		=	$	-
511035	Architectural Treatment	SQFT		x		=	$	-
5201XX	Bar Reinforcing Steel	LB		x		=	$	-
520103	Bar Reinforced Steel (Retaining Wall)	LB		x		=	$	-
582001	Sound Wall (Masonry Block)	SQFT		x		=	$	-
60005X	Remove Sound Wall	LF/LS/SQFT		x		=	$	-
710167	Remove Flared End Section	EA		x		=	$	-
780440	Prepare and Stain Concrete	SQFT		x		=	$	-
780450	Rock Stain	SQFT		x		=	$	-
780460	Anti-Graffiti Coating	SQFT		x		=	$	-
8000XX	Chain Link Fence (Insert Type)	LF		x		=	$	-
80XXXX	XX" Chain Link Gate (Type CL-X)	EA		x		=	$	-
8320XX	Midwest Guardrail System (steel post)	LF	2,260	x	50.00	=	$	113,000
8331XX	Concrete Barrier (Insert Type)	LF		x		=	$	-
839301	Single Thrie Beam Barrier	LF		x		=	$	-
839310	Double Thrie Beam Barrier	LF		x		=	$	-
839521	Vegatation Control (Crushed Shale)	SQYD	1,000	x	79.00	=	$	79,000
83954X	Transition Railing (Type AGT)	EA	13	x	5,000.00	=	$	65,000
839561	Rail Tensioning Assembly	EA		x		=	$	-
839566	Terminal System (Type CAT)	EA		x		=	$	-
839584	Alternative In-line Terminal System	EA	13	x	5,000.00	=	$	65,000
839585	Alternative Flared Terminal System	EA		x		=	$	-
83958X	End Anchor Assembly (Insert Type)	EA		x		=	$	-
8396XX	Crash Cushion (Insert Type)	EA		x		=	$	-
839750	Remove Barrier	LF		x		=	$	-
839752	Remove Guardrail	LF	2,260	x	10.00	=	$	22,600

TOTAL SPECIALTY ITEMS **$ 359,600**

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item No.	Description	Unit	Quantity		Unit Price ($)			Cost
130670	Temporary Reinforced Silt Fence	LF		x		=	$	-
80010X	Temporary Fence (Type ESA)	LF	500	x	10.00	=	$	5,000
XXXXXX	Biological Mitigation (on-site)	LS		x		=	$	-
					Subtotal Environmental Mitigation		$	*5,000*

5B - LANDSCAPE AND IRRIGATION

Item No.	Description	Unit	Quantity		Unit Price ($)			Cost
200114	Rock Blanket	SQFT		x		=	$	-
200122	Weed Germination	SQYD		x		=	$	-
204096	Maintain Existing Planted Areas	LS		x		=	$	-
204099	Plant Establishment Work	LS	1	x	100,000.00	=	$	100,000
206400	Check and Test Existing Irrigation Facilities	LS		x		=	$	-
206405	Remove Irrigation Facility	LS		x		=	$	-
995100	Water Meter Charges	LS		x		=	$	-
2087XX	XX" Conduit (Use for Irrigation x-overs)	LF		x		=	$	-
20890X	Extend X" Conduit (Use for Extension of Irrigation	LF		x		=	$	-
20XXXX	Highway Planting	LS		x		=	$	-
20XXXX	Irrigation System	LS		x		=	$	-
20XXXX	Follow-up Landscape Project	LS		x		=	$	-
21011X	Imported Topsoil	CY/TON		x		=	$	-
					Subtotal Landscape and Irrigation		$	*100,000*

5C - EROSION CONTROL

Item No.	Description	Unit	Quantity		Unit Price ($)			Cost
210010	Move-In/Move-Out (Erosion Control)	EA		x		=	$	-
210300	Hydromulch	SQFT		x		=	$	-
210350	Fiber Rolls	LF		x		=	$	-
210360	Compost Sock	LF		x		=	$	-
210420	Straw	SQFT		x		=	$	-
210430	Hydroseed	SQFT		x		=	$	-
210610	Compost	CY		x		=	$	-
210630	Incorporate Materials	SQFT		x		=	$	-
211111	Permanent Erosion Control Establishment Work	LS	1	x	50000.00	=	$	50,000
21025X	Bonded Fiber Matrix	SQFT/ACRE		x		=	$	-
2102XX	Rolled Erosion Control Product (Insert Type)	LS	1	x	810000.00	=	$	810,000
					Subtotal Erosion Control		$	*860,000*

5D - NPDES

Item No.	Description	Unit	Quantity		Unit Price ($)			Cost
130100	Job Site Management	LS	1	x	50,000.00	=	$	50,000
130200	Prepare WPCP	LS		x		=	$	-
130300	Prepare SWPPP	LS	1	x	5,000.00	=	$	5,000
130310	Rain Event Action Plan	EA	3	x	2,500.00	=	$	7,500
130320	Storm Water Sampling and Analysis Day	EA	15	x	200.00	=	$	3,000
130330	Storm Water Annual Report	EA	3	x	2,500.00	=	$	7,500
130505	Move-In/Move-Out (Temporary Erosion Control)	EA		x		=	$	-
130520	Temporary Hydraulic Mulch	SQYD		x		=	$	-
130550	Temporary Hydroseed	SQYD		x		=	$	-
130610	Temporary Check Dam	LF		x		=	$	-
130620	Temporary Drainage Inlet Protection	EA	50	x	1,500.00	=	$	75,000
130640	Temporary Fiber Roll	LF	20,000	x	10.00	=	$	200,000
130710	Temporary Construction Entrance	EA	8	x	10,000.00	=	$	80,000
130730	Street Sweeping	LS	1	x	100,000.00	=	$	100,000
130900	Temporary Concrete Washout	LS	1	x	50,000.00	=	$	50,000
					Subtotal NPDES		$	*578,000*
					TOTAL ENVIRONMENTAL		**$**	**1,543,000**

Supplemental Work for NPDES

Item No.	Description	Unit	Quantity		Unit Price ($)			Cost
066595	Water Pollution Control Maintenance Sharing*	LS	1	x	10,000.00	=	$	10,000
066596	Additional Water Pollution Control**	LS	1	x	10,000.00	=	$	10,000
066597	Storm Water Sampling and Analysis***	LS	1	x	5,000.00	=	$	5,000
XXXXXX	Some Item	LS		x		=	$	-
					Subtotal Supplemental Work for NPDES		$	*25,000*

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item No.	Description	Unit	Quantity		Unit Price ($)		Cost
4980XX	XX" CIDHC Pile (Sign Foundation)	LF		x		= $	-
5602XX	Furnish Sign Structure (Insert Type)	LB		x		= $	-
5602XX	Install Sign Structure (Insert Type)	LB		x		= $	-
56804X	Remove Sign Structure	EA/LS		x		= $	-
568054	Reconstruct Sign Structure	EA		x		= $	-
568060	Modify Sign Structure	EA		x		= $	-
86XXXX	Fiber Optic Conduit System	LS		x		= $	-
870009	Maintaining Existing Traffic Management System	LS		x		= $	-
87011X	Inductive Loop Detector	LS	1	x	30,000.00	= $	30,000
870200	Lighting System	LS		x		= $	-
870300	Sign Illumination System	LS		x		= $	-
870400	Signal and Lighting System	LS		x		= $	-
870510	Ramp Metering System	LS		x		= $	-
870600	Traffic Monitoring Station System	LS		x		= $	-
87181X	Interconnection Conduit and Cable	LF/LS		x		= $	-
XXXXXX	Some Item	Unit		x		= $	-

Subtotal Traffic Electrical $ 30,000

6B - Traffic Signing and Striping

Item No.	Description	Unit	Quantity		Unit Price ($)		Cost
120090	Construction Area Signs	LS	1	x	20,000.00	= $	20,000
037468	10" Traffic Stripe Tape With Contrast (Warranty)	LF	64,480	x	2.00	= $	128,960
141102	Remove Yellow Painted Traffic Stripe (Hazardous '	LF	133,056	x	0.38	= $	50,561
5602XX	Furnish Sign Structure (Insert Type)	SQFT		x		= $	-
810170	Delineator (Class 1)	EA	665	x	20.00	= $	13,300
810230	Pavement Marker (Retroreflective)	EA	2,862	x	5.00	= $	14,310
820250	Remove Roadside Sign	EA	14	x	500.00	= $	7,000
820530	Reset Roadside Sign	EA		x		= $	-
820610	Relocate Roadside Sign	EA		x		= $	-
820840	Roadside Sign - One Post	EA	14	x	1,000.00	= $	14,000
820850	Roadside Sign - Two Post	EA		x		= $	-
820890	Install Sign Panel on Existing Frame	SQFT	1,340	x	12.00	= $	16,080
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night '	LF	138,000	x	0.80	= $	110,400
846012	Thermoplastic Crosswalk and Pavement Marking	SQFT		x		= $	-
846020	Remove Painted Traffic Stripe	LF		x		= $	-
846025	Remove Painted Pavement Marking	SQFT		x		= $	-
84XXXX	Permanent Pavement Delineation	LS		x		= $	-

Subtotal Traffic Signing and Striping $ 374,611

6C - Traffic Management Plan

Item No.	Description	Unit	Quantity		Unit Price ($)		Cost
12865X	Portable Changeable Message Sign	EA/LS	1	x	$ 120,000	= $	120,000
123402	Variable Speed Limit Sign (Portable)	Day		x		= $	-
123404	Variable Speed Limit Sign (Temp, Post-Mounted)	EA/LS		x		= $	-

Subtotal Traffic Management Plan $ 120,000

6D - Stage Construction and Traffic Handling

Item No.	Description	Unit	Quantity		Unit Price ($)		Cost
120198	Plastic Traffic Drums	EA		x		= $	-
120165	Channelizer (Surface Mounted)	EA	574	x	36.00	= $	20,664
120116	Type II Barricade	EA		x		= $	-
120120	Type III Barricade	EA		x		= $	-
129100	Temporary Crash Cushion Module	EA		x		= $	-
120100	Traffic Control System	LS	1	x	200,000.00	= $	200,000
120159	Temporary Traffic Stripe (Paint)	LF	153,480	x	1.15	= $	176,502
120300	Temporary Pavement Marker	EA	1,431	x	3.20	= $	4,579
129110	Temporary Crash Cushion	EA	40	x	3,823.56	= $	152,942
129000	Temporary Railing (Type K)	LF	64,480	x	60.00	= $	3,868,800
120149	Temporary Pavement Marking (Paint)	SQFT		x		= $	-
120152	Temporary Pavement Marking (Tape)	SQFT		x		= $	-
8101XX	Delineator (Insert Class)	EA		x		= $	-

Subtotal Stage Construction and Traffic Handling $ 4,423,488

TOTAL TRAFFIC ITEMS **$ 4,948,100**

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item No.	Description	Unit	Quantity		Unit Price ($)		Cost
120149	Temporary Pavement Marking (Paint)	SQFT		x		= $	-
128601	Temporary Signal System	LS		x		= $	-
129000	Temporary Railing (Type K)	LF		x		= $	-
130620	Temporary Drainage Inlet Protection	EA		x		= $	-
190101	Roadway Excavation	CY	11,726	x	10.00	= $	117,260
19801X	Imported Borrow	CY/TON		x		= $	-
398200	Cold Plane Asphalt Concrete Pavement	SQYD	7,137	x	7.00	= $	49,959
250401	Class 4 Aggregate Subbase	CY		x		= $	-
26020X	Class 2 Aggregate Base	CY	4,660	x	65.00	= $	302,900
390132	Hot Mix Asphalt (Type A)	TON	5,000	x	180.00	= $	900,000
397005	Tack Coat	TON	13	x	5.20	= $	68
80010X	Temporary Fence (Insert Type)	LF		x		= $	-
XXXXXX	Temporary Construction Site BMPs	LS	1	x	1,954,106	= $	1,954,106

TOTAL DETOURS **$ 3,324,300**

Total of Sections 1-7 *$ 51,985,400*

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items

ADA Items	0.0%	$	-

8B - Bike Path Items

Bike Path Items	0.0%	$	-

8C - Other Minor Items

Other Minor Items	2.0%	$	1,039,708

Total of Sections 1-7 *$ 51,985,400* x 2.0% = $ 1,039,708

TOTAL MINOR ITEMS **$ 1,039,800**

SECTION 9: ROADWAY MOBILIZATION*

Item No.							
999990	*Total of Sections 1-8*	*$*	*53,025,200*	x	10%	= $	5,302,520

TOTAL ROADWAY MOBILIZATION **$ 5,302,600**

SECTION 10: SUPPLEMENTAL WORK

Item No.	Description	Unit	Quantity		Unit Price ($)		Cost
066015	Federal Trainee Program	LS		x		= $	-
066070	Maintain Traffic	LS	1	x	34,000.00	= $	34,000
066094	Value Analysis	LS		x		= $	-
066204	Remove Rock and Debris	LS		x		= $	-
066222	Locate Existing Crossover	LS		x		= $	-
066610	Partnering	LS	1	x	90,000.00	= $	90,000
066670	Payment Adjustments For Price Index Fluctuations	LS	1	x	395,700.00	= $	395,700
066919	Dispute Resolution Board	LS	1	x	30,000.00	= $	30,000
066921	Dispute Resolution Advisor	LS		x		= $	-
090205	Dispute Resolution Board On-Site Meeting	EA	16	x	6,000.00	= $	96,000
066921	Hourly Off-Site Dispute Resolution Board-Related Tasks	HR	320	x	200.00	= $	64,000
XXXXXX	Some Item	Unit		x		= $	-

*Cost of **NPDES** Supplemental Work specified in Section 5D* = $ 25,000

Total of Sections 1-8 $ 53,025,200 1% = $ 530,252

TOTAL SUPPLEMENTAL WORK **$ 1,265,000**

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item No.	Description	Unit	Quantity		Unit Price ($)			Cost
066105	Resident Engineers Office	LS	1	x	630,000.00	=	$	630,000
066063	Traffic Management Plan - Public Information	LS	1	x	65,000.00	=	$	65,000
066901	Water Expenses	LS		x		=	$	-
8609XX	Traffic Monitoring Station (X)	LS		x		=	$	-
066841	Traffic Controller Assembly	LS		x		=	$	-
066840	Traffic Signal Controller Assembly	LS		x		=	$	-
066062	COZEEP Contract	LS	1	x	90,000.00	=	$	90,000
066838	Reflective Numbers and Edge Sealer	LS		x		=	$	-
066065	Tow Truck Service Patrol	LS		x		=	$	-
066916	Annual Construction General Permit Fee	LS		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

Total Section 1-8 $ 53,025,200 1% =

TOTAL STATE FURNISHED **$ 785,000**

SECTION 12: TIME-RELATED OVERHEAD

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **5%**

Item No.	Description	Unit	Quantity		Unit Price ($)			Cost
090100	Time-Related Overhead	WD	640	X	$ 3,800	=	$	2,431,900

TOTAL TIME-RELATED OVERHEAD **$ 2,431,900**

SECTION 13: ROADWAY CONTINGENCY*

Risk Amount from Risk Register	(for Known Risks)		0%			
Additional or Residual Contingency	(for Unknown/Undefined Risks)		15%		$	9,421,455
Total Section 1-12	$ 62,809,700	x	**15%**	=	$	9,421,455

TOTAL CONTINGENCY* **$ 9,421,500**

II. STRUCTURES ITEMS

	Bridge 1	Bridge 2	Bridge 3
Date of Estimate	05/13/22	05/13/22	05/13/22
Bridge Name	Rancho UC	Salinas River Bridge	Route 101/198 Separation
Bridge Number	44-0184R/L	44-0177R/L	44-0197R/L
Structure Type	Single span CIP/PS box girder (4 cells) on RC open end diaphragm abutments with monolithic wingwalls. Founded on steel piles.	Continuous (with 4 hinges) 13 span RC box girder (5 cell(on RC pier walls and RC open end seat type abutments with monolithic wingwalls. All founded on driven steel piles.	Single span CIP/PS box girder (4 cells) on RC open end diaphragm abutments with monolithic wingwalls. Founded on driven steel piles.

Item Code, Description	UNIT	QUANTITY	UNIT PRICE	UNIT	QUANTITY	UNIT PRICE	UNIT	QUANTITY	UNIT PRICE
510081, Aggregate Base (Approa	CY	15	$ 250	CY	27	$ 250	CY	22	$ 250
510087, Structural Concrete, App	CY	145	$ 1,200	CY	267	$ 1,200	CY	217	$ 1,200
510800, Paving Notch Extension	CY	76	$ 300	CY	0	$ 300	CY	121	$ 300
519088, Joint Seal (MR 1")	LF	103	$ 70	LF	0	$ 70	LF	163	$ 70
519091, Joint Seal (MR 1.5")	LF	0	$ 90	LF	185	$ 90	LF	0	$ 90
839745, Concrete Barrier Transiti	LF	30	$ 1,000	LF	60	$ 1,000	LF	60	$ 1,000
COST OF EACH		**$**	**237,760**		**$**	**403,800**		**$**	**373,610**

	Building 1	Building 2	
Date of Estimate	00/00/00	00/00/00	00/00/00
Building Name			
Bridge Number	57-XXX	57-XXX	57-XXX
Structure Type			
Width (Feet) [out to out]	0 LF	0 LF	0 LF
Total Building Length (Feet)	0 LF	0 LF	0 LF
Total Area (Square Feet)	0 SQFT	0 SQFT	0 SQFT
Structure Depth (Feet)	0 LF	0 LF	0 LF
Footing Type (pile or spread)			
Cost Per Square Foot	$ 300	$ -	$ -
COST OF EACH	**$ -**	**$ -**	**$ -**

TOTAL COST OF BRIDGES		**$ 1,015,170**
TOTAL COST OF BUILDINGS		**$ -**
TIME-RELATED OVERHEAD	10%	
STRUCTURES MOBILIZATION	10%	**$ 101,517**
STRUCTURES CONTINGENCY*	25%	**$ 279,172**
TOTAL COST OF STRUCTURES		**$ 1,395,859**

Estimate Prepared By: Mike Downs — 5/16/2022

Division of Structures — Date

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

				Current Value Future Use	Escalated Value
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill		$ -	$ -
	A2)	Acquisition of Offsite Mitigation		$ -	$ -
	A3)	Railroad Acquisition		$ -	$ -
B)	B1)	Utility Relocation (State Share)		$ -	$ -
	B2)	Potholing (Design Phase)		$ 28,125	$ 31,008
C)	Utility - Advance Engineering Estimate (Encumber with State Only Funds)			$ -	$ -
D)	RAP and/or Last Resort Housing			$ -	$ -
E)	Clearance & Demolition			$ -	$ -
F)	Relocation Assistance (RAP and/or Last Resort Housing Costs)			$ -	$ -
G)	Title and Escrow			$ -	$ -
H)	Environmental Review			$ -	$ -
I)	Condemnation Settlements	0%		$ -	$ -
J)	Design Appreciation Factor	0%		$ -	$ -
K)	Utility Relocation (Construction Cost)			$ -	$ -
L)	**TOTAL RIGHT OF WAY ESTIMATE**			**$28,200**	
M)	**TOTAL ESCALATED R/W ESTIMATE**				**$31,008**
N)	**RIGHT OF WAY SUPPORT**			**$0**	

Support Cost Estimate Prepared By David Adams — Project Coordinator[1] — (805) 779-0683 — Date

Utility Estimate Prepared By Lana Brown — Utility Coordinator[2] — (805) 393-5783 — Date

R/W Acquisition Estimate Prepared By _____ — Right of Way Estimator[3] — _____ — Date

Note: Items G & H applied to items A + B

[1] When estimate has Support Costs only

[2] When estimate has Utility Relocation

[3] When R/W Acquisition is required

Right of Way Data Sheet

Attachment D

STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY

Memorandum

To: Mark Leichtfuss

Attn: Wesley Thompson
Victor Quijas

From: Department of Transportation
Division of Right of Way Central Coast

Subject: RIGHT OF WAY DATASHEET

Date: January 6, 2025

File: CO 05 EA 1M430 Alt 1REV1

Co MON RTE 101 PM-30.6/36.9

DESCRIPTION:
This San Lucas Rehab project proposes to preserve 23.956 LM of Class 1 pavement, replace sign panels, and upgrade guardrail to MASH standard in and near San Lucas between Rancho Undercrossing and 0.2 miles south of Wild Horse Road, in Monterey County.

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Datasheet Request Form dated December 6, 2024.

The following assumptions and limiting conditions were identified:

Parcels

The datasheet request indicates that all work on this project will occur within the State's Right of Way, with no new Right of Way or temporary rights needed.

Utility

The Project Engineer states on the Right of Way Data Sheet Request Form that a Utility permit search has been completed, utility involvement and/or relocation is not required, potholing is required with an estimate of 15 holes, and verifications are necessary. Once utility verification maps have been provided and Pos-Loc has been completed, it will become possible to determine the full extent of any utility involvements on this project. Avoid and protect in place all existing, unaffected, 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 be a minimum of eight (8) months after we receive Certified Appraisal Maps and/or **final** Utility Conflict Plans, obtain necessary environmental clearance, and approve applicable freeway agreements.

Recommended for approval by:

Martin Miller

MARTIN MILLER
Senior Right of Way Agent
(805) 779-0804

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

In Monterey County on State Route 101 near San Lucas, project proposes to preserve 24 miles of pavement, replace sign panels, and upgrade guardrail to MASH standards. The Data Sheet request indicates that all work on this project will occur within the State's Right of Way.

General Description of Utility Involvement:

State Route 101 in Monterey County is a divided freeway inside the project limits. In Monterey County on State Route 101 from 200' south of Rancho Undercrossing to 1,215' south of the northbound Wild Horse Rd offramp, the Project proposes to preserve 23.956 LM of Class 1 pavement, replace sign panels, and upgrade guardrail to MASH standards.

General Description of Railroad Involvement:

Railroad facilities and right of way not affected, but railroad shown on Index map. Clauses required.

Right Of Way Cost Estimate	Current Year 2024	Contingency Rate 25%	Escalation Rate 5%	Escalated Year 2026
Acquisition:	$0	25%	5%	**$0**
Mitigation:	$0	25%	5%	**$0**
State Share of Utilities:	$28,125	25%	5%	**$31,008**
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:	$28,125			**$31,008**

If RW Cost Est fields are blank, Costs = $0

NOTE: above estimate includes railroad engineering in the amount of: $0.00

Estimated Construction Contract Work (CCW): 0 R/W LEAD TIME/Mo. 8

Estimated Pothole Date: 7/11/2025

Cost Break Down	
Pot Hole	22,500
# Pot Holes	15
Mitigation	
Land	0
Bank	0
Permit Fees	0

Parcel Area

Total R/W Required:	0
Total Excess Area	0

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

# of Excess Parcels 0

Misc. R/W Work

# of RAP Displacements:	0
# of Clearance/Demos:	0
# of Const Permits:	0
# of Condemnations:	0

RR Involvement

Railroad Facilities or Right of Way Affected?	No
Const/Maint Agreement:	No
Service Contract Count:	0
Right of Entry:	No
Clauses:	Yes
Estimated Lead-time:	3 mos.

Utilities

3 Companies to be potholed
3 Companies for Verification
0 Companies for Utility Relocations
JUA/CCUAs are not needed.

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: 0 # of multi-family: 0 # of business/nonprofit: 0 # of farms: 0

Sufficient replacement housing will be available without last-resort housing: NA

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:	David Adams	December 13, 2024
Railroad Liaison Agent:	Kevin McGuigan	December 17, 2024
Utility Relocation Coordinator:	Lana Brown	December 10, 2024

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.

Date: 01/10/2025
ENTERED PMCS December 6, 2024
By: Ginger Allison

Marshall Garcia
Deputy District Director
Right of Way

Environmental Document

Attachment E

CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM (rev. 06/2022)

Project Information

Project Name (if applicable): San Lucas Rehab

DIST-CO-RTE: 05-MON-101 **PM/PM:** R30.6/R36.9

EA: 05-1M430 **Federal-Aid Project Number:** 0519000149

Project Description

The project will rehabilitate to 2R standards a section of U.S. Route 101 in Monterey County from post miles (PM) R30.6 through R36.9 (from the Lockwood San Lucas Road Rancho Undercrossing to 1,215 feet South of the Northbound Wild Horse Road off ramp). The project will replace the existing freeway structural section for all lanes, shoulders, and ramps within the project limits, with the exception of bridge locations. Additionally, the project proposes to replace sign panels and upgrade traffic safety features to meet current safety standards. (Continued on page 3.)

Caltrans CEQA Determination (Check one)

☐ **Not Applicable** – Caltrans is not the CEQA Lead Agency

☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

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

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

☒ **Categorically Exempt. Class 1,** Section 15301(c). (PRC 21084; 14 CCR 15300 et seq.)

☒ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.

☐ **Covered by the Common Sense 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 (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Matt Fowler	Matthew Fowler	9/10/25
Print Name	Signature	Date

Project Manager

Mark Leichtfuss	Mark Leichtfuss	10/1/25
Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(26)**
- ☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**
- ☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Matt Fowler	Matthew Fowler	9/10/25
Print Name	Signature	Date

Project Manager/ DLA Engineer

Mark Leichtfuss	Mark Leichtfuss	10/1/25
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): 10/01/2024
Date of Environmental Commitment Record or equivalent: 1/23/2025

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).

Continuation sheet:

The purpose of this project is to extend the service life of the pavement surface, reduce future maintenance costs, and to improve ride comfort and quality for motorists traveling within this corridor. The need for this project is that the highway is deteriorating because the existing structural section has exceeded its design life. The existing Portland Cement Concrete (PCC) lanes show distress markers such as transverse cracking which could indicate subgrade failure. The Asphaltic Concrete (AC) shoulders show signs of transverse cracking as well as alligator cracking. Failing to resolve the need would result in potential future roadway failure. Potential future roadway failure mechanisms such as potholes, slip outs, shoving, rutting and depressions would result in a non-uniform surface and a poor ride quality.

More specifically, the project proposes to preserve 23.96 lane miles of Class 1 pavement by fully excavating the existing structural sections and constructing new structural sections using a combination of concrete and asphalt pavement. The existing northbound (NB) and southbound (SB) pavement, with the exception of bridge locations, will be rehabilitated by replacing the structural section for all lanes, shoulders, and ramps within the project limits. The existing NB/SB mainline and ramp alignments, profiles, and cross slopes will be maintained. Shoulder widening is not proposed.

The pavement section of the mainline lanes and shoulder of the ramps at the U.S. Route 101/State Route (SR) 198 interchange will be excavated and replaced with 0.75 feet of continuously reinforced concrete pavement (CRCP), 0.25 feet of hot mix asphalt (HMA) (type A), 0.50 feet of class 2 aggregate base, a subgrade enhancement geogrid (SEG_G), and a subgrade enhancement geotextile (SEG_T). It is anticipated that the divided median will be disturbed throughout the project limits to allow for access for the contractor to construct the improvements. The outside side slopes through the right-of-way limit will have disturbance due to grading work. Grading activities will be kept within 20 feet of the edge of pavement, except for two proposed bioswales at PM R30.7 and PM R36.05. If within a cut slope, ground disturbance on slopes will be kept within the 10 feet of the edge of pavement. No work will occur within the streambed or banks of the Salinas River or nearby creeks.

Other performance objectives and construction items within the project limits include:

- Construct approach slabs on the north side of the Lockwood San Lucas Road Rancho Undercrossing (44-0184R/L) at PM 30.65, on both sides of the Salinas River Bridge (44-0177L/R) at PM 30.80, and on both side of the U.S. 101/SR 198 Separation Bridge (44-0197L/R) at PM 32.00.
- Construct concrete barrier transitions to provide standard barrier connections to bridge rails. No further work will occur at the Salinas River Bridge.
- Upgrading traffic safety system devices such as guardrail, barriers, transitions, and end treatments to Manual for Assessing Safety Hardware (MASH) standards to ensure continued protection against fixed objects or steep slopes. Traffic safety system devices will be replaced in the same locations. In accordance with current MASH standards, the existing 27-inch tall guardrail will be replaced with 31-inch tall

(from finish pavement grade to the top of rail) guardrail, resulting in a height increase of 4 inches. Barriers, transitions, and end treatment heights will be designed to correlate with new guardrail heights, in compliance with current MASH standards. See Table 1.

- Reconstruct roadway drainage features such as dikes, overside drains, down drains, and adjust inlets that fall within or adjacent to the mainline and ramp structural sections to match grade. See Tables 2, 3, and 4.
- At 9 locations, replace existing roadside location distance sign panels with new sign panels that have higher reflectivity to maximize visibility under daytime and nighttime conditions. The new sign panels will be replaced on existing posts in the same locations. See Table 5.
- Place tapered edge, new pavement delineation, and rumble strips.
- Construct Stormwater Treatment Best Management Practices (BMPs) to treat runoff from project area.
    - Design Pollution Prevention Infiltration Areas (DPPIA) consisting of vegetated and non-vegetated pervious areas will be installed to promote infiltration of stormwater runoff. The DPPIA lengths and locations will vary (as shown in Table 6). The typical width will be 10 feet, except for two DPPIAs (at SB PM 31.94-R31.98 and SB PM R32.013-R32.045) which will be 20 feet wide.
    - Biofiltration Strips will be installed to promote treat stormwater runoff at sloped vegetated land areas located adjacent to impervious areas, over which stormwater runoff flows as sheet flow. The locations and lengths of the Biofiltration Strips are shown in Table 6. The typical width of the strips will be 15 feet.
    - Biofiltration Swales will be installed at two locations (see below and Table 6). They will consist of vegetated channels, typically configured as trapezoidal or v-shaped, which receive and convey stormwater flows while meeting water quality criteria and other flow criteria. The swales will be 200 feet long and 20 feet wide.
        - Biofiltration Swale Location 1 (Southbound side at PM R30.69 through R30.73). Maximum 91 feet away from edge of existing pavement.
        - Biofiltration Swale Location 2 (Northbound side at PM R36.05 through R36.087. Maximum 50 feet away from edge of existing pavement.
- Existing vegetation will be preserved to the maximum extent practicable.

Table 1. Guardrail Replacement Locations

Sheet	PM Beginning	PM End
L-1	R30.68	R30.70
L-1	R30.68	R30.70
L-3	R31.08	R31.10
L-3	R31.08	R31.09
L-6 TO L-7	R32.03	R32.05
L-6 TO L-7	32.03	R32.04
L-20	35.82	R35.85
L-2	30.77	R30.79
L-2	30.77	R30.79
L-3 TO L-4	31.20	R31.37
L-6	31.98	R32.00
L-6	31.99	R32.01
L-20	35.82	R35.85

Table 2. Dike Reconstruction Locations

Sheet	Dike Type	PM Beginning	PM End
L-1 TO L-2	DIKE F	R30.68	R30.80
L-3 TO L-4	DIKE A	R31.08	R31.40
L-5 TO L-6	DIKE A	R31.77	R31.98
L-6	DIKE A	R31.94	R32.00
L-6 TO L-7	DIKE F	R32.03	R32.04
L-7	DIKE A	R32.04	R32.08
L-7	DIKE A	R32.05	R32.22
L-8 TO L-9	DIKE E	R32.51	R32.83
L-20	DIKE A	R35.81	R35.94
L-21	DIKE A	R36.00	R36.14
L-1 TO L-2	DIKE A	R30.66	R30.77
L-2	DIKE F	R30.77	R30.79
L-3	DIKE A	R31.06	R31.18
L-5 TO L-6	DIKE A	R31.77	R32.02
L-6	DIKE A	R31.94	R31.99
L-6	DIKE F	R31.99	R32.01
L-6 TO L-7	DIKE A	R32.03	R32.08
L-7 TO L-8	DIKE A	R32.06	R32.46
L-8 TO L-9	DIKE E	R32.46	R32.85
L-17	DIKE A	R34.92	R35.03
L-18 TO L-20	DIKE A	R35.29	R35.77
L-20 TO L-21	DIKE A	R35.80	R36.00

Table 3. Overside Drain Reconstruction Locations

Sheet	PM Location
L-2	R30.77
L-3	R31.13
L-3	R31.18
L-3	R31.24
L-4	R31.40
L-5	R31.77
L-5	R31.77
L-6	R31.94
L-6	R31.98
L-6	R31.94
L-7	R32.05
L-7	R32.04
L-7	R32.22
L-7	R32.08
L-8	R32.51
L-21	R36.14

Table 4. Drainage Inlet Adjustment Locations

Sheet	PM Location
L-2	R30.80
L-2	R31.35
L-6	R32.03
L-8	R32.32
L-8	R32.46
L-9	R32.85
L-20	R35.77

Table 5. Sign Panel Replacement Locations

Sheet	PM Location
L-1	R30.68
L-3	R31.08
L-4	R31.44
L-5	R31.75
L-7	R32.26
L-9	R32.64
L-10	R33.07
L-21	R36.13
L-22	R36.51

Table 6 - Permanent Erosion Control and Storm Water Treatment BMPs

NB/SB	Begin PM	End PM	Inside/Outside Shoulder/Other	BMP Type	Length (ft)	Width (ft)	Remarks
NB	R30.66	R30.765	Outside Shoulder	DPPIA	550	10	
NB	R30.67	R30.79	Inside Shoulder	DPPIA	666	10	
NB	R30.77	R30.78	Outside Shoulder	DPPIA	56	10	
NB	R31.06	R31.13	Outside Shoulder	DPPIA	365	10	
NB	R31.065	R32.00	Inside Shoulder	DPPIA	4925	10	
NB	R31.131	R31.16	Outside Shoulder	DPPIA	147	10	
NB	R31.162	R31.21	Outside Shoulder	DPPIA	222	10	
NB	R31.732	R31.765	Outside Shoulder	DPPIA	174	10	
NB	R31.77	R32.01	Outside Shoulder of NB Off-Ramp	DPPIA	1283	10	
NB	R31.89	R31.935	Outside Shoulder	DPPIA	241	10	
NB	R31.935	R31.997	Outside Shoulder	DPPIA	325	10	
NB	R32.027	R32.43	Inside Shoulder	DPPIA	2119	10	
NB	R32.033	R32.078	Outside Shoulder	DPPIA	236	10	
NB	R32.035	R32.065	Outside Shoulder of NB On-Ramp	DPPIA	164	10	
NB	R32.065	R32.46	Outside Shoulder	DPPIA	2088	10	Starts along outside shoulder of NB On-Ramp
NB	R32.08	R32.115	Outside Shoulder	DPPIA	188	10	
NB	R32.43	R32.45	Inside Shoulder	Biofiltration Strip	109	15	
NB	R32.45	R33.345	Inside Shoulder	DPPIA	4758	10	
NB	R32.46	R32.85	Outside Shoulder	DPPIA	2067	10	
NB	R32.85	R32.86	Outside Shoulder	DPPIA	49	10	
NB	R32.86	R33.225	Outside Shoulder	DPPIA	1939	10	
NB	R33.345	R33.583	Outside Shoulder	DPPIA	1261	10	
NB	R33.583	R35.72	Inside Shoulder	DPPIA	11260	10	
NB	R33.707	R34.652	Outside Shoulder	DPPIA	5040	10	
NB	R34.878	R34.90	Outside Shoulder	DPPIA	111	10	
NB	R34.90	R35.01	Outside Shoulder	DPPIA	568	10	
NB	R35.01	R35.118	Outside Shoulder	DPPIA	572	10	
NB	R35.118	R35.28	Outside Shoulder	DPPIA	839	10	
NB	R35.285	R35.718	Outside Shoulder	DPPIA	2257	10	
NB	R35.716	R35.76	Outside Shoulder	DPPIA	218	15	Additional DPPIA could be turned into a Biofiltration Strip
NB	R35.718	R35.797	Inside Shoulder	Biofiltration Strip	409	15	
NB	R35.797	R35.885	Inside Shoulder	DPPIA	454	10	
NB	R35.985	R36.908	Inside Shoulder	DPPIA	4935	10	
NB	R36.045	R36.512	Outside Shoulder	DPPIA	2540	10	
NB	R36.05	R36.087	Other - See Remarks	Bioswale	200	20	Adjacent to the R/W starting at the end of the concrete swale
NB	R36.743	R36.908	Outside Shoulder	DPPIA	849	10	
SB	R30.46	R30.64	Inside Shoulder	DPPIA	958	10	
SB	R30.67	R30.79	Inside Shoulder	DPPIA	660	10	
SB	R30.675	R30.795	Outside Shoulder	DPPIA	635	10	
SB	R30.69	R30.73	Other - See Remarks	Bioswale	200	20	Between SB Lanes and Ag Land; Accessed from Local Road
SB	R31.065	R31.21	Inside Shoulder	DPPIA	733	10	
SB	R31.07	R31.235	Outside Shoulder	DPPIA	825	10	
SB	R31.24	R31.39	Outside Shoulder	DPPIA	788	10	
SB	R31.391	R31.76	Outside Shoulder	DPPIA	1904	10	
SB	R31.73	R31.995	Inside Shoulder	DPPIA	1380	10	
SB	R31.76	R31.95	Outside Shoulder of SB On-Ramp	DPPIA	985	10	
SB	R31.87	R31.93	Outside Shoulder	DPPIA	294	10	
SB	R31.935	R31.995	Outside Shoulder	DPPIA	304	10	
SB	R31.94	R31.98	Other - See Remarks	DPPIA	200	20	Adjacent to R/W, located southwest of entrance of SB On-Ramp
SB	R31.95	R31.98	Outside Shoulder of SB On-Ramp	DPPIA	139	10	
SB	R31.98	R31.992	Inside Shoulder of SB On-Ramp	DPPIA	78	10	
SB	R32.01	R32.04	Inside Shoulder of SB Off-Ramp	DPPIA	183	10	
SB	R32.013	R32.045	Outside Shoulder of SB Off-Ramp	DPPIA	200	20	
SB	R32.022	R32.435	Inside Shoulder	DPPIA	2182	10	
SB	R32.023	R32.073	Outside Shoulder	DPPIA	265	10	
SB	R32.075	R32.115	Outside Shoulder	DPPIA	215	10	
SB	R32.218	R32.447	Outside Shoulder	DPPIA	1218	10	
SB	R32.445	R32.467	Outside Shoulder	Biofiltration Strip	119	15	
SB	R32.45	R32.455	Inside Shoulder	Biofiltration Strip	109	15	
SB	R32.455	R33.22	Inside Shoulder	DPPIA	4072	10	
SB	R32.467	R32.477	Outside Shoulder	DPPIA	55	10	
SB	R32.48	R32.97	Outside Shoulder	DPPIA	2586	10	
SB	R32.97	R33.34	Outside Shoulder	DPPIA	1968	10	
SB	R33.34	R33.58	Inside Shoulder	DPPIA	1269	10	
SB	R33.58	R34.30	Outside Shoulder	DPPIA	3828	10	
SB	R33.702	R34.65	Inside Shoulder	DPPIA	5039	10	
SB	R34.30	R34.651	Outside Shoulder	DPPIA	1867	10	
SB	R34.651	R35.251	Outside Shoulder	DPPIA	3138	10	
SB	R34.875	R35.721	Outside Shoulder	DPPIA	4392	10	
SB	R35.25	R35.69	Outside Shoulder	DPPIA	2268	10	
SB	R35.69	R35.722	Outside Shoulder	DPPIA	172	10	
SB	R35.721	R35.795	Inside Shoulder	Biofiltration Strip	395	15	
SB	R35.731	R35.793	Outside Shoulder	Biofiltration Strip	314	15	
SB	R35.793	R35.805	Outside Shoulder	DPPIA	75	10	
SB	R35.795	R36.517	Inside Shoulder	DPPIA	3886	10	
SB	R35.805	R35.882	Outside Shoulder	DPPIA	405	10	
SB	R35.988	R36.13	Outside Shoulder	DPPIA	762	10	
SB	R36.13	R36.91	Outside Shoulder	DPPIA	4174	10	
SB	R36.745	R36.91	Inside Shoulder	DPPIA	849	10	

Avoidance and Minimization Measures

Biology

- **BIO 1 (Nesting Birds/Roosting Bats Preconstruction Surveys)** – Within 30 days prior to initiation of site disturbance and/or construction, a qualified biologist should conduct a pre-activity (i.e., preconstruction) survey for nesting birds and roosting bats.
- **BIO 2 (Active Nest Avoidance)** – Active bird nests will not be disturbed, and eggs or young birds covered by the Migratory Bird Treaty Act and California Fish and Game Code will not be killed, destroyed, injured, or harassed at any time (harassment includes noise from construction activities). If an active bird nest is found in or near a location that will be disturbed, Caltrans will coordinate with California Department of Fish and Wildlife to determine an appropriate buffer based on the habits and needs of the species. An Environmentally Sensitive Area will be established, and the nest area will be avoided until the nest is vacated and the juveniles have fledged.
- **BIO 3 (Roosting Bat Surveys)** – If roosting bats are discovered utilizing the bridge, the Resident Engineer shall immediately contact the project biologist on how to proceed. The biologist will coordinate with California Department of Fish and Wildlife, if necessary.
- **BIO 4 (Botanical Surveys)** – Prior to final design, additional botanical surveys will be conducted in the project area during an adequate year of rainfall and when reference sites have flowering plants. If special status plant species are located during additional surveys, temporary Environmentally Sensitive Area fencing will be used to completely avoid these areas.
- **BIO 5 (Wildlife Preconstruction Surveys)** – No less than 14 days and no more than 30 days prior to any construction activities or any project activity likely to impact the San Joaquin kit fox, American badger, and burrowing owl, a preconstruction survey shall be conducted for San Joaquin kit fox and American badger. The status of all dens should be determined and mapped. Known dens, if found occurring within the footprint of the activity, shall be monitored for three days with tracking medium to determine the current use. If no San Joaquin kit fox, American badger, and/or burrowing owl activity is observed during this period, the den shall be monitored for at least five consecutive days from the time of the observation to allow any resident animal to move to another den during its normal activity.
- **BIO 6 (Worker Environmental Education/Training)** – Prior to groundbreaking, a qualified biologist shall conduct and environmental education and training session for all construction personnel.
- **BIO 7 (Preconstruction Survey Reporting)** – Written results of the preconstruction survey will be submitted to the U.S. Fish and Wildlife Service within five days after survey completion and prior to the start of ground disturbance. If a natal or pupping den is discovered within the project area or within 500 feet of the project boundary, the U.S. Fish and Wildlife Service will be notified immediately. If the preconstruction survey reveals an active natal den or new information, Caltrans will notify the U.S.

Fish and Wildlife Service immediately for further consultation. Any detections of San Joaquin Kit Fox would also necessitate consultation with California Department of Fish and Wildlife and if project activities may result in take of the species, would require take authorization pursuant to Section 2081(b) of Fish and Game Code.

- **BIO 8 (Project Employee Worksite Guidance)** – Project employees shall be provided with written guidance governing vehicle use, speed limits on unpaved roads, fire prevention, and other hazards. Construction activity shall be confined within the project site, which may include temporary access roads and staging areas specifically designated and marked for these purposes.
- **BIO 9 (Litter Control Program)** – A litter control program shall be instituted within the Biological Study Area. No canine or feline pets or firearms (except for law enforcement officers and security personnel) shall be permitted on construction sites in order to avoid harassment, killing, or injuring of San Joaquin kit fox and/or American badger.
- **BIO 10 (Excavation Cover)** – Maintenance and construction excavations greater than 2-feet deep shall be covered (e.g., with plywood, sturdy plastic, steel plates, or equivalent), filled in at the end of each working day, or have earthen escape ramps no greater than 200 feet apart to prevent trapping San Joaquin kit fox and/or American badger.
- **BIO 11 (Pipe Cover)** – All construction pipes, culverts, or similar structures with a diameter of 3 inches or greater stored in the construction site overnight will be thoroughly inspected for San Joaquin kit foxes and American badgers prior to being buried, capped, or otherwise used or moved. If a San Joaquin or American badger is discovered inside a pipe, the pipe should not be moved until U.S. Fish and Wildlife Service has been consulted. If the San Joaquin kit fox or American badgers is in direct harm's way, the pipe may be moved to a safe location one time under the direct supervision of a qualified biologist.
- **BIO 12 (Resident Engineer)** – The project's resident engineer shall be responsible for implementing biological conservation measures and shall be the point of contact.
- **BIO 13 (Construction Waste Storage)** – All grindings and asphaltic-concrete waste shall be stored within previously disturbed areas absent of habitat and at a minimum of 150 feet from any culvert, wash, pond, vernal pool, or stream crossing.
- **BIO 14 (Restoration/Revegetation)** – Any restoration and revegetation work associated with temporary impacts should be done using California endemic plants appropriate for the location. To the maximum extent practicable, topsoil shall be removed, cached, and returned to the site according to successful restoration protocols. Loss of soil from run-off or erosion shall be prevented with straw bales, straw wattles, or similar means provided they do not entangle or block escape or dispersal routes of San Joaquin kit fox and/or American badger.
- **BIO 15 (Invasive Exotic Plant Avoidance)** – During construction, Caltrans will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible.
- **BIO 16 (Invasive Exotic Plant Removal/Disposal)** – When practicable, invasive exotic plants with a Cal-IPC rating of "high" in the project site shall be removed and

properly disposed. All invasive vegetation removed from the construction site shall be taken to a landfill to prevent the spread of invasive species. If soil from weedy areas must be removed off-site, the top six inches of soil containing the seed layer in areas with weedy species shall be disposed of at a landfill.

- **BIO 17 (Wash Stations)** – If necessary, wash stations onsite shall be established for construction equipment under the guidance of Caltrans in order to avoid/minimize the spread of invasive plants and/or seed within the construction area.

Energy and Greenhouse Gas

- **GHG 1 (Construction Waste Reduction)** – Reduce construction waste and maximize the use of recycled materials, including but not limited to stockpiling pavement grindings for future use, salvaging rebar from demolished concrete, and processing waste to create usable fill.
- **GHG 2 (Improved Fuel Efficiency)** – Operate construction equipment with improved fuel efficiency by:
  - Properly tuning and maintaining equipment.
  - Limiting idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment.
  - Using the right-sized equipment for the job.
  - Using solar-powered equipment when feasible.
  - Using tier 4 equipment (applicable for manufacturers that create fuel efficient engines).
  - Using alternative fuels such as renewable diesel as feasible.
  - Producing hot mix asphalt with warm mix technology.
  - Recycling of non-hazardous waste and excess materials, when feasible, to reduce disposal off site.
- **GHG 3 (Balanced Earthwork)** – Balance earthwork (cut and fill quantities) to reduce the need for transport of earthen materials.
- **GHG 4 (Truck Trips)** – Schedule truck trips outside of peak morning and evening commute hours.
- **GHG 5 (Reduced Water Consumption)** – Reduce water consumption during construction and prioritize the use of recycled water for construction needs.

Hazardous Waste

- **HAZ 1 (Lead Management)** – During the project design phase, the hazardous waste specialist will work with the project design team to determine the extent to which soils will be disturbed during construction, and whether soil will be exported from the project or reused onsite. District 5 Environmental Engineering will perform an initial ADL study using a handheld X-ray Fluorescence (XRF) device to measure lead concentrations in soils to be disturbed by the project. If lead concentrations are elevated to the extent where they have the potential to be a regulated material (over 50 ppm), then a formal ADL study will be completed to document site-specific lead

concentrations so disturbed soils can be properly handled, reused, or disposed of. Prior to construction, a Lead Compliance Plan will be developed for implementation by the construction contractor and will be submitted to Caltrans for review and approval.

- **HAZ 2 (Treated Wood Waste)** – If Treated Wood Waste will be disposed of as part of the project, include the Non-Standard Special Provision 14-11.14 in the construction contract for proper management and disposal of Treated Wood Waste.

Noise

- **NOI 1 (Public Notification)** – Notify the public in advance of the construction schedule when construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. This notice shall be given two weeks in advance. Notice should be published in local news media of the dates and duration of proposed construction activity. The District 5 Public Information Office posts notice of the proposed construction and potential community impacts after receiving notice from the Resident Engineer.
- **NOI 2 (Equipment Shielding)** – Shield loud pieces of stationary construction equipment if complaints are received.
- **NOI 3 (Portable Generators)** – Locate portable generators, air compressors, etc. away from sensitive noise receptors as feasible.
- **NOI 4 (Equipment Grouping)** – Limit grouping major pieces of equipment operating in one area to the greatest extent feasible.
- **NIO 5 (Equipment Noise Abatement)** – Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. Internal combustion engines used for any purpose on or related to the job shall be equipped with a muffler or baffle of a type recommended by the manufacturer.
- **NOI 6 (Noise Complaints)** – Consult with District Environmental Engineering Noise staff if complaints are received during the construction process.

Visual

- **VIS 1 (Revegetation of Disturbed Areas)** – Revegetate disturbed areas to the greatest extent possible with permanent erosion control, considering safety and horticultural appropriateness. The revegetation method shall be determined by Caltrans Biology and Landscape Architecture staff.
- **VIS 2 (Concrete Vegetation Control)** – If concrete vegetation control under guardrail is deemed necessary by Maintenance, it shall be stained or colored to reduce reflectivity and blend into the surrounding.
- **VIS 3 (Regrading/Recontouring)** – Following construction, regrade and recontour all new construction access roads, staging areas, and other temporary uses as necessary to match the surrounding topography.

Transportation Management Plan

Attachment F

DISTRICT 5
TRANSPORTATION MANAGEMENT PLAN DATA SHEET/CHECKLIST

District / EA / EFIS: 05/1M430K - 0519000149
Project Engineer: Omar Khan
Date Prepared: 4/22/2022

Co.-Rte-PM: Mon-101 30.6/36.90
Description: San Lucas Rehab
Working Days: 640 working days, 50 with Traffic Control

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

	Required	Recommended	Not required	COMMENTS
1.0 Public Information				
1.1 Public Awareness Campaign	x			Include $65,000
1.2 Other Strategies			x	
2.0 Motorist Information Strategies				
2.1 Changeable Message Signs - Portable Info Only	x			Estimate $120,000 for four units
2.2 Construction Area Signs	x			
2.3 Highway Advisory Radio (fixed and mobile)			x	
2.4 Planned Lane Closure Web Site	x			Construction to provide information to TMC
2.5 Caltrans Highway Information Network (CHIN)			x	Construction to provide information to TMC
3.0 Incident Management				
3.1 COZEEP (during k-rail moving & work in live traffic)	x			Include $90,000 for 50 days
3.2 Freeway Service Patrol			x	

4.0 Construction Strategies					
4.1 Extended Hours Requested	x Yes		No		24/7 closures allowed
4.1.1 Extended Hours Approved by DTM	x Yes		No		
4.2 Median Crossover Requested	x Yes		No		4 miles requested
4.2.1 Approved by DTM	x Yes		No		2 mile maximum
4.3 Total Facility Closure Requested	Yes		x No		
4.3.1 24 hour Lane Closure/No# of Calendar Days					
4.3.2 24 hour Ramp Closure/No# of Calendar Days	x				Four weeks max per ramp
4.4 Lane/Ramp Closures Charts	x				Attached
4.5 Coordination with adjacent construction	x				
4.6 Contingency Plan	x				Standard SSP
4.6.1 Material/Equipment Standby		x			Construction/Contractor to provide
4.6.2 Emergency Detour Plan		x			Construction/Contractor to provide
4.6.3 Emergency Notification x		x			Construction/Contractor to provide
4.7 Penalties - Late Pick-up or Reopening	x				to be determined
4.8 Special Days:	x				Salinas Valley Fair, AIDS Lifecycle Ride, Martin Luther King Jr. Day, Cesar Chavez Day
4.9 Bicycle and Pedestrian Accommodations			x		Confirm with the district traffic safety branch that bicycle and pedestrian facilities exist through the project area and what accommodations are necessary.
5.0 Anticipated Delays					
5.1 Lane Closure Review Committee (for anticipated delays over 30 minutes)	x				
5.2 Planned full freeway closures	x				
5.3 Minimal delay anticipated - If yes, further action is not required	x Yes		No		
6.0 Placement of CMS	x				Per RE
7.0 TMP Certification	x				TMP Certification must be requested via email to Roger D. Barnes (DTM) two (2) weeks in advance of due date.

Shayne Sandeman
District 5 TMP Coordinator

Stormwater Data Report

Attachment G

Dist-County-Route: 05/Monterey/101
Post Mile Limits: R30.6/R36.9
Type of Work: Pavement Rehabilitation (2R)
Project ID (EA): 05-1900-0149-0 (05-1M4300)
Program Identification: SHOPP

Phase: ☒ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Central Coast, Region 3

Total DSA: 101.35 ac PCTA: 40.165 ac NIS: 64.78 ac

Alternative Compliance (acres) -24.615 ac ATA 2 (50% Rule)? Yes ☐ No ☒

Estimated Const. Start Date: 3/26/2027 Estimated Const. Completion Date: 3/19/2030

Risk Level: RL 1 ☐ RL 2 ☒ RL 3 ☐ WPCP ☐ Other: ____

Is MWELO applicable? Yes ☐ No ☒

Does Project require a Rapid Stability Assessment? Yes ☐ No ☐

Is the Project within a TMDL/STGA area where Caltrans is a named stakeholder? Yes ☐ No ☒

TMDL Compliance Units (acres) N/A

Notification of ADL reuse (if yes, provide date): Yes ☐ Date:_____ No ☒

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

Wesley Thompson 9/26/2022
Wesley Thompson, Registered Project Engineer Date

I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

Aaron Henkel 9/26/022
Aaron Henkel, Project Manager *Date*

Enrique Castillo Ramirez 09/27/2022
Enrique Castillo-Ramirez, Designated Maintenance Representative *Date*

Kristen Langager for 9/27/2022
Corby Kilmer, Designated Landscape Architect Representative *Date*

(Stamp Required for PS&E only)

for Pat Mikel 9/27/2022
Karl Mikel, SW Coordinator or Designee *Date*

STORM WATER DATA INFORMATION

1. Project Description

- The project will rehabilitate to 2R standards a section of U.S. Route 101 in Monterey County from post miles R30.6 through R36.9 (from Rancho Undercrossing to 1,215 feet South of the Northbound Wild Horse Road off ramp). The project will replace the existing freeway structural section for all lanes, shoulders, and ramps within the project limits, with the exception of bridge locations. Additionally, the project proposes to replace sign panels, and upgrade guardrails to meet current safety standards.
- The purpose of this project is to extend the service life of the pavement surface, reduce future maintenance costs, and to improve ride comfort and quality for motorists traveling within this corridor. The need for this project is that the highway is deteriorating because the existing structural section has exceeded its design life. The existing Portland Cement Concrete (PCC) lanes show distress markers such as transverse cracking which could indicate subgrade failure. The Asphaltic Concrete (AC) shoulders show signs of transverse cracking as well as alligator cracking. Failing to resolve the need would result in potential future roadway failure. Potential future roadway failure mechanisms such as potholes, slip outs, shoving, rutting and depressions would result in a non-uniform surface and a poor ride quality.
- More specifically, the project proposes to preserve 23.96 lane miles of Class 1 pavement by fully excavating the existing structural sections and constructing new structural sections using a combination of concrete and asphalt pavement. The existing northbound (NB) and Southbound (SB) pavement, with the exception of bridge locations, will be rehabilitated by replacing the structural section for all lanes, shoulders, and ramps within the project limits. The existing NB/SB mainline and ramp alignments, profiles, and cross slopes will be maintained. The mainline lanes and shoulders pavement section will be excavated and replaced with 0.85' continuously reinforced concrete pavement (CRCP), 0.25' hot mix asphalt (HMA) (type A), 1.35' Aggregate sub-base (Class 1) (AS Cl1), and a sub-grade enhancement geotextile (SEG) layer. The ramps at the U.S. Route 101/State Route 198 interchange lane and shoulder pavement section will be excavated and replaced with 0.10’ rubberized hot mix asphalt – open graded (RHMA-O), 0.20’ rubberized hot mix asphalt – gap graded (RHMA-G), 0.40’ hot mix asphalt (HMA) (type A), 0.50’ lean concrete base (LCB), 1.75’ class 1 aggregate subbase (CL1) and a sub-grade enhancement geotextile (SEG) layer. It is anticipated that the divided median will be disturbed throughout the project limits to allow for access for the contractor to construct the improvements. The outside side slopes through the right-of-way limit will have minimal disturbance due to light grading work.
- Other performance objectives and construction items within the project limits include:
    - Construct approach slabs at the begin and end of existing bridges.
    - Construct concrete barrier transitions to provide standard barrier connections to bridge rails.
    - Upgrading traffic safety system devices such as guardrail, barriers, transitions, and end treatments to Manual for Assessing Safety Hardware (MASH) standards to ensure continued protection against fixed objects or steep slopes. See Table 1.
    - Replace roadway drainage features such as dikes, overside drains, down drains, and adjust inlets to grade that fall within or adjacent to the mainline and ramp structural sections to match grade. See Tables 2, 3, and 4.

- Replace existing roadside location distance sign panels throughout post miles R30.6 through R36.9 with new sign panels that have higher reflectivity to maximize visibility under daytime and nighttime conditions.
- Place tapered edge, new pavement delineation, and rumble strips.

- The construction staging proposed is a 2-stage build. Temporary traffic handling will reduce NB/SB to a single 12' lane in each direction. A temporary pavement crossover at the southern and northern ends will divert traffic to a single direction separated by temporary barrier system. Stage 1 will construct the SB mainline and ramps and divert SB traffic to the NB existing pavement. Existing NB shoulder reinforcement will be constructed to handle NB/SB traffic with a buffer space between opposing directions. Stage 2 will construct the NB mainline and ramps and divert NB traffic to the completed SB lanes. Ramps at the U.S. Route 101/State Route 198 interchange will be constructed under full closure as a sub phase within each stage of construction. During the majority of the primary stage the ramps will remain open, and access will be provided via temporary pavement across the median. The ramps at Lockwood San Lucas Road overcrossing and Wild Horse Road Overcrossing will remain open throughout construction.
- Clearing and grubbing will occur within earthwork limits. Within the median where new pavement is constructed, the width from edge of new pavement to earthwork limits will be 5 feet (10 feet total when considering both directions of travel). Along the roadside where new pavement is constructed, the width from edge of new pavement to earthwork limits will be up to 16 feet when approaching bridge locations with an average width of 6 feet throughout the project limits.
- The proposed total disturbed soil area (DSA) and NIS, NNI and RIS are quantified in Table E-1 below.

Table E-1. Summary of Project Areas, if Applicable

	Area (Acre)
Disturbed Soil Area	101.35
Pre project Impervious Area	63.60
Post project Impervious Area	64.03
Total Project Area	202
Increase in Impervious (NNI) Area	0.75
Amount of Replaced Impervious (RIS) surfaces	64.03
Total New Impervious Surfaces (NNI + RIS)	64.78

This project is covered under Caltrans NPDES Permit (Order 2012-0011 DWQ).

2. Site Data and Storm Water Quality Design Issues

- Receiving Water Body in the project area is Salinas River and it is 303 (d) listed.
- The Salinas River (middle, near Gonzales Rd. crossing to confluence with Nacimiento River) is 303(d) listed as impaired by fecal coliform, temperature (water), toxicity, turbidity and pH. There are no TMDLS set for this reach of the Salinas River.
- The project is not located in a moderate or high Significant Trash Generating Area, STGA.
- A 401 certification is not required for this project. Drinking Water Reservoirs and/or Recharge Facilities do not exist within project limits.
- There are no Drinking Water Reservoirs and/or Recharge Facilities within project limit

- There are no Right-of-way costs for BMPs .
- There are existing TBMPs within the project limits. These existing TBMPs are providing alternative compliance for 36.375 acres of impervious surfaces within the Salinas River watershed. See the CDA mapping for specific locations. The King City 2R project (05-1F7501) had a deficit of treatment 34.4 acres. 05-1F7501 is in compliance with the 100% treatment of the NNI created by the project. The remaining 2 acres of alternative compliance will be credited to the Paris Valley 2R project (05-1F7401). 05-1F7401 had a need for 20.02 acres of alternative compliance. It now has an outstanding balance of 18.02 acres to be treated through identification of existing TBMP within the Salinas River watershed.
- No environmental permits are expected for this project.
- See the attached mapping for soil classifications (HSG).

3. Temporary Construction Site BMPs to be used on Project

- This project proposes to create 101.35 ac of DSA. Therefore this project will require a Storm Water Pollution Prevention Plan (SWPPP) and coverage under the Construction General Permit.
- A preliminary project risk level assessment has determined this project to be a risk level 1, 2, or 3. See the attached risk level assessment for more information.
    - The R-Factor is- 100.67
    - The K-Factor is- 0.28
    - The LS Factor is- 1.26
    - The sediment risk is Medium (35.5 ton/acre)
- The Latitude/Longitude for this project is 36.1320337/- 121.0298922
- The receiving water risk is high.
- The cost of construction site BMPs is estimated at 3% of the total construction cost.
- 102 acres will be used in the calculation to determine Construction General Permit (CGP) NOI/NOT fees.

    4 Number of FYs of construction schedule

    3 Additional years for vegetation period or other NOT requirements

    7 Total years

    $4,909 Storm Water Construction Annual Fees for 102 ac

    $34,363 Total NOI/NOT Stormwater CGP fees

- During construction, effective combinations of temporary and permanent erosion and sediment controls will be used. Storm water management for the site will be coordinated through the contractor with Caltrans construction personnel to effectively manage erosion from the DSA's by implementing a Storm Water Pollution Prevention Plan (SWPPP). Selected BMP's that will be included but not limited to the SWPPP for the project are defined as follows:

Temporary Soil Stabilization

- Minimize active DSA's during the rainy season utilizing scheduling techniques.
- Preserve existing vegetation to the maximum extent feasible.
- Implement temporary protective cover/erosion control on all non-active DSA's and soil stockpiles.

- Control erosive forces of storm water runoff with effective storm flow management such as temporary concentrated flow conveyance devices, earthen dikes, drainage swales, lined ditches, outlet protection/velocity dissipation devices, and slope drains as determined feasible.

Temporary Sediment Controls

- Implement linear sediment controls such as fiber rolls, check dams, or gravel bag berms on all active and non-active DSA's during the rainy season.
- To further help prevent sediment discharge stabilized construction site entrances, temporary drainage inlet protection, and street sweeping and vacuuming will be necessary.
- Implement appropriate wind erosion controls year round.

Non Storm Water Management

- The appropriate non-storm water BMP's will be implemented year-round as follows:
- Water conservation practices are implemented on all construction sites and wherever water is used.
- Paving and Grinding procedures are implemented where paving, surfacing, resurfacing, grinding, or saw cutting may pollute storm water runoff or discharge to the storm drain system or watercourses.
- Procedures and practices designed for construction contractors to recognize illicit connections or illegally dumped or discharged materials on a construction site and report incidents to the Resident Engineer.
- The following activities must be performed at least 100 feet from concentrated flows of storm water, drainage courses, and inlets if within the floodplain and at least 50 feet if outside of the floodplain; stockpiling materials, storing equipment and liquid waste containers, washing vehicles or equipment, fueling and maintaining vehicles and equipment.
- Concrete curing will be used in the construction of structures such as concrete roadway and drainage features. Concrete curing includes the use of both chemical and water methods. Proper procedures will minimize pollution of runoff during concrete curing.
- The following construction site BMPs are anticipated to be bid items for this project:
    - Job Site Management
    - Prepare Stormwater Pollution Prevention Program
    - Rain Event Action Plan
    - Storm Water Sampling and Analysis Day
    - Stormwater Annual Report
    - Temporary Erosion Control Blanket
    - Move In/Move Out (Temporary Erosion Control)
    - Temporary Hydraulic Mulch (Bonded Fiber Matrix)
    - Temporary Check Dam
    - Temporary Drainage Inlet Protection
    - Temporary Fiber Roll

- Temporary Construction Entrance
- Street Sweeping
- Temporary Concrete Washout
- Temporary Fence (type ESA)

Supplemental Items

- Water Pollution Control Maintenance Sharing
- Additional Water Pollution Control

State Furnished Items

- Annual Construction General Permit Fee

- Concurrence from Construction regarding the temporary Construction Site BMP implementation strategy and associated quantities will be obtained at PS&E.

4. Maintenance BMPs

- Discussions with Maintenance regarding Maintenance BMPs will occur during PS&E (Maintenance BMPs may include maintenance vehicle pullouts, access gates and roads, and maintenance worker safety features).

5. Regional Water Quality Control Board Agreements, PLACs, and Other Water Quality Requirements

Complete or delete this section as directed by the District/Regional Stormwater coordinator.

- There are no key negotiated understandings or agreements with RWQCB and other permitting agencies pertaining to this project.

6. Permanent BMPs

Slope/Surface Protection Systems

- Cut sections will be limited to 1' beyond the existing edges of pavement and at a maximum depth of 3'. Depth dimensions may increase or decrease in PS&E.
- Fill will be limited to re-establishing a 4:1 or flatter slope where applicable. In locations where guardrail is being reconstructed, slopes potentially may be steeper than 4:1 when leading up to and away from bridge structures.
- Existing embankment slopes vary from 10:1 to 2:1, where 4:1 slopes are typical. Cut slopes vary from 4:1 to 1:1. Proposed slopes will target matching existing slopes.
- No plant establishment periods. Permanent erosion control will rely on existing site conditions and vegetation. Defer to Landscape for additional permanent erosion control strategies if necessary. Construction of DPPIA areas/swales will consist of permanent erosion control placing a 2" compost blanket incorporated to a depth of 6 inches.
- Northbound and Southbound through lanes will be rigid pavement (continuously reinforced concrete pavement). Ramps will be constructed with flexible pavement (rubberized hot mix asphalt). Bridge approach slabs will be concrete. These are the only hard surfaces that are being proposed.

Concentrated Flow Conveyance Systems,

- No drainage systems to convey concentrated flows are proposed. Dike will be removed where feasible to establish sheet flow. Existing cut slopes will use dike to convey water to locations where fill slopes return.

Preservation of Existing Vegetation

- Existing vegetation will be preserved to the maximum extent practicable.

Treatment BMP Strategy

- The areas within this project's limits that are the functional equivalent of existing TBMPs are being used as Alternative Compliance for the King City 2R project.
- TBMPs under consideration are DPPIA strips/areas/basins in areas with HSG Type A, B, and C soils. Biofiltration strips/swales are under consideration in locations with HSG Type D soils. Infiltration testing will occur during PS&E to verify infiltration rates. Areas with HSG Type A thru C will need infiltration type TBMPs- DPPIA strips/swales. Areas with HSG Type D soils will get biofiltration strips/swales. DPPIA strips and biofiltration strips can be constructed where we have sheet flow from paved surfaces flowing to the shoulder. DPPIA strips are 10 feet wide and placed after the shoulder backing ends. So they extend approximately 15 feet from the EP. Biofiltration strips are 15 feet wide and placed after the shoulder backing ends. So they extend approximately 20 feet off the EP. Both require 1:4 side slopes. If there are locations where we have a lot of water going to one discharge location (concentrated flows), that is where we would look to site DPPIA swales or biofiltration swales. A DPPIA swale can be planted with shrubs and has no set width other than needing 1:4 side slopes. Biofiltration swales need an 8 foot wide invert which makes them nearly 20 feet wide. Biofiltration swales also need a WQF depth of less than 6 inches, a hydraulic residence time of 5 min, and a max velocity of 1 ft/sec and can only be planted with low growing grasses or ground cover, but no woody shrubs or trees.
- TBMPs have been identified to treat 40.165 ac of impervious surfaces. Since this project is creating 64.78 ac NIS, there is a deficit of 24.615 ac treatment needed to treat 100% of the NIS as required by the Caltrans NPDES Permit. This Alternative Compliance need will be reassessed during PS&E when there is survey information available and/or existing site features, which qualify as TBMPs are identified in the Salinas River watershed.
- Calculate the WQV treated

The WQV treated/infiltrated on Caltrans ROW by this project is 58,538.27 cubic feet.

V=R(P/12)A

V=WQV (runoff volume in cubic feet)

R=0.73 (volumetric runoff coefficient)

P=0.55 (85th percentile 24 hour storm event)

A=1,749,587 sqft (40.165 ac)

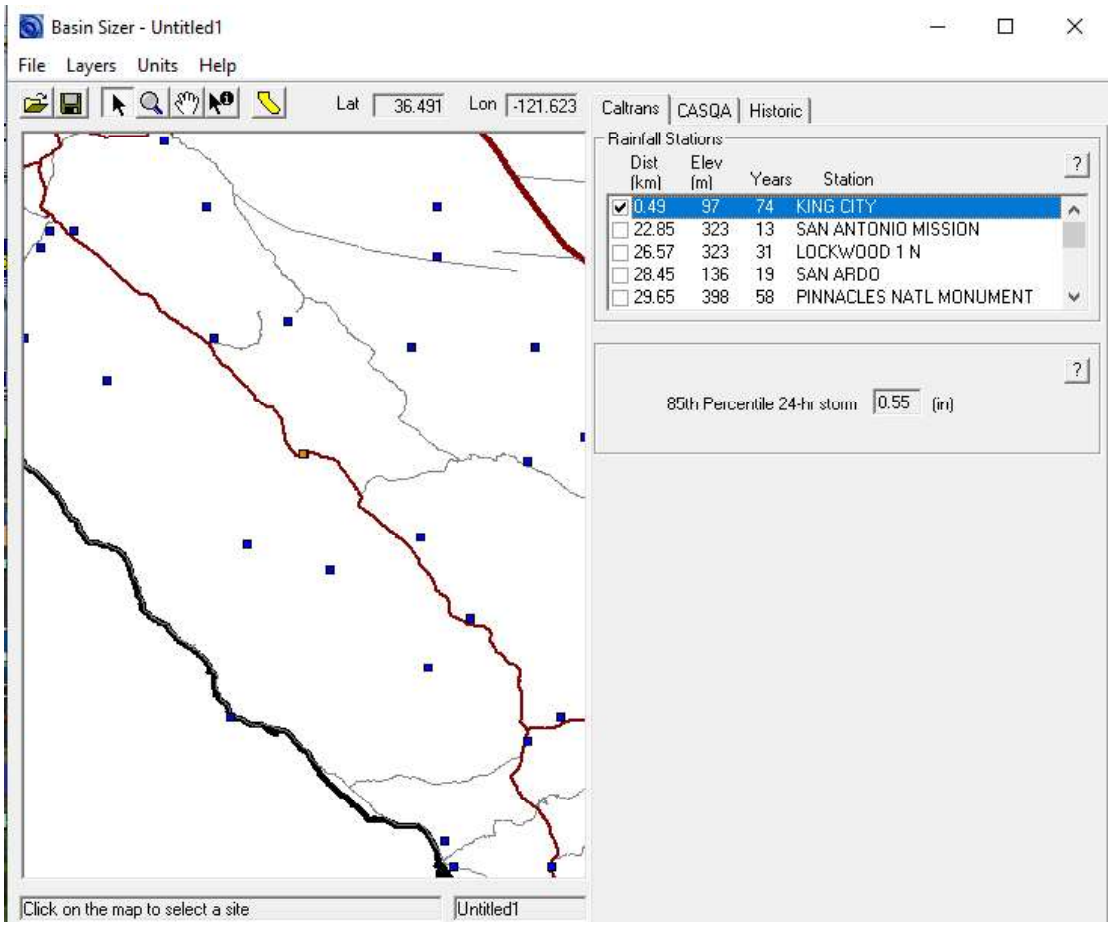
V=0.73(1,749,587 /12)0.55=58,538.27 cubic feet

Table E-1. Overall Project Treatment and Credit Summary Table[1]		
	Post Construction Treatment Area (ac)	A= 64.78
Total Treated Area	Treated Impervious Area (CT R/W) (ac)	B= 40.165
	Treated Impervious Area (Outside CT R/W) (ac)	C= 0
	Treated Pervious Area (CT R/W) (CUs) (ac)[2]	D= 0
	Treated Pervious Area (Outside CT R/W) (CUs) (ac)[2]	E= 0
	Post Construction Treatment Balance (ac)[3]	F = (B+C) – A= -24.615

1 This table is provided as an example. The table may be edited, altered, or removed as applicable or as directed by the District/Regional Design Stormwater Coordinator.

2 This acreage can only be applied to compliance unit credit, if applicable.

3 If the total treated area is not equal to (or greater than) the project required Post Construction Treatment Area, then alternative treatment must be identified for this amount.



Required Attachments

- Vicinity Map
- Evaluation Documentation Form (EDF)
- Risk Level Determination Documentation
- SWDR TBMP Summary Spreadsheet

Supplemental Attachments

- Checklist T-1, Part 1 (Treatment BMPs).
- Calculations and supporting information related to BMPs
- Contributing Drainage Area Maps (to delineate the areas being used to size Treatment BMPs or to claim CU credit) or Drainage Plans
- Checklist T-1, Parts 1–8 (DPP Infiltration/Treatment BMPs)

APPENDIX E — *Evaluation Documentation Form*

DATE: 9/20/2022

Project ID / EA: 05-1900-0149-0 (05-1M4300)

No.	Criteria	Yes ✓	No ✓	Supplemental Information for Evaluation
1.	Begin Project evaluation regarding requirement for implementation of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Continue to 2.
2.	Is the scope of the Project to install Treatment BMPs (e.g., Alternative Compliance, TMDL, Trash Amendment Compliance)?		✓	If **Yes**, go to 8. If **No**, continue to 3.
3.	Is there a direct or indirect discharge to surface waters?	✓		If **Yes**, continue to 4. If **No**, go to 9.
4.	As defined in the WQAR, does the Project have: 1. Areas of Special Biological Significance (ASBS), 2. A TMDL area where Caltrans is named stakeholder, or 3. Other Pollution Control Requirements for surface waters within the project limits?		✓	If **Yes to any**, contact the District/Regional Stormwater Coordinator to discuss the Department's obligations, go to 8 or 5. PSR *(Dist./Reg. SW Coordinator initials)* **The Salinas River is 303(d) listed. Per the DNC, go to questions #5.** If **No**, continue to 5.
			✓	
		✓		
5.	Are any existing Treatment BMPs partially or completely removed? (ATA condition #1, See PPDG Section 4.4.1)		✓	If **Yes**, go to 8 **AND** continue to 6. If **No**, continue to 6.
6.	Is this a Routine Maintenance Project?	✓		If **Yes**, continue to 9. If **No**, go to 7.
7.	Does the project result in one acre or more of new impervious surface (NIS)?	✓		If **Yes**, go to 8. 64.78 *ac NIS (NIS=NNI+ RIS)* If **No**, continue to 9.
8.	Project is required to implement Treatment BMPs. PSR	Complete Checklist T-1, Part 1.		
9.	Project is not required to implement Treatment BMPs. _____ *(Dist. /Reg. SW Coord. Initials)* _____*(Project Engineer Initials)* _____ *(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 BMP

Checklist SW-1, Site Data Sources

Prepared by:_____Date:_____District-Co-Route:_____

PM :_____Project ID (EA):_____RWQCB:_____

Information for the following data categories should be obtained, reviewed and referenced as necessary throughout the project planning phase. Collect any available documents pertaining to the category and list them and reference your data source. For specific examples of documents within these categories, refer to Section 5.5 of this document. Example categories have been listed below; add additional categories, as needed. Summarize pertinent information in Section 2 of the SWDR.

DATA CATEGORY/SOURCES	Date
Topographic	
•	
•	
•	
Hydraulic	
•	
•	
•	
Soils	
• NRCS Soil Survey- https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx	
•	
•	
Climatic	
• NOAA CLIMB20 Data- https://design.onramp.dot.ca.gov/hydraulics-and-stormwater-design	
• EPA R-Factor Calculator- https://www.epa.gov/npdes/rainfall-erosivity-factor-calculator-small-construction-sites	
•	
Water Quality	
• Project Planning and Design Guide- https://design.onramp.dot.ca.gov/hydraulics-and-stormwater-design	
• Water Quality Planning Tool- http://www.owp.csus.edu/WQPT/wqpt.aspx	
• NRCS Soil Survey- https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx	
Other Data Categories	
•	

Treatment BMPs
Checklist T-1, Part 1

Prepared by: P. Riegelhuth Date: 9/20/2022 District-Co-Route: 05-MON-101

PM: 30.6/36.9 Project ID (or EA): 05-1900-0149-0 (05-1M4300) RWQCB: Central Coast, Region 3

Consideration of Treatment BMPs

This checklist is used for projects that require the consideration of Approved Treatment BMPs, as determined from the process described in Section 4 (Project Treatment Consideration) and the Evaluation Documentation Form (EDF). This checklist will be used to determine which Treatment BMPs should be considered for each BMP contributing drainage area within the project. Supplemental data will be needed to verify siting and design applicability for final incorporation into a project.

Complete this checklist for each phase of the project. This will help to determine if any changes to the BMP strategy are necessary, based on site specific information gathered during later phases. Use the responses to the questions as the basis of developing the narrative in Section 6 of the Storm Water Data Report to document that Treatment BMPs have been appropriately considered and/or incorporated.

Before evaluating an area for treatment capabilities or to incorporate a Treatment BMP, calculate the numeric sizing requirement for each contributing drainage area (Water Quality Volume [WQV] from the 85th percentile 24 hour storm event or Water Quality Flow [WQF] rate). Soil and geometric information for the project area will be necessary to use this T-1 Checklist.

Identify the overall project Post Construction Treatment Area

Refer to Section 4.4 Treatment Areas for more information on these various surfaces.

Post Construction Treatment Area = NNI + RIS + ATA (1) + ATA (2)

NNI = Net New Impervious Area

RIS = Replaced Impervious Surface

ATA (1) = Additional Treatment Area required for existing Treatment BMPs that were removed as part of the project

ATA (2) = Additional Treatment Area required when NNI is 50 percent or greater than total project impervious

What is the Post Construction Treatment Area for the project? 64.78 **Acres** (A in Table E-1)

This post construction treatment area is the impervious area required to be treated by the project. The PE is to incorporate BMPs until the summation of the treated impervious area of all the BMPs is equivalent to the post construction treatment area for the Project.

Once this area has been treated, the project is in compliance with the post construction treatment requirement.

Total Maximum Daily Load (TMDL) Retrofit Projects

If the project is installing Treatment BMPs to only address TMDL requirements, then there is no required post construction treatment area. The Treatment BMPs for a TMDL retrofit project should be designed to treat the impervious and pervious contributing drainage areas, as they are both eligible for Compliance Unit (CU) credits.

Overall Project Evaluation

Answer all questions, unless otherwise directed.

A. Overall Project Consideration

1. Is the project in a watershed with prescriptive Treatment BMP requirements in an adopted TMDL implementation plan or are there any other requirements for project area (i.e., District, Regional Board, Lawsuit, etc.)? ☐ Yes ☒ No

   If Yes, consult the District/Regional Storm Water Coordinator to determine if there are written agreements related to specific Treatment BMPs. In this case, determine if the rest of the T-1 Checklist needs to be followed to address other post construction requirements. If not, document BMP(s) in the Individual Treatment BMP Summary Table, provide information on the basis of the BMP requirement and any regulatory coordination in the SWDR narrative, and complete the SWDR Summary Spreadsheets. Otherwise, continue.

   If No, continue.

2. Does the receiving water have a TMDL for litter/trash, or is there a region specific requirement related to trash? ☐ Yes ☒ No

   If Yes, first evaluate BMPs that can treat other pollutants and are considered to be full capture devices (GSRDs or other) for litter/trash. If other BMPs cannot be sited, consult with the District/Regional Storm Water Coordinator to determine if standalone full capture devices (GSRDs or other) are required to be incorporated. If standalone devices are required and no other Treatment BMPs are being considered, go to question 6 of "Individual BMP Evaluation".

   If No, continue.

3. Is the project located in an area that uses traction sand more than twice a year? ☐ Yes ☒ No

   If Yes, first consider BMPs that can treat other pollutants and can capture traction sand. If other BMPs cannot be sited, consult the District/Regional Storm Water Coordinator to determine if standalone traction sand trap devices should be incorporated.

   If standalone devices are required and no other Treatment BMPs are being considered, go to question 6 of "Individual BMP Evaluation". Otherwise, continue with this checklist to identify Treatment BMPs that provide traction sand and other pollutant removal, or to design Treatment BMPs in series.

   If No, continue.

B. Dual Purpose Facilities

Does the project have (or propose to include) any dual purpose facilities that could meet treatment requirements (e.g., Dry Weather Flow Diversion, flood control basins, etc.)? ☐ Yes ☒ No

If Yes and 100 percent of the post construction treatment area will be treated by the dual purpose facility, go to question 6 of "Individual BMP Evaluation". Document the basis of treatment in the SWDR narrative and complete the SWDR Summary Spreadsheets.

If Yes, but 100 percent of the post construction treatment area has not been addressed, continue.

If No, continue.

C. Evaluate overall project area for infiltration opportunities using existing and proposed roadside surfaces (DPP Infiltration Areas). Assure the DPP Infiltration Area is stabilized to handle Highway drainage design flows, for both sheet and concentrated flows (See HDM section 800).

Document DPP Infiltration Areas on the "Individual Treatment BMP Summary Table" located at the end of this checklist.

1. Based on site conditions, do the DPP Infiltration Areas infiltrate 100 percent of the WQV generated by the post construction treatment area for the project? ☒ Yes ☒ No

In areas with HSG Type A soils, DPPIAs can infiltrate the WQV without using soil amendments. In areas with HSG Type B & C soils soil amendments will be needed. In areas with HSG Type D soils, TBMPs will be flow through such as biofiltration strips/swales.

Yes, go to question 6 of "Individual BMP Evaluation".

If No, account for area infiltrated and continue.

2. Can infiltration for these areas be increased by using soil amendments or other means? ☒ Yes ☐ No

If Yes, and 100 percent of the WQV generated by the post construction treatment area is infiltrated, go to question 6 of "Individual BMP Evaluation".

If Yes, but 100 percent of the WQV generated by the post construction treatment area is not infiltrated, continue with checklist to identify Treatment BMPs that will treat the remaining required treatment area.

If No, continue.

Individual BMP Evaluation

Answer the following questions for each Treatment BMP location being considered. The following process must be followed until the post construction treatment area or desired treatment credit (alternative compliance or TMDL compliance unit) has been achieved; for TMDL compliance units, consider both impervious and pervious contributing drainage areas. Use the Individual Treatment BMP Summary Table at the end of the checklist to summarize the selected BMP(s) based on the findings of the following questions for each BMP contributing drainage area.

1. Infiltration Devices (Infiltration Basin, Trench, or other device)

   a. Can 100 percent of the BMP contributing drainage area WQV (or remaining WQV, if in series with a DPP infiltration area or other BMP) be infiltrated? ☒ Yes ☐ No

   DPPIA Area TBMPs are under consideration in areas with concentrated flows and HSG Type A, B, and C soils.

   If Yes, go to question 6.

   If No, continue.

2. Biofiltration Devices (Biofiltration Strips and Swales)

   a. Is this a TMDL retrofit project or is the project within a TMDL or 303(d) impaired receiving water body area? ☐ Yes ☒ No

   If Yes, when designing the biofiltration device, determine the percent WQV infiltrated from both the impervious and pervious BMP contributing drainage areas. Consider using existing or amended soils:

   i. If infiltration is >50 percent, continue to b.

   ii. If infiltration is ≤50 percent, go to question 3.

   If No, continue to b. ☒ Yes ☐ No

   b. Can biofiltration devices be designed to:

   i. Treat 100 percent of the WQF/WQV (or remainder, if in series with a DPP infiltration area or other BMP) from the BMP contributing drainage area, and

   ii. Meet the siting and design criteria of the Caltrans biofiltration device design guidance.

   Biofiltration TBMPs are under consideration in locations with HSG Type D soils.

   If Yes, continue to c.

   If No, go to question 3.

   c. Biofiltration devices are considered to be an effective method of treatment, go to question 6.

3. Earthen type BMPs (Detention Devices, Media Filters, or other devices)

   a. Is this a TMDL retrofit project or is the project within a TMDL or 303(d) impaired receiving water body area? ☐ Yes ☒ No

   If Yes, when designing the earthen type BMP, determine the percent WQV infiltrated from both the impervious and pervious BMP contributing drainage area. Consider using existing or amended soils:

   i. If infiltration is >50 percent, continue to b.

   ii. If infiltration is ≤50 percent, go to question 4.

   If No, continue to b.

   b. Can earthen type BMPs (standalone or in series with other approved Treatment BMPs) be designed to: ☐ Yes ☒ No

   iii. Treat 100 percent of the WQV (or remainder, if in series with a DPP infiltration area or other BMP) from the BMP contributing drainage area, and

   iv. Meet the criteria of the Caltrans design guidance for the treatment device being considered.

   If Yes, continue to c.

   If No, go to question 4.

   c. Earthen type BMPs are considered to be an effective method of treatment, go to question 6.

4. Targeted Design Constituent (TDC)

   This approach will compare the effectiveness of individual BMPs and allow the project engineer to use judgment when evaluating BMP feasibility (site constraints, safety, maintenance requirements, life-cycle costs, etc.).

   a. Does the project discharge to a 303(d) impaired receiving water or a receiving water in a TMDL area where Caltrans is a named stakeholder? ☐ Yes ☒ No

   If Yes, is the identified pollutant(s) considered to be a TDC (check all that apply below)? Continue to b. ☐ Yes ☐ No

   ☐ sediments
   ☐ phosphorus
   ☐ nitrogen
   ☐ copper (dissolved or total)
   ☐ lead (dissolved or total)
   ☐ zinc (dissolved or total)
   ☐ general metals (dissolved or total)[1]

   If No or if no TDC is identified, use Matrix A to select BMPs and go to question 5.

[1] General metals is a designation used by Regional Water Boards when specific metals have not yet been identified as causing the impairment.

b. Treating Only Sediment. Is sediment a TDC? ☐ Yes ☐ No

If Yes, use Matrix A to select BMPs and go to question 5.

If No, continue to c.

c. Treating Only Metals. Are copper, lead, zinc, or general metals listed TDCs? ☐ Yes ☐ No

If Yes, use Matrix B to select BMPs, and go to question 5.

If No, continue to d.

d. Treating Only Nutrients. Are nitrogen and/or phosphorus listed TDCs? ☐ Yes ☐ No

If Yes, use Matrix C to select BMPs, and go to question 5.

If No, continue e.

e. Treating both Metals and Nutrients. Is copper, lead, zinc, or general metals AND nitrogen or phosphorous a TDC? ☐ Yes ☐ No

If yes, use Matrix D to select BMPs, and go to question 5.

If No, continue.

BMP Selection Matrix A: General Purpose Pollutant Removal			
Consider BMPs (or combinations of) to treat the contributing drainage area WQV with BMPs listed in this table. First evaluate Tier 1 BMPs, followed by Tier 2 BMPs when Tier 1 BMPs are not feasible. Within each Tier, BMP selection will be determined by the site-specific determination of feasibility. BMPs are chosen based on the infiltration category determined for BMP contributing drainage area. BMPs in other infiltration categories should be ignored.			
	BMP ranking for infiltration category:		
	Infiltration < 20%	Infiltration 20% - 50%	Infiltration > 50%
Tier 1	Strip: HRT > 5 Austin filter (concrete) Austin filter (earthen) Delaware filter	Austin filter (earthen) Detention (unlined) Infiltration basins Infiltration trenches Biofiltration Strip	Austin filter (earthen) Detention (unlined) Infiltration basins Infiltration trenches Biofiltration Strip Biofiltration Swale
Tier 2	Strip: HRT < 5 Biofiltration Swale Detention (unlined)	Austin filter (concrete) Delaware filter Biofiltration Swale	Austin filter (concrete) Delaware filter
HRT = hydraulic residence time (min) All BMPs shown are considered to be effective, but some more than others. The project engineer should use professional judgment when selecting BMPs based on overall feasibility. All BMPs are shown to demonstrate equivalent effectiveness.			

BMP Selection Matrix B: Any metal is the TDC, but not nitrogen or phosphorous			
Consider BMPs (or combinations of) to treat the contributing drainage area WQV with BMPs listed in this table. First evaluate Tier 1 BMPs, followed by Tier 2 BMPs when Tier 1 BMPs are not feasible. Within each Tier, BMP selection will be determined by the site-specific determination of feasibility. BMPs are chosen based on the infiltration category determined for BMP contributing drainage area. BMPs in other infiltration categories should be ignored.			
	BMP ranking for infiltration category:		
	Infiltration < 20%	Infiltration 20% - 50%	Infiltration > 50%
Tier 1	Austin filter (earthen) Austin filter (concrete) Delaware filter	Austin filter (earthen) Detention (unlined) Infiltration basins Infiltration trenches	Austin filter (earthen) Detention (unlined) Infiltration basins Infiltration trenches Biofiltration Strip Biofiltration Swale
Tier 2	Strip: HRT > 5 Strip: HRT < 5 Biofiltration Swale Detention (unlined)	Austin filter (concrete) Delaware filter Biofiltration Strip Biofiltration Swale	Austin filter (concrete) Delaware filter
HRT = hydraulic residence time (min) All BMPs shown are considered to be effective, but some more than others. The project engineer should use professional judgment when selecting BMPs based on overall feasibility. All BMPs are shown to demonstrate equivalent effectiveness.			

BMP Selection Matrix C: Phosphorous and / or nitrogen is the TDC, but no metals are the TDC

Consider BMPs (or combinations of) to treat the contributing drainage area WQV with BMPs listed in this table. First evaluate Tier 1 BMPs, followed by Tier 2 BMPs when Tier 1 BMPs are not feasible. Within each Tier, BMP selection will be determined by the site-specific determination of feasibility. BMPs are chosen based on the infiltration category determined for BMP contributing drainage area. BMPs in other infiltration categories should be ignored.			
	BMP ranking for infiltration category:		
	Infiltration < 20%	Infiltration 20% - 50%	Infiltration > 50%
Tier 1	Austin filter (earthen) Austin filter (concrete) Delaware filter*	Austin filter (earthen) Detention (unlined) Infiltration basins Infiltration trenches	Austin filter (earthen) Detention (unlined) Infiltration basins Infiltration trenches Biofiltration Strip Biofiltration Swale
Tier 2	Biofiltration Strip Biofiltration Swale Detention (unlined)	Austin filter (concrete) Delaware filter Biofiltration Strip Biofiltration Swale	Austin filter (concrete) Delaware filter
All BMPs shown are considered to be effective, but some more than others. The project engineer should use professional judgment when selecting BMPs based on overall feasibility. All BMPs are shown to demonstrate equivalent effectiveness.			
*Delaware filters would be ranked in Tier 2 if the TDC is nitrogen only, as opposed to phosphorous only or both nitrogen and phosphorous.			

BMP Selection Matrix D: Any metal, plus phosphorous and / or nitrogen are the TDCs			
Consider BMPs (or combinations of) to treat the contributing drainage area WQV with BMPs listed in this table. First evaluate Tier 1 BMPs, followed by Tier 2 BMPs when Tier 1 BMPs are not feasible. Within each Tier, BMP selection will be determined by the site-specific determination of feasibility. BMPs are chosen based on the infiltration category determined for BMP contributing drainage area. BMPs in other infiltration categories should be ignored.			
	BMP ranking for infiltration category:		
	Infiltration < 20%	Infiltration 20% - 50%	Infiltration > 50%
Tier 1	Austin filter (earthen) Austin filter (concrete) Delaware filter*	Austin filter (earthen) Detention (unlined) Infiltration basins Infiltration trenches	Austin filter (earthen) Detention (unlined) Infiltration basins Infiltration trenches Biofiltration Strip Biofiltration Swale
Tier 2	Biofiltration Strip Biofiltration Swale Detention (unlined)	Austin filter (concrete) Delaware filter Biofiltration Strip Biofiltration Swale	Austin filter (concrete) Delaware filter
All BMPs shown are considered to be effective, but some more than others. The project engineer should use professional judgment when selecting BMPs based on overall feasibility. All BMPs are shown to demonstrate equivalent effectiveness.			
*In cases where earthen BMPs also infiltrate, Delaware filters are ranked in Tier 2 if the TDC is nitrogen only, but they are Tier 1 for phosphorous only or both nitrogen and phosphorous.			

5. Does the project discharge to a 303(d) receiving water that is listed for mercury or low dissolved oxygen? ☐ Yes ☐ No

   If Yes, contact the District/Regional Storm Water Coordinator to determine if standing water in a Delaware Media Filter or Wet Basin would be a risk to downstream water quality. Continue to question 6.

   If No, continue to question 6.

6. Identify the Treatment BMPs being considered and complete the Individual Treatment BMP Summary Table and Overall Project Treatment Summary Table on the following pages. Refer to Appendix B of the PPDG and review the checklists identified below for every Treatment BMP under consideration. ☒ Complete

   Document the basis of design in the SWDR narrative and complete the SWDR Summary Spreadsheets.

   _X_ DPP infiltration areas: Checklist T-1, Part 11

   ____ Infiltration Devices: Checklist T-1, Part 2

   _X_ Biofiltration Strips and Biofiltration Swales: Checklist T-1, Part 3

   ____ Detention Devices: Checklist T-1, Part 4

   ____ Traction Sand Traps: Checklist T-1, Part 5

   ____ Dry Weather Diversion: Checklist T-1, Part 6

   ____ GSRDs: Checklist T-1, Part 7

   ____ Media Filter [Austin Sand Filter and Delaware Filter]: Checklist T-1, Part 8

   Note:

   Multi-Chamber Treatment Train (MCTT) is not listed here because Caltrans has found that other approved BMPs are equally effective and more sustainable due to lower life cycle costs.

   Wet Basins are not listed here due to feasibility issues due to site feasibility and issues with long term operation and maintenance.

   MCTT and Wet Basins may be considered or implemented upon the recommendation of the District/Regional Storm Water Coordinator.

7. Prepare cost estimate, including right-of-way, and identify any pertinent site specific determination of feasibility for selected Treatment BMPs and include in the SWDR for approval. ☒ Complete

Individual Treatment BMP Summary Table

☐ Complete

List the selected BMPs based on the findings of this checklist and the treated areas associated with each BMP. For projects with multiple BMPs, add rows, or attach a separate sheet displaying the following information.

Each BMP must be tracked in the SWDR Summary Spreadsheet, including additional information related to each BMP.

APPENDIX E

Treatment BMPs

Checklist T-1, Part 2

Prepared by: P. Riegelhuth Date: 9/20/2022 District-Co-Route: 05-MON-101

PM: 30.6/36.9 Project ID (or EA): 05-1900-0149-0 (05-1M4300) RWQCB: Central Coast, Region 3

Infiltration Devices

Feasibility

1.	Does local Basin Plan or other local ordinance provide influent limits on quality of water that can be infiltrated, and would infiltration pose a threat to groundwater quality?	☐Yes	☒No
2.	Does infiltration at the site compromise the integrity of any slopes in the area?	☐Yes	☒No
3.	Is site located over a previously identified contaminated groundwater plume?	☐Yes	☐No
	If "Yes" to any question above, Infiltration Devices are not feasible; stop here and consider other approved Treatment BMPs.		
4.	At the invert, does the soil type classify as NRCS Hydrologic Soil Group (HSG) D, or does the soil have an infiltration rate < 0.5 inches/hr? **Infiltration areas are only under consideration in locations with HSG Type A, B, or C soils.**	☒Yes	☒No
	If "Yes", the location can only be considered if vector control has been addressed (e.g., underground).		
5.	(a) Does site have groundwater within 5 ft of basin invert? **Unknown at this time TBD @ PS&E**	☐Yes	☐No
	(b) Does site investigation indicate that the infiltration rate is significantly greater than 2.5 inches/hr?	☐Yes	☐No
	If "Yes" to either part of Question 5, adequate groundwater information must be available or contact RWQCB for concurrence before approving the site for infiltration.		
6.	Does adequate area exist within the RW to place Infiltration Device(s)? If "Yes", continue to Design Elements sections. If "No", continue to Question 7.	☐Yes	☐No
7.	If adequate area does not exist within RW, can suitable, additional RW be acquired to site Infiltration Devices and how much RW would be needed to treat WQV, or a portion thereof? _____ acres	☐Yes	☐No
	If Yes, continue to Design Elements section.		
	If No, continue to Question 8.		
8.	If adequate area cannot be obtained, document in Section 6 of the SWDR that the inability to obtain adequate area prevents the incorporation of this Treatment BMP into the project.	☐Complete	

APPENDIX E

Design Elements – Infiltration Basin

* **Required** Design Element – A "Yes" response to these questions is required to further the consideration of this BMP into the project design. Document a "No" response in Section 6 of the SWDR to describe why this Treatment BMP cannot be included into the project design.

** **Recommended** Design Element – A "Yes" response is preferred for these questions, but not required for incorporation into a project design.

1.	Has an investigation been conducted, including subsurface soil investigation, in-hole conductivity testing and groundwater elevation determination? (This report must be completed for PS&E level design.) * **TBD @ PS&E**	☐Yes	☒No
2.	Has an upstream bypass or overflow spillway with scour protection been provided? *	☐Yes	☐No
3.	Is the Infiltration Basin size sufficient to capture the WQV, or portion thereof, with a maximum 96-hour drawdown time? Longer drawdown times may be allowable if vector controls have been implemented (e.g., underground chamber with flap gates) and coordinated with the District/Regional Design Stormwater Coordinator.*	☐Yes	☐No
4.	Can access be provided to the invert of the Infiltration Basin? *	☐Yes	☐No
5.	Can the Infiltration Basin accommodate the freeboard above the overflow event elevation (reference Appendix B.1.5.1)? *	☐Yes	☐No
6.	Can the Infiltration Basin be designed with interior side slopes no steeper than 4:1 (h:v) (may be 3:1 [h:v] with approval by District Maintenance)? *	☐Yes	☐No
7.	Can vegetation be established in an earthen basin at the invert and on the side slopes for erosion control and to minimize re-suspension? If No, consider rock or similar protective system. Note: Infiltration Basins may be lined, in which case no vegetation would be required for lined areas.**	☐Yes	☐No
8.	Can diversion be designed, constructed, and maintained to bypass flows exceeding the WQV? **	☐Yes	☐No
9.	Can a gravity-fed maintenance drain be placed? **	☐Yes	☐No

Design Elements – Infiltration Trench

1.	Has an investigation been conducted, including subsurface soil investigation, in-hole conductivity testing and groundwater elevation determination? (This report must be completed for PS&E level design.) *	☐Yes	☐No
2.	Is the surrounding soil within Hydrologic Soil Groups (HSG) Types A, B, and C while preserving an acceptable infiltration rate? *	☐Yes	☐No
3.	Is the Infiltration Trench size sufficient to capture the WQV, or portion thereof, with a maximum 96-hour drawdown time? Longer drawdown times may be allowable, coordinate with the District/Regional Design Stormwater Coordinator.*	☐Yes	☐No
4.	Is the depth of the Infiltration Trench ≤ 13 ft? *	☐Yes	☐No
5.	Can an observation well be placed in the trench? **	☐Yes	☐No
6.	Can access be provided to the Infiltration Trench? *	☐Yes	☐No
7.	Can pretreatment be provided to capture sediment in the runoff (such as using vegetation or a flow splitter with a sump)? **	☐Yes	☐No
8.	Can flow diversion be designed, constructed, and maintained to bypass flows exceeding the Water Quality event? **	☐Yes	☐No
9.	Does a perimeter curb or similar device need to be provided (to limit wheel loads upon the trench)? **	☐Yes	☐No

APPENDIX E

Treatment BMPs

Checklist T-1, Part 3

Prepared by: P. Riegelhuth Date: 9/20/2022 District-Co-Route: 05-MON-101

PM: 30.6/36.9 Project ID (or EA): 05-1900-0149-0 (05-1M4300) RWQCB: Central Coast, Region 3

Biofiltration Swales / Biofiltration Strips

Feasibility

1.	Do the climate and site conditions allow vegetation to be established? If "No", evaluate other BMPs.	☒Yes	☐No
2.	Can biofiltration swale be designed with a slope between 0.25 and 6 percent (with 1 to 2 percent preferred)? If "No", Biofiltration Swales are not feasible.	☒Yes	☐No
3.	Can biofiltration strips be designed with a maximum slope of 2H:1V (with 4H:1V or flatter preferred)? If "No", Biofiltration Strips are not feasible.	☒Yes	☐No
4.	Are Biofiltration device(s) proposed at sites where known contaminated soils exist? If "Yes", consult with District/Regional NPDES Coordinator about how to proceed.	☐Yes	☒No
5.	Does adequate area exist within the RW to place Biofiltration device(s)? If "Yes", continue to Design Elements section. If "No", continue to Question 6.	☒Yes	☐No
6.	If adequate area does not exist within RW, can suitable, additional RW be acquired to site Biofiltration devices and how much RW would be needed to treat WQF? _____ acres If "Yes", continue to Design Elements section. If "No", continue to Question 7.	☐Yes	☒No
7.	If adequate area cannot be obtained, document in Section 6 of the SWDR that the inability to obtain adequate area prevents the incorporation of these Treatment BMPs into the project.	☐Complete	

APPENDIX E

Design Elements

* **Required** Design Element – A "Yes" response to these questions is required to further the consideration of this BMP into the project design. Document a "No" response in Section 6 of the SWDR to describe why this Treatment BMP cannot be included into the project design.

** **Recommended** Design Element – A "Yes" response is preferred for these questions, but not required for incorporation into a project design.

1.	Has the District Landscape Architect provided vegetation mixes appropriate for climate and location? * **TBD @ PS&E**	☐Yes	☐No
2.	Can the biofiltration swale be designed as a conveyance system under any expected flows > the WQF event, as per HDM Chapter 800? * (e.g., freeboard, minimum slope)	☒Yes	☐No
3.	Can the biofiltration swale be designed as a water quality treatment device under the WQF while meeting the required HRT, depth, and velocity criteria? (Reference Appendix B, Section B.4.3)*	☒Yes	☐No
4.	Is the maximum length of a biofiltration strip ≤ 100 ft? Strips > 100 ft. may still be considered as long as potential erosion issues have been addressed. ** **Biofiltration strips are planned to be 15 feet from the EP.**	☐Yes	☒No
5.	Has the minimum width (perpendicular to flow) of the invert of the biofiltration swale received the concurrence of District Maintenance? * **Maint requests an 8 foot wide invert for mowing purposes.**	☒Yes	☐No
6.	Can biofiltration swales be located in natural or low cut sections to reduce maintenance problems caused by animals burrowing through the berm of the swale? *	☐Yes	☐No
7.	Has the infiltration rate of the bio-filtration device been calculated and maximized through amendments where appropriate?** **TBD @ PS&E**	☐Yes	☐No
8.	Have Biofiltration Systems been considered for locations upstream of other Treatment BMPs, as part of a treatment train or pretreatment? ** If "Yes", document the amount of runoff treated (WQV/WQF).	☐Yes	☐No
9.	Has the lining material been selected based on the permissible shear and velocity (refer to HDM Chapter 860 and Table 865.2)?*	☐Yes	☐No

APPENDIX E

Treatment BMPs

Checklist T-1, Part 11

Prepared by: P. Riegelhuth Date: 9/20/2022 District-Co-Route: 05-MON-101

PM: 30.6/36.9 Project ID (or EA): 05-1900-0149-0 (05-1M4300) RWQCB: Central Coast, Region 3

DPP Infiltration Areas

Feasibility[1]

1.	Does local Basin Plan or other local ordinance provide influent limits on quality of water that can be infiltrated, and would infiltration pose a threat to groundwater quality?	☐Yes	☒No
2.	Does infiltration at the site compromise the integrity of any slopes in the area?	☐Yes	☒No
	If "Yes" to any question above, DPP Infiltration Areas are not feasible; stop here and consider other approved Treatment BMPs.		
3.	Are DPP Infiltration Areas proposed at sites where known contaminated soils or groundwater plumes exist? If "Yes", consult with District/Regional NPDES Coordinator about how to proceed.	☐Yes	☒No
4.	If adequate area cannot be obtained, document in Section 6 of the SWDR that the inability to obtain adequate area prevents the incorporation of these Treatment BMPs into the project.	☐Complete	

Design Elements

* **Required** Design Element – A "Yes" response to these questions is required to further the consideration of this BMP into the project design. Document a "No" response in Section 6 of the SWDR to describe why this Treatment BMP cannot be included into the project design.

** **Recommended** Design Element – A "Yes" response is preferred for these questions, but not required for incorporation into a project design.

1.	Has native soil gradation and infiltration rate been determined (see Design Guidance for more detail)? (Must be completed for PS&E level design.) * **Infiltration testing to occur @ PS&E**	☐Yes	☐No
2.	Has the infiltration rate of the DPP Infiltration Area been calculated and maximized through amendments where appropriate? **	☐Yes	☐No
3.	Is the DPP Infiltration Area capacity sufficient to capture the WQV, or portion thereof? **	☐Yes	☐No
	If "No", document the percentage and amount of the WQV captured.	☐ Complete	
4.	Is a surface reinforcing material required?	☐Yes	☐No
	If "Yes", select material based on the permissible shear and velocity (refer to HDM Chapter 860 and Table 865.2).*	☐ Complete	

[1] *This feasibility evaluation is applicable to areas that are being modified for infiltration as part of the project treatment strategy. For existing areas within the project limits that are being delineated as DPP Infiltration Areas, proceed to the Design Elements section.*

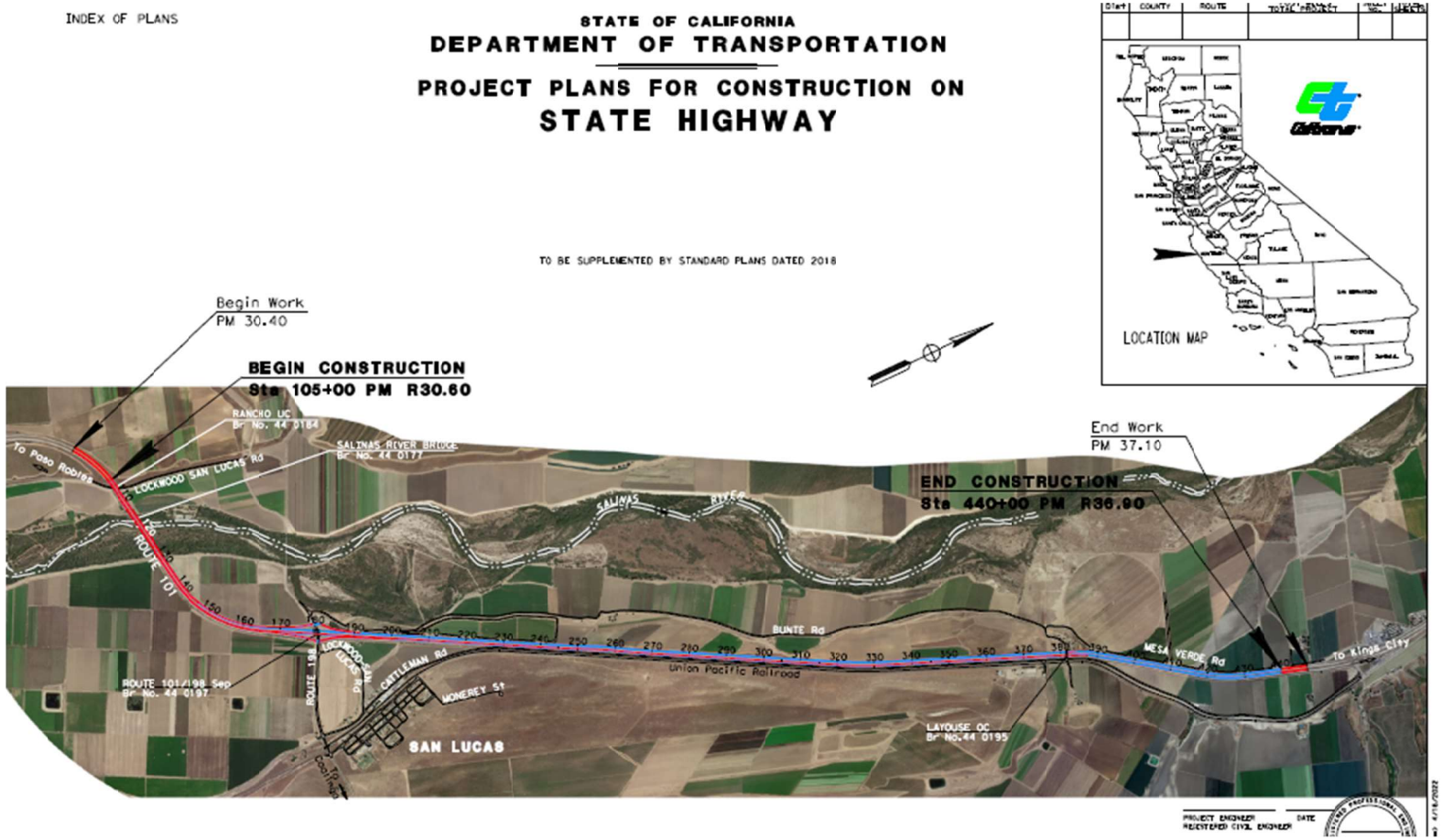
APPENDIX E

INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018



APPENDIX E

Vicinity/TBMP Mapping

Facility Information

Start Date: 03/26/2027	**Latitude:** 36.1320
End Date: 03/25/2028	**Longitude:** -121.0299

Calculation Results

Rainfall erosivity factor (R Factor) = **33.8**

A rainfall erosivity factor of 5.0 or greater has been calculated for your site's period of construction.

You do NOT qualify for a waiver from NPDES permitting requirements and must seek Construction General Permit (CGP) coverage. If you are located in an area where EPA is the permitting authority (pdf), you must submit a Notice of Intent (NOI) through the NPDES eReporting Tool (NeT).Otherwise, you must seek coverage under your state's CGP.

Facility Information

Start Date: 03/26/2028	**Latitude:** 36.1320
End Date: 03/25/2029	**Longitude:** -121.0299

Calculation Results

Rainfall erosivity factor (R Factor) = **33.8**

A rainfall erosivity factor of 5.0 or greater has been calculated for your site's period of construction.

You do NOT qualify for a waiver from NPDES permitting requirements and must seek Construction General Permit (CGP) coverage. If you are located in an area where EPA is the permitting authority (pdf), you must submit a Notice of Intent (NOI) through the NPDES eReporting Tool (NeT).Otherwise, you must seek coverage under your state's CGP.

Facility Information

Start Date: 03/26/2029	**Latitude:** 36.1320
End Date: 03/19/2030	**Longitude:** -121.0299

Calculation Results

Rainfall erosivity factor (R Factor) = **33.07**

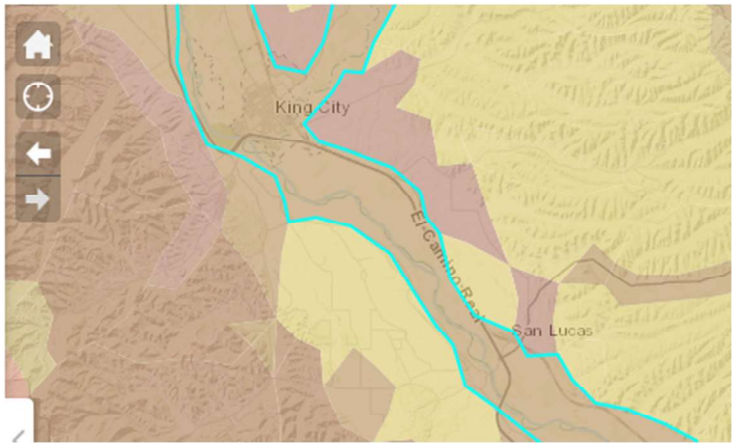
A rainfall erosivity factor of 5.0 or greater has been calculated for your site's period of construction.

You do NOT qualify for a waiver from NPDES permitting requirements and must seek Construction General Permit (CGP) coverage. If you are located in an area where EPA is the permitting authority (pdf), you must submit a Notice of Intent (NOI) through the NPDES eReporting Tool (NeT).Otherwise, you must seek coverage under your state's CGP.

Total R Factor = 33.8+33.8+33.07 = 100.67

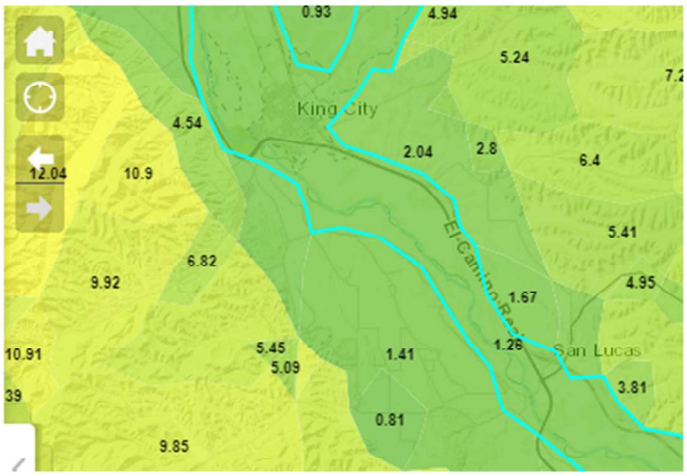
K Factor

FIRST_CDFP	undefined
K_Value	0.28
Shape.STArea()	257,523,701.62
Shape.STLength()	160,017.82



LS Factor

RBUASPW	3,309,400,000.00
FIRST_CDFP	undefined
LS_Value	1.26
Shape.STArea()	257,523,701.62
Shape.STLength()	160,017.82



Project Identifier/ EA:	05-1900-0149-K (05-1M430K)
	Entry
A) R Factor	
Analyses of data indicated that when factors other than rainfall are held constant, soil loss is directly proportional to a rainfall factor composed of total storm kinetic energy (E) times the maximum 30-min intensity (I30) (Wischmeier and Smith, 1958). The numerical value of R is the average annual sum of EI30 for storm events during a rainfall record of at least 22 years. "Isoerodent" maps were developed based on R values calculated for more than 1000 locations in the Western U.S. Refer to the link below to determine the R factor for the project site.	
http://cfpub.epa.gov/npdes/stormwater/LEW/lewCalculator.cfm	
R Factor Value	100.67
B) K Factor (weighted average, by area, for all site soils)	
The soil-erodibility factor K represents: (1) susceptibility of soil or surface material to erosion, (2) transportability of the sediment, and (3) the amount and rate of runoff given a particular rainfall input, as measured under a standard condition. Fine-textured soils that are high in clay have low K values (about 0.05 to 0.15) because the particles are resistant to detachment. Coarse-textured soils, such as sandy soils, also have low K values (about 0.05 to 0.2) because of high infiltration resulting in low runoff even though these particles are easily detached. Medium-textured soils, such as a silt loam, have moderate K values (about 0.25 to 0.45) because they are moderately susceptible to particle detachment and they produce runoff at moderate rates. Soils having a high silt content are especially susceptible to erosion and have high K values, which can exceed 0.45 and can be as large as 0.65. Silt-size particles are easily detached and tend to crust, producing high rates and large volumes of runoff. Use Site-specific data must be submitted.	
Site-specific K factor guidance	
K Factor Value	0.28
C) LS Factor (weighted average, by area, for all slopes)	
The effect of topography on erosion is accounted for by the LS factor, which combines the effects of a hillslope-length factor, L, and a hillslope-gradient factor, S. Generally speaking, as hillslope length and/or hillslope gradient increase, soil loss increases. As hillslope length increases, total soil loss and soil loss per unit area increase due to the progressive accumulation of runoff in the downslope direction. As the hillslope gradient increases, the velocity and erosivity of runoff increases. Use the LS table located in separate tab of this spreadsheet to determine LS factors. Estimate the weighted LS for the site prior to construction.	
LS Table	
LS Factor Value	1.26
Watershed Erosion Estimate (=RxKxLS) in tons/acre	35.516376
Site Sediment Risk Factor	**Medium**
Low Sediment Risk: < 15 tons/acre	
Medium Sediment Risk: >=15 and <75 tons/acre	
High Sediment Risk: >= 75 tons/acre	
Prepared By: Diana Garrett **Checked By:**	

Project Identifier/EA:	05-1900-0149-K/(05-1M430K)	
	Entry	**Score**
A. Watershed Characteristics	yes/no	
A.1. Does the disturbed area discharge (either directly or indirectly) to a **303(d)-listed water body impaired by sediment**? For help with impaired water bodies please check the attached worksheet or visit the link below: 2006 Approved Sediment-impaired WBs Worksheet http://www.waterboards.ca.gov/water_issues/programs/tmdl/303d_lists2006_epa.shtml	**Yes**	**High**
OR		
A.2. Does the disturbed area discharge to a water body with designated beneficial uses of SPAWN & COLD & MIGRATORY? http://www.ice.ucdavis.edu/geowbs/asp/wbquse.asp		

Project Identifier/EA: 05-1900-0149-K/(05-1M430K)

Receiving Water Risk	Sediment Risk: Low	Sediment Risk: Medium	Sediment Risk: High
Low	Level 1	Level 2	Level 2
High	Level 2	Level 2	Level 3

Project Sediment Risk:	**Medium**
Project RW Risk:	**High**
Project Combined Risk:	**Level 2**

TREATMENT TYPE AND LOCATIONS

No.	Treatment BMP	County	Route	Direction of Travel	Begin PM	Ending PM	Begin Lat	Begin Long	Ending Lat	Ending Long	BMP Size (SQFT)	Impervious Area Treated (SQFT)
	DPP Infiltration BMP #125	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	27,300	106,500
	DPP Infiltration BMP #1	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	3,100	1,300
	DPP Infiltration BMP #2	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	2,800	1,100
	Bioswale/DPPIA Area	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	4,000	100,200
	DPP Infiltration BMP #3	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	3,500	1,500
	DPP Infiltration BMP #4	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	3,700	1,600
	DPP Infiltration BMP #5	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	9,700	2,500
	DPP Infiltration BMP #6	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	7,300	2,700
	DPP Infiltration BMP #7	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	2,200	8,800
	DPP Infiltration BMP #8	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	13,700	52,800
	DPP Infiltration BMP #9	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	6,000	24,100
	DPP Infiltration BMP #10	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	11,900	45,000
	DPP Infiltration BMP #11	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	11,600	51,100
	DPP Infiltration BMP #12	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	1,700	6,600
	DPP Infiltration BMP #13	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	1,900	700
	DPP Infiltration BMP #14	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	2,000	600
	DPP Infiltration BMP #15	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	1,500	6,800
	DPP Infiltration BMP #16	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	12,000	4,200
	DPP Infiltration BMP #17	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	11,800	4,200
	DPP Infiltration BMP #18	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	1,400	4,500
	DPP Infiltration BMP #19	MON	101	SB Onramp	TBD	TBD	TBD	TBD	TBD	TBD	800	3,400
	Bioswale/DPPIA Area #2	MON	101	SB Onramp	TBD	TBD	TBD	TBD	TBD	TBD	4,000	33,300
	DPP Infiltration BMP #20	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	300	100
	DPP Infiltration BMP #21	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	400	200
	DPP Infiltration BMP #22	MON	101	SB Off Ramp	TBD	TBD	TBD	TBD	TBD	TBD	1,200	3,100
	DPP Infiltration BMP #23	MON	101	NB Onramp	TBD	TBD	TBD	TBD	TBD	TBD	1,600	5,200

TREATMENT TYPE AND LOCATIONS

No.	Treatment BMP	County	Route	Direction of Travel	Begin PM	Ending PM	Begin Lat	Begin Long	Ending Lat	Ending Long	BMP Size (SQFT)	Impervious Area Treated (SQFT)
	DPP Infiltration BMP #24	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	14,000	4,500
	DPP Infiltration BMP #25	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	14,000	5,600
	DPP Infiltration BMP #26	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	600	1,800
	DPP Infiltration BMP #27	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	4,000	14,800
	DPP Infiltration BMP #28	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	6,900	2,200
	DPP Infiltration BMP #29	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	7,400	2,900
	DPP Infiltration BMP #30	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	2,500	8,600
	DPP Infiltration BMP #123	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	5,600	18,700
	Biofiltration Strip #1	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	1,600	400
	Biofiltration Strip #2	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	2,800	1,100
	Biofiltration Strip #6	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	1,700	4,600
	DPP Infiltration BMP #31	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	6,700	2,300
	DPP Infiltration BMP #32	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	6,200	2,300
	DPP Infiltration BMP #124	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	500	1,900
	DPP Infiltration BMP #33	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	15,000	5,500
	DPP Infiltration BMP #34	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	15,000	6,000
	DPP Infiltration BMP #35	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	15,000	6,000
	DPP Infiltration BMP #36	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	15,000	5,800
	DPP Infiltration BMP #37	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	8,900	30,400
	DPP Infiltration BMP #38	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	4,400	1,800

TREATMENT TYPE AND LOCATIONS

No.	Treatment BMP	County	Route	Direction of Travel	Begin PM	Ending PM	Begin Lat	Begin Long	Ending Lat	Ending Long	BMP Size (SQFT)	Impervious Area Treated (SQFT)
	DPP Infiltration BMP #39	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	4,400	1,600
	DPP Infiltration BMP #40	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	15,100	4,400
	DPP Infiltration BMP #41	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	6,400	20,000
	DPP Infiltration BMP #42	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	6,300	24,200
	DPP Infiltration BMP #43	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	4,200	16,000
	DPP Infiltration BMP #44	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	16,100	4,200
	DPP Infiltration BMP #45	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	8,400	32,300
	DPP Infiltration BMP #46	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	8,500	32,200
	DPP Infiltration BMP #47	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	6,600	24,700
	DPP Infiltration BMP #48	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	7,000	24,800
	DPP Infiltration BMP #49	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	4,300	14,800
	DPP Infiltration BMP #50	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	4,300	1,400
	DPP Infiltration BMP #51	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	4,300	1,500
	DPP Infiltration BMP #52	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	4,300	14,700
	DPP Infiltration BMP #53	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	10,700	37,000
	DPP Infiltration BMP #54	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	10,700	3,900
	DPP Infiltration BMP #55	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	10,700	3,700
	DPP Infiltration BMP #56	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	10,700	37,000
	DPP Infiltration BMP #57	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	7,500	25,900
	DPP Infiltration BMP #58	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	7,500	2,700

TREATMENT TYPE AND LOCATIONS

No.	Treatment BMP	County	Route	Direction of Travel	Begin PM	Ending PM	Begin Lat	Begin Long	Ending Lat	Ending Long	BMP Size (SQFT)	Impervious Area Treated (SQFT)
	DPP Infiltration BMP #59	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	7,500	2,600
	DPP Infiltration BMP #60	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	15,000	51,700
	DPP Infiltration BMP #61	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	7,500	25,900
	DPP Infiltration BMP #62	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	7,500	2,600
	DPP Infiltration BMP #63	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	7,500	2,800
	DPP Infiltration BMP #64	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	7,100	24,500
	DPP Infiltration BMP #65	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	7,100	2,500
	DPP Infiltration BMP #66	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	7,100	2,800
	DPP Infiltration BMP #67	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	7,100	5,900
	DPP Infiltration BMP #68	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	7,800	26,900
	DPP Infiltration BMP #69	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	7,800	2,700
	DPP Infiltration BMP #70	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	7,800	3,200
	DPP Infiltration BMP #71	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	5,500	1,900
	DPP Infiltration BMP #72	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	5,500	2,200
	DPP Infiltration BMP #73	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	9,400	45,200
	DPP Infiltration BMP #74	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	9,300	45,900
	DPP Infiltration BMP #75	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	2,500	9,500
	DPP Infiltration BMP #76	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	2,400	9,400
	DPP Infiltration BMP #77	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	1,100	3,500
	DPP Infiltration BMP #78	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	3,300	2,100

TREATMENT TYPE AND LOCATIONS

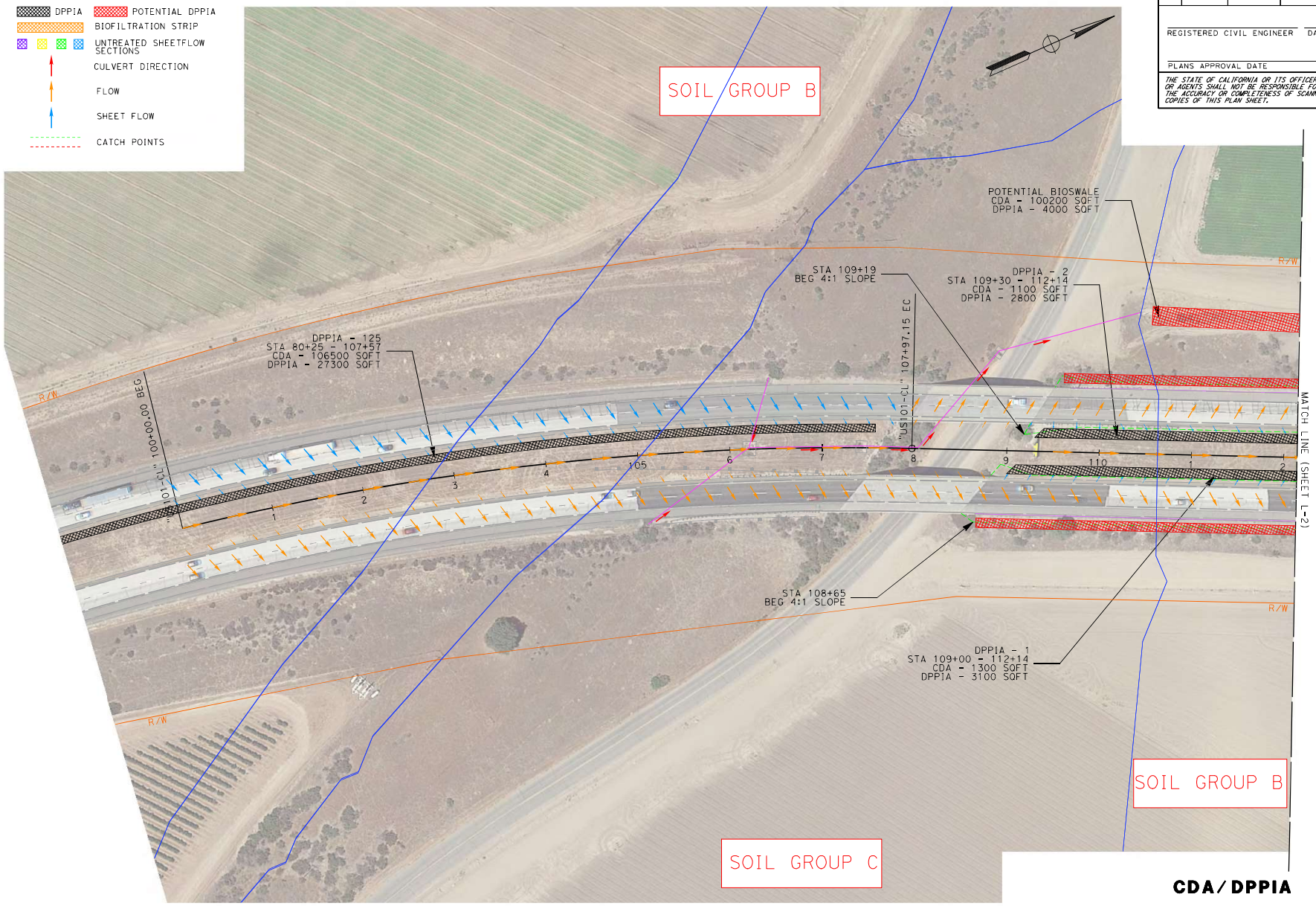
No.	Treatment BMP	County	Route	Direction of Travel	Begin PM	Ending PM	Begin Lat	Begin Long	Ending Lat	Ending Long	BMP Size (SQFT)	Impervious Area Treated (SQFT)
	DPP Infiltration BMP #79	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	3,300	1,400
	DPP Infiltration BMP #80	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	3,300	11,800
	DPP Infiltration BMP #81	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	9,300	3,900
	DPP Infiltration BMP #82	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	9,200	3,800
	DPP Infiltration BMP #83	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	9,300	32,500
	DPP Infiltration BMP #84	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	5,700	19,500
	DPP Infiltration BMP #126	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	15,000	5,600
	DPP Infiltration BMP #85	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	15,000	5,900
	DPP Infiltration BMP #86	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	7,000	24,100
	DPP Infiltration BMP #87	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	14,700	5,300
	DPP Infiltration BMP #88	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	14,700	5,400
	DPP Infiltration BMP #89	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	1,600	600
	DPP Infiltration BMP #90	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	1,600	600
	DPP Infiltration BMP #91	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	1,700	5,900
	Biofiltration Strip #3 (sheet DPP-20)	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	6,100	1,500
	Biofiltration Strip #4	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	5,800	1,500
	Biofiltration Strip #5	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	4,700	12,700
	DPP Infiltration BMP #92	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	4,500	1,600
	DPP Infiltration BMP #93	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	4,600	1,600
	DPP Infiltration BMP #94	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	800	2,300

TREATMENT TYPE AND LOCATIONS

No.	Treatment BMP	County	Route	Direction of Travel	Begin PM	Ending PM	Begin Lat	Begin Long	Ending Lat	Ending Long	BMP Size (SQFT)	Impervious Area Treated (SQFT)
	DPP Infiltration BMP #95	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	4,400	16,900
	DPP Infiltration BMP #96	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	1,100	4,400
	DPP Infiltration BMP #97	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	13,400	5,200
	DPP Infiltration BMP #98	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	13,400	4,500
	Biofiltration/DPPIA Area	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	4,000	43,100
	DPP Infiltration BMP #99	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	10,100	34,000
	DPP Infiltration BMP #100	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	5,700	19,400
	DPP Infiltration BMP #101	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	10,700	36,300
	DPP Infiltration BMP #102	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	10,700	3,900
	DPP Infiltration BMP #103	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	10,800	400
	DPP Infiltration BMP #104	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	10,800	36,500
	DPP Infiltration BMP #105	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	4,000	12,600
	DPP Infiltration BMP #106	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	3,900	1,700
	DPP Infiltration BMP #107	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	3,800	1,400
	DPP Infiltration BMP #108	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	3,800	13,000
	DPP Infiltration BMP #109	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	900	3,000
	DPP Infiltration BMP #110	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	1,000	500
	DPP Infiltration BMP #111	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	1,000	400
	DPP Infiltration BMP #112	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	1,100	3,600
	DPP Infiltration BMP #113	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	12,300	46,800

TREATMENT TYPE AND LOCATIONS

No.	Treatment BMP	County	Route	Direction of Travel	Begin PM	Ending PM	Begin Lat	Begin Long	Ending Lat	Ending Long	BMP Size (SQFT)	Impervious Area Treated (SQFT)
	DPP Infiltration BMP #114	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	12,000	47,000
	DPP Infiltration BMP #115	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	1,100	3,600
	DPP Infiltration BMP #116	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	1,100	600
	DPP Infiltration BMP #117	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	1,100	600
	DPP Infiltration BMP #118	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	1,200	3,900
	DPP Infiltration BMP #119	MON	101	NB	TBD	TBD	TBD	TBD	TBD	TBD	7,400	25,600
	DPP Infiltration BMP #120	MON	101	NB Median	TBD	TBD	TBD	TBD	TBD	TBD	7,400	4,100
	DPP Infiltration BMP #121	MON	101	SB Median	TBD	TBD	TBD	TBD	TBD	TBD	7,400	4,500
	DPP Infiltration BMP #122	MON	101	SB	TBD	TBD	TBD	TBD	TBD	TBD	7,300	24,500
	Total Area (Acres)											**40.16528926**



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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DPP-1

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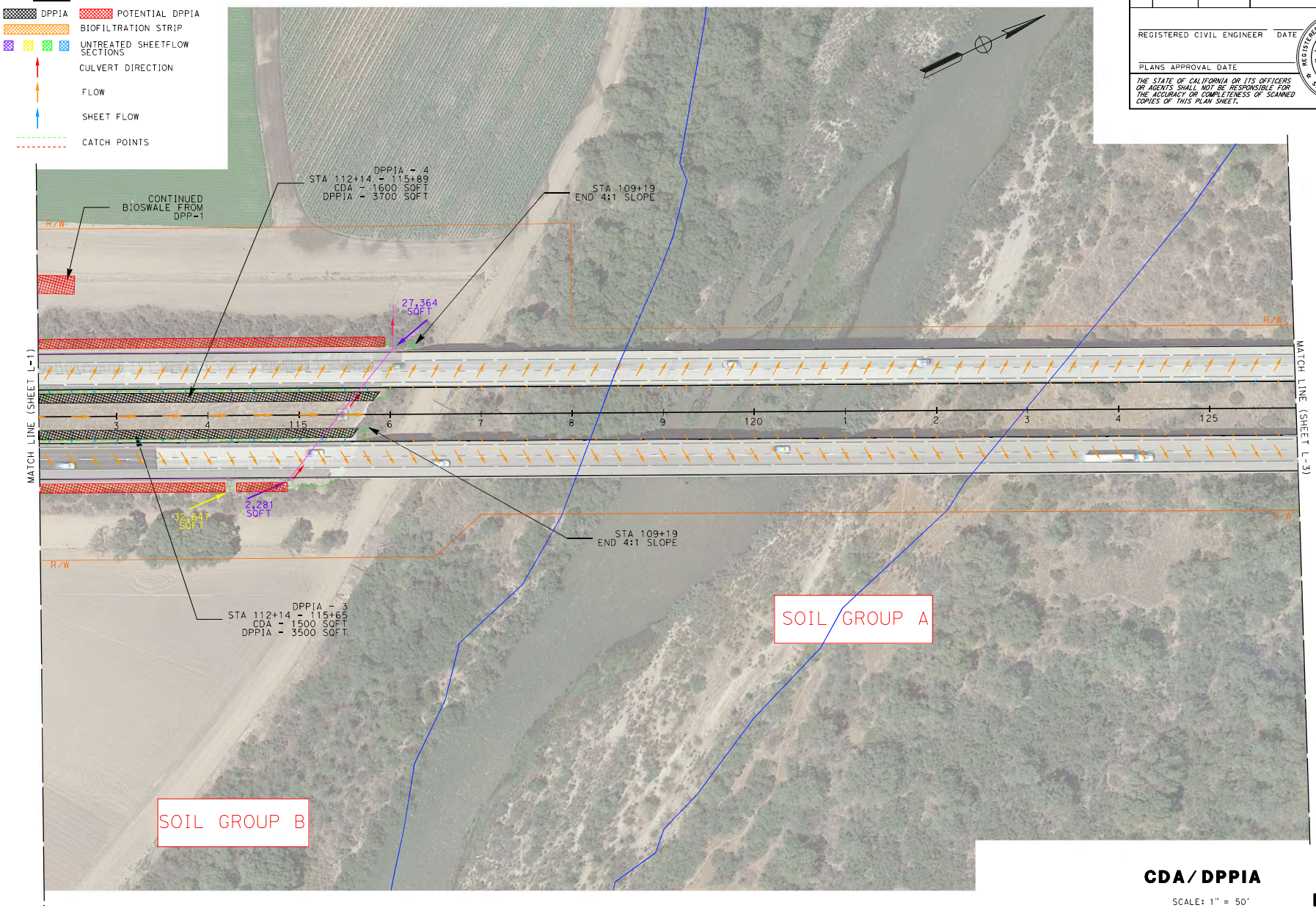
UNIT

PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

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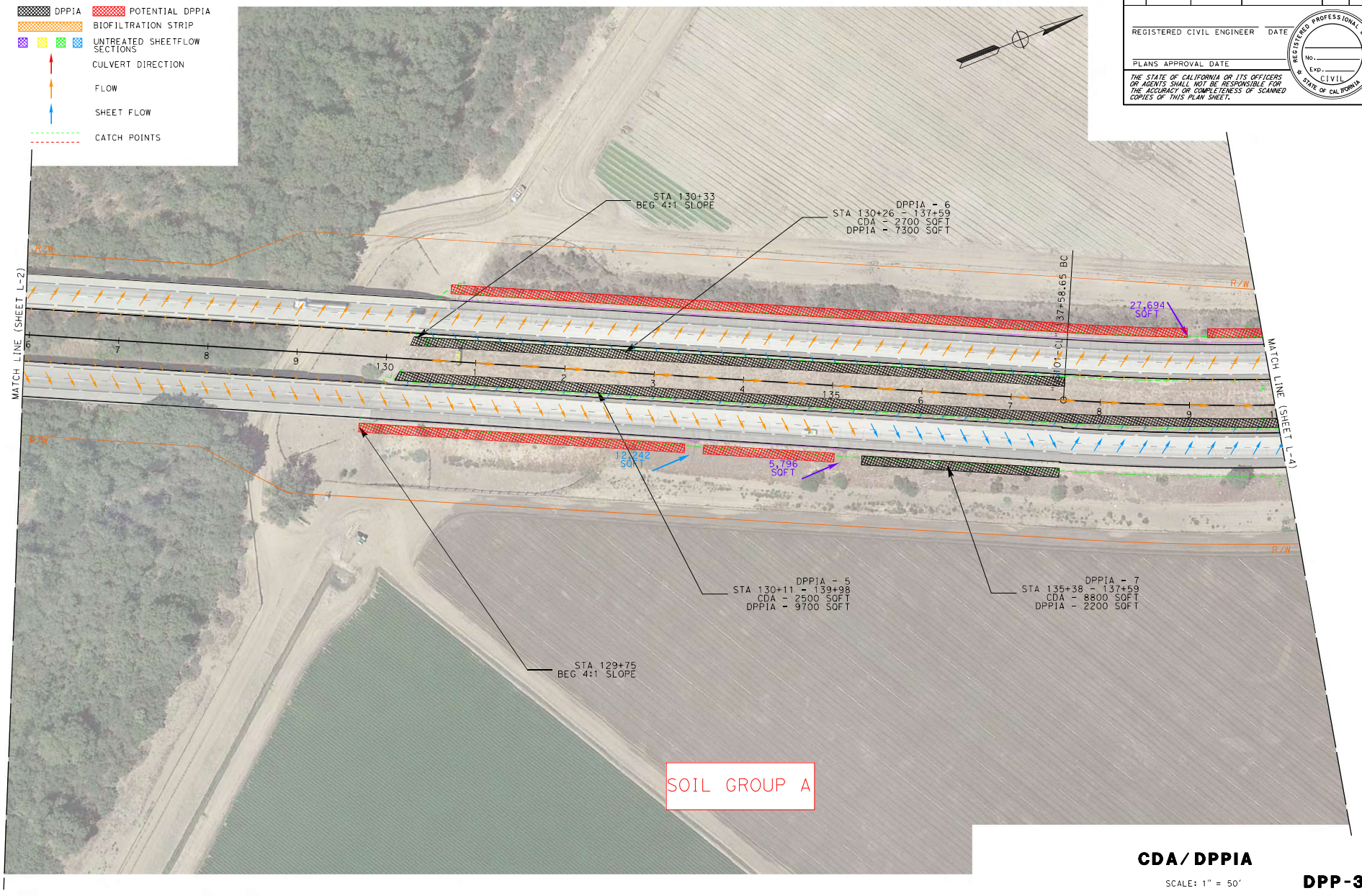
UNIT

PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

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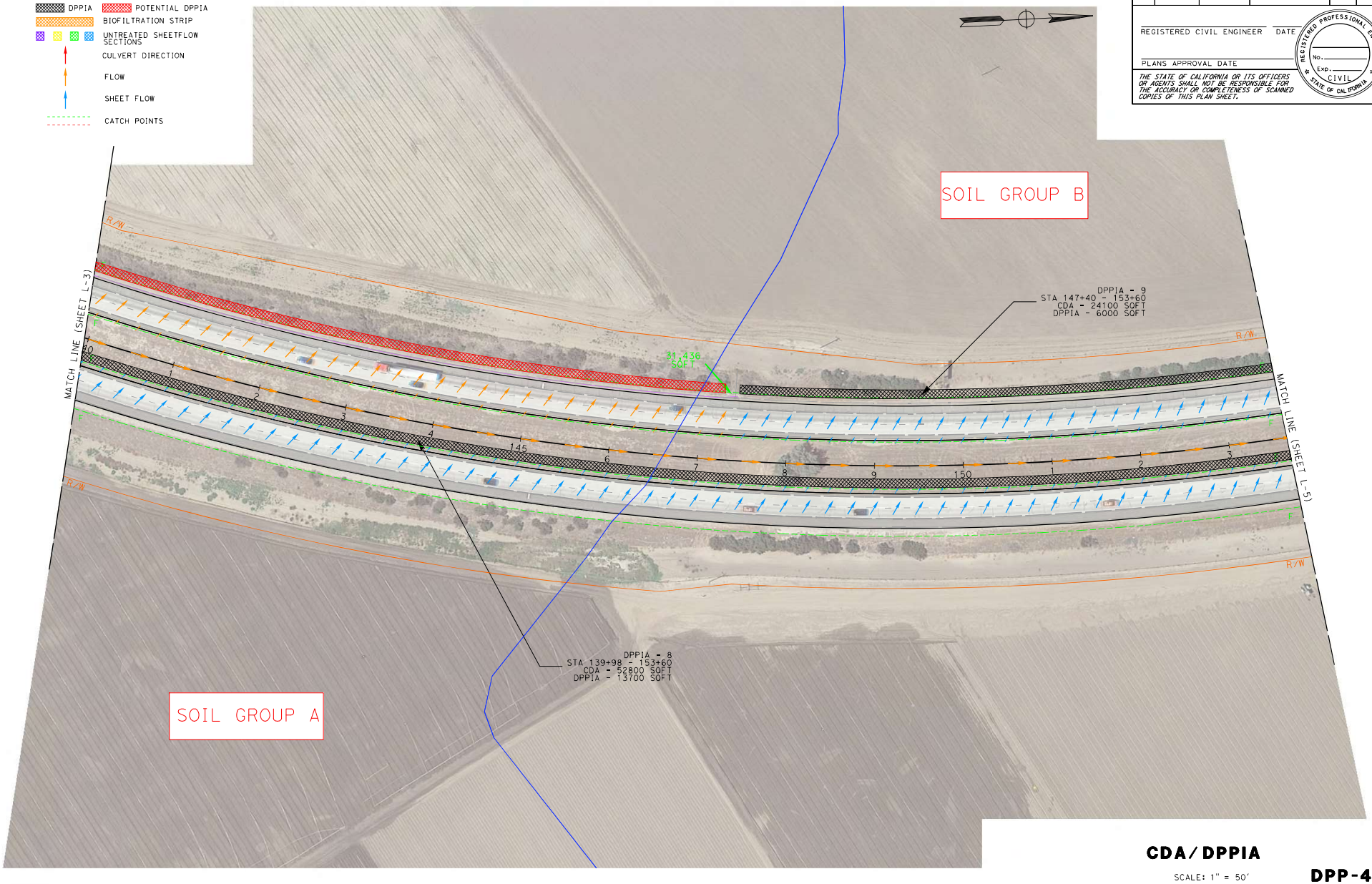
UNIT

PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

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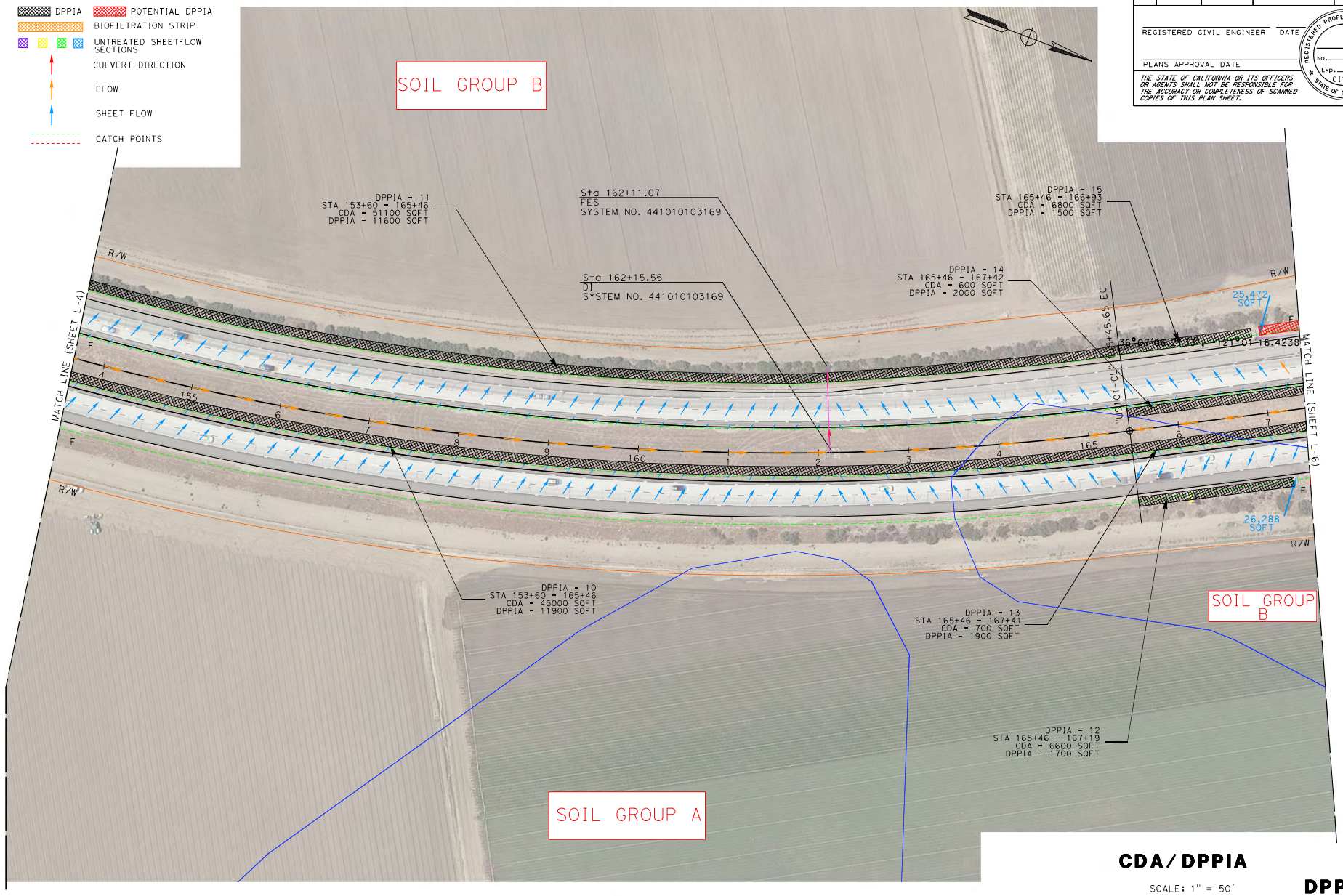
UNIT

PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

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DPP-5

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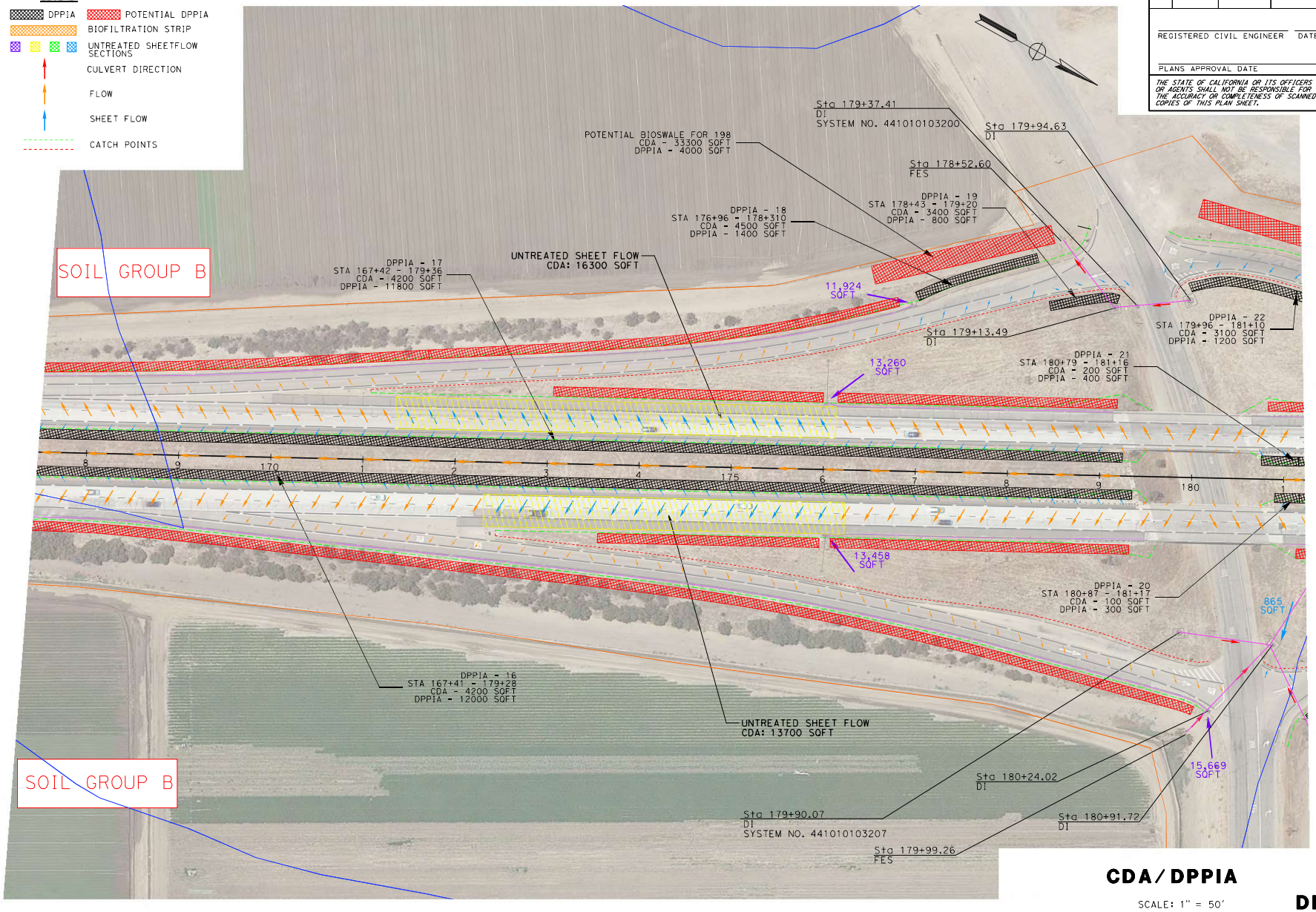
PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

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DPP-6

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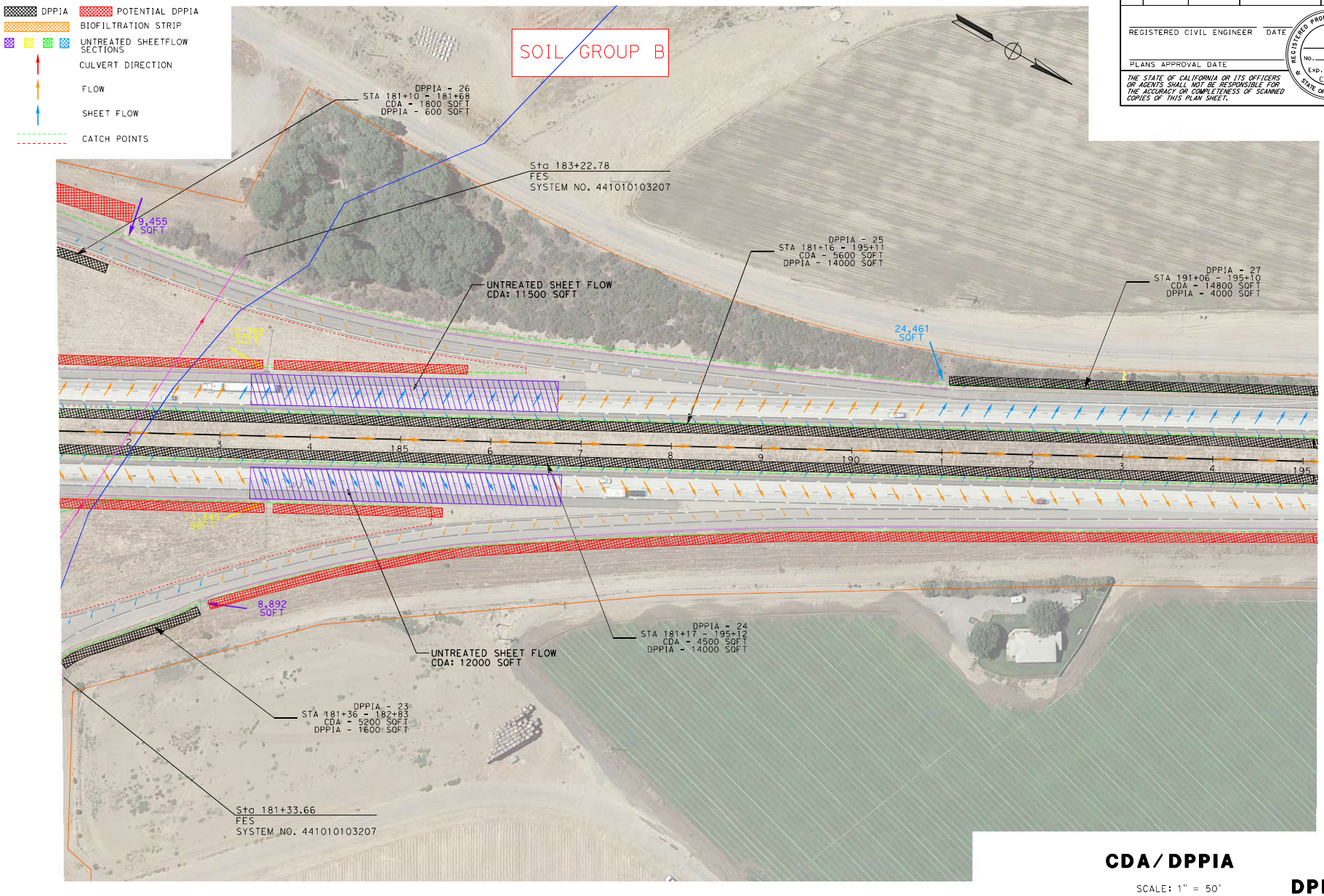

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

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DPP-7

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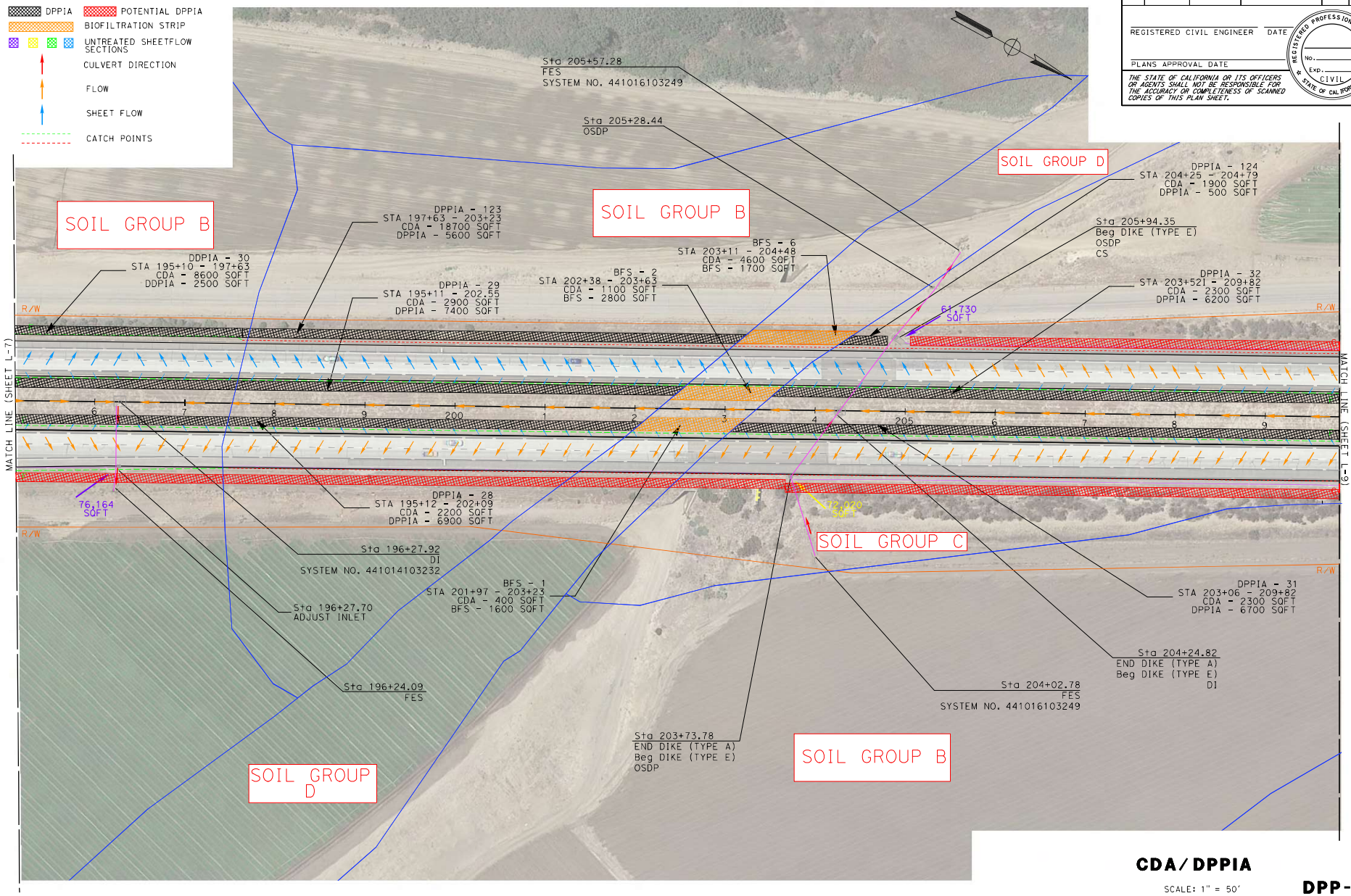

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

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DPP-8

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DPP-9

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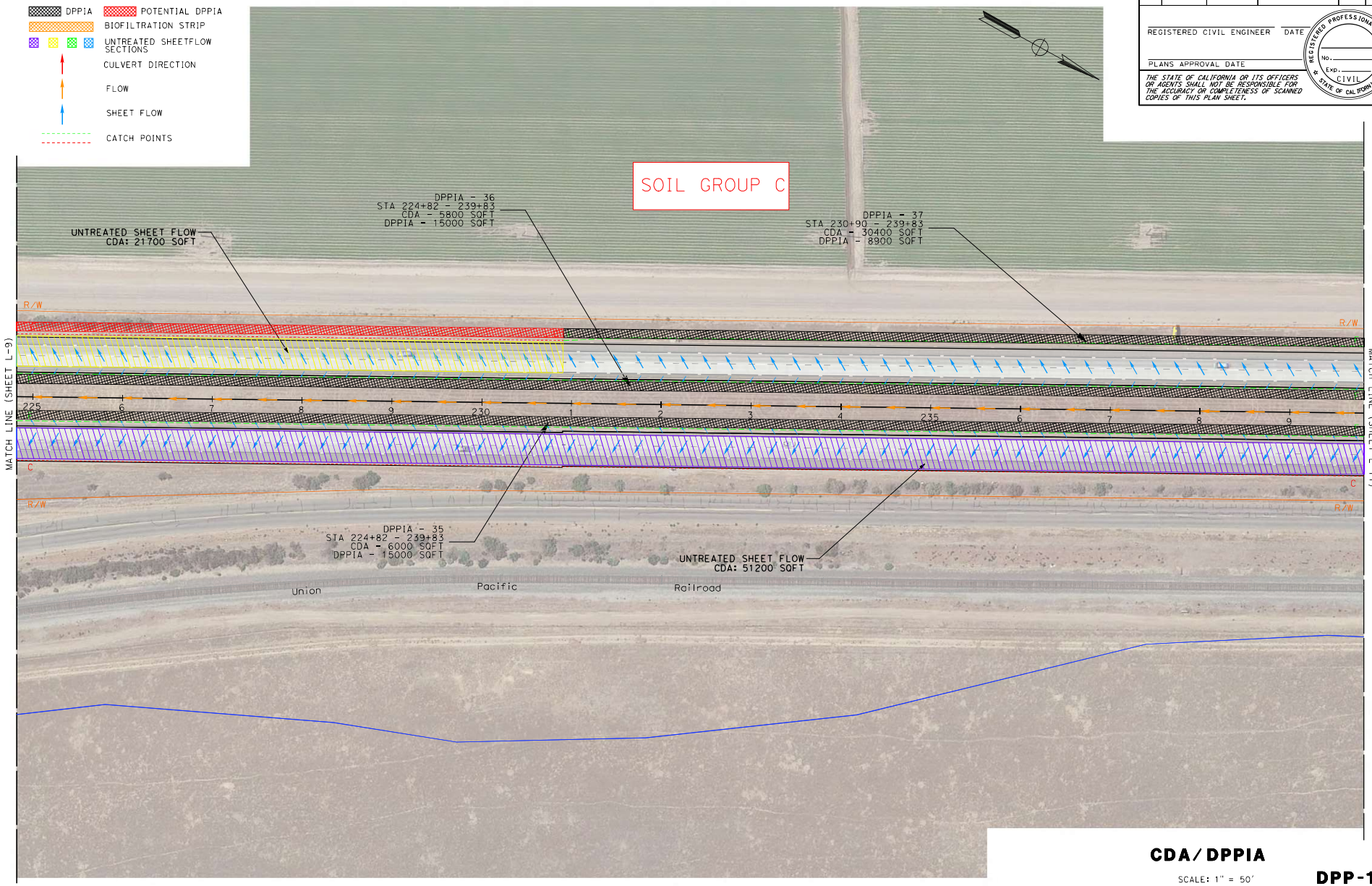
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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CALCULATED-DESIGNED BY	CHECKED BY

FUNCTIONAL SUPERVISOR

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CDA/DPPIA

SCALE: 1" = 50'

DPP-10

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TIME PLOTTED => 11:37:37 PM

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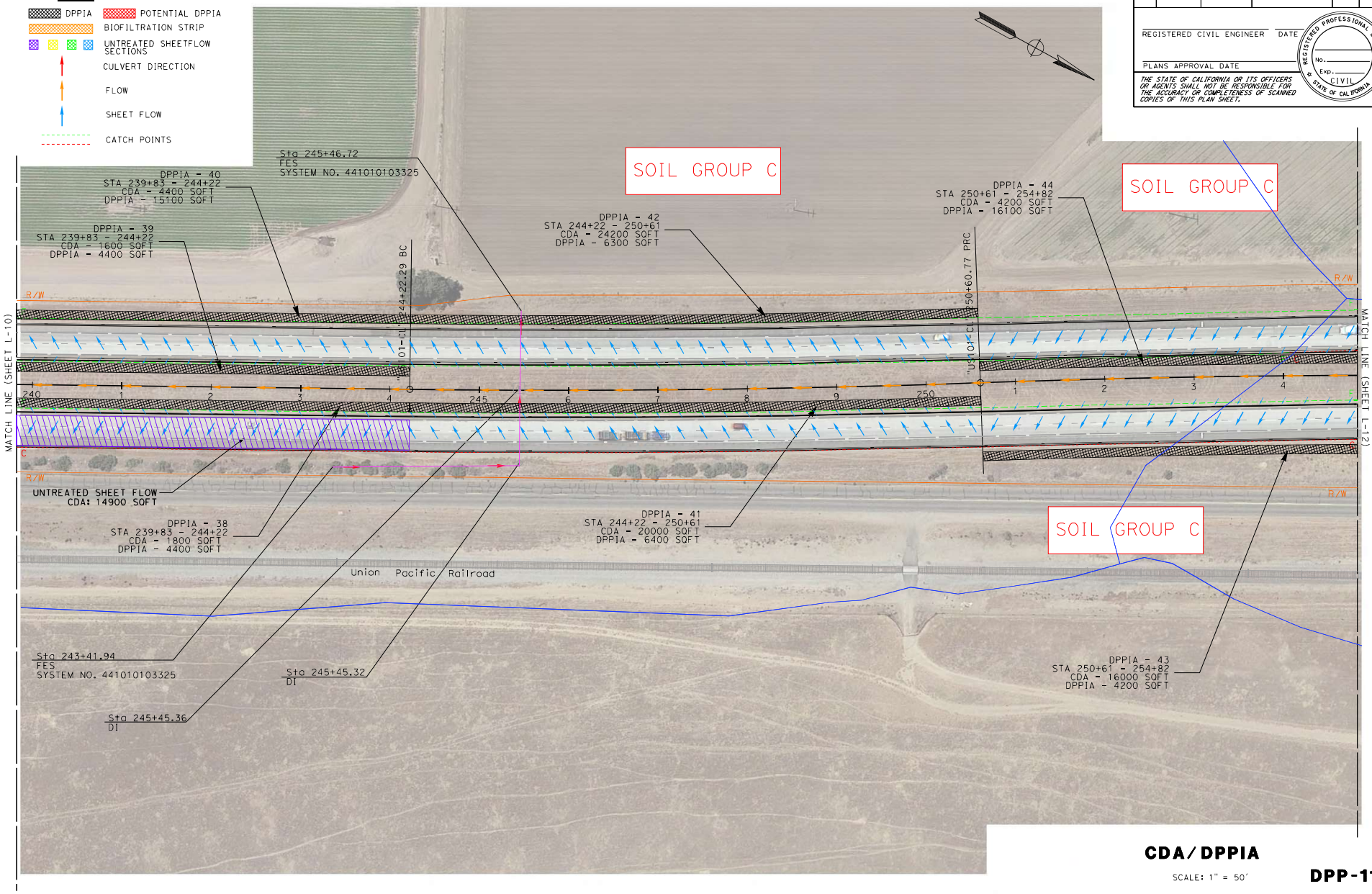
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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SCALE: 1" = 50'

DPP-11

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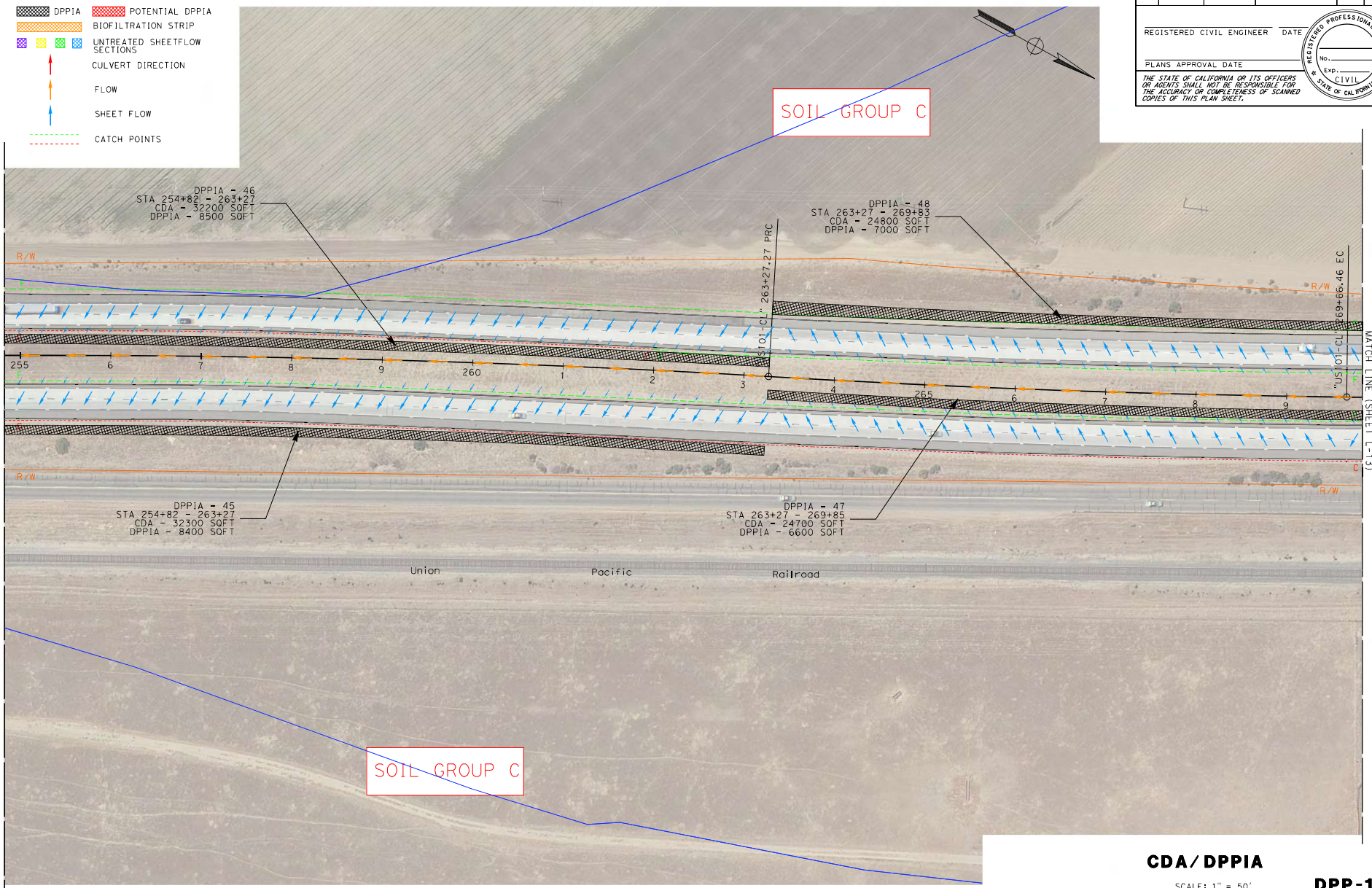
UNIT

PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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CDA/DPPIA

SCALE: 1" = 50'

DPP-12

LAST REVISION

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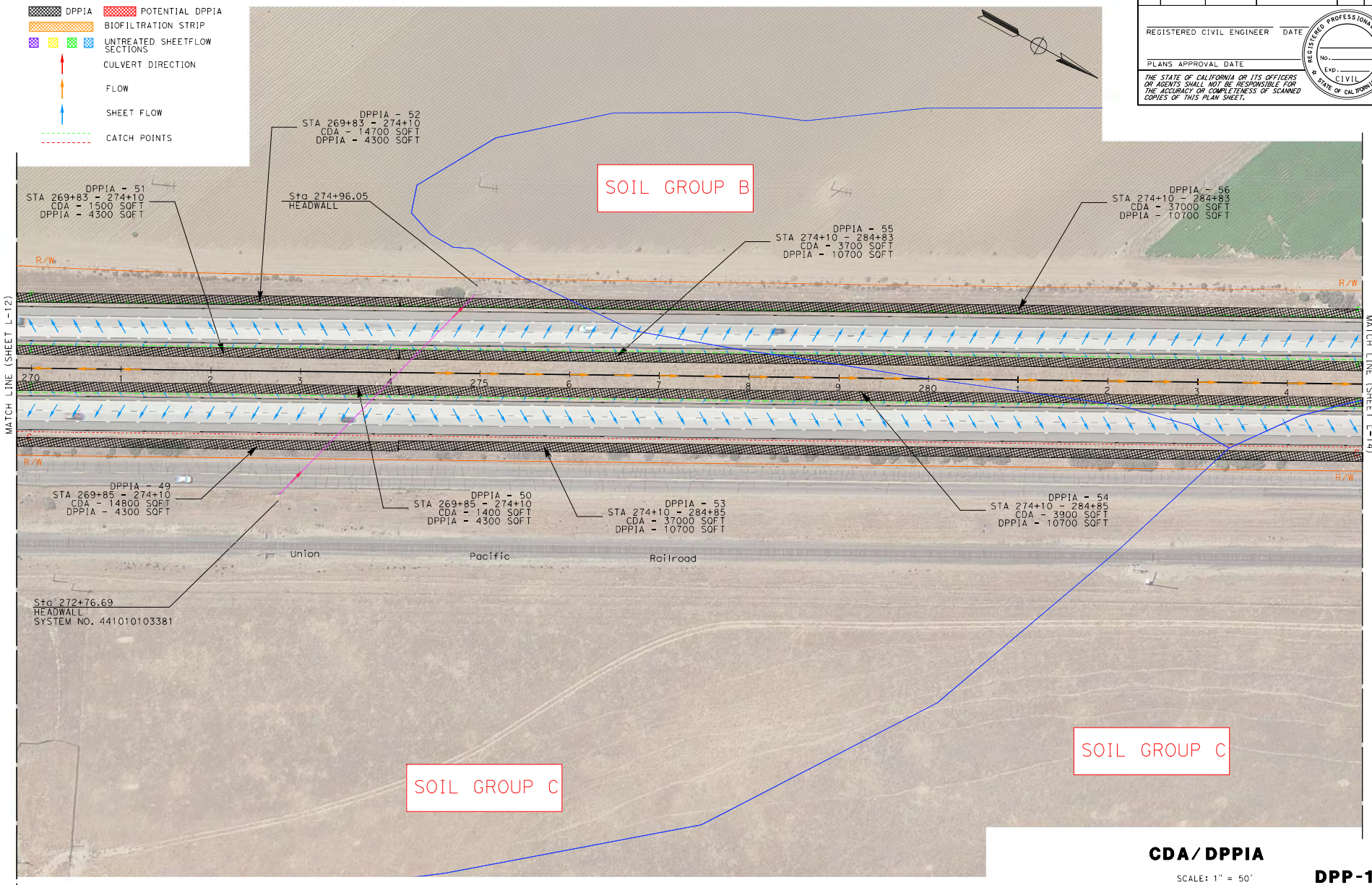
UNIT

PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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CDA/DPPIA

SCALE: 1" = 50'

DPP-13

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TIME PLOTTED => 11:58:25 PM

BORDER LAST REVISED 8/5/2020

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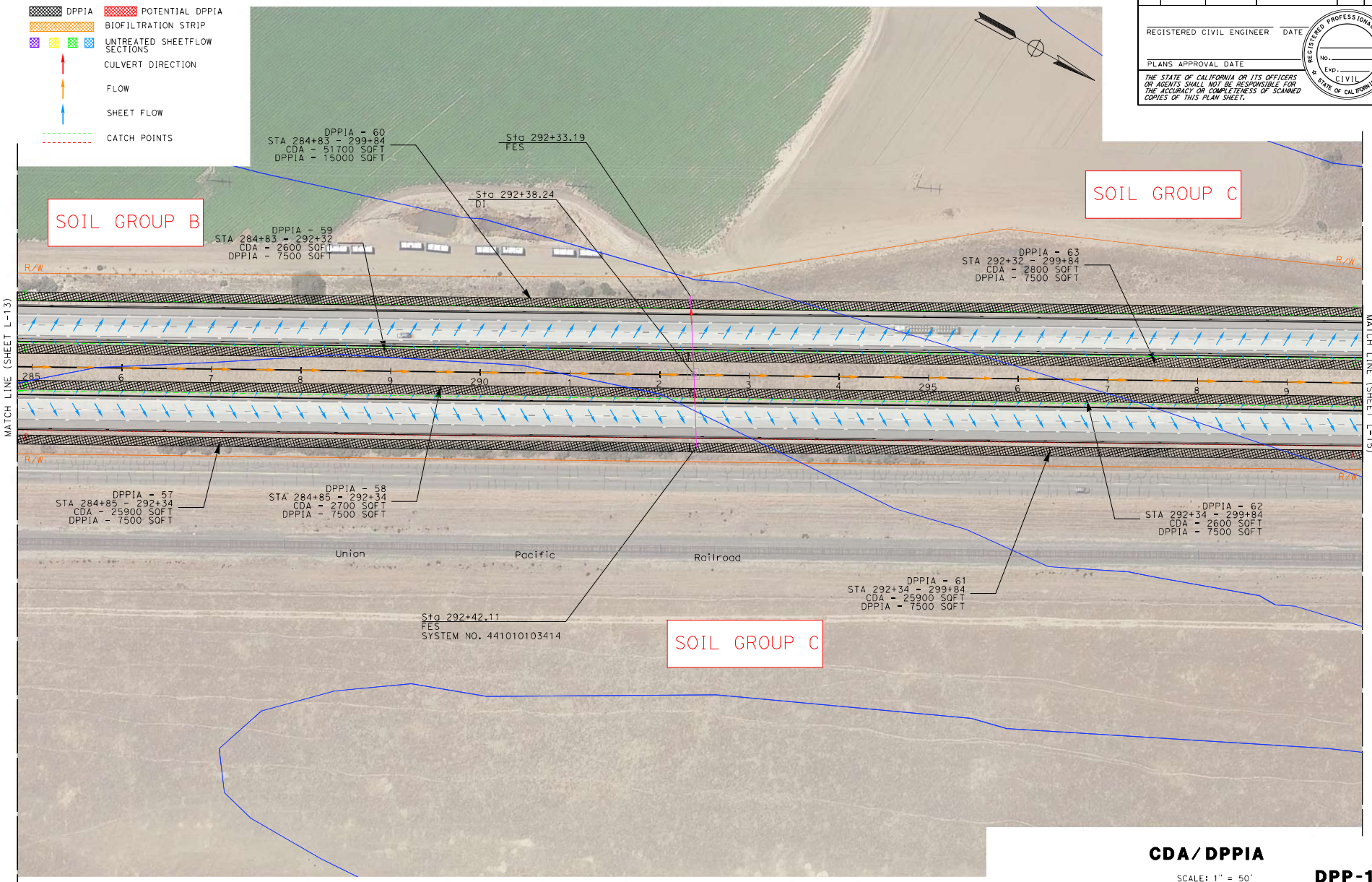
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE


LEGEND:
DPPIA
POTENTIAL DPPIA
BIOFILTRATION STRIP
UNTREATED SHEETFLOW SECTIONS
CULVERT DIRECTION
FLOW
SHEET FLOW
CATCH POINTS
SOIL GROUP B
SOIL GROUP C
SOIL GROUP C
DPPIA - 60
STA 284+83 - 299+84
CDA - 51700 SQFT
DPPIA - 15000 SQFT
Sta 292+33.19
FES
Sta 292+38.24
DI
DPPIA - 59
STA 284+83 - 292+32
CDA - 2600 SQFT
DPPIA - 7500 SQFT
DPPIA - 63
STA 292+32 - 299+84
CDA - 2800 SQFT
DPPIA - 7500 SQFT
R/W
MATCH LINE (SHEET L-13)
MATCH LINE (SHEET L-15)
285
290
295
DPPIA - 57
STA 284+85 - 292+34
CDA - 25900 SQFT
DPPIA - 7500 SQFT
DPPIA - 58
STA 284+85 - 292+34
CDA - 2700 SQFT
DPPIA - 7500 SQFT
DPPIA - 62
STA 292+34 - 299+84
CDA - 2600 SQFT
DPPIA - 7500 SQFT
Union
Pacific
Railroad
DPPIA - 61
STA 292+34 - 299+84
CDA - 25900 SQFT
DPPIA - 7500 SQFT
Sta 292+42.11
FES
SYSTEM NO. 441010103414
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
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REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA
REVISED BY
DATE REVISED
CALCULATED-DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
CDA/DPPIA
SCALE: 1" = 50'
DPP-14
LAST REVISION
DATE PLOTTED => 9/14/2022
TIME PLOTTED => 12:02:57 AM
BORDER LAST REVISED 8/5/2020
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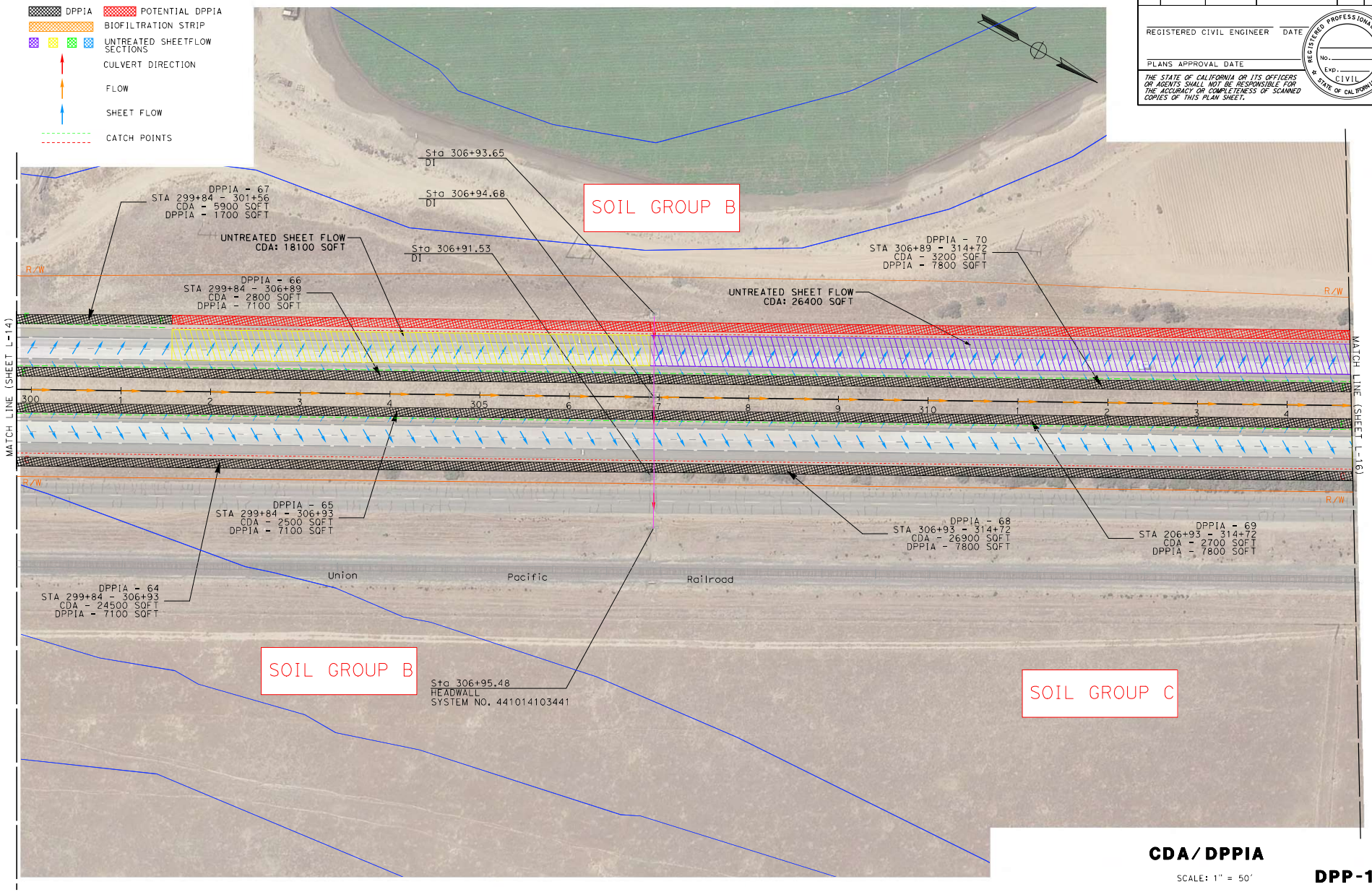
RELATIVE BORDER SCALE IS IN INCHES
0 1 2 3
UNIT
PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

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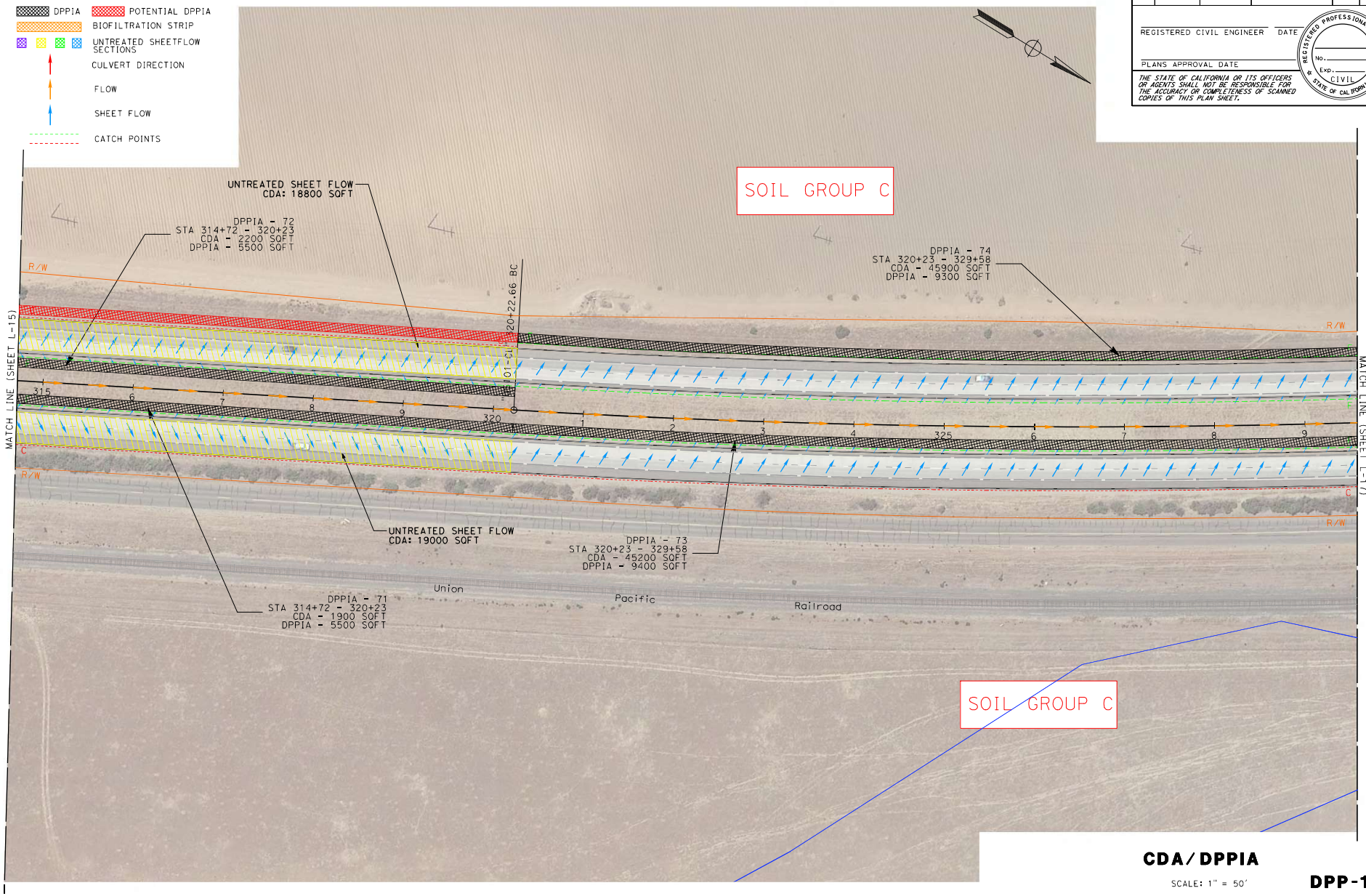
SCALE: 1" = 50'

DPP-15

LAST REVISION | DATE PLOTTED => 9/15/2022 | TIME PLOTTED => 11:07:26 PM

BORDER LAST REVISED 8/5/2020 | USERNAME => | DGN FILE => ...\Desktop\PID\0519000149ea15.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT | PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

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SCALE: 1" = 50'

DPP-16

LAST REVISION

DATE PLOTTED => 9/15/2022
TIME PLOTTED => 11:12:40 PM

BORDER LAST REVISED 8/5/2020

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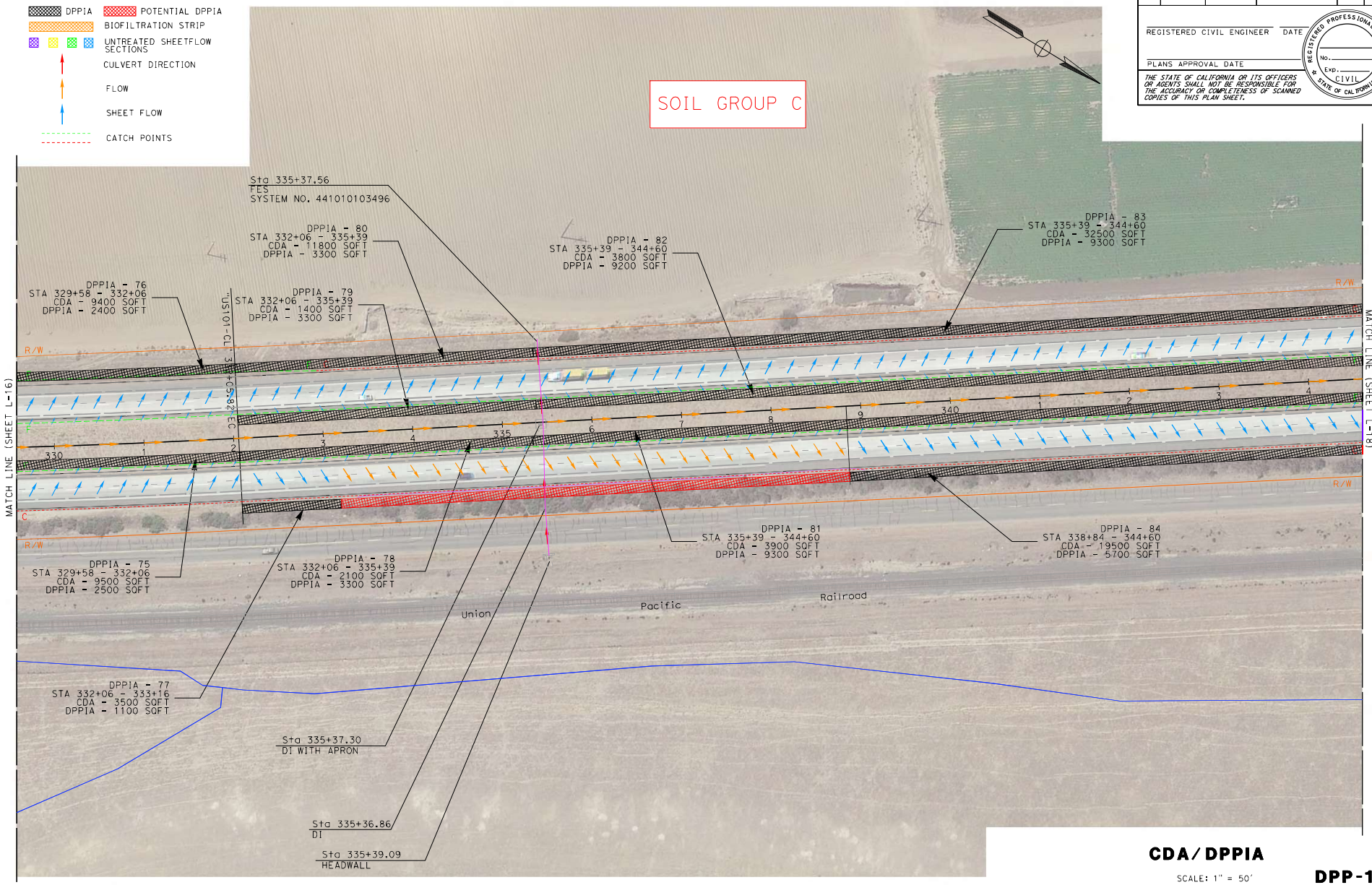
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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SCALE: 1" = 50'

DPP-17

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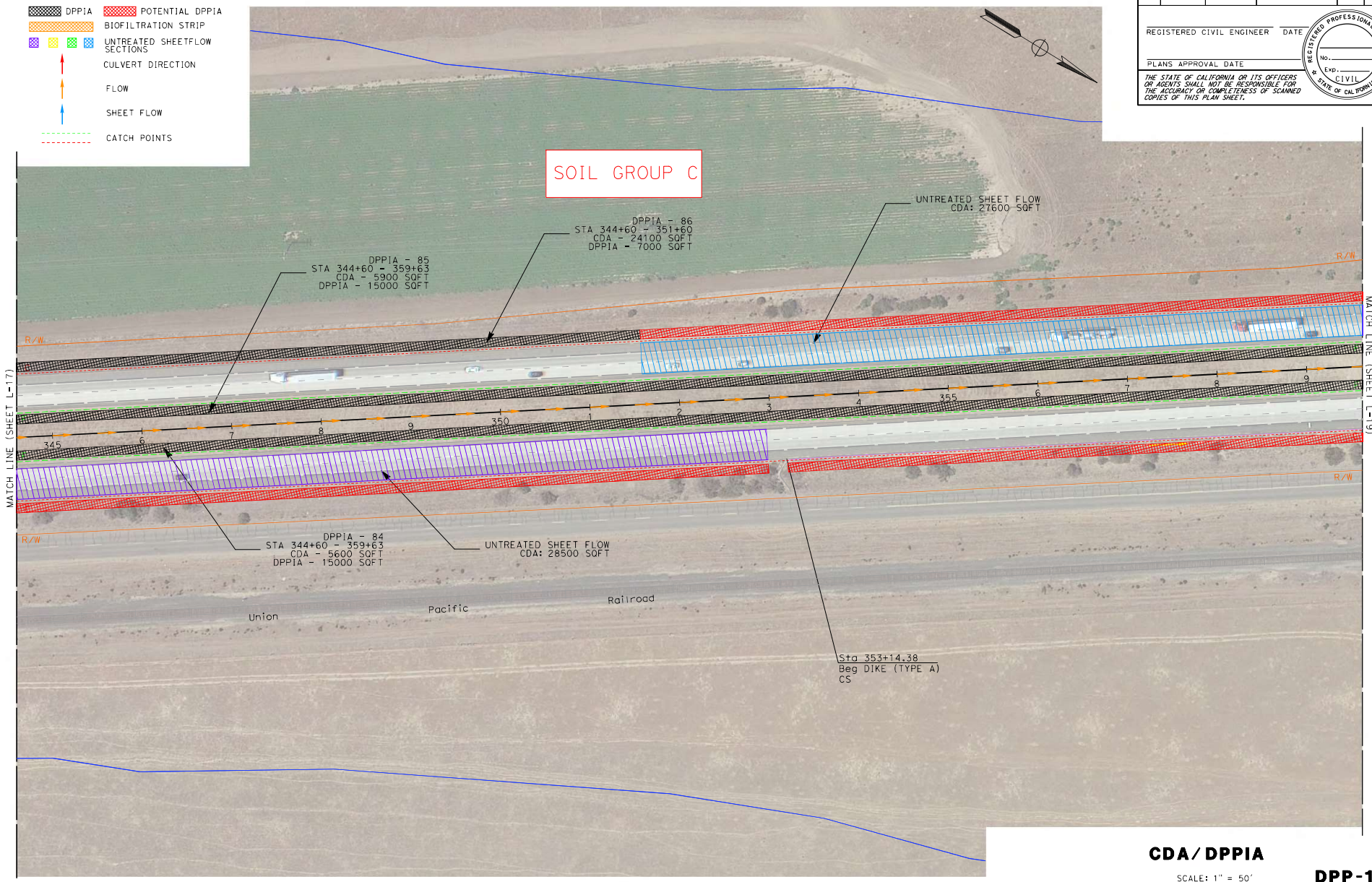
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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SCALE: 1" = 50'

DPP-18

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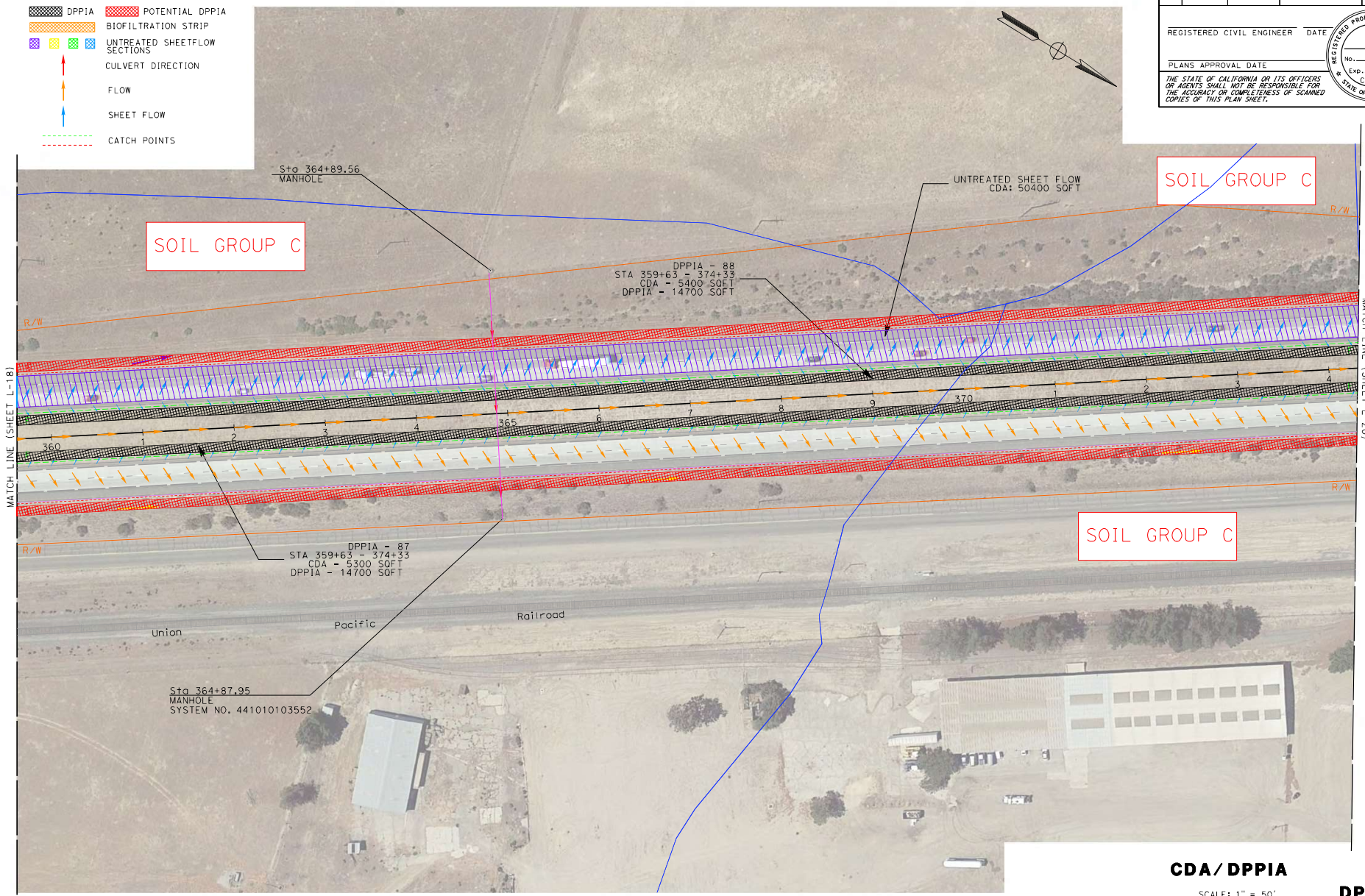
UNIT

PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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SCALE: 1" = 50'

DPP-19

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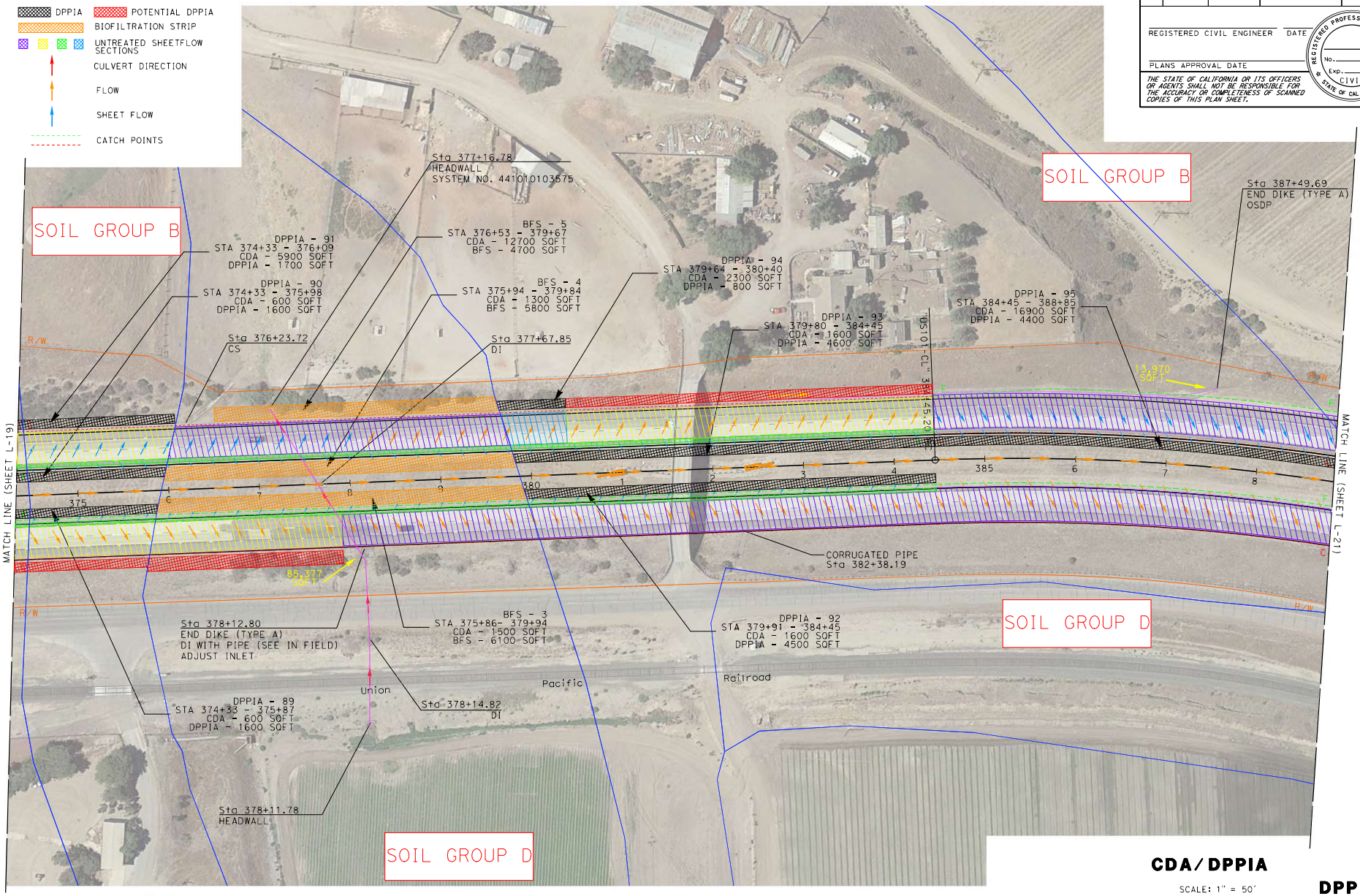
UNIT

PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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CALCULATED-DESIGNED BY	CHECKED BY

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SCALE: 1" = 50'

DPP-20

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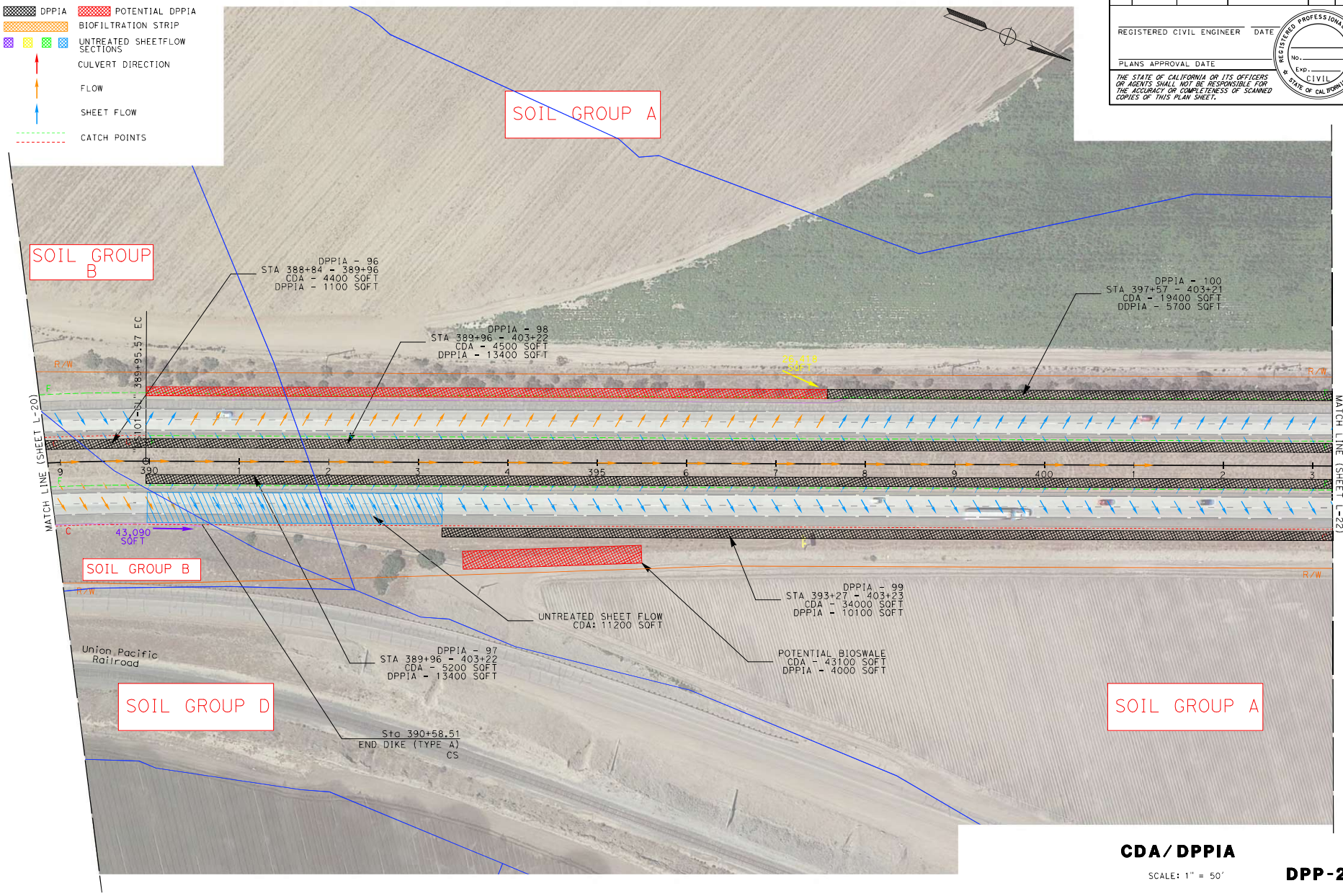
UNIT

PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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SCALE: 1" = 50'

DPP-21

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BORDER LAST REVISED 8/5/2020

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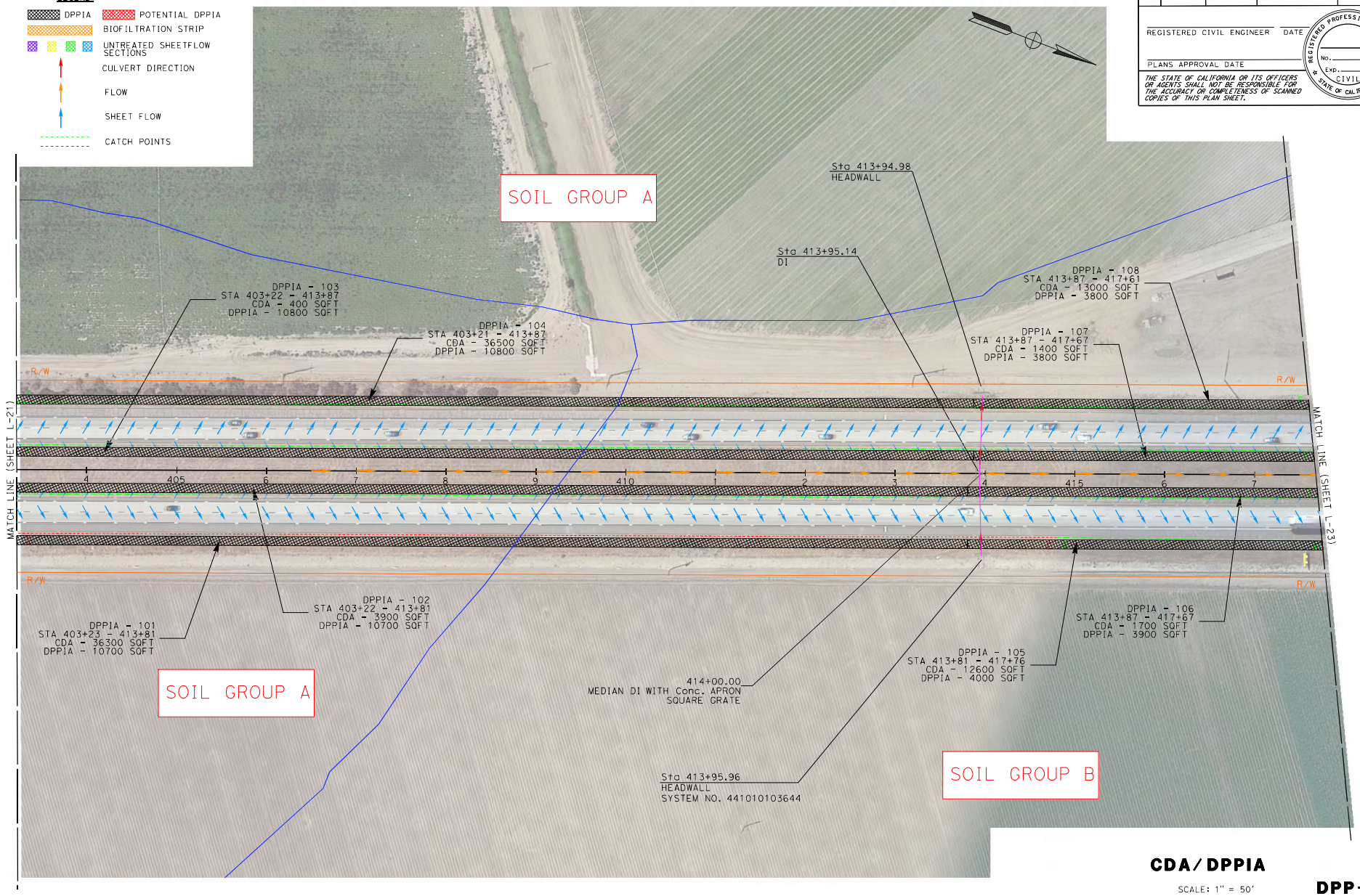
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CDA/DPPIA

SCALE: 1" = 50'

DPP-22

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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CDA/DPPIA

SCALE: 1" = 50'

DPP-23

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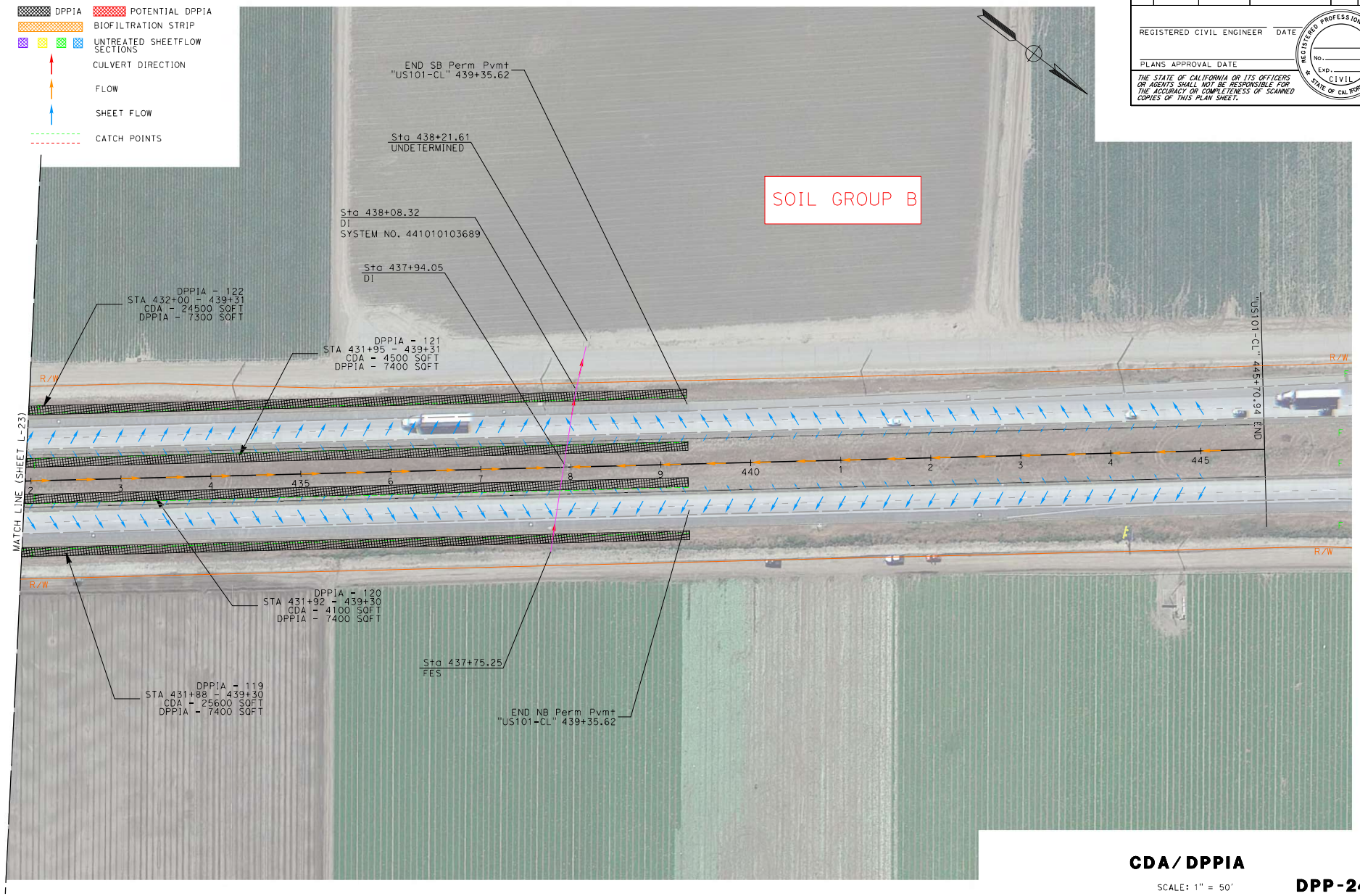
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

CDA/DPPIA

SCALE: 1" = 50'

DPP-24

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BORDER LAST REVISED 8/5/2020

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER & PHASE

SHOPP Performance Report

Attachment H

SHOPP Project - Accomplishment - Performance Measures - Benefits

District: 05 **Tool ID:** 20012 **Project ID:** 0519000149 **EA:** 1M430 **Co-Rte-PM:** MON-101-R30.6/R36.9 (Primary Location)

Res In PID WP: 08/26/21 **Project Manager:** Aaron Henkel

Save to Excel

☑ Bridge ☑ Pavement ☐ Drainage ☐ Facilities ☑ Signs and Lighting ☐ Mobility ☐ Roadside ☑ Complete Streets ☐ Sustainability /Climate Change ☐ Advance Mitigation /Mitigation ☐ Major Damage & Betterments ☑ Green-house Gases ☐ Relinquishment

Performance & Accomplishments (PRG)

	ActID	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Pre-Good	Pre-Fair	Pre-Poor	New	Post-Good	Post-Fair	Post-Poor	HQ Program Review - Agree with District?	HQ Comment	Review Date	Performance Change Date After Review	Comment
1	A06	Bridge Approach Slabs (201.110, .111, .113, .322)	No Performance Objective in the SHSMP	Square Feet	13580.0				13580.0								
2	A08	Number of Bridges	No Performance Objective in the SHSMP	Each	6.0												
3	A11	Fish Passage Not in the Priority List	No Performance Objective in the SHSMP	Each	0.0												
4	A12	Fish Passage in the Priority List	Fish Passage	Each	0.0												
5	B21	Concrete Pavement Major Rehab	Pavement Class I	Lane Miles	23.96	3.911	15.413	4.636		23.960			Yes		10/26/22		
6	E07	Guard Rail (201.010, .015)	No Performance Objective in the SHSMP	Linear Feet	2255.0			2255.000		2255.000							
7	E26	Sign Panel Replacement	Sign Panel Replacement	Each	9.0			9.000		9.000			No	s136645; Please list item quantity in PID Attachment D. Identify whether one- or two-post sign.	12/19/22		
8	H32	Is any Location Within the Project Limits Ped/Bike Accessible?	No Performance Objective in the SHSMP	Yes/No	No												
9	H55	Justification for Complete Streets Not Applicable	Bike/Ped Prohib	1,2,3													
10	N02	Quantitative - Proposed Mitigated	No Performance Objective in the SHSMP	MTCO2e	145.0												20% reduction
11	N03	Quantitative - Unmitigated	No Performance Objective in the SHSMP	MTCO2e	182.0												

Risk Register

Attachment I

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM

Form PM-0002 (Rev. 04/2022)

The risk register certification is to be approved and signed-off by the **District Deputies** (or their designee) listed below for all scalability levels prior to achieving the below-mentioned milestones. By signing this form, you are certifying that you have reviewed the risks documented in the register and agree that they have been managed to the extent possible by the PDT.

Project Information

Scalability Level: 3

Project ID / District-EA: 0519000149/05-1M430

Project Description: San Lucus Rehab

Project Route/Location: Mon-101-PM 30.6/36.9

Project Manager (PM): Mark Leichtfuss

Project Risk Manager: Mark Leichtfuss

PID - M010 (Required)

Project Manager*		Date:
Planning*		Date:
Design*		Date:
Project Management (SFP) *		Date:
Maintenance & Ops		Date:
Asset Management		Date:
Engineering Services		Date:

PA&ED - M200 (Required)

Project Manager*	Mark Leichtfuss	Date: 10/07/2025
Environmental*	Jason Wilkinson	Date: 10/07/2025
Design*	Kyle Bach	Date: 10/08/2025
Project Management (SFP) *		Date: 10/09/2025
Maintenance & Operations	David Beard	Date: 10/09/2025
Asset Management	Wesley Thompson	Date: 10/09/2025
Engineering Services		Date: 10/09/2025

RTL - M460 (Required)

Project Manager*		Date:
Design*		Date:
Construction*		Date:
Right of Way*		Date:
Environmental*		Date:
Project Management (SFP)*		Date:
Maintenance & Operations		Date:
Asset Management		Date:
Engineering Services		Date:

*Signatures required. Other signatures may be required based on individual district process or project scope. Please verify with the district Risk Coordinator.

Risk Register for 05-1M430, San Lucas Rehab

Form v3.4 last modified April 2019

Risk Checkpoint:	PID
Date:	10/7/2025
Project Nickname:	San Lucas Rehab
EA:	05-1M430
Co-Rt, Post Miles:	MON-101-R30.60/R36.90
Project Manager:	Mark Leichtfuss
FY & Program (SHOPP or STIP):	2022 (SHOPP)
Capital Costs:	$80,864,000k
Support Costs:	$15,767,000k
Total Costs:	$96,631,000k
RTL Target:	3/11/2027

Phase	Cost Contingency Range $k			Schedule Contingency Range (Wkg Days)		
	Optimistic	PERT	Pessimistic	Optimistic	PERT	Pessimistic
0-PA&ED	$55	$86	$131	20	28	44
1-PS&E	$19	$28	$44	32	58	100
2-RW Sup	$3	$8	$19	22	52	110
3-Con Sup	$7	$11	$17	10	62	120
Support Contingency	$85	$133	$211	84	200	374
9-RW Cap	$6	$18	$36	9	21	44
4-Con Cap	$40	$127	$320	32	46	66
Capital Contingency	$46	$145	$356	41	67	110
Total Contingency	$131	$278	$567	125	267	484

Risk Identification								Risk Assessment			Risk Response				Quantifying "Red" (High P & I) Level Risks			
Status	ID #	Type	Category	Title	Risk Statement	Current status / assumptions	Risk Trigger	Probability (P)	Cost Impact Schedule Impact (I)	Cost Score Schedule Score (PxI)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Support (Hrs) Capital Cost ($k)	Schedule (Days)	Calculated Contingency
Retired	1	Threat	Environmental	Protected Species (Monterey spineflower)	As a result of biological surveys not conducted during the appropriate survey period for Monterey spineflower, the discovery of Monetery spineflower in the project area may occur. As a result of discovery, additional surveys, documentation, or a need for permits may occur, which would lead to an increase in project cost, scope, and schedule.	Assume Monterey spineflower will be absent from the project area and/or will be able to be completely avoided. If the survey doesn't occur during the appropriate survey period, later surveys can be conducted prior to construction.	Discovering unavoidable Montery spineflower during field surveys	1-Very Low (1-10%)	2 - Low (<$k)	2	Avoid	If potentially unavoidable Monterey spineflower plants are discovered during surveys, alert PDT and determine viable avoidance and minimizations strategies. Consult with relevant agencies as necessary.	Larry Bonner	2/17/2022				
								15%	8 - High (3-6 months)	8								
Retired	2	Threat	Environmental	Threat	As a result of cultural resources studies, cultural resources are identified in the project area which cannot be avoided.	Assume that all cultural resources in the project area will be avoided.	Discovering unavoidable cultural resources in project area.	1-Very Low (1-10%)	4 - Moderate ($1k - $k	4	Avoid	Update cultural resources staff with any project changes so any cultural resources can be identified and then avoided. Retired per e-mail from Krista Kiaha on 6/21/2022	Krista Kiaha	6/22/2022				
									16 - Very High (>6 months)	16								
Active	3	Opportunity	Design	CRCP Overlay Alternative Innovation	As a result of updated structural section recommendations, a alternate pavement structure can be proposed leading to reduced roadway excavation and agregate base scope.	Assume that the pavement structure will remian full depth section replacement.	Verifying CRCP overlay is a viable design solution during PS&E.	4-High (51-70%)	2 - Low (<$4,831,550k)	8	Exploit	Work with PDT to evaluate pavement alternative merit and decide whether to implement in PS&E.	Wesley Thompson	10/6/2025	3-Con Sup	O 400 hours ML 600 hours P 800 hours PERT 600 hours	O 200 ML 400 P 600 400 days	$45k
								60%	1 - Very Low (Insignificant)	4					4-Con Cap	O 400 hours ML 800 hours P 1,000 hours PERT 767 hours	O 100 ML 200 P 300 200 days	240 $461k 120
Active	4	Threat	Design	Traffic Handling on existing HMA shoulders	As a result of manging temporary traffic during construction, failure of the deteriorated HMA pavement on the existing shoulders may occur, which would lead to additional strengthening of shoulders in the form of a deeper pavement section.	Assume that a 0.2' grind and pave of existing shoulders is adequate to carry traffic for 1 construction season	HMA shoulder condition at 95% PS&E milestone will inform strengthening strategy.	3-Moderate (31-50%)	2 - Low (<$4,831,550k)	6	Accept	Perform site visit and work with maintenance and construction to determine appropriate shoulder strengthening strategy for final design.	Wesley Thompson	10/6/2025	3-Con Sup	O 200 hours ML 400 hours P 600 hours PERT 400 hours	O 100 ML 250 P 400 250 days	$20k
								40%	2 - Low (<1 month)	6					4-Con Cap	O 400 hours ML 600 hours P 800 hours PERT 600 hours	O 200 ML 400 P 600 400 days	100 $240k 160
Active	5	Opportunity	Design	Reduction in Stormwater Permanent Treatment BMP requirements	As a result of avoiding excavating the existing roadbed through use of a CRCP overlay or thinner structutal section replacement alternative, a reduction in the assumed area of new net impervious surface will occur, which would lead to a reduction in required stormwater treatment BMP's.	Assume all new pavement section will be considered new net impervious surface.	Verifying CRCP overlay is a viable design solution and the corresponding change to new net impervious surface during PS&E.	2-Low (11-30%)	1 - Very Low (Insignificant)	2	Accept	Work with PDT to evaluate pavement alternative merit and decide whether to implement in PS&E.	Wesley Thompson	10/6/2025	3-Con Sup	O 800 hours ML 1,000 hours P 2,000 hours PERT 1,134 hours	O 400 ML 600 P 800 600 days	$29k
								20%	1 - Very Low (Insignificant)	2					4-Con Cap	O 800 hours ML 1,200 hours P 2,000 hours PERT 1,267 hours	O 200 ML 400 P 600 400 days	120 $254k 80
Active	6	Threat	Design	Unsuitable Material Assumption	As a result of encountering poor subgrade material on previous adjacent projects with pavement replacement scope, encountering unsuitable subgrade material during construction may occur, which would lead to added cost and schedule impacts for subgrade treatment.	Current assumption is that no unsuitable subgrade will be encountered during construction.	Further analysis of soil conditions and past project history informs recommendation for incorporation into PS&E.	2-Low (11-30%)	2 - Low (<$4,831,550k)	4	Accept	PDT to determine appropriate quantity of subgrade treatment to incorporate into project PS&E.	Wesley Thompson	10/6/2025	3-Con Sup	O 2,000 hours ML 1,500 hours P 2,500 hours PERT 1,750 hours	O 400 ML 800 P 1500 850 days	$44k
								20%	2 - Low (<1 month)	4					4-Con Cap	O 1,000 hours ML 2,000 hours P 3,000 hours PERT 2,000 hours	O 400 ML 800 P 1500 850 days	170 $400k 170

Public Outreach Exhibit

Attachment J

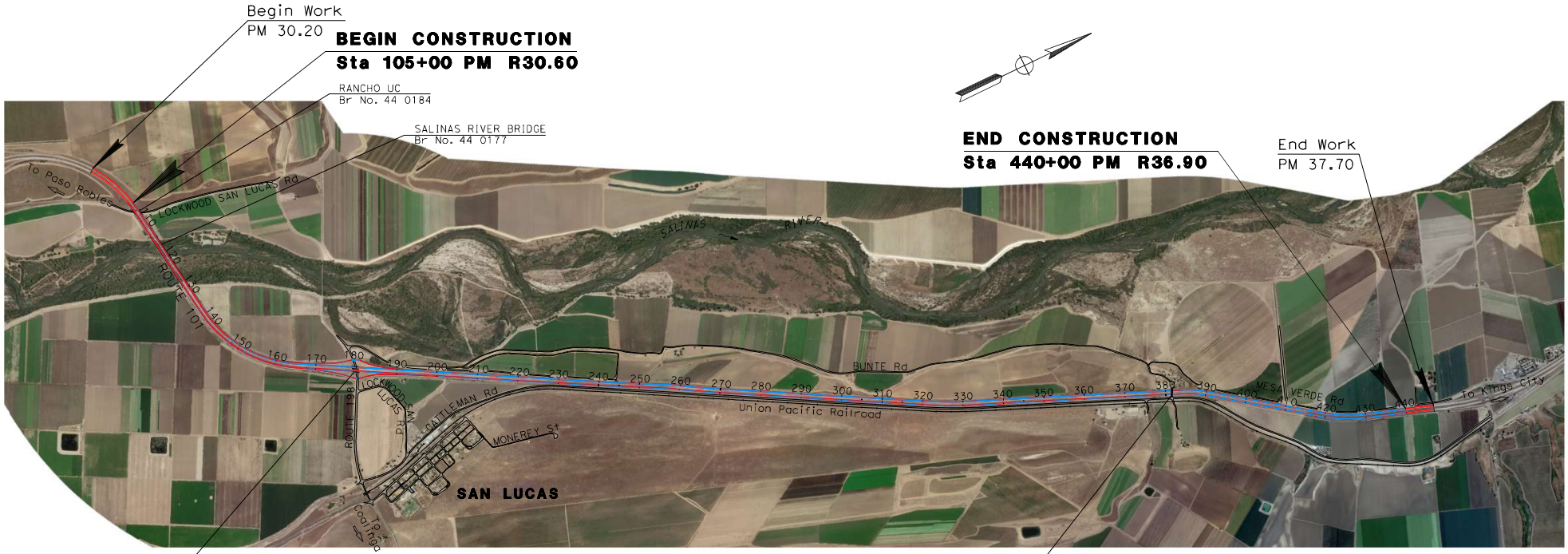
SAN LUCAS REHAB PROJECT INFORMATION

- REMOVE AND REPLACE EXISTING FREEWAY PAVEMENT WITH NEW CONCRETE PAVEMENT
- UPGRADE EXISTING GAURDRAIL TO CURRENT STANDARDS TO ENSURE SAFETY
- SIGN PANEL UPGRADES TO ENHANCE REFLECTIVITY
- NEW LANE STRIPING AND RAMP STRIPING

SAN LUCAS REHAB PROJECT CURRENT SCHEDULE

- BEGIN PROJECT DESIGN IN 2024
- PROJECT ADVERTISED IN IN 2026
- BEGIN CONSTRUCTION IN 2027
- END CONSTRUCTION IN 2031

IN MONTEREY COUNTY ON STATE ROUTE 101 FROM 200' SOUTH OF RANCHO UNDERCROSSING TO 1,215' SOUTH OF THE NORTHBOUND WILD HORSE RD OFF-RAMP



Final Document Distribution List

Attachment K

D5 Distribution List (send to these people after PID and PR are completed and signed)			
Functional Unit	**PID**	**PA&ED**	**Email**
Asset Management	Scott Kirkish	Scott Kirkish	scott.kirkish@dot.ca.gov
Asset Management	Wes Thompson	Wes Thompson	wesley.thompson@dot.ca.gov
Construction Resource & Workload*	D5workload@dot.ca.gov	D5workload@dot.ca.gov	D5workload@dot.ca.gov
Construction	Paula Firenze	Paula Firenze	paula.firenze@dot.ca.gov
Construction - Materials Testing / Engineering*	d5.materials.lab@dot.ca.gov	d5.materials.lab@dot.ca.gov	d5.materials.lab@dot.ca.gov
Construction Senior	Adam Rianda	Adam Rianda	adam.rianda@dot.ca.gov
Cooperative Agreements	Lindsay Leichtfuss	Lindsay Leichtfuss	lindsay.leichtfuss@dot.ca.gov
Deputy Director, PJD & Construction	Tim Campbell	Tim Campbell	tim.campbell@dot.ca.gov
Design Senior	Wes Thompson	Wes Thompson	wesley.thompson@dot.ca.gov
Design I Chief (Branches A, D, E, G)	David Fapp	David Fapp	david.fapp@dot.ca.gov
Design II Chief (Branches B, C, F, H)	Kyle Birch	Kyle Birch	kyle.birch@dot.ca.gov
District Programming	Lindsay Leichtfuss	Lindsay Leichtfuss	lindsay.leichtfuss@dot.ca.gov
Document Services (DRS)*	d05.drssupport@dot.ca.gov	d05.drssupport@dot.ca.gov	d05.drssupport@dot.ca.gov
Environmental	Jason Wilkinson	Jason Wilkinson	jason.wilkinson@dot.ca.gov
Environmental Planning	Catherine Yim	Catherine Yim	catherine.yim@dot.ca.gov
Landscape Architecture	Scott Dowlan	Scott Dowlan	scott.dowlan@dot.ca.gov
Landscape Architecture	Corby Kilmer	Corby Kilmer	corby.kilmer@dot.ca.gov
Maintenance & Ops	Aaron Henkel	Aaron Henkel	aaron.henkel.dot.ca.gov
Maintenance	David Beard	David Beard	david.beard@dot.ca.gov
Maintenance	Berkeley Lindt	Berkeley Lindt	berkeley.lindt@dot.ca.gov
Maintenance	Lee Chaves	Lee Chaves	lee.chaves@dot.ca.gov
Project Management	David Silberberger	David Silberberger	david.silberberger@dot.ca.gov
Project Management	Joe Erwin	Joe Erwin	joe.erwin@dot.ca.gov
Project Management / SFP	Darron Hill	Darron Hill	darron.hill@dot.ca.gov
Project Manager	Mark Leichtfuss	Mark Leichtfuss	mark.leichtfuss@dot.ca.gov
Right of Way	Marshall Garcia	Marshall Garcia	marshall.garcia@dot.ca.gov
Surveys (MON, SBT, SCR)	Stacey Meacham	Stacey Meacham	stacey.meacham@dot.ca.gov
Surveys (SB, SLO)	David Sparks	David Sparks	david.sparks@dot.ca.gov
Surveys (R/W Engineering)	Jeremy Villegas	Jeremy Villegas	jeremy.villegas@dot.ca.gov
Traffic Design	Quay Chester	Quay Chester	quay.chester@dot.ca.gov
Traffic Ops & Management	Pete Hendrix	Pete Hendrix	peter.hendrix@dot.ca.gov
Traffic Management	Bing Yu	Bing Yu	bing.yu@dot.ca.gov
Traffic Operations	Bing Yu	Bing Yu	bing.yu@dot.ca.gov
Traffic Safety (MON)	Gerardo Lopez	Gerardo Lopez	gerardo.lopez.jr@dot.ca.gov
Traffic Safety (SB)	Anthony De Anda	Anthony De Anda	anthony.de.anda@dot.ca.gov
Traffic Safety (SBT)	Michael Grolle	Michael Grolle	michael.grolle@dot.ca.gov
Traffic Safety (SCR)	Anthony De Anda	Anthony De Anda	anthony.de.anda@dot.ca.gov
Traffic Safety (SLO)	Ricardo Quintana	Ricardo Quintana	ricardo.quintana@dot.ca.gov
Traffic Signals, Census, Lighting	Jacob Domine	Jacob Domine	jacob.domine@dot.ca.gov
Transportation Planning (Office Chief)	Orchid Monroy-Ochoa	Orchid Monroy-Ochoa	orchid.monroy@dot.ca.gov
Transportation Planning (SHOPP PID Manager)	Jimmy Ochoa	Jimmy Ochoa	jimmy.ochoa@dot.ca.gov
Transportation Planning (MON, SCR, SBT)	Kelly McClendon	Kelly McClendon	kelly.mcclendon@dot.ca.gov
Transportation Planning (SB, SLO)	Veronica Lezama	Veronica Lezama	veronica.lezama@dot.ca.gov

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HQ Personnel (send only to applicable program representatives of each unit, per project type)			
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FHWA (Major Project Oversight, >$500 M)	Lismary Gavillan	Lismary Gavillan	lismary.gavillan@dot.gov
HQ Planning - Draft Supplemental PIR / PIR	PIDHQ@dot.ca.gov	-	PIDHQ@dot.ca.gov
HQ Planning	Trevor Oppezzo	-	trevor.oppezzo@dot.ca.gov
HQ Environmental Analysis	Jennifer Heichel	Jennifer Heichel	jennifer.heichel@dot.ca.gov
HQ Traffic Liaison (201.010: Safety Improvements & 201.015: Collision Severity)	Qingmeng Li	Qingmeng Li	qingmeng.li@dot.ca.gov
HQ Maintenance (201.110: Bridge Rehab / Replacement)	Patrick Piacentini	Patrick Piacentini	patrick.piacentini@dot.ca.gov
HQ Maintenance (201.120, 121, 122: 2R / 3R Pavement Rehab & Pavement Preservation)	Xiang Shu	Xiang Shu	xiang.shu@dot.ca.gov
HQ Maintenance (201.130, 131, 150: Major Damage Restoration)	Mike McCracken	Mike McCracken	mike.mccracken@dot.ca.gov
HQ Maintenance (STIP)	Jesus Chuy Gonzalez	Jesus Chuy Gonzalez	jesus.gonzalez@dot.ca.gov
HQ Financial Programming (STIP)	Sudha Kodali	Sudha Kodali	sudha.kodali@dot.ca.gov
HQ Financial Programming (SHOPP)	Rich Stone	Rich Stone	rich.stone@dot.ca.gov
HQ Structures - Design *Oversight* Engineer**	Saygunn Low	Saygunn Low	saygunn.low@dot.ca.gov
HQ Structures - Technical Liaison Engineer**	Dhvani Desai	Dhvani Desai	dhvani.desai@dot.ca.gov
HQ Structures - Project Engineer**	Eric Burgeson	Eric Burgeson	eric.burgeson@dot.ca.gov
HQ Encroachment Permit *(as requested)*	HQ Encroachment Permits	HQ Encroachment Permits	HQEP@dot.ca.gov
HQ Traffic Operations (201.310)	Ping Qiu	Ping Qiu	ping.qiu@dot.ca.gov
HQ Traffic Operations (201.315)	Karan Dhungana	Karan Dhungana	karan.dhungana@dot.ca.gov
HQ Traffic Operations (ADA)	Larry Hernandez	Larry Hernandez	larry.hernandez@dot.ca.gov
HQ Traffic Operations (ADA)	Tony Lee	Tony Lee	tony.c.lee@dot.ca.gov
HQ Drainage Program Advisor (201.151: Drainage System Restoration) (Acting)	Farzan Farzad	Farzan Farzad	farzan.farzad@dot.ca.gov
HQ Drainage Asst. Program Advisor (201.151: Drainage System Restoration)	Francesca Castillo	Francesca Castillo	francesca.castillo@dot.ca.gov

**Send only when applicable

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Final Audit Report 2025-10-10

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