ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Ridgewood Pavement Rehabilitation (01-0H160)

Resolution SHOPP-P-2122-03B
(will 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) for the *Ridgewood Pavement Rehabilitation (01-0H160)*, effective on, December 8, 2021 (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

3.2 Whereas at its May 13, 2020 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *Ridgewood Pavement Rehabilitation (01-0H160)*, 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 and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.

3.3 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 *Insert Number* , "Adoption of Program of Projects for the Active Transportation Program", dated
- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☒ Resolution G-20-40, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated May 13, 2020
- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection Program, 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 on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.

4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be 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 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 during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.10 The Transportation 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 four 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 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Ridgewood Pavement Rehabilitation (01-0H160)

Resolution SHOPP-P-2122-03B

Richard Mullen — Digitally signed by Richard Mullen Date: 2021.10.12 12:04:18 -07'00' — October 12, 2021

Richard Mullen — Date

Caltrans Deputy District Director, Program/Project Management

Project Applicant

Richard Mullen — Digitally signed by Richard Mullen Date: 2021.10.12 12:05:01 -07'00' — October 12, 2021

Richard Mullen — Date

Caltrans Deputy District Director, Program/Project Management

Implementing Agency

Matthew K. Brady — Digitally signed by Matthew K. Brady Date: 2021.10.13 12:15:50 -07'00' — October 13, 2021

Matthew K. Brady — Date

District Director

California Department of Transportation

[redacted] — 11.19.21

Toks Omishakin — Date

Director

California Department of Transportation

[redacted] — 1/4/22

Mitchell Weiss — Date

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:	10/07/21 02:30:27 PM
District	**EA**	**Project ID**		**PPNO**	**Project Manager**	
01	0H160	0117000117		4677	EVERETT, KATIE M	
County	**Route**	**Begin Postmile**	**End Postmile**	**Implementing Agency**		
MEN	101	R 33.7	R 43.2	PA&ED	Caltrans	
				PS&E	Caltrans	
				Right of Way	Caltrans	
				Construction	Caltrans	

Project Nickname

Ridgewood Class 1 Pavement

Location/Description

Near Willits, from 1.1 miles north of West Road to 0.6 mile south of Haehl Creek Bridge. Rehabilitate pavement, replace concrete median barrier, rehabilitate drainage systems, and upgrade guardrail, signs, lighting, and Transportation Management System (TMS) elements.

Legislative Districts

Assembly:	01	**Senate:**	02	**Congressional:**	01

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement	.1	36.9	0.5		37.5	Lane-miles
Programmed Condition	Pavement	37.5				37.5	Lane-miles

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	09/24/21	
Right of Way Certification Milestone		10/03/22
Ready to List for Advertisement Milestone		10/15/22
Begin Construction Milestone (Approve Contract)		02/28/23

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	20/21	561					561
PS&E	21/22	910					910
RW Support	21/22	33					33
Const Support	22/23	3,457					3,457
RW Capital	22/23	39					39
Const Capital	22/23	47,888					47,888
Total		52,888					52,888

Project Report

For Project Approval

On Route 101

Between PM R033.730

And PM R043.200

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:

Tadj Ratajczak
Tadj Ratajczak (Sep 24, 2021 14:25 PDT)

Tadeusz A. Ratajczak, District Division Chief, NR Right of Way

APPROVAL RECOMMENDED:

Katie Everett

Katie Everett, Project Manager

PROJECT APPROVED:

Matthew K. Brady
Matthew K. Brady (Sep 24, 2021 14:33 PDT)

Matthew K. Brady, District 1 Director

09/24/2021

Date

VICINITY MAP

RIDGEWOOD CLASS 1 PAVEMENT

01-MEN-101 (PM R33.73/R43.20)

01-0H160 (0117000117)

No Scale

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.

Dino Khloth

REGISTERED CIVIL ENGINEER

09/07/2021

DATE

Table of Contents

1. INTRODUCTION

Project Description:

The proposed project will improve Class I Asphalt Concrete (AC) pavement using a strategy consisting of cold-planning AC surfacing by spot milling (0.25'-0.33') existing AC and replacing with Type A Hot Mix Asphalt (HMA-A), placing an HMA leveling course, and placing Rubberized HMA (RHMA) overlay plus shoulder backing. Some existing concrete median barriers will be replaced with Portable Concrete Barriers (Type 60K). Existing Metal Beam Guardrail (MBGR) will be replaced with Midwest Guardrail System (MGS), and existing MGS will be raised. High Friction Surface Treatment (HFST) will be added. One drainage system at Post Mile 40.62 will be repaired by regrouting the inlet and outlet, repairing the inlet, and repairing the culvert liner. A census station will be upgraded, sign panels will be replaced, and one new highway lighting asset will be constructed. Layouts are available as Attachment A, and a Typical Cross-Section is available as Attachment B.

Project Limits	01-MEN-101-R33.73/R43.20	
Number of Alternatives	2 (Including No Build)	
	Current Cost Estimate:	**Escalated Cost Estimate:**
Capital Outlay Support	$4,664,000	$4,934,000
Capital Outlay Construction	$37,799,000	$41,545,000
Capital Outlay Right-of-Way	$11,000	$12,000
Funding Source	20.XX.201.121 (Pavement Rehabilitation)	
Funding Year	2023	
Type of Facility	Four-lane expressway. (Freeway from PM R42.472 to PM R43.200.)	
Number of Structures	0	
SHOPP Project Output	37.508 Lane Miles Class 1 Pavement SHOPP Effectiveness = 99.81, Rehab Effectiveness = 40.97 (See Attachment K - Performance Measures)	
Environmental Determination or Document	California Environmental Quality Act (CEQA): Categorical Exemption (CE) National Environmental Policy Act (NEPA): Categorical Exclusion (CE)	
Legal Description	In Mendocino County near Willits from 1.1 miles north of West Road Overcrossing to 0.6 mile south of Haehl Creek Bridge 10-129	
Project Development Category	4B	

2. RECOMMENDATION

The Department recommends approval of the project using the one build alternative as the preferred alternative (designated as Alternative A in this report) and for the project to proceed to the design phase.

3. BACKGROUND

District 1 Maintenance Engineering sponsored the project to address existing and future pavement distress. The project was initially scoped as a 2R (Pavement Focused) project in the 201.122 Roadway Rehabilitation program and was targeted for funding through Senate Bill 1. Consideration was given to redefine the scope of the project due to funding limitations and apply a combination strategy that more appropriately addresses predicted pavement condition by utilizing a Minor Pavement Rehabilitation (formerly CAPM) strategy for lane-miles projected to be "fair", and a Major Rehabilitation (formerly 2R) strategy for lane-miles projected to be "poor" at time of construction are planned.

4. PURPOSE AND NEED

4A. Problem, Deficiencies, Justification

Purpose:

The purpose of this project is to restore Class I pavement to good condition using a pavement rehabilitation or CAPM strategy, and to restore existing safety, drainage, and signage assets to good condition.

Need:

The project is needed to rehabilitate the pavement in both fair and poor condition to extend service life of the pavement and prevent further deterioration. Additionally, guardrail, terminal systems, concrete barriers, and transition railings work is needed consequent to repaving work due to increased height of pavement and to meet revised standards; drainage work is needed to prevent potential roadway damage resulting from drainage system failures; and signage and a TMS asset is in poor condition and needs upgrades or repairs.

4B. Regional and System Planning

Route Concept

U.S. Route 101 meets the 20-year Facility Concept, which is to maintain four-lane freeway or expressway. U.S. Route 101 is a Class 1 route and extends through District 1 from the Mendocino/Sonoma County line to the California/Oregon border. It is part of the strategic highway network.

The project area is classified as a four-lane expressway with rolling hill terrain. The project location is included in the Pacific Coast Bicycle Route and is a Terminal Access Route for STAA. The project begins in Redwood Valley near the intersection of Uva

Drive at the north end of a long stretch of concrete-paved highway. The interchange to LAK-20 is approximately two miles south. Steep hills exist on either side of the roadway and the area is prone to soil movement. The area is rural with little to no residential communities and one industrial business. The project ends just before the bypass to the town of Willits.

The route concept for this segment of highway is to maintain and rehabilitate as necessary; improve safety as needed; and widen paved shoulders where feasible to a minimum of four feet to accommodate non-motorized traffic. This project is consistent with the route concept.

Similar and Adjacent Projects

EA	County	Route	PM Limits	Project Description	Construction Year
0H660	MEN	101	41.17/41.17	Weigh in Motion Facility	2023
0K410	MEN	101	41.2/42.8	Concrete Median Barrier	2024
0H170	MEN	101	48.96/55.06	Pavement Rehabilitation	2024
0L380	MEN	101	39.8/40.4	Shoulder Widening and Pullouts	2025
0K890	MEN	101	50.7/52.2	Safety Improvements	2027

4C.Traffic

Collision Analysis

District 1 Traffic Safety conducted a collision analysis for the most recently available five-year period in TASAS Table B; between April 1, 2016 and March 31, 2021. The segment reviewed was U.S. Route 101 in Mendocino County, PM R33.73 to R43.20.

Actual Collision Rates (MVM)*			Average Collision Rates (MVM)*		
Fatal	F+I	Total	Fatal	F+I	Total
0.017	0.33	1.39	0.009	0.18	0.48

*MVM = Million Vehicle Miles

The primary collision factor was “Speeding” (41.3%). The primary type of collision is “Hit Object” (66.3%). The primary object struck is “Other Vehicle” (66.3%).

5. ALTERNATIVES

Two alternatives were considered for this project:

- Alternative A – Pavement Rehabilitation, described in 5A below.
- Alternative B – No Build Alternative, described in 5B below.

5A. Viable Alternative

Alternative A is recommended as the preferred and only viable alternative, as it is the best and only alternative that meets the project purpose and need.

Alternative A

Proposed Engineering Features

Pavement strategies are recommended per the Materials Recommendation (Attachment F). This project proposes to improve the condition of the pavement to good using a Minor Pavement Rehabilitation strategy for pavement in fair condition and a Major Pavement Rehabilitation strategy for pavement in poor condition. The pavement strategies will be refined in the 1 Phase to further evaluate opportunities for cost savings, based on a future field trip by Materials and the existing conditions at the time of the field trip. For this report, the following pavement strategies are recommended for the entire pavement length and width:

- Cold plane and remove 0.10 foot of existing open grade friction course
- Mill and fill with 0.33 foot of HMA-A at localized severe pavement failures (rutting greater than ½ inch)
- Rout and seal all cracks wider than ¼ inch
- Place shoulder backing

For the pavement designated as "FAIR" in the RTL year (2023) per the Pavement Condition Report (PCR; Attachment G), the following minor overlay strategy would be used:

- 0.20 foot of RHMA-G
- 0.10 foot of RBWC-G

For the pavement designated as "POOR" in the RTL year (2023) per the PCR, a 10-year rehabilitation (major overlay) strategy would be used as follows:

- 0.15 foot of HMA-A
- 0.20 foot of RHMA-G
- 0.10 foot of RBWC-G

The pavement will be ground and conformed to the bridge deck at the South Willits Overhead. Cold planing throughout the project will affect the vehicle counter loops for the census station (PM 40.32), the temperature sensor for the weather station (PM 41.20 #3), and the loops for the truck crossing (PM 40.67), and the affected items will be replaced. The existing Census Station (PM 40.20 #164) will be relocated to behind the HMA dike along the southbound side of U.S. Route 101 at PM 40.68 and will be upgraded to a Vehicle Classification Station. In addition to the pavement strategies, HMA dike will be replaced, and the following safety features will be constructed:

- Upgrade MBGR to MGS and place minor concrete vegetation control
- Upgrade existing signs
- Replace existing permanent Concrete Barrier with Portable Concrete Barrier (Type 60K)
- Replace existing temporary Concrete Barrier (Type K) with Portable Concrete Barrier (Type 60K)

- Replace existing rumble strips
- Add HFST

Existing permanent concrete barrier is being replaced with portable barrier due to geologic instability of the project area. Use of the portable barriers will reduce costs to maintain the concrete barriers due to frequent emergency projects in the area. Rumble strips will be omitted where shoulder width is less than four feet on flat or uphill grades and where shoulder width is less than six feet on downhill grades.

HFST will be added along southbound U.S. Route 101, between approximate Sta: 435+63 and Sta: 458+18, where a downhill grade exists, to enhance traffic safety.

Shoulders will be investigated in the PS&E phase to determine opportunities for restriping, to increase widths. Where feasible, the outside and inside shoulders should be increased with priority given to the outside shoulder for pedestrian and bicyclist safety. The outside shoulder should have not less than four feet of usable surface.

Overside drains at HMA dikes will be replaced, and drainage inlets will be adjusted to finish grade.

The culvert at PM 40.62 has the following proposed repairs: regrouting of the inlet and outlet, repairing of the inlet, and repairing of the culvert liner. A Drainage Report Exemption is included as Attachment N.

One new highway lighting asset will be constructed near Black Bart Road, PM 40.77.

Ramp Metering

There are no ramps within the project limits.

Roadside Design and Management

Concrete weed barrier will be used in lieu of woven fabric weed mat.

Reversible Lanes and High-Occupancy Vehicle Lanes

This project does not qualify as a capacity increasing or a major street or highway realignment project therefore reversible lanes and high-occupancy lanes have not been considered.

Deviations from Mandatory and Advisory Design Standards

The Seventh Edition of the Highway Design Manual (HDM; July 1, 2020 for Chapter 200 and Chapter 300) was used to evaluate highway features within this project. The Build Alternative will require three design exceptions, as detailed in the Table below. The non-standard geometric features include: (1) Minimum Horizontal Clearance, (2) Minimum Shoulder Width, and (3) Minimum Stopping Sight Distance on Horizontal Curves.

Preparation of a Design Standard Decision Document (DSDD) to document the proposed Exceptions to Geometric Design Standards will be deferred until the PS&E phase, when more accurate topographical survey data will be available. The decision to defer was

concurred by the approval authority, Ron Tollison, Acting Chief, NRPD Office of Design.

Design Standards Risk Assessment			
Alternative	**Design Standard from HDM**	**Probability of Nonstandard Design Feature Approval (None, Low, Medium, High)**	**Justification for Probability Rating**
A	**HDM 309.1 Horizontal Clearances for Highways** **309.1(3)(c)** *Minimum Clearances.* **On conventional highways, frontage roads, city streets and county roads within the State right of way (all without curbs), the minimum horizontal clearance shall be the standard shoulder width as listed in Tables 302.1 and 307.2, except that a minimum clearance of 4 feet shall be provided where the standard shoulder width is less than 4 feet.** For RRR projects, widths are provided in DIB 79.	**Nonstandard Feature:** Non-standard horizontal minimum clearance distance in multiple locations including inside and outside shoulders. **Risk Rating of Not Being Approved: LOW**	**Justification for the Approval Risk Rating:** Severity of collisions with guard rail or median barrier is expected to be reduced in lieu of an errant vehicle leaving the roadway and striking a fixed object or terrain features that are less forgiving than striking the guard rail or median barrier itself. The severity of a rear-end or hit object collision is less than the severity of a head-on collision. **Additional Data/Studies needed for Approval:** Proposed non-standard horizontal minimum clearance distances and extent. Final location of median barrier. Summary of constraints and support.
Alternative	**Design Standard from HDM**	**Probability of Nonstandard Design Feature Approval (None, Low, Medium, High)**	**Justification for Probability Rating**
A	**HDM 302.1 Width** **The shoulder widths given in Table 302.1 shall be the minimum continuous usable width of paved shoulder on highways.**	**Nonstandard Feature:** Non-standard shoulder width in multiple locations including left	**Justification for the Approval Risk Rating:** Severity of collisions with guard rail or median barrier is expected to be reduced in lieu of an errant vehicle leaving the roadway and striking a fixed object or terrain features that are less forgiving than striking the guard rail or median

	Table 302.1 indicates that for a freeway or expressway with 4 lanes, the left paved shoulder should be 5 feet wide and the right paved shoulder should be 10 feet wide.	and right shoulders. **Risk Rating of Not Being Approved:** **LOW**	barrier itself. The severity of a rear-end or hit object collision is less than the severity of a head-on collision. **Additional Data/Studies needed for Approval:** Proposed nonstandard shoulder widths and extent. Summary of constraints and support.
A	**HDM 201.6 Stopping Sight Distance on Horizontal Curves** **Table 201.1 shows the minimum standards for stopping sight distance related to design speed for motorists.** The stopping sight distance indicated in Table 201.1 is as follows: 500 feet for a design speed of 55 mph, 580 feet for a design speed of 60 mph, and 660 feet for 65 mph.	**Nonstandard Feature:** Non-standard stopping sight distance exists at several project locations that have existing horizontal curves with radii of less than 2,000 feet and median barrier is present. **Risk Rating of Not Being Approved:** **LOW**	**Justification for the Approval Risk Rating:** Severity of collisions with guard rail or median barrier is expected to be reduced in lieu of an errant vehicle leaving the roadway and striking a fixed object or terrain features that are less forgiving than striking the guard rail or median barrier itself. The severity of a rear-end or hit object collision is less than the severity of a head-on collision. **Additional Data/Studies needed for Approval:** Proposed nonstandard stopping sight distances and extent. Final location of median barrier. Summary of constraints and support.

Erosion Control

In locations within project limits where the soil is disturbed due to earthwork, soil stabilization and sediment control such as hydroseed, hydro mulch, fiber rolls, and straw will be used. Further details can be viewed in the Landscape Architecture Assessment Study (LAAS) (Attachment E).

Interim Features

There are no interim features planned as part of this project.

California Highway Patrol (CHP) Enforcement Activities

The project will use the Construction Zone Enhanced Enforcement Program (COZEEP) to provide additional officers on the job site during the work. COZEEP monies were included in the cost estimate. Other than use of COZEEP, the project will have no effect on CHP activities.

Earth Retaining Systems
There are no proposed earth retaining systems planned as part of this project.

Highway Planting and Irrigation
There is no highway planting or irrigation work planned as part of this project.

Noise Barriers
There are no noise barriers proposed in this project.

Traffic Analysis
Maintaining existing loops and upgrading the existing census station will create a more accurate and reliable census system.

Asset Management
A combination approach is employed to extend the pavement life, consisting of both a Minor Pavement Rehabilitation strategy and a Major Pavement Rehabilitation strategy.

Context-Sensitive-Solutions
The Landscape Architecture Assessment Study (LAAS) noted that the project area is eligible for Scenic Highway status, but no visual impact mitigation is required. An aesthetic treatment will be required for the concrete guardrail weed control color.

Culvert Material Considerations
Culvert material considerations were developed from the pH and resistivity values of the soil near the culvert at PM 40.62. Thickness requirements for the culvert for a 50-year design life include 0.109" Galvanized, Polymeric Sheet Coated CSP, Corrugated HDPE Type S, and RCP conforming to Section 65-2.02 of the Standard Specifications. Further detail of these recommendations can be found in the Materials Recommendation dated 03/14/2019 (Attachment F). Allowable pipe materials shall be limited to non-flammable material types, or the ends may be limited to non-flammable material types due to wildfire potential in the project area.

Fish Passage Obstructions
A search was performed on the California Fish Passage Assessment Database and a culvert at PM 41.76 is listed as a total barrier, PM 33.52 as a partial barrier, and culverts at PMs 38.65, 38.6, 37.3, and 36.9 are listed as unassessed for fish passage. Fish passage work is outside the scope of this project.

Current Construction and Right-of-Way Cost Estimates
The current costs for construction and right-of-way are identified in the Cost Estimate (Attachment H).

5B. Rejected Alternative
The No Build Alternative is not recommended because it does not satisfy the purpose and need of the project. This segment of US 101 has degraded beyond Highway Field Maintenance's ability to repair. Facility conditions will continue to worsen if this project

is not programmed, which would lead to a more extensive and costlier project in the future.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

An Initial Site Assessment (ISA) was completed by the Office of Environmental Engineering – South (OEES) on 12/04/2018 (Attachment I). The following list summarizes the findings:

- A geologic evaluation was conducted and indicates the presence of altered ultramafic bedrock, alluvium derived from ultramafic rock, or other rock commonly associated with Naturally Occurring Asbestos (NOA). An NSSP for NOA will be required.
- The proposed project is not within or impacting any site on the Cortese List.
- Low levels of lead from historical combustion of leaded fuel is commonly associated with the highway system. To address this issue SSP 7-1.02K(6)(j)(iii) should be included in the final project PS&E and listing packages.
- Thermoplastic paint may contain lead of varying concentrations depending upon color, type and year of manufacture. To address this issue SSP 36-4 and/or SSP84-9.03C should be included in the final project PS&E and listing packages.
- Treated wood waste will be generated during this project due to guardrail upgrades. SSP14-11.14 should be included in the final project PS&E and listing packages.

6B. Value Analysis

This project exceeds the $25 million total project cost threshold requiring Value Analysis (VA) study. A VA Study is currently being coordinated by the Project Manager. During the PS&E phase, the project manager must request a FHWA approved VA study or submit a VA Study Exception signed by the District Director to the HQ VA Program.

6C. Resource Conservation

Resources will be conserved to the maximum extent feasible. The new highway lighting will use LED lights to reduce energy consumption.

6D. Right-of-Way Issues

Right-of-way issues are not anticipated; all work is planned to be performed within the existing right-of-way. Further, utility relocations are not anticipated; one culvert will be relined, keeping the same profile. Additional details are available in the Right of Way Data Sheet (Attachment J).

6E. Environmental Compliance

To identify and address environmental issues, a Categorical Exemption for CEQA and a Categorical Exclusion for NEPA (CE/CE) have been prepared. Refer to Attachment O for additional information.

6F. Air Quality Conformity
This project is in an area that is designated as attainment or is unclassified for all current National Ambient Air Quality Standards. Therefore, conformity requirements do not apply.

6G. Title VI Considerations
This project is not anticipated to adversely affect any low income or minority populations.

6H. Noise Abatement Decision Report
No Noise Abatement Decision Report is required.

6I. Life-Cycle Cost Analysis
A LCCA is not required because a Minor Pavement Rehabilitation strategy (formerly CAPM) will be used for the bulk of the pavement work.

7. OTHER CONSIDERATIONS AS APPROPRIATE

7A. Public Hearing Process
No public hearing is required.

7B. Stage Construction
Anticipated traffic control includes lane reductions, moving land closures for striping, and partial shoulder closure. See Attachment M for the Transportation Management Plan.

7C. Accommodation of Oversize Loads
Oversize loads will be accommodated because temporary traffic control will be lane closures using cones and a 16-foot lane can be provided in case of need.

7D. Asset Management
This project rehabilitates pavement along with highway signage, TMS elements, and drainage to more efficiently address multiple asset deficiencies within a designated segment of roadway. The project meets performance objectives through the rehabilitation of 0.508 lane-miles of poor pavement, 36.965 lane-miles of fair pavement, repair of one culvert system, repair of one TMS element, construction of one new highway lighting feature, and repair of 184 highway signs in poor condition. This project's performance objectives are consistent with the Transportation Asset Management Plan, Ten-Year SHOPP Plan, Ten- Year Project Book, and Five-Year Maintenance Plan. The Performance Measures are available in Attachment K. Assets are also listed below.

1. Mainline Existing Asphalt Pavement Rehabilitation (201.122): 0.508 LNMI Poor, 36.965 LNMI Fair, 0.035 LNMI Good
2. Rumble Strips (201.010/015): 170,000 LF Poor
3. Slip Line Culvert (201.151): 115 LF Poor
4. Sign Panel Replacement (201.170): 184 EA Poor
5. Census Station (201.315): 1 EA Poor, Upgrading to Vehicle Classification Station

6. Median Barrier (201.010/015): 14,000 LF Poor.
7. Guard Rail (201.010/015): 28,000 LF Poor.

7E. Complete Streets

Caltrans' Complete Streets Directive promotes a transportation system that accommodates bicyclists, pedestrians, and transit users. The proposed project will have no effect on complete streets elements such as bicycle lanes or pedestrian facilities. Improved bicycle or pedestrian facilities and shoulder widening is beyond the scope of this project.

The Transportation Planning Scoping Information Sheet (TPSIS) prepared for the Project Initiation Proposal stated that if feasible, non-standard shoulders should be upgraded. Some existing shoulders are non-standard width. An updated TPSIS was requested during preparation of the PIR and a Complete Streets meeting was held with the Transportation Planning Senior - South and Advance Planning staff preparing the PIR. Per the Complete Streets meeting, it was determined that widening work within this project is infeasible due to existing topography and geological instability, and the pavement-centered scope of the project. However, shoulders will be investigated further in the PS&E phase to determine opportunities for restriping, to increase widths.

7F. Complete Streets Facilities

- Pedestrian Facilities
  Pedestrians are allowed use of the shoulder within the project limits. There are no pedestrian facilities within the project limits, and no pedestrian facilities are proposed within the project limits; however, the resurfacing of the shoulder will improve pedestrian travel.

- Bicycle Facilities
  MEN 101 is a Class III Bikeway (Bike Route) within the project limits. Bicyclists are allowed on the Expressway/Highway and to use the paved shoulder; however, no bicycle facilities exist. The shoulder width varies within the project limits, with a minimum right shoulder width of two feet. Shoulders will be investigated further in the PS&E phase to determine opportunities for restriping, to increase widths. There are no proposed expanded bicycle facilities within the project limits.

- Transit Facilities
  Mendocino Transit Authority (MTA) bus Routes 20 and 65 passes through the project limits. Route 65 provides service between Ukiah and Willits Monday through Saturday with four trips each northbound and southbound. Route 20 provides service between Calpella and Willits Monday through Friday with six trips each northbound and southbound. Between the two bus lines, a total of 20 trips per day are provided.

- Park and Ride Facilities
  There are no existing or proposed park and ride facilities within the project limits.

7G. Climate Change Considerations

Greenhouse Gas (GHG) Reduction Measures:
This project will generate the following Construction & Maintenance GHG Emissions:

537 MT CO2e Unmitigated GHG Emission

374 MT CO2e Proposed Mitigated GHG Emission, 30.35% decrease in GHG Emissions due to alternative construction and maintenance techniques.

The resulting GHG emission calculation was obtained using the Federal Highways Administration (FHWA) Infrastructure Carbon Estimator (ICE) Tool. This is an estimate using data inputs in the planning phase, before details about specific facility dimensions, materials, and construction practices are known. The tool may not be appropriate to inform engineering analysis and pavement selection. Although Caltrans will continue considering the benefits of utilizing the FHWA Carbon Estimator Tool, at this time this estimate should not be used as a benchmark for GHG calculations in future phases of project development beyond the PA&ED phase (0-phase). The term "mitigation" relates only to the limited number of items used in the FHWA ICE tool as GHG reduction measures and does not necessarily reflect all measures that could be included in the development process to reduce GHG emissions. The use of the word "mitigation" also does not apply to the CEQA or NEPA process and/or determination for the proposed project.
The GHG emission calculation from the FHWA ICE Tool does not cover work done for the following items: TMS census stations (under traffic censors), guardrail end treatments, rumble strip installation (if done with new striping), roadway safety improvements (meaning vegetation control treatment under existing guardrail), and any storm water mitigation (such as erosion control).

7H. Stormwater

The project meets the requirements for a Short Form Stormwater Data Report (SWDR), since the project disturbs less than 5 acres of soil and Treatment BMPs are not required (i.e. New Impervious Surface Area (NIS) is less than 1.0-acre). See Attachment D for a copy of the draft SWDR.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding
Special Funding: This project will be requesting SB-1 funding for programming.
Federal-Aid Funding: It has been determined that this project is eligible for Federal-aid funding.

Programming

Fund Source	Fiscal Year Programmed				Estimated Cost	Difference
20.XX.201.121	20/21	21/22	22/23	**Total**	**Total**	
Component	*In thousands of dollars ($1,000)*					*%*
PA&ED Support	561			561	494	-11.9
PS&E Support		910		910	822	-9.7%
Right-of-Way Support		33		33	22	-33.3%
Construction Support			3,457	3,457	3,596	4.0%
Right-of-Way Cap			39	39	12	-69.2%
Construction Cap			47,888	47,888	41,545	-13.2%
Total				52,888	46,500*	-12.1%

* Rounded up to the nearest $100,000

The support to capital ratio is 11.9%

Estimate

The total escalated estimate is $46,500,000 (rounded up to the nearest $100,000), which includes $41,545,000 for Construction Capital, $12,000 for Right of Way Capital, and $4,934,000 for support. The cost estimate is available as Attachment H.

Cost Comparison

The total escalated estimate is below the total programmed amount of $52,888,000 by 12.1% or $6,388,000. This is largely due to decreases in contingency, time-related overhead, and increases in the support costs.

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)
PROGRAM PROJECT	M015	06/24/20
BEGIN ENVIRONMENTAL	M020	07/16/20
PA & ED	M200	09/22/21
PS&E TO DOE	M377	08/15/22
RIGHT OF WAY CERTIFICATION	M410	10/03/22
READY TO LIST	M460	10/15/22
HEADQUARTERS ADVERTISE	M480	11/15/22
AWARD	M495	01/02/23
APPROVE CONTRACT	M500	02/28/23
CONTRACT ACCEPTANCE	M600	12/01/25
END PROJECT EXPENDITURES	M800	02/01/28
FINAL PROJECT CLOSEOUT	M900	11/01/29

10. RISKS

A Risk Register was prepared for the project and is included as Attachment C. Broadband inclusion is identified as a high-level risk, as a result of the Middle-Mile Broadband effort, and Potholing is identified as a low-level risk, to account for potential future potholing in the event that currently undiscovered utilities are found within the project limits.

11. EXTERNAL AGENCY COORDINATION

No external agency permits are anticipated for the project and project work, as noted in the CE/CE Environmental Determination Form in Attachment O.

12. PROJECT REVIEWS

Review	Reviewer	Date
District Program Advisor	Curtis Coburn	07/21/2021
HQ SHOPP Program Advisor	Long Huynh	07/21/2021
District Maintenance	Mark Gorona	07/16/2021
HQ Project Delivery Coordinator	Zebunnesa Tareque	07/21/2021
Project Manager	Katie Everett	08/04/2021
District Safety Review	Brian Simon	08/07/2021
Constructability Review	Juan Reyes	07/13/2021

13. PROJECT PERSONNEL

Name	Position	Phone Number
Katie Everett	Project Manager	707-684-6998
Steve Heryford	Design Senior	530-812-6990
Dino Khloth	Design Project Engineer	530-821-8029
Dana York	Environmental Senior	707-572-0948
Laurel Osborn	Environmental Coordinator	707-492-4064
Paul Amato	Biologist	530-741-4484
David Morgan	Traffic Safety Chief	707-445-6376
Yvonne Becker	Right of Way Coordinator	707-815-5116
Geoff Wright	Area Construction Senior	707-496-4355
Jamie Lusk	Traffic Operations Coordinator	707-498-1594
Dan Kornegay	Field Maintenance Supervisor	707-489-3662

14. ATTACHMENTS (Number of Pages)

A. Layouts (21)
B. Typical Section (1)
C. Risk Register (2)
D. Storm Water Data Report (6)
E. Landscape Architecture Assessment Sheet (3)
F. Materials Recommendation (10)
G. Pavement Condition Report (3)
H. Cost Estimate (10)
I. Initial Site Assessment (2)
J. Right of Way Data Sheet (5)
K. Performance Measures (3)
L. Programming Sheet (2)
M. Transportation Management Plan (6)
N. Drainage Report Exemption (1)
O. Environmental Report (3)

Attachment A
Layouts

NOTE:

FOR ACCURATE RIGHT OF WAY DATA CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
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REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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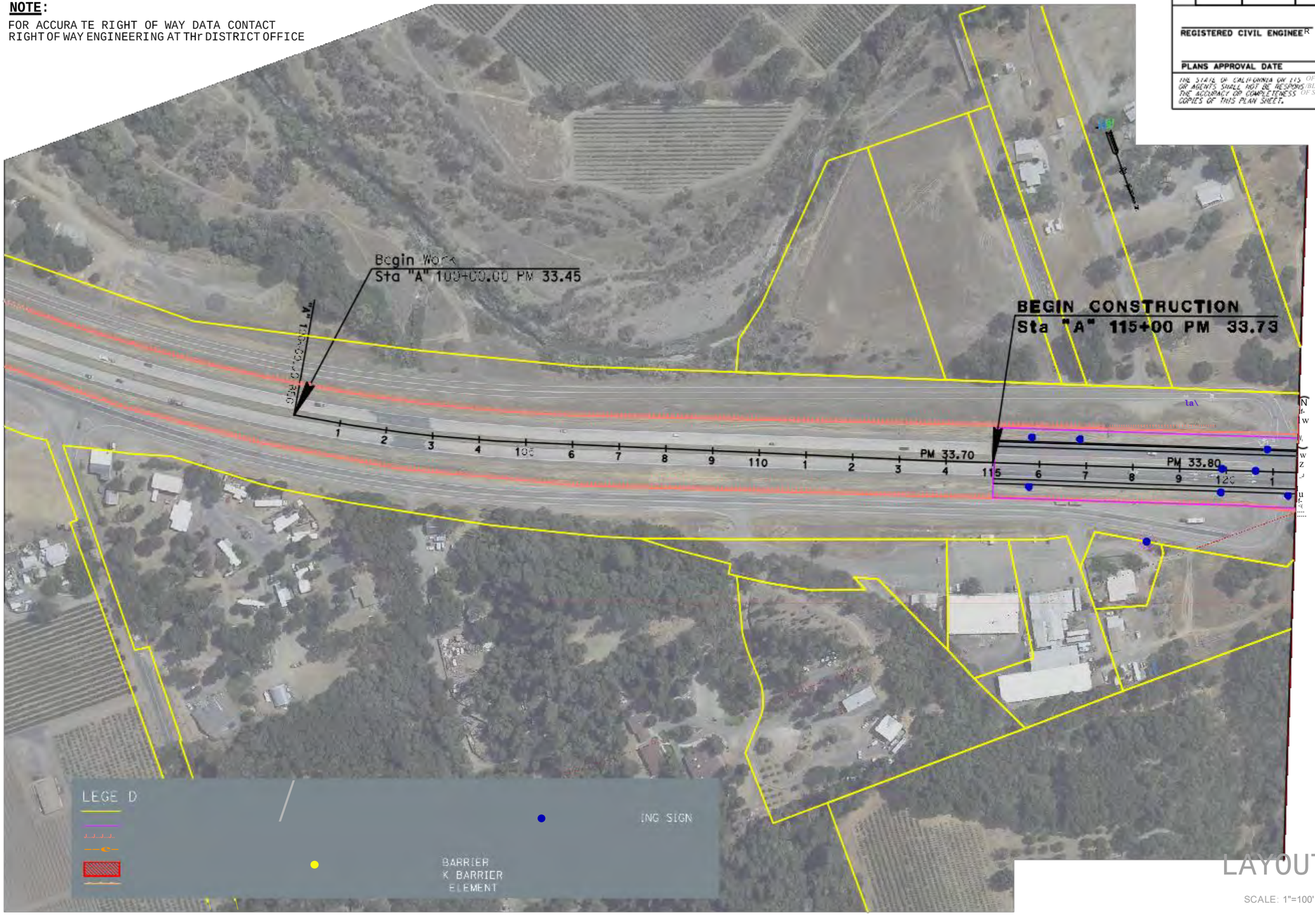

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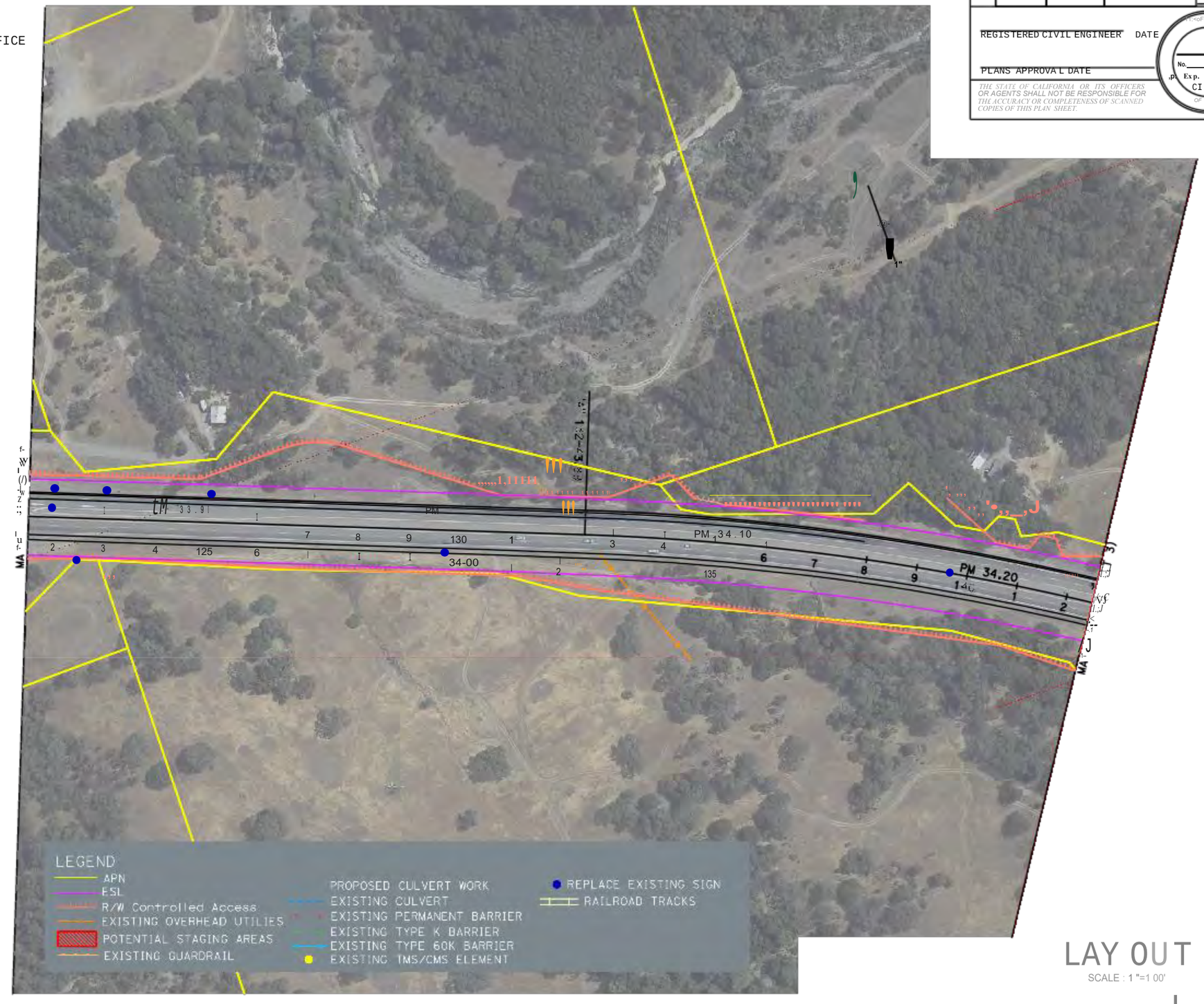

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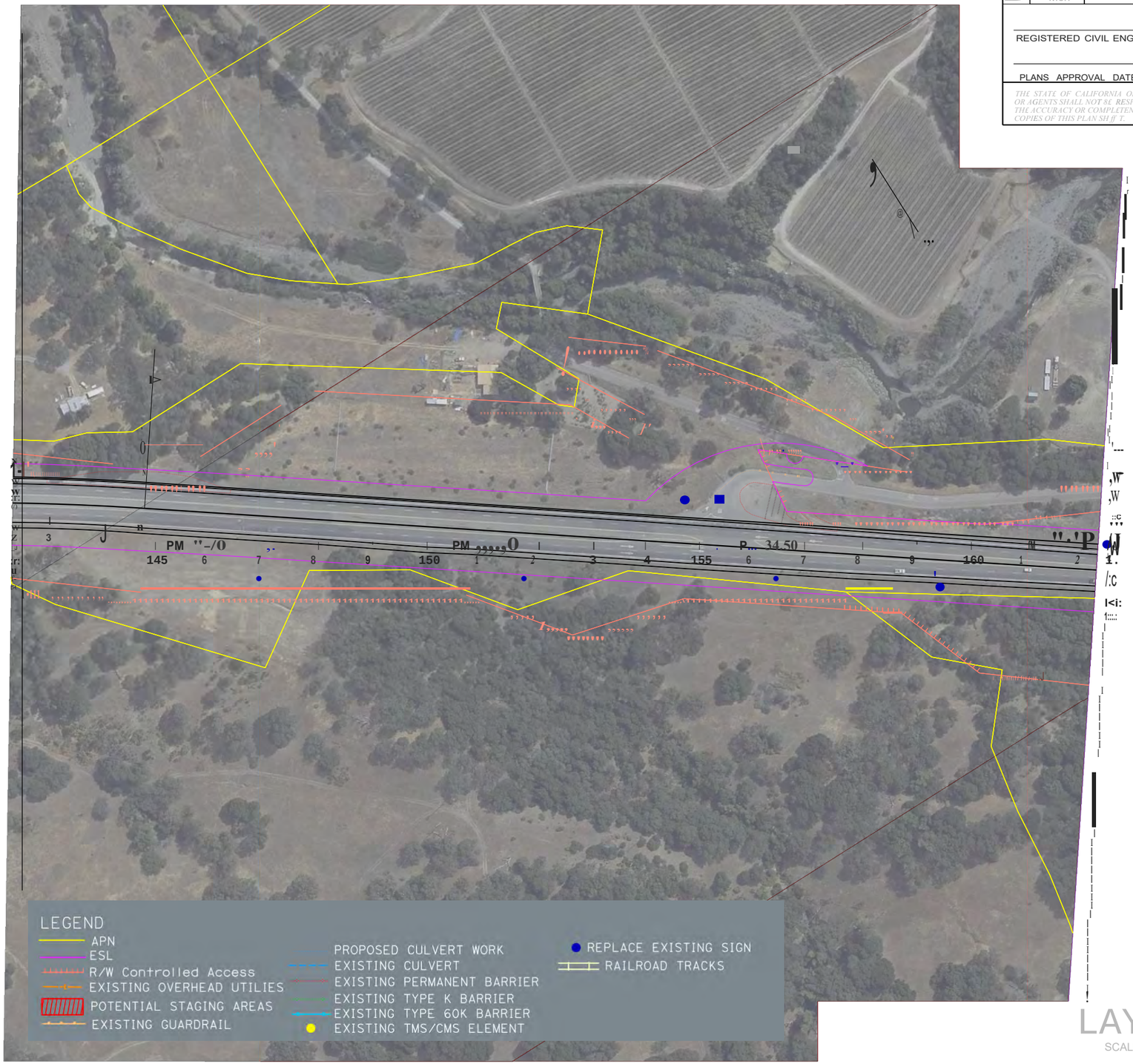

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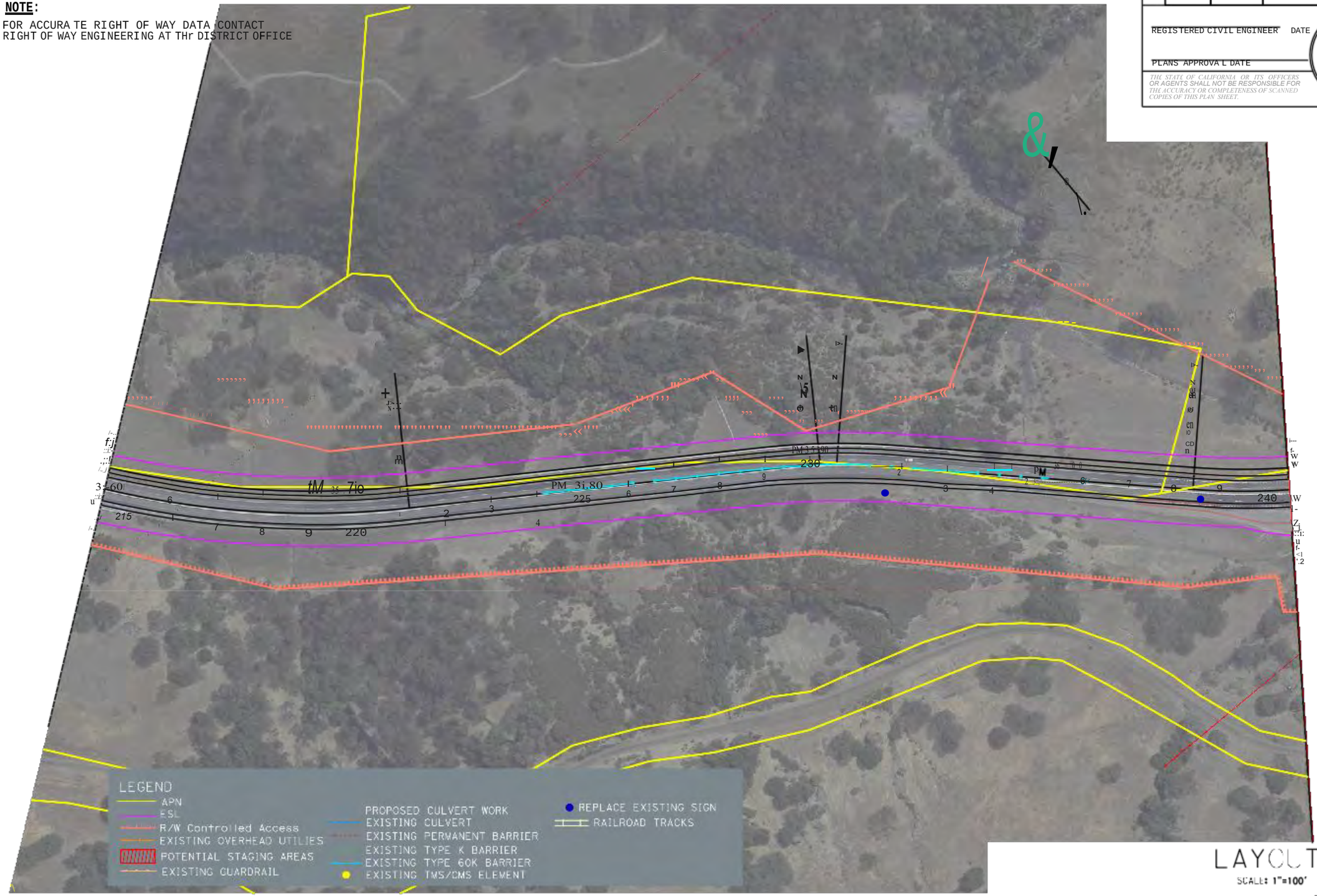

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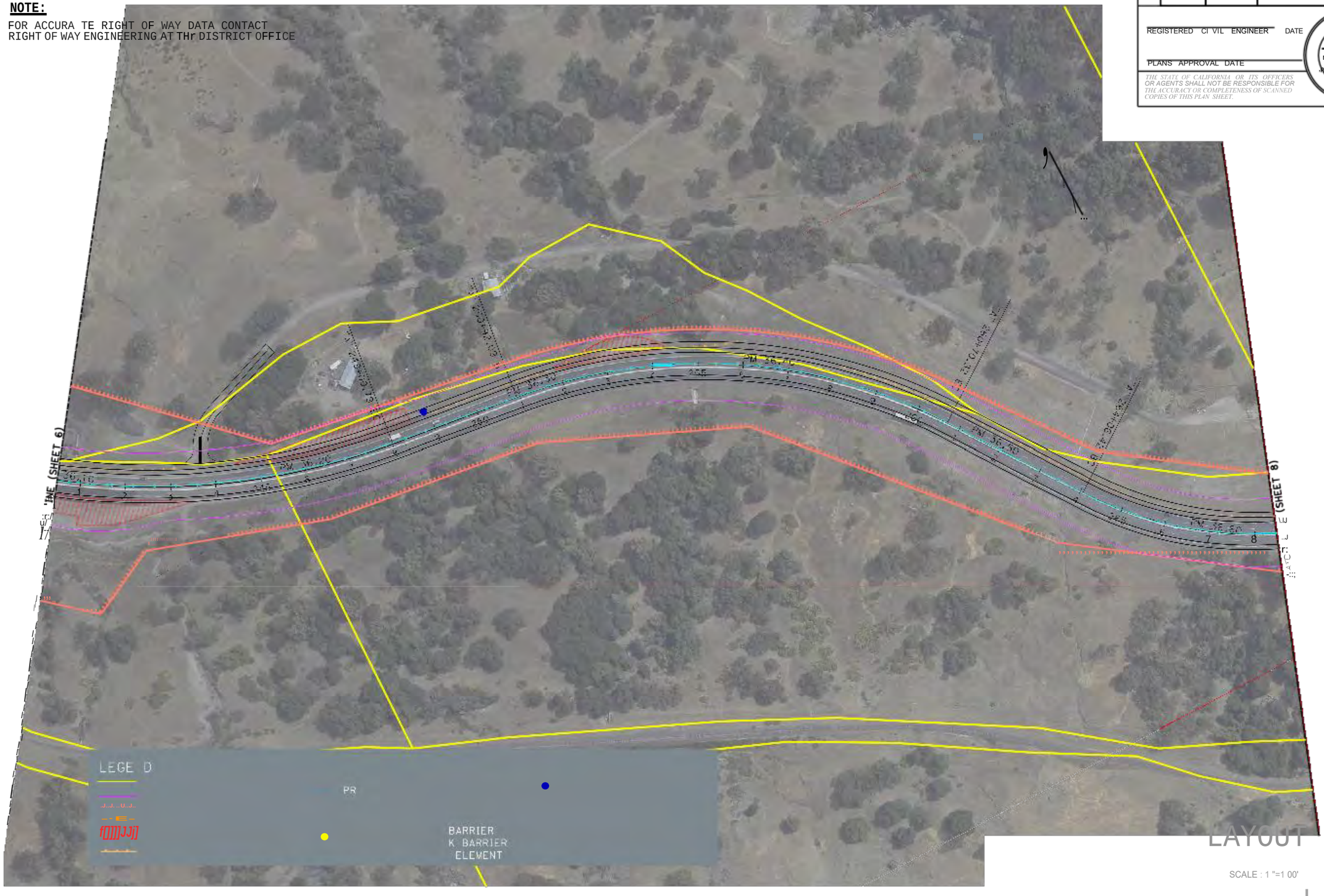

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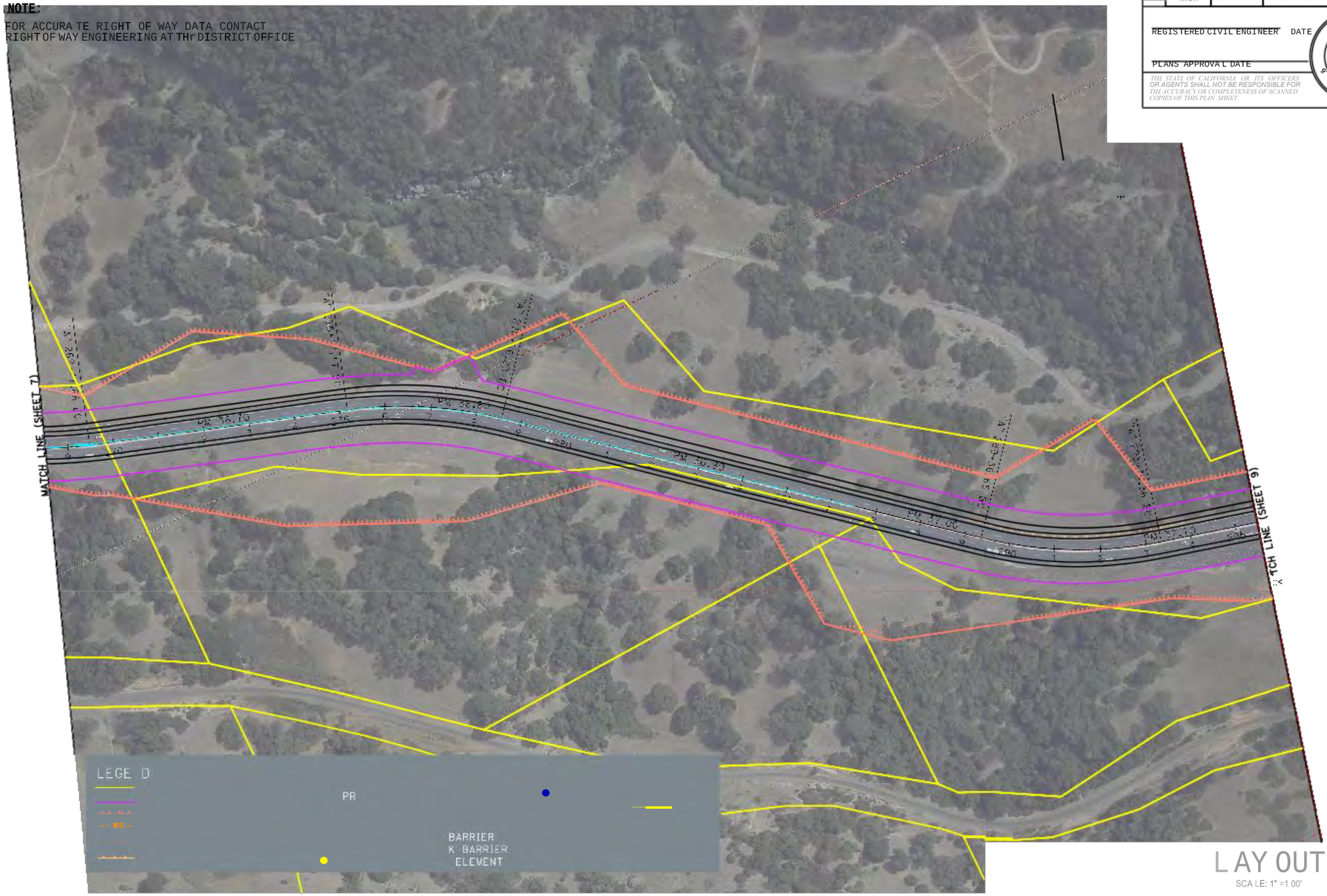

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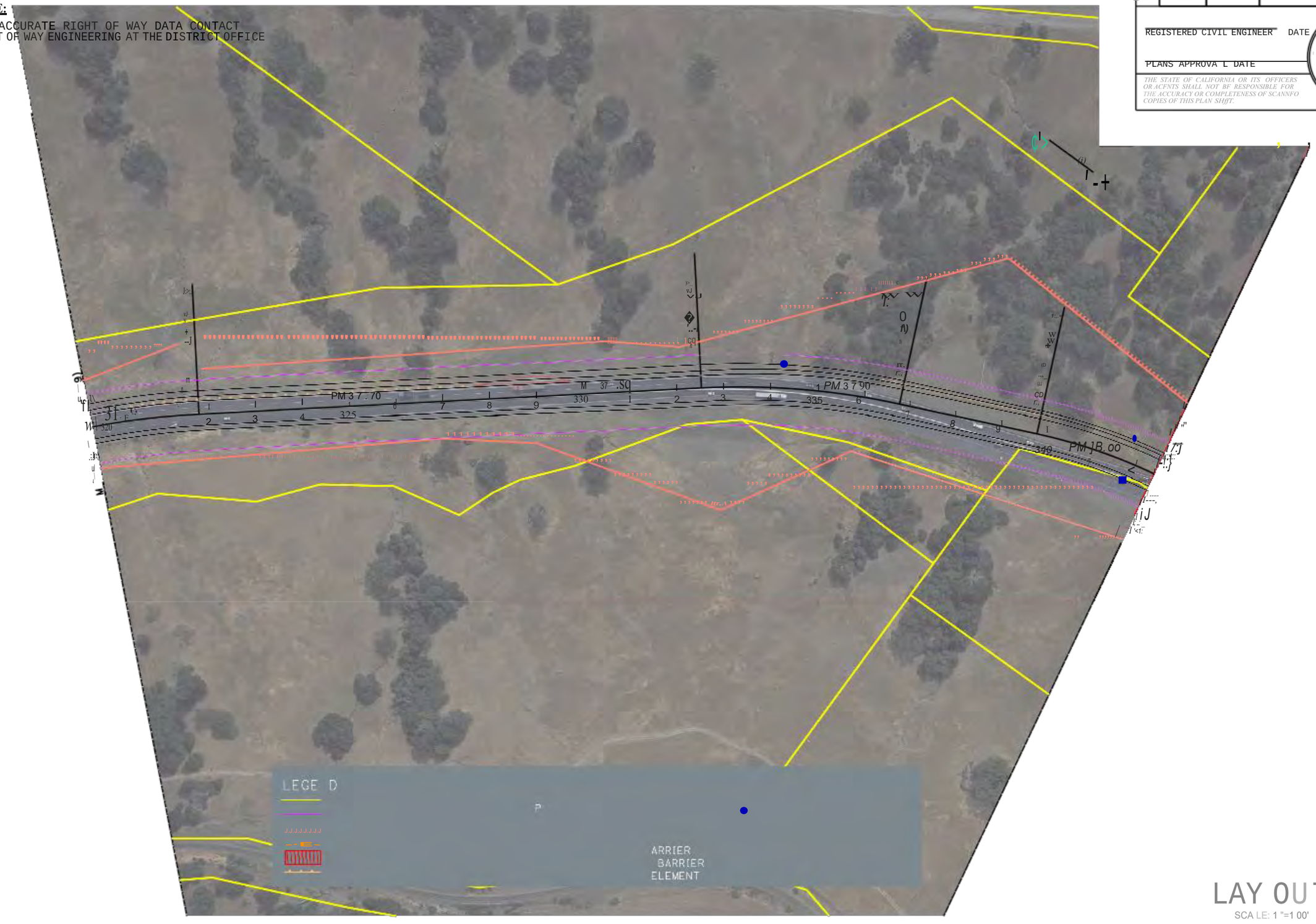

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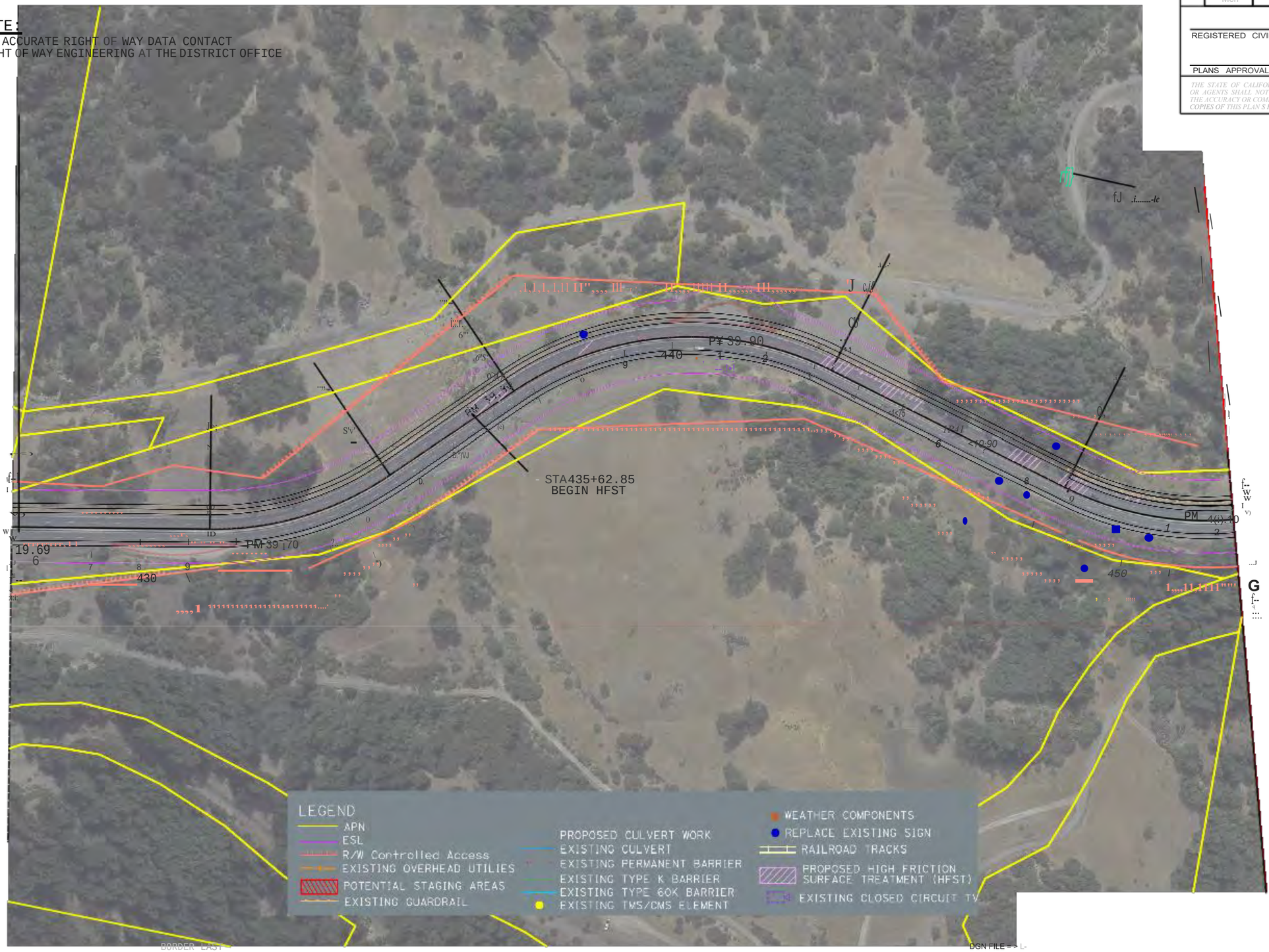

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PROJECT NUMBER & PHASE 0000000000 1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
	Men	101	33 73/43.2	21	21

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

No. Exp. CIVIL

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.

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE

LAYOUT

SCALE : 1"=100'

L - 21

Attachment B
Typical Section

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	MEN	101	PM R33.73/R43.2	1	1

REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

DESIGN STUDY ONLY

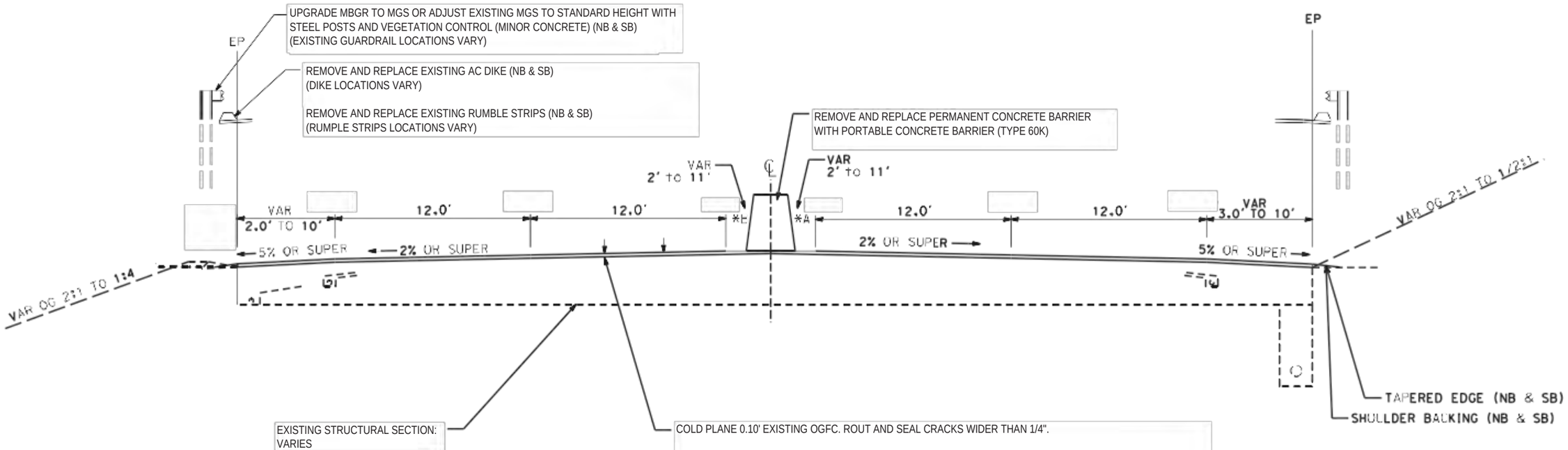
REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans



PM R33.73 TO PM R43.2

EXCEPT AT BRIDGE LOCATIONS

Typical Section X-1

NO SCALE

LAST REVISION 00-00-00 | DATE PLOTTED => &DATE | TIME PLOTTED => &TIME

BORDER LAST REVISED 7/2/2010 | USERNAME => &USER | DGN FILE => &REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

Attachment C
Risk Register

Risk Register for 0H160, Ridgewood Class 1 Pavement

Form v3.3 last modified 10/30/2018 CB

Risk Checkpoint:	PA&ED
Date:	8/18/2021
Project Nickname:	Ridgewood Class 1 Pavement
EA:	0H160
Co-Rt, Post Miles:	MEN 101 PM 33.73 / 43.20
Project Manager:	Katie Everett
FY & Program (SHOPP or STIP):	2020 (SHOPP)
Capital Costs:	$41,557k
Support Costs:	$4,934k
Total Costs:	$46,491k
RTL Target:	10/15/2022

Phase	Cost Contingency Range $k			Schedule Contingency Range (Wkg Days)		
	Optimistic	PERT	Pessimistic	Optimistic	PERT	Pessimistic
0-PA&ED	$0	**$0**	$0	0	0	0
1-PS&E	$49	**$85**	$125	114	174	234
2-RW Sup	$0	**$0**	$0	0	0	0
3-Con Sup	$4	**$8**	$12	6	12	18
Support Contingency	$53	**$93**	$136	120	186	252
9-RW Cap	$0	**$0**	$0	0	0	0
4-Con Cap	$1,200	**$1,800**	$2,400	72	108	144
Capital Contingency	$1,200	**$1,800**	$2,400	72	108	144
Total Contingency	$1,253	**$1,893**	$2,536	192	294	396

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	Calculated Contingency	Support (hours) Capital Cost $k	Schedule (Days)
Active	1	Threat	Utilities	Potholing	As a result of future potholing for utility conflicts, currently undiscovered utilities may be found which could impact design and construction support costs.	Curently assume utilities have been recorded correctly	Future studies	2-Low (11-30%)	2 - Low (<$2,403k)	4	Accept	The PDT will coordinate with R/W and Utilities early in project development to allow time in the schedule for potential design changes.	Project Manager	3/5/2019	1-PS&E Sup	$8k 12	O 160 hours ML 320 hours P 480 hours PERT 320 hours	O 30 ML 60 P 90 PERT 60
								20%	2 - Low (<1 month)	4				3-Con Sup	$8k 12	O 160 hours ML 320 hours P 480 hours PERT 320 hours	O 30 ML 60 P 90 PERT 60
Active	3	Threat	Design	Middle-Mile Broadband Effort	This project is indicated as a candidate for the inclusion of broadband as a result of the middle-mile broadband effort. Changes in project scope may occur to include broadband, which would lead to increase in cost and delay of schedule.	Broadband will add to the scope of this project.	Future studies	4-High (51-70%)	4 - Moderate ($2,326k - $4,649k	16	Mitigate	The PDT will evaluate the inclusion of broadband in the design phase and reduce impacts as much as possible.	Project Manager	8/23/2021	1-PS&E Sup	$77k 162	O 600 hours ML 1,000 hours P 1,500 hours PERT 1,017 hours	O 180 ML 270 P 360 PERT 270
								60%	16 - Very High (>6 months)	64					4-Con Cap	$1,800k 108	O $2,000k ML $3,000k P $4,000k PERT $3,000k	O 120 ML 180 P 240 PERT 180
Retired	2	Threat	Design	High Friction Surface Treatment	As a result of the lack of a separate safety geometric improvements project, High Friction Surface Treatment (HFST) may be added to the scope of work for this project during a subsequent phase. This would increase the scope and cost.	Current assumption is that Traffic Safety will initiate a separate geometric improvement project that can begin earlier than this project and therefore HFST will not be needed in this project.	No separate safety project as well as funding availability in the project contingency.	2-Low (11-30%)	2 - Low (<$2,403k)	4	Mitigate	The PDT will include the HFST work in the project if the work is warranted and if there is funding availability in the project budget.	Traffic Safety	3/26/2019	4-Con Cap	$0k 0	O $200k ML $350k P $500k PERT $350k	O 30 ML 60 P 90 PERT 60
								0%	2 - Low (<1 month)	4								

Attachment D
Storm Water Data Report

Dist-County-Route: 01-MEN-101
Post Mile Limits: R33.73/R43.20
Project Type: Pavement Rehabilitation
Project ID (EA): 0117000117 (01-0H160)
Program Identification: 201.121
Phase: ☐ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): North Coast Region 1

1.	Does the project disturb 5 or more acres of soil?	Yes ☐	No ☒
2.	Does the project disturb 1 or more acres of soil and not qualify for the Rainfall Erosivity Waiver?	Yes ☐	No ☒
3.	Is the project required to implement Treatment BMPs?	Yes ☐	No ☒
4.	Does the project impact existing Treatment BMPs?	Yes ☐	No ☒

If the answer to any of the preceding questions is "Yes", prepare a Long Form – Stormwater Data Report. Unless otherwise agreed upon by the District/Regional Design Stormwater Coordinator.

Total Disturbed Soil Area: 0.00 acre
New Impervious Surface: 0.00 acre
Estimated Const. Start Date: 5/1/23
Estimated Const. Completion Date: 12/01/25
Risk Level: RL 1 ☐ RL 2 ☐ RL 3 ☐ Not Applicable ☒
WPCP
Is MWELO applicable? Yes ☐ No ☒

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

08/16/2021
Dino Khloth, Registered Project Engineer *Date*

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

[Stamp Required at PS&E only]

Iris Bishop, District Design SW Designee *Date*

1. Project Description

This pavement rehabilitation project is in Mendocino County near Willits from 1.1 miles north of West Road Overcrossing to 0.6 miles south of Haehl Creek Bridge 10-129, on U.S. Route 101 from Post Mile (PM) R33.73 to 43.20. The project proposes to improve Class I Asphalt Concrete (AC) pavement using a strategy consisting of cold-planning AC surfacing by spot milling (0.25'-0.33') existing AC and replacing with Type A Hot Mix Asphalt (HMA-A), placing an HMA leveling course, and placing Rubberized HMA (RHMA) overlay plus shoulder backing. Some existing concrete median barriers will be replaced with Portable Concrete Barriers (Type 60K). Existing Metal Beam Guardrail (MBGR) will be replaced with Midwest Guardrail System (MGS), and existing MGS will be raised. High Friction Surface Treatment (HFST) will be added. One drainage system at Post Mile 40.62 will be repaired by regrouting the inlet and outlet, repairing the inlet, and repairing the culvert liner. A census station will be upgraded, sign panels will be replaced, and one new highway lighting asset will be constructed.

The total disturbed soil area (DSA) is approximately 0.00 acre. DSA was calculated as sum of the disturbed soil areas for the construction work, construction staging, and access to the project. The total project area is 76.45 acres. Staging area was included in the DSA calculations.

There are no Additional Treatment Area (ATA) Condition 1 or Condition 2. ATA Condition 1 does not apply since there are no existing treatment BMPs within the project limits. ATA Condition 2 does not apply because Net New Impervious (NNI) Area is approximately 0% of total post project impervious area. All values were calculated using computer aided drafting and design software.

Table 1: Project Area

Existing Impervious Area, Acres	Post Impervious Area, Acres	Net New Impervious (NNI) Area, Acres	Replaced Impervious Surface (RIS), Acres	Excluded Impervious Area (EIA), Acres	New Impervious Surface (NIS), Acres	ATA # 1, Acres	ATA # 2, Acres	PCTA, Acres
76.45	76.45	0.00	0.00	0	0.00	0	0	0

Per Section 4.3 Step 6 and Step 7 of the PPDG, July 2017, Post Construction Treatment Area (PCTA) is required for projects that are not routine maintenance and where the New Impervious Surface (NIS) equals or exceeds one acre or more, or 5,000 sf on non-highway projects. The project is routine maintenance; thus, the PCTA for this project is 0 acres.

PCTA = NIS + ATA #1 + ATA #2
NIS = NNI + RIS - EIA

EIA= Sidewalk, Pedestrian, Separate Bikeways Area, and areas over paved areas (any area of a bridge that goes over a road needs to be excluded)
ATA= Additional Treated Area
PCTA= Post Construction Treatment Area

The project is not subject to the treatment threshold requirements of the 2012 CT MS4 Permit.

2. Site Data and Stormwater Quality Design Issues

This project doesn't have the potential to create water quality impacts. An Evaluation Documentation Form was prepared on August 16, 2021.

The project is not within an Urban MS4 Permit Area.

A 401 Certification is not required.

The additional impervious area will not impact runoff. The project will not change the existing flow path, flow volumes, hydraulic capacity, or grade of drainage facilities. A Drainage Report Exemption has been obtained, dated August 9, 2021.

According to the June 5, 2020 Caltrans Maintenance IMMS Report System, there are no existing Treatment BMPs within the project limits. The project will not impact any existing Treatment BMP.

3. Construction Site BMPs

The project will be constructed within multiple construction seasons.

Temporary Construction Site BMPs will be developed and deployed under a contractor that has prepared a Water Pollution Control Plan (WPCP) approved by the Resident Engineer (RE). Fiber Rolls, Hydromulch, Straw, and Hydroseed have been identified as bid line items. Additional BMPs will be deployed as lump sum bid items under Prepare WPCP and CBMP Estimate.

Dewatering is anticipated for this project.

Erosion Control has been estimated at $20,000, and NPDES has been estimated at $531,000.

The attached Construction Site BMP Consideration Form has been completed in accordance with current North Region Directives.

Required Attachments[1]

- Vicinity Map
- Evaluation Documentation Form
- Construction Site BMP Consideration Form

[1] Additional attachments may be required as applicable or directed by the District/Regional Design Storm Water Coordinator (e.g., BMP line item estimate, SW, DPP, and CS Checklists).

VICINITY MAP

RIDGEWOOD CLASS 1 PAVEMENT
01-MEN-101 (PM R33.73/R43.20)
01-0H160 (01 1700 0117)

No Scale

DATE: August 16, 2021

Project ID (EA): 0117000117 (01-0H160)

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 Treatment BMPs. Continue to 2.
2.	Is the scope of the Project to install Treatment BMPs (e.g., Alternative Compliance or TMDL Compliance Units)?		✓	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 or ED, does the project: a. discharge to Areas of Special Biological Significance (ASBS), or b. discharge to a TMDL watershed where Caltrans is named stakeholder, or c. have other pollution control requirements for surface waters within the project limits?		✓ ✓ ✓	If Yes to any, contact the District/Regional Design Stormwater Coordinator or District/Regional NPDES Coordinator to discuss the Department's obligations, go to 8 or 5. _____*(Dist./Reg. Coordinator initials)* If No to all, continue to 5.
5.	Are any existing Treatment BMPs partially or completely removed? (ATA Condition 1, 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, go to 9. If No, continue to 7.
7.	Does the project result in an increase of one acre or more of new impervious surface (NIS)?			If Yes, go to 8. If No, go to 9.
8.	Project is required to implement Treatment BMPs.	Complete Checklist T-1, Part 1.		
9.	Project is not required to implement Treatment BMPs. _____ *(Dist./Reg. Design SW Coord. Initials)* _____ *(Project Engineer Initials)* _____ *(Date)*	Document for Project Files by completing this form and attaching it to the SWDR.		

DATE: August 16, 2021

Project ID (EA): 0117000117 (01-0H160)

Project Evaluation Process for the Consideration of Construction Site BMPs

No.	Criteria	Yes ✓	No ✓	Supplemental Information
1.	Will construction of the project result in areas of disturbed soil as defined by the Project Planning and Design Guide (PPDG)?		✓	If Yes, Construction Site BMPs for Soil Stabilization (SS) will be required. Review CS-1, Part 1. Continue to 2. If No, Continue to 3.
2.	Is there a potential for disturbed soil areas within the project to discharge to storm drain inlets, drainage ditches, areas outside the RW, etc.?			If Yes, Construction Site BMPs for Sediment Control (SC) will be required. Review CS-1, Part 2. Continue to 3.
3.	Is there a potential for sediment or construction related materials and wastes to be tracked offsite and deposited on private or public paved roads by construction vehicles and equipment?	✓		If Yes, Construction Site BMPs for Tracking Control (TC) will be required. Review CS-1, Part 3. Continue to 4.
4.	Is there a potential for wind to transport soil and dust offsite during the period of construction?	✓		If Yes, Construction Site BMPs for Wind Erosion Control (WE) will be required. Review CS-1, Part 4. Continue to 5.
5.	Is dewatering anticipated or will construction activities occur within or adjacent to a live channel or stream?	✓		If Yes, Construction Site BMPs for Non-Stormwater Management (NS) will be required. Review CS-1, Part 5. Continue to 6.
6.	Will construction include saw-cutting, grinding, drilling, concrete or mortar mixing, hydro-demolition, blasting, sandblasting, painting, paving, or other activities that produce residues?	✓		If Yes, Construction Site BMPs for Non-Stormwater Management (NS) will be required. Review CS-1, Parts 5 & 6. Continue to 7.
7.	Are stockpiles of soil, construction related materials, and/or wastes anticipated?	✓		If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Review. CS-1, Part 6 Continue to 8.
8.	Is there a potential for construction related materials and wastes to have direct contact with stormwater; be dispersed by wind; be dumped and/or spilled into storm drain systems?	✓		If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Review CS-1, Part 6.

Attachment E
Landscape Architecture
Assessment Sheet

Landscape Architecture Assessment Study(LAAS)

li:dtrans

Project Infor mat ion

Project Nickname: Ridgewood Class 1 Pavement

Phase: [8J K-P!D O 0-PA/ ED

EA: 01-0H160

EFIS: 01 1700 0117

LAAS Version: [8J Original O LAAS Update No.

Dist-County-Route: 01-M EN-101

Post Mile (PM) Limit s: R33.73/R43.2

Funding Program: [8J SHOPP O STIP O LOCAL O OTHER:

Separate Highway Planting Contract:

[8J Roadside work as part of roadway project EA

0 Roadside work for roadway project under separate EA

I have reviewed the landscape Architecture Assessment Study and found it to be com plete , current, and accurate :

Approved by Steve Blair, Project Manager — Date: 1-22-19

Checked by Tim Boese, Chief Engineering Services Branch — Date: 1-18-2019

Prepared by Laura Lazzarotto, Landscape Architect — Date: 1-18-19

Project Description

The proposed project will improve Class I asphalt concrete (AC) pavement. The rehabilitation (2R) and CAPM strategies are the two alternatives that will beinvestigated. Improvements include cold-planing AC surfacing by spot milling 0.25' of existing AC and repla cing with 0.25' of Type A Hot Mix Asphalt (HMA), placing an AC leveling course, and placing a 0.20' rubberized HMA (RHMA) overlay plus shoulder backing. Some existing concrete barriers (Type K) will be replaced with new Type 60K barriers. New terminal systems will be installed, and WB transitions will be replaced with WB-31 barrier transitions. Existing Metal Beam Guardra il (MBGR) will be replaced with Midwest Guardrail System (MGS), and existing MGS will beraised. Some failing drainage systems will berepaired or replaced. Some TMS elements will be upgraded, and sign panels and appurtenant flashingbeacons will be replaced.

Env ironm ent al and Visual Setting

Scenic Highway Status

D Officially Designated [gj Eligible D Not Designated

	YES	NO	TBD
Classified Landscaped Freeway Status:		X	
Visual or scenic resources within project limits:	X		
PEAR prepared for this project		X	
Visual impact mitigation required		X	
Community and Local Involvement:		X	
Public displays required		X	
Aesthetic Treatment (architectural design, texture/pattern, color)			
Bridge structure (barriers, abutments, wing walls, girders)		X	
Paving (beyond the gore/narrow areas/side slopes)		X	
Retaining/sound wall		X	
Noise barrier		X	
Median barrier		X	
Guardrail weed control mat (mat color)	X		
Sidewalk		X	
RSP		X	
Other		X	
National Wild and Scenic Rivers Status:		X	
Oak woodlands:	X		
Main Street:		X	
Livability features:		X	
Other sensitive uses or resources:		X	

Erosion Cont ro l and Stormwater Design

	YES	NO	TBD
Soil Disturbanc e:	X		
Cut/Fill Slopes		X	
Slopes > 2:1		X	
Disturbed Soil Area (SQFT)		3000	
Notice of Termination (NOT) Risk Level:			
0WPCP O RII RL2 0 RL3			
Strategy for NOT			
70% Vegetative Cover D Permanent EC Establishment Work			
D Constr uction Staff Consultation 0 RUSLE			
Stormwater BMPs			
Treatm ent BMPs {biofiltrationstrips,detention devices)		X	
Requires EC treatment		X	
De sign Pollution Prevent ion (OPP BM Ps)			
Concentrat ed Flow System s	X		
Requi r es EC treatment		X	
Slope/ Surface Protection Syst ems (RSP, slope paving)		X	

AREA TOTALS	SQFT
EROSION CONTROL	3000

Ro adside Safety Improvements

	YES	NO	TBD
SAFE ACCESS (access gates, MVP, access roads)		X	
BARRIERS (fencing to minimize unauthorized access)		X	
M ISC. PAVING/ TREATMENT (treatment under guardrail, beyond gore areas, narrow area paving)	X		
M ISC. FACILITIES & **EQUIPMENT** (relocate irrigation, graffiti prevention)		X	

Cost Estimate

It em Code	Description	Unit	Quantity	Unit Price ($)	Amount ($)
210300	Hydromulch	SQFT	3000	0.15	450.00
210350	Fiber Rolls	LF	400	7 . 50	3000.00
210420	Straw	SQFT	3000	0.10	300.00
210430	Hydroseed	SQFT	3000	0.20	600.00

Attachment F
Materials Recommendation

State of California
DEPARTMENT OF TRANSPORTATION

Ca l ifornia State Transp mia tion Agency

Memorandum

Making co11vers111io11
A California Way of l ife

To: Talitha Hodgson, Chief
Advance Planning

Date: March 14, 2019

File: 01-MEN-101-R33.7/3R43.2
EA: 0l-0H160K
EFIS: 0117000117
Ridgewood Class 1 Pavement

Attn: Nancy Kuykendall
Project Engineer, Advance Planning

Fro m: Abnish Rajbanshi
Materials Engineering
Department ofTranspo1iation - North Region

S ubje ct: **Supplemental Materials Recommendation #1**

In response to a request for an updated materials recommendation dated March 12, 2019, the following information is provided. The Department's Document Retrieval System (DRS) and the Materials Laboratory' s project history files were reviewed for previous work within and adjacent to this project's limits. No site visit was conducted, due to the phase of th.is project. The two strategies; 1) Capital Preventive Maintenance (CAPM), and 2) Rehabilitation discussed herein are based on the predicted pavement condition for construction year (2024), which was projected from actual pavement condition survey perfonned in 2016 (PaveM). A CAPM strategy for pavement in fair condition and rehabilitation strategy for pavement in poor condition is selected.

The overlay thickness for CAPM Strategy provided in this repo1i is based on the guidelines in Topic 634 of the Highway Design Manual (HDM). For the rehabilitation strategy chosen, guidelines in Topic 635 of the HDM has been followed. According to this section of HDM the rehabilitation designs for flexible pavements are governed either by the structural adequacy of the existing pavement, reflective cracking retardation, or ride quality.

The overlay thickness recommended in this report satisfies the requirement for improving ride quality and reflective cracking retardation and may satisfy the structural adequacy requirement. At this phase of the project no deflection studies were performed, and no core data of existing pavement obtained, which is essential in evaluating the structural adequacy of the existing pavement. A thorough field investigation of the pavement surface, combined with deflection study, coring, subsurface and drainage condition reviews should be performed within 18 months of the commencement of construction, to detennine the appropriate rehabilitation strategy.

Existing Roadway

A review of the District 1 Materials Laboratory structural section inventory files and the as-built files indicate the existing structural section within this project's limit consisting; varying depths and ages of hot mix asphalt, over varying types and thicknesses of base materials. The existing pavement surface consists of 0.08' to 0.10' of open graded friction course, placed in various projects.

According to the pavement condition report (PCR) for the construction year 2024, predicted from the most current pavement condition report from 2016 (PaveM), the predicted international roughness index (IRI) within the limits of this project ranges from 83 inches per mile to 181 inches per mile, with a lane weighted average IRI of 142 inches per mile. Fro m this predicted pavement condition report, the existing pavement in 2024 will have alligator cracking " A" varying from 11.20% to 34.50% with average of 25.74%, and alligator " B" cracking varying from 14.90% to 75.30% with an average of 34.32%. The predicted rut depth for the pavement within this project's limit will vary from 0.04 inches to 0.22 inches, with a lane weighted average of 0.14 inches. Based on the predicted PCR for 2024, the pavement condition will degrade from existing fair category to a poor category for approximately 5.67 lane miles.

Pavement Smoothness

According to the Memorandum ***"Providing pavement Profile smoothness Data",*** signed by Steve Takigawa and Karla Sutliff, dated August 12, 2016, the District will provide to bidders the existing pavement profile smoothness data taken within six months of the project's ready to list (RTL) milestone. Please request ine1iial profiling services through this office to determine the updated IRI of the existing pavement surface at least six months prior to RTL date.

With the implementation of the new smoothness non- standard special provis ion (NSSP) staii ing February 14, 2019, a pay adjustment has been introduced in the smoot hness specification to incentivize/disincentivize based on the final smoothness of pavement surface. This change in smoothness specification has eliminated the need to estimate pre-paving grinding days that District had to provide in the past. Please refer ***"Section 39 NSSP Asphalt Concrete",*** for the new pavement smoot hness specification for asphalt pavement.

Rubberized HMA

As this project proposed to place hot mix asphalt quantity more than 1,000 tons, following the guidelines in the *Crumb Rubber Usage in Hot Mix Asphalt Pavements* memo signed in February 2015 by K. Sutliff and S. Takigawa, rubberized hot mix asphalt (RHMA) is included in this recommendation.

Cold Plane Existing and Repairs Prior to Overlay

Cold plane and remove 0.10' of existing open grade friction course. P1ior to ove rlay, conduct a thorough inspection to lo cate areas of severe pavement failure identified by rutting greater than 1/2 inch and/or loose spalling pavement. Dig out and repair the localized failed areas to a depth of 0.33' (mill & fill with HMA-A) and seal all cracks wider than 1/4 inch by the rout and seal method. See Attachment "A" for rout and seal random cracks detail.

Overlay Existing

CAPM Strategy

Following cold planing and removal of existing open grade, ai1d repairing areas oflocalized failures and sealing cracks, place 0.20' of rubberized hot mix asphalt gap-graded *(RHMA-G)*, followed by 0.10' of rubberized bonded wearing course- gap graded (RBWC-G) from the edge of pavement to the edge of pavement.

RBWC-G	RHMA-G
0.10'	0.20'

10-Year Rehabilitation Strategy

Following cold planing and removal of existing open grade and repairing areas of localized failures and sealing cracks; overlay the roadway from edge of pavement to edge of pavement with 0.15' of HMA-A, followed by 0.20' of RHMA-G, followed by a final surface course layer of 0.10' of rubberized bonded wearing course -gap graded.

RBWC-G	RHMA-G	HMA-A
0.10'	0.20'	0.15'

Note:

- Consideration must be given to the vertical clearances under the structures and, at any other locations requiring grade control. Extra depth will be required for cold plane and removal / replace to maintain zero elevation change at these locations.

- Rubberized hot mix asphalt shall be produced using warm mix technology or additives. Using warm mix will improve asphalt compactive efforts and contribute to longer life pavements. Additionally, reductions in Green House Gas (GHG) emissions achieved using warm mix asphalts will be in concert the goals expressed in the California Global Wanning Solutions Act (AB32) signed in September 2006.

- All rubberized hot mix asphalt shall be placed using Material Transfer Vehicle (MTV), as specified in section 39-2.01C(2)(b) of 2018 Standard Specifications. Using an MTV has proven effective in delivering a more homogeneous asphalt product by remixing the aggregates and redistribution the latent heat in the asphalt matrix.

- Shoulder backing, and pavement edge treatments shall be provided for new overlays. Please refer to figure 672.3A, and figure 672.38 of Highway Design Manual for Shoulder backing details, and Standard Plan P75 of 2018 Standard Plans for the pavement edge treatments for overlays.

Material Specifications

- Hot Mix Asphalt: Type A (HMA-A), rubberized hot mix asphalt-gap graded (RHMA-G), and rubberized bonded wearing course-gap graded (RBWC-G) shall conform to Section 39 of the 2018 Standard Specifications. The estimated unit weight of HMA-A is 155 lbs/ft^3. The estimated unit weight for RHMA-G and RBWC-G is 150 lbs/ft^3.

- Asphalt Binder: For **"North Coast"** climatic region for use in hot mix asphalt shall be

PG 64-16. The estimated asphalt binder content per total mix weight is 5.7% for HMA-A, and 7.7% for RHMA-G and RBWC-G.

- Paint Binder (Tack Coat): Shall conform to Section 39 of the 2018 Standard Specifications.

- Aggregate Base (AB): Shall be Class 2, conforming to Section 26 of the 2018 Standard Specifications.

- Aggregate Subbase (AS): Shall be Class 2, conforming to Section 25 of the 2018 Standard Specifications.

- Shoulder Backing: Shall conform to the requirements within the Standard Special Provisions for shoulder backing with District 1. The minimum loose unit weight per CTM 212, compacted method (by rodding) shall be 105 lbs/ft^3

Alternative Pipe Culvert Recommendation

Based on the pH and resistivity test results from the historic file data at this location, Attachment "B" contains the alternative pipe culverts (APC), that may be used for any new or modified culverts within the limits of this project and are intended for a 50-year design life for cross culve1is.

Notes:

- Plastic pipe should not be used as tapered inlets, or downdrains.

  - Downdrains, or overside drains buried more than 3' shall be designed with the 50-year design life thickness. Per section 855.1 of Highway Design Manual, downdrains with less than 3' of cover are recommended with an anticipated 25-year design life.

  - Maximum height of cover for HDPE pipe is 15'

See attachment "C" or "D" for culvert installation detail.

If you have any questions, please call Abnish Rajbanshi at (707) 445-6386.

Attachments:

A. Rout and Seal Random Cracks Detail
B. Alternative Pipe Culve11 Thickness Table
C. Structure Backfill, Slurry Cement Backfill
D. Minor Concrete Backfill

AR:ar

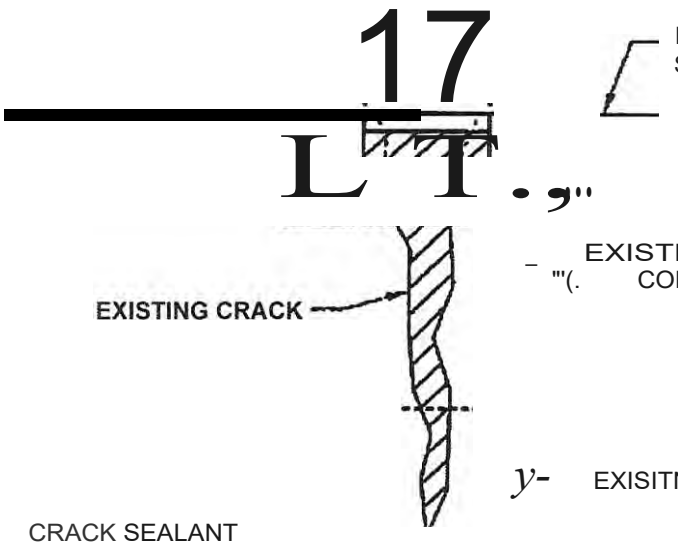
cc: T. Hodgson (ec)
C. Muir (ec)
H. Quintrell (ec)
N. Kuykendall (orig.)
Andre Guimaraes (ec)
Lab files

Attachment A
Cracks Rout and Seal Details

Ol-MEN-101-R33.73/R43.2
01-0H160K

W = WIDTH OF ROUTING = WIDTH OF CRACK + 1/4" **MIN.**

D = DEPTH OF ROUTING = **W** + 1/4" **MIN.**



NOTES: 1. ALL CRACKS 1/4" WIDE OR GREATER ARE TO BE ROUTED AND SEALED.

2. IF ANY PART OF ANY CRACK IS 1/4" OR WIDER, THEN THE ENTIRE CRACK WILL BE ROUTED AND SEALED.

3. NO SEALANT MATERIAL WILL BE ALLOWED ON AC PAVEMENT SURFACE

SEAL RANDOM CRACKS
TYPICAL CROSS SECTION

Attachment B

Alternate_PiQe Cul_Vert Thicknesses

01- MEN-101-PM33.73/43.20

01-0H160K

Drainage System	Post Mile	Culverts Under Roadway Recommended Thicknesses for 50 Year Service Life						Down Drains 25 Yr. Service Life	Comments
		Soil Values		Galvanized Corrugated Steel Pipe	Galvanized, Polymeric Sheet Coated CSP	Corrugated HOPE-Types	RCP (Note)	Galvanized Corrugated Steel Pipe	
		pH	Resist.						
1	40.62	4.20	5136	---	0.109"	Approved for Use	(1)	NA	
2	42.90	6.90	600	-----	0 .10 9"	Annroved for Use	11\	NA	

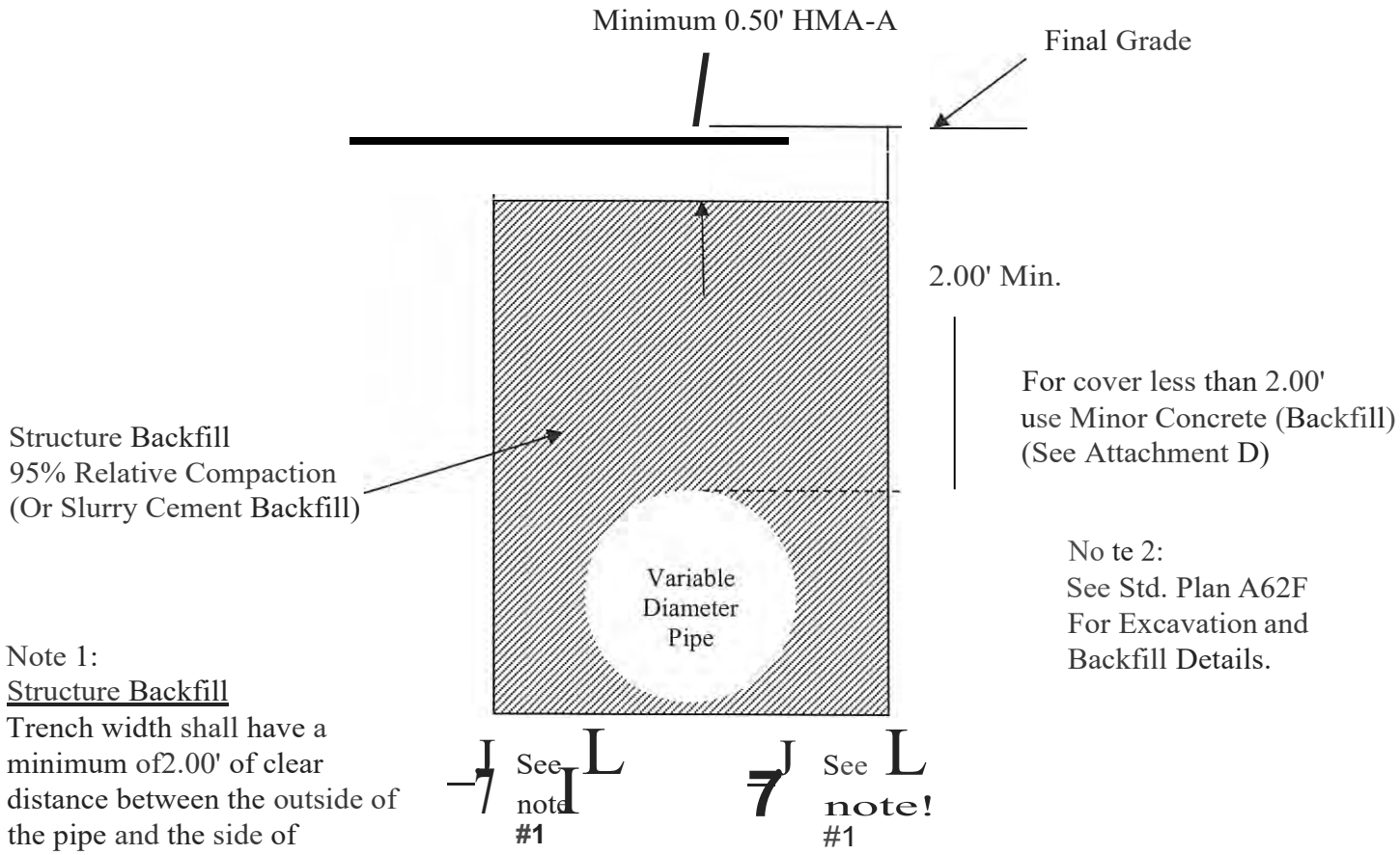
Recommended thicknesses are minimums allowed for 50 year service life, or 25 years for Down Drains

Notes: ( )
(1) RCP materials shall conform to Section 65-2.02 of Standard Specifications. Water to cement ratio shall not exceed 0.40 by wei!

Attachment C

Structure Backfill, or Slurry Ce1nent Backfill

01-Men-101- PM 33.73/43.20
EA 01-0H160K



Note 1:
Structure Backfill
Trench width shall have a minimum of2.00' of clear distance between the outside of the pipe and the side of excavation on each side.

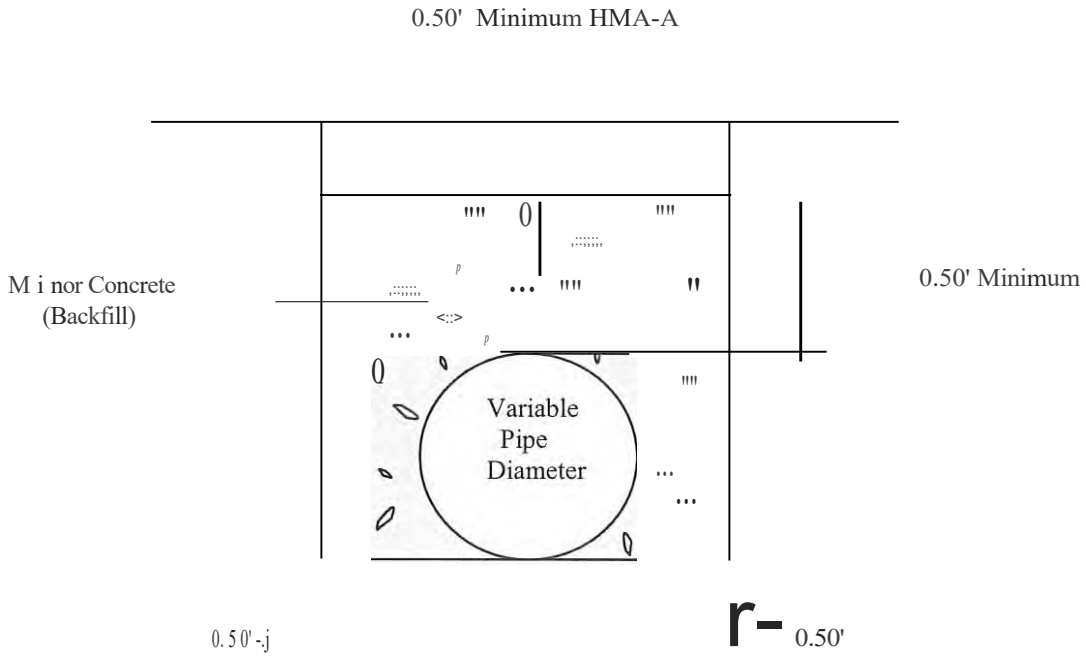
Slurry Cement Backfill
Trench width shall bea minimum of 0.50' beyond outside edge of pipe and the side of excavation on each side for pipe diameters up to and including 42", or 1.00' for pipes over 42" in diameter.
See Standard Specifications 19-3.03F and 19-3.031.

NO SCALE

Attachment D

Minor Concrete (Backfill)

0 l-MEN-10 l-PMR33.73/R43.2
0l-0H160K



NO SCALE

Attachment G
Pavement Condition Report

PaveM Scenario Used: #3299
APCS Data Year: 2019

Caltrans Pavement Program
Pavement Condition Summary Report (PaveM)
BOTH DIRECTIONS; ALL LANES

District: 1; County: Mendocino (MEN); Route: 101

From PM: R33.730 To PM: R43.200

L-Length: 9.407. R-Length: 9.407

L-Lane Miles: 18.754. R-Lane Miles: 18.754 (Unknown lane miles: 0.000)

	Traditional Condition (lane miles)					MAP-21 Condition (lane miles)				Effectiveness (%)	
Year/ Condition Lane Miles	Green	Yellow	Blue	Orange	Red	Good	Fair	Poor	Total Lane Miles	SHOPP Effectiveness ((Red + Orange) /Total Lane Miles) %	Rehab Effectiveness (Red/Total Lane Miles) %
2015	9.230	21.592	0.000	6.686	0.000	12.763	24.745	0.000	37.508	17.83	0.00
2016	5.781	18.949	0.000	8.126	4.652	7.420	30.088	0.000	37.508	34.07	12.40
2017	*No Data Available*										
2018	10.212	23.085	0.000	4.211	0.000	8.806	28.702	0.000	37.508	11.23	0.00

End Previous Years Actuals - Begin APCS Data Collection Year and Predicted Years

2019	15.511	21.997	0.000	0.000	0.000	9.646	27.862	0.000	37.508	0.00	0.00
2020	8.753	28.755	0.000	0.000	0.000	5.918	31.590	0.000	37.508	0.00	0.00
2021	3.754	33.754	0.000	0.000	0.000	4.870	32.638	0.000	37.508	0.00	0.00
2022	0.035	37.016	0.000	0.422	0.035	3.345	34.163	0.000	37.508	1.22	0.09
2023	0.035	35.968	0.000	1.470	0.035	0.961	36.547	0.000	37.508	4.01	0.09
2024	0.035	29.208	0.000	8.230	0.035	0.035	37.473	0.000	37.508	22.04	0.09
2025	0.035	7.202	0.000	30.236	0.035	0.035	37.473	0.000	37.508	80.71	0.09
2026	0.035	1.438	0.000	36.000	0.035	0.035	37.473	0.000	37.508	96.07	0.09
2027	0.035	1.438	0.000	36.000	0.035	0.035	37.473	0.000	37.508	96.07	0.09
2028	0.035	0.930	0.000	36.508	0.035	0.035	37.473	0.000	37.508	97.43	0.09
2029	0.035	0.508	0.000	35.882	1.083	0.035	37.473	0.000	37.508	98.55	2.89
2030	0.035	0.000	0.000	24.971	12.502	0.035	37.473	0.000	37.508	99.91	33.33
2031	0.035	0.000	0.000	11.627	25.846	0.035	36.425	1.048	37.508	99.91	68.91
2032	0.035	0.000	0.000	5.711	31.762	0.000	29.278	8.230	37.508	99.91	84.68
2033	0.035	0.000	0.000	1.438	36.035	0.000	19.662	17.846	37.508	99.91	96.07

	Detailed Breakdown of MAP-21 Fair Condition (lane miles)										
Year/ Condition Lane Miles	Fair (Poor Crack) F1	Fair (Poor Ride) F2	Fair (Poor Rut/Fault) F3/F4	Fair (Fair Ride Only) F5	Fair (Rut/Fault Only) F6/F7	Fair (Cracking Only) F8	Fair (Cracking & IRI) F9	Fair (Cracking & Rutting/ Faulting Only) F10	Fair (IRI & Rut/Fault) F11	Fair (All Fair) F12	Fair Total Lane Miles
2015	0.000	0.000	0.000	15.095	0.000	0.000	8.685	0.000	0.965	0.000	24.745
2016	4.412	0.000	0.000	13.858	0.964	0.422	6.488	0.000	2.453	1.491	30.088
2017	*No Data Available*										
2018	0.035	0.000	0.000	24.181	0.000	0.840	3.646	0.000	0.000	0.000	28.702

End Previous Years Actuals - Begin APCS Data Collection Year and Predicted Years

2019	0.035	0.000	0.000	25.469	0.000	0.000	0.000	0.000	2.358	0.000	27.862
2020	0.035	0.000	0.000	29.197	0.000	0.000	0.000	0.000	2.358	0.000	31.590
2021	0.035	0.000	0.000	30.245	0.000	0.000	0.000	0.000	2.358	0.000	32.638
2022	0.035	0.422	0.000	31.770	0.000	0.000	0.000	0.000	1.936	0.000	34.163
2023	0.035	0.422	0.000	32.192	0.000	0.000	1.962	0.000	0.888	1.048	36.547
2024	0.035	0.422	0.000	22.279	0.000	0.000	12.801	0.000	0.888	1.048	37.473
2025	0.035	1.310	0.000	4.728	0.000	0.000	30.352	0.000	0.000	1.048	37.473
2026	0.035	1.585	0.000	1.438	0.000	0.000	33.367	0.000	0.000	1.048	37.473
2027	0.035	2.843	0.000	0.930	0.000	0.000	32.617	0.000	0.000	1.048	37.473
2028	0.035	5.781	0.000	0.930	0.000	0.000	30.727	0.000	0.000	0.000	37.473
2029	0.035	8.665	0.000	0.000	0.000	0.000	28.773	0.000	0.000	0.000	37.473
2030	0.035	11.605	0.000	0.000	0.000	0.000	25.833	0.000	0.000	0.000	37.473
2031	0.035	13.287	0.000	0.000	0.000	0.000	23.103	0.000	0.000	0.000	36.425
2032	4.272	13.196	0.000	0.000	0.000	0.035	11.775	0.000	0.000	0.000	29.278
2033	8.000	4.468	0.000	0.000	0.000	0.035	7.159	0.000	0.000	0.000	19.662

ID	Pavement Condition Rating	Description		
		Crack	Ride	Rutting or Faulting
F1	Fair (Poor Crack)	Poor	Good or Fair	Good or Fair
F2	Fair (Poor Ride)	Good or Fair	Poor	Good or Fair
F3/F4	Fair (Poor Rut/Fault)	Good or Fair	Good or Fair	Poor
F5	Fair (Fair Ride Only)	Good or Fair	Fair	Good
F6/F7	Fair (Rut/Fault Only)	Good or Fair	Good	Fair
F8	Fair (Cracking Only)	Fair	Good	Good
F9	Fair (Cracking & IRI)	Fair	Fair	Good
F10	Fair (Cracking and Rutting/Faulting Only)	Fair	Good	Fair
F11	Fair (IRI & Rut/Fault)	Good	Fair	Fair
F12	Fair (All Fair)	Fair	Fair	Fair

PaveM Scenario Used: #3299
APCS Data Year: 2019

Caltrans Pavement Program
Pavement Condition Summary Report (PaveM) By Direction
SOUTHBOUND; ALL LANES

District: 1; County: Mendocino (MEN); Route: 101

From PM: R33.730 To PM: R43.200

L-Length: 9.407. R-Length: 0.000

L-Lane Miles: 18.754. R-Lane Miles: 0.000 (Unknown lane miles: 0.000)

Year/ Condition Lane Miles	Pavement Type	Traditional Condition (lane miles)					MAP-21 Condition (lane miles)			Total Lane Miles	Effectiveness (%)	
		Green	Yellow	Blue	Orange	Red	Good	Fair	Poor		SHOPP Effectiveness ((Red + Orange) /Total Lane Miles) %	Rehab Effectiveness (Red/Total Lane Miles) %
2015	Flexible	4.379	11.541	0.000	2.834	0.000	7.302	11.452	0.000	18.754	15.111	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2016	Flexible	3.818	11.172	0.000	1.438	2.326	5.423	13.331	0.000	18.754	20.070	12.403
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2017	*No Data Available*											
2018	Flexible	5.395	11.423	0.000	1.936	0.000	5.284	13.470	0.000	18.754	10.323	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

End Previous Years Actuals - Begin APCS Data Collection Year and Predicted Years

2019	Flexible	8.282	10.472	0.000	0.000	0.000	5.845	12.909	0.000	18.754	0.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2020	Flexible	4.867	13.887	0.000	0.000	0.000	2.957	15.797	0.000	18.754	0.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2021	Flexible	3.158	15.596	0.000	0.000	0.000	1.909	16.845	0.000	18.754	0.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2022	Flexible	0.000	18.332	0.000	0.422	0.000	1.348	17.406	0.000	18.754	2.250	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2023	Flexible	0.000	17.284	0.000	1.470	0.000	0.926	17.828	0.000	18.754	7.838	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2024	Flexible	0.000	17.284	0.000	1.470	0.000	0.000	18.754	0.000	18.754	7.838	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2025	Flexible	0.000	4.548	0.000	14.206	0.000	0.000	18.754	0.000	18.754	75.749	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2026	Flexible	0.000	1.438	0.000	17.316	0.000	0.000	18.754	0.000	18.754	92.332	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2027	Flexible	0.000	1.438	0.000	17.316	0.000	0.000	18.754	0.000	18.754	92.332	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2028	Flexible	0.000	0.930	0.000	17.824	0.000	0.000	18.754	0.000	18.754	95.041	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2029	Flexible	0.000	0.508	0.000	17.198	1.048	0.000	18.754	0.000	18.754	97.291	5.588
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2030	Flexible	0.000	0.000	0.000	14.482	4.272	0.000	18.754	0.000	18.754	100.000	22.779
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2031	Flexible	0.000	0.000	0.000	7.083	11.671	0.000	17.706	1.048	18.754	100.000	62.232
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2032	Flexible	0.000	0.000	0.000	4.548	14.206	0.000	14.482	4.272	18.754	100.000	75.749
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2033	Flexible	0.000	0.000	0.000	1.438	17.316	0.000	10.811	7.943	18.754	100.000	92.332
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

		Detailed Breakdown of MAP-21 Fair Condition (lane miles)										
Year/ Condition Lane Miles	Pavement Type	Fair (Poor Crack) F1	Fair (Poor Ride) F2	Fair (Poor Rut/Fault) F3/F4	Fair (Fair Ride Only) F5	Fair (Rut/Fault Only) F6/F7	Fair (Cracking Only) F8	Fair (Cracking & IRI) F9	Fair (Cracking & Rutting/ Faulting Only) F10	Fair (IRI & Rut/Fault) F11	Fair (All Fair) F12	Fair Total Lane Miles
2015	Flexible	0.000	0.000	0.000	7.145	0.000	0.000	3.342	0.000	0.965	0.000	11.452
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2016	Flexible	2.326	0.000	0.000	7.114	0.000	0.422	1.016	0.000	2.453	0.000	13.331
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2017	*No Data Available*											
2018	Flexible	0.000	0.000	0.000	11.259	0.000	0.000	2.211	0.000	0.000	0.000	13.470
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

End Previous Years Actuals - Begin APCS Data Collection Year and Predicted Years

2019	Flexible	0.000	0.000	0.000	10.551	0.000	0.000	0.000	0.000	2.358	0.000	12.909
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2020	Flexible	0.000	0.000	0.000	13.439	0.000	0.000	0.000	0.000	2.358	0.000	15.797
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2021	Flexible	0.000	0.000	0.000	14.487	0.000	0.000	0.000	0.000	2.358	0.000	16.845
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2022	Flexible	0.000	0.422	0.000	15.048	0.000	0.000	0.000	0.000	1.936	0.000	17.406
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2023	Flexible	0.000	0.422	0.000	15.470	0.000	0.000	0.000	0.000	0.888	1.048	17.828
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2024	Flexible	0.000	0.422	0.000	12.754	0.000	0.000	3.642	0.000	0.888	1.048	18.754
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2025	Flexible	0.000	1.310	0.000	3.565	0.000	0.000	12.831	0.000	0.000	1.048	18.754
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2026	Flexible	0.000	1.310	0.000	1.438	0.000	0.000	14.958	0.000	0.000	1.048	18.754
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2027	Flexible	0.000	2.293	0.000	0.930	0.000	0.000	14.483	0.000	0.000	1.048	18.754
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2028	Flexible	0.000	4.305	0.000	0.930	0.000	0.000	13.519	0.000	0.000	0.000	18.754
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2029	Flexible	0.000	4.305	0.000	0.000	0.000	0.000	14.449	0.000	0.000	0.000	18.754
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2030	Flexible	0.000	5.193	0.000	0.000	0.000	0.000	13.561	0.000	0.000	0.000	18.754
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2031	Flexible	0.000	5.911	0.000	0.000	0.000	0.000	11.795	0.000	0.000	0.000	17.706
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2032	Flexible	0.000	6.050	0.000	0.000	0.000	0.000	8.432	0.000	0.000	0.000	14.482
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2033	Flexible	3.728	2.379	0.000	0.000	0.000	0.000	4.704	0.000	0.000	0.000	10.811
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ID	Pavement Condition Rating	Description		
		Crack	Ride	Rutting or Faulting
F1	Fair (Poor Crack)	Poor	Good or Fair	Good or Fair
F2	Fair (Poor Ride)	Good or Fair	Poor	Good or Fair
F3/F4	Fair (Poor Rut/Fault)	Good or Fair	Good or Fair	Poor
F5	Fair (Fair Ride Only)	Good or Fair	Fair	Good
F6/F7	Fair (Rut/Fault Only)	Good or Fair	Good	Fair
F8	Fair (Cracking Only)	Fair	Good	Good
F9	Fair (Cracking & IRI)	Fair	Fair	Good
F10	Fair (Cracking and Rutting/Faulting Only)	Fair	Good	Fair
F11	Fair (IRI & Rut/Fault)	Good	Fair	Fair
F12	Fair (All Fair)	Fair	Fair	Fair

PaveM Scenario Used: #3299
APCS Data Year: 2019

Caltrans Pavement Program
Pavement Condition Summary Report (PaveM) By Direction
NORTHBOUND; ALL LANES

District: 1; County: Mendocino (MEN); Route: 101

From PM: R33.730 To PM: R43.200

L-Length: 0.000. R-Length: 9.407

L-Lane Miles: 0.000. R-Lane Miles: 18.754 (Unknown lane miles: 0.000)

Year/ Condition Lane Miles	Pavement Type	Traditional Condition (lane miles)					MAP-21 Condition (lane miles)			Total Lane Miles	Effectiveness (%)	
		Green	Yellow	Blue	Orange	Red	Good	Fair	Poor		SHOPP Effectiveness ((Red + Orange) /Total Lane Miles) %	Rehab Effectiveness (Red/Total Lane Miles) %
2015	Flexible	4.851	10.051	0.000	3.852	0.000	5.461	13.293	0.000	18.754	20.540	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2016	Flexible	1.928	7.742	0.000	6.688	2.326	1.962	16.722	0.000	18.684	48.244	12.449
	Rigid	0.035	0.035	0.000	0.000	0.000	0.035	0.035	0.000	0.070	0.000	0.000
2017	*No Data Available*											
2018	Flexible	4.782	11.627	0.000	2.275	0.000	3.487	15.197	0.000	18.684	12.176	0.000
	Rigid	0.035	0.035	0.000	0.000	0.000	0.035	0.035	0.000	0.070	0.000	0.000

End Previous Years Actuals - Begin APCS Data Collection Year and Predicted Years

2019	Flexible	7.194	11.490	0.000	0.000	0.000	3.766	14.918	0.000	18.684	0.000	0.000
	Rigid	0.035	0.035	0.000	0.000	0.000	0.035	0.035	0.000	0.070	0.000	0.000
2020	Flexible	3.851	14.833	0.000	0.000	0.000	2.926	15.758	0.000	18.684	0.000	0.000
	Rigid	0.035	0.035	0.000	0.000	0.000	0.035	0.035	0.000	0.070	0.000	0.000
2021	Flexible	0.561	18.123	0.000	0.000	0.000	2.926	15.758	0.000	18.684	0.000	0.000
	Rigid	0.035	0.035	0.000	0.000	0.000	0.035	0.035	0.000	0.070	0.000	0.000
2022	Flexible	0.000	18.684	0.000	0.000	0.000	1.962	16.722	0.000	18.684	0.000	0.000
	Rigid	0.035	0.000	0.000	0.000	0.035	0.035	0.035	0.000	0.070	50.000	50.000
2023	Flexible	0.000	18.684	0.000	0.000	0.000	0.000	18.684	0.000	18.684	0.000	0.000
	Rigid	0.035	0.000	0.000	0.000	0.035	0.035	0.035	0.000	0.070	50.000	50.000
2024	Flexible	0.000	11.924	0.000	6.760	0.000	0.000	18.684	0.000	18.684	36.181	0.000
	Rigid	0.035	0.000	0.000	0.000	0.035	0.035	0.035	0.000	0.070	50.000	50.000
2025	Flexible	0.000	2.654	0.000	16.030	0.000	0.000	18.684	0.000	18.684	85.795	0.000
	Rigid	0.035	0.000	0.000	0.000	0.035	0.035	0.035	0.000	0.070	50.000	50.000
2026	Flexible	0.000	0.000	0.000	18.684	0.000	0.000	18.684	0.000	18.684	100.000	0.000
	Rigid	0.035	0.000	0.000	0.000	0.035	0.035	0.035	0.000	0.070	50.000	50.000
2027	Flexible	0.000	0.000	0.000	18.684	0.000	0.000	18.684	0.000	18.684	100.000	0.000
	Rigid	0.035	0.000	0.000	0.000	0.035	0.035	0.035	0.000	0.070	50.000	50.000
2028	Flexible	0.000	0.000	0.000	18.684	0.000	0.000	18.684	0.000	18.684	100.000	0.000
	Rigid	0.035	0.000	0.000	0.000	0.035	0.035	0.035	0.000	0.070	50.000	50.000
2029	Flexible	0.000	0.000	0.000	18.684	0.000	0.000	18.684	0.000	18.684	100.000	0.000
	Rigid	0.035	0.000	0.000	0.000	0.035	0.035	0.035	0.000	0.070	50.000	50.000
2030	Flexible	0.000	0.000	0.000	10.489	8.195	0.000	18.684	0.000	18.684	100.000	43.861
	Rigid	0.035	0.000	0.000	0.000	0.035	0.035	0.035	0.000	0.070	50.000	50.000
2031	Flexible	0.000	0.000	0.000	4.544	14.140	0.000	18.684	0.000	18.684	100.000	75.680
	Rigid	0.035	0.000	0.000	0.000	0.035	0.035	0.035	0.000	0.070	50.000	50.000
2032	Flexible	0.000	0.000	0.000	1.163	17.521	0.000	14.726	3.958	18.684	100.000	93.775
	Rigid	0.035	0.000	0.000	0.000	0.035	0.000	0.070	0.000	0.070	50.000	50.000
2033	Flexible	0.000	0.000	0.000	0.000	18.684	0.000	8.781	9.903	18.684	100.000	100.000
	Rigid	0.035	0.000	0.000	0.000	0.035	0.000	0.070	0.000	0.070	50.000	50.000

		Detailed Breakdown of MAP-21 Fair Condition (lane miles)										
Year/ Condition Lane Miles	Pavement Type	Fair (Poor Crack) F1	Fair (Poor Ride) F2	Fair (Poor Rut/Fault) F3/F4	Fair (Fair Ride Only) F5	Fair (Rut/Fault Only) F6/F7	Fair (Cracking Only) F8	Fair (Cracking & IRI) F9	Fair (Cracking & Rutting/ Faulting Only) F10	Fair (IRI & Rut/Fault) F11	Fair (All Fair) F12	Fair Total Lane Miles
2015	Flexible	0.000	0.000	0.000	7.950	0.000	0.000	5.343	0.000	0.000	0.000	13.293
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2016	Flexible	2.051	0.000	0.000	6.744	0.964	0.000	5.472	0.000	0.000	1.491	16.722
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2017	*No Data Available*											
2018	Flexible	0.000	0.000	0.000	12.922	0.000	0.840	1.435	0.000	0.000	0.000	15.197
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035

End Previous Years Actuals - Begin APCS Data Collection Year and Predicted Years

2019	Flexible	0.000	0.000	0.000	14.918	0.000	0.000	0.000	0.000	0.000	0.000	14.918
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2020	Flexible	0.000	0.000	0.000	15.758	0.000	0.000	0.000	0.000	0.000	0.000	15.758
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2021	Flexible	0.000	0.000	0.000	15.758	0.000	0.000	0.000	0.000	0.000	0.000	15.758
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2022	Flexible	0.000	0.000	0.000	16.722	0.000	0.000	0.000	0.000	0.000	0.000	16.722
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2023	Flexible	0.000	0.000	0.000	16.722	0.000	0.000	1.962	0.000	0.000	0.000	18.684
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2024	Flexible	0.000	0.000	0.000	9.525	0.000	0.000	9.159	0.000	0.000	0.000	18.684
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2025	Flexible	0.000	0.000	0.000	1.163	0.000	0.000	17.521	0.000	0.000	0.000	18.684
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2026	Flexible	0.000	0.275	0.000	0.000	0.000	0.000	18.409	0.000	0.000	0.000	18.684
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2027	Flexible	0.000	0.550	0.000	0.000	0.000	0.000	18.134	0.000	0.000	0.000	18.684
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2028	Flexible	0.000	1.476	0.000	0.000	0.000	0.000	17.208	0.000	0.000	0.000	18.684
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2029	Flexible	0.000	4.360	0.000	0.000	0.000	0.000	14.324	0.000	0.000	0.000	18.684
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2030	Flexible	0.000	6.412	0.000	0.000	0.000	0.000	12.272	0.000	0.000	0.000	18.684
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2031	Flexible	0.000	7.376	0.000	0.000	0.000	0.000	11.308	0.000	0.000	0.000	18.684
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2032	Flexible	4.237	7.146	0.000	0.000	0.000	0.000	3.343	0.000	0.000	0.000	14.726
	Rigid	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.000	0.000	0.070
2033	Flexible	4.237	2.089	0.000	0.000	0.000	0.000	2.455	0.000	0.000	0.000	8.781
	Rigid	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.000	0.000	0.070

ID	Pavement Condition Rating	Description		
		Crack	Ride	Rutting or Faulting
F1	Fair (Poor Crack)	Poor	Good or Fair	Good or Fair
F2	Fair (Poor Ride)	Good or Fair	Poor	Good or Fair
F3/F4	Fair (Poor Rut/Fault)	Good or Fair	Good or Fair	Poor
F5	Fair (Fair Ride Only)	Good or Fair	Fair	Good
F6/F7	Fair (Rut/Fault Only)	Good or Fair	Good	Fair
F8	Fair (Cracking Only)	Fair	Good	Good
F9	Fair (Cracking & IRI)	Fair	Fair	Good
F10	Fair (Cracking and Rutting/Faulting Only)	Fair	Good	Fair
F11	Fair (IRI & Rut/Fault)	Good	Fair	Fair
F12	Fair (All Fair)	Fair	Fair	Fair

PaveM Scenario Used: #3299

APCS Data Year: 2019

Caltrans Pavement Program
Pavement Condition Summary Report (PaveM) By Lane
SOUTHBOUND; LANE #1

District: 1; County: Mendocino (MEN); Route: 101

From PM: R33.730 To PM: R43.200

L-Length: 9.407. R-Length: 0.000

L-Lane Miles: 9.377. R-Lane Miles: 0.000 (Unknown lane miles: 0.000)

Year/ Condition Lane Miles	Pavement Type	Traditional Condition (lane miles)					MAP-21 Condition (lane miles)			Total Lane Miles	Effectiveness (%)	
		Green	Yellow	Blue	Orange	Red	Good	Fair	Poor		SHOPP Effectiveness ((Red + Orange) /Total Lane Miles) %	Rehab Effectiveness (Red/Total Lane Miles) %
2015	Flexible	2.470	5.744	0.000	1.163	0.000	4.414	4.963	0.000	9.377	12.403	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2016	Flexible	1.909	5.375	0.000	0.930	1.163	2.535	6.842	0.000	9.377	22.321	12.403
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2017	*No Data Available*											
2018	Flexible	2.417	6.072	0.000	0.888	0.000	4.358	5.019	0.000	9.377	9.470	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

End Previous Years Actuals - Begin APCS Data Collection Year and Predicted Years

2019	Flexible	4.141	5.236	0.000	0.000	0.000	4.919	4.458	0.000	9.377	0.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2020	Flexible	3.158	6.219	0.000	0.000	0.000	2.031	7.346	0.000	9.377	0.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2021	Flexible	3.158	6.219	0.000	0.000	0.000	0.983	8.394	0.000	9.377	0.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2022	Flexible	0.000	9.377	0.000	0.000	0.000	0.422	8.955	0.000	9.377	0.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2023	Flexible	0.000	9.377	0.000	0.000	0.000	0.000	9.377	0.000	9.377	0.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2024	Flexible	0.000	9.377	0.000	0.000	0.000	0.000	9.377	0.000	9.377	0.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2025	Flexible	0.000	4.040	0.000	5.337	0.000	0.000	9.377	0.000	9.377	56.916	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2026	Flexible	0.000	0.930	0.000	8.447	0.000	0.000	9.377	0.000	9.377	90.082	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2027	Flexible	0.000	0.930	0.000	8.447	0.000	0.000	9.377	0.000	9.377	90.082	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2028	Flexible	0.000	0.930	0.000	8.447	0.000	0.000	9.377	0.000	9.377	90.082	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2029	Flexible	0.000	0.508	0.000	8.869	0.000	0.000	9.377	0.000	9.377	94.582	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2030	Flexible	0.000	0.000	0.000	9.377	0.000	0.000	9.377	0.000	9.377	100.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2031	Flexible	0.000	0.000	0.000	6.575	2.802	0.000	9.377	0.000	9.377	100.000	29.882
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2032	Flexible	0.000	0.000	0.000	4.040	5.337	0.000	9.377	0.000	9.377	100.000	56.916
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2033	Flexible	0.000	0.000	0.000	0.930	8.447	0.000	9.377	0.000	9.377	100.000	90.082
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Year/ Condition Lane Miles	Pavement Type	Detailed Breakdown of MAP-21 Fair Condition (lane miles)										Fair Total Lane Miles
		Fair (Poor Crack) F1	Fair (Poor Ride) F2	Fair (Poor Rut/Fault) F3/F4	Fair (Fair Ride Only) F5	Fair (Rut/Fault Only) F6/F7	Fair (Cracking Only) F8	Fair (Cracking & IRI) F9	Fair (Cracking & Rutting/ Faulting Only) F10	Fair (IRI & Rut/Fault) F11	Fair (All Fair) F12	
2015	Flexible	0.000	0.000	0.000	3.292	0.000	0.000	1.671	0.000	0.000	0.000	4.963
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2016	Flexible	1.163	0.000	0.000	4.749	0.000	0.422	0.508	0.000	0.000	0.000	6.842
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2017	*No Data Available*											
2018	Flexible	0.000	0.000	0.000	3.856	0.000	0.000	1.163	0.000	0.000	0.000	5.019
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

End Previous Years Actuals - Begin APCS Data Collection Year and Predicted Years

2019	Flexible	0.000	0.000	0.000	4.458	0.000	0.000	0.000	0.000	0.000	0.000	4.458
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2020	Flexible	0.000	0.000	0.000	7.346	0.000	0.000	0.000	0.000	0.000	0.000	7.346
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2021	Flexible	0.000	0.000	0.000	8.394	0.000	0.000	0.000	0.000	0.000	0.000	8.394
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2022	Flexible	0.000	0.000	0.000	8.955	0.000	0.000	0.000	0.000	0.000	0.000	8.955
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2023	Flexible	0.000	0.000	0.000	9.377	0.000	0.000	0.000	0.000	0.000	0.000	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2024	Flexible	0.000	0.000	0.000	8.537	0.000	0.000	0.840	0.000	0.000	0.000	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2025	Flexible	0.000	0.000	0.000	3.057	0.000	0.000	6.320	0.000	0.000	0.000	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2026	Flexible	0.000	0.000	0.000	0.930	0.000	0.000	8.447	0.000	0.000	0.000	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2027	Flexible	0.000	0.000	0.000	0.930	0.000	0.000	8.447	0.000	0.000	0.000	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2028	Flexible	0.000	0.000	0.000	0.930	0.000	0.000	8.447	0.000	0.000	0.000	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2029	Flexible	0.000	0.000	0.000	0.000	0.000	0.000	9.377	0.000	0.000	0.000	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2030	Flexible	0.000	0.888	0.000	0.000	0.000	0.000	8.489	0.000	0.000	0.000	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2031	Flexible	0.000	1.871	0.000	0.000	0.000	0.000	7.506	0.000	0.000	0.000	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2032	Flexible	0.000	1.871	0.000	0.000	0.000	0.000	7.506	0.000	0.000	0.000	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2033	Flexible	2.802	1.871	0.000	0.000	0.000	0.000	4.704	0.000	0.000	0.000	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ID	Pavement Condition Rating	Description		
		Crack	Ride	Rutting or Faulting
F1	Fair (Poor Crack)	Poor	Good or Fair	Good or Fair
F2	Fair (Poor Ride)	Good or Fair	Poor	Good or Fair
F3/F4	Fair (Poor Rut/Fault)	Good or Fair	Good or Fair	Poor
F5	Fair (Fair Ride Only)	Good or Fair	Fair	Good
F6/F7	Fair (Rut/Fault Only)	Good or Fair	Good	Fair
F8	Fair (Cracking Only)	Fair	Good	Good
F9	Fair (Cracking & IRI)	Fair	Fair	Good
F10	Fair (Cracking and Rutting/Faulting Only)	Fair	Good	Fair
F11	Fair (IRI & Rut/Fault)	Good	Fair	Fair
F12	Fair (All Fair)	Fair	Fair	Fair

PaveM Scenario Used: #3299

APCS Data Year: 2019

Caltrans Pavement Program
Pavement Condition Summary Report (PaveM) By Lane
SOUTHBOUND; LANE #2

District: 1; County: Mendocino (MEN); Route: 101

From PM: R33.730 To PM: R43.200

L-Length: 9.407. R-Length: 0.000

L-Lane Miles: 9.377. R-Lane Miles: 0.000 (Unknown lane miles: 0.000)

Year/ Condition Lane Miles	Pavement Type	Traditional Condition (lane miles)					MAP-21 Condition (lane miles)			Total Lane Miles	Effectiveness (%)	
		Green	Yellow	Blue	Orange	Red	Good	Fair	Poor		SHOPP Effectiveness ((Red + Orange) /Total Lane Miles) %	Rehab Effectiveness (Red/Total Lane Miles) %
2015	Flexible	1.909	5.797	0.000	1.671	0.000	2.888	6.489	0.000	9.377	17.820	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2016	Flexible	1.909	5.797	0.000	0.508	1.163	2.888	6.489	0.000	9.377	17.820	12.403
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2017	*No Data Available*											
2018	Flexible	2.978	5.351	0.000	1.048	0.000	0.926	8.451	0.000	9.377	11.176	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

End Previous Years Actuals - Begin APCS Data Collection Year and Predicted Years

2019	Flexible	4.141	5.236	0.000	0.000	0.000	0.926	8.451	0.000	9.377	0.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2020	Flexible	1.709	7.668	0.000	0.000	0.000	0.926	8.451	0.000	9.377	0.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2021	Flexible	0.000	9.377	0.000	0.000	0.000	0.926	8.451	0.000	9.377	0.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2022	Flexible	0.000	8.955	0.000	0.422	0.000	0.926	8.451	0.000	9.377	4.500	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2023	Flexible	0.000	7.907	0.000	1.470	0.000	0.926	8.451	0.000	9.377	15.677	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2024	Flexible	0.000	7.907	0.000	1.470	0.000	0.000	9.377	0.000	9.377	15.677	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2025	Flexible	0.000	0.508	0.000	8.869	0.000	0.000	9.377	0.000	9.377	94.582	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2026	Flexible	0.000	0.508	0.000	8.869	0.000	0.000	9.377	0.000	9.377	94.582	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2027	Flexible	0.000	0.508	0.000	8.869	0.000	0.000	9.377	0.000	9.377	94.582	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2028	Flexible	0.000	0.000	0.000	9.377	0.000	0.000	9.377	0.000	9.377	100.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2029	Flexible	0.000	0.000	0.000	8.329	1.048	0.000	9.377	0.000	9.377	100.000	11.176
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2030	Flexible	0.000	0.000	0.000	5.105	4.272	0.000	9.377	0.000	9.377	100.000	45.558
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2031	Flexible	0.000	0.000	0.000	0.508	8.869	0.000	8.329	1.048	9.377	100.000	94.582
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2032	Flexible	0.000	0.000	0.000	0.508	8.869	0.000	5.105	4.272	9.377	100.000	94.582
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2033	Flexible	0.000	0.000	0.000	0.508	8.869	0.000	1.434	7.943	9.377	100.000	94.582
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Year/ Condition Lane Miles	Pavement Type	Detailed Breakdown of MAP-21 Fair Condition (lane miles)										Fair Total Lane Miles
		Fair (Poor Crack) F1	Fair (Poor Ride) F2	Fair (Poor Rut/Fault) F3/F4	Fair (Fair Ride Only) F5	Fair (Rut/Fault Only) F6/F7	Fair (Cracking Only) F8	Fair (Cracking & IRI) F9	Fair (Cracking & Rutting/ Faulting Only) F10	Fair (IRI & Rut/Fault) F11	Fair (All Fair) F12	
2015	Flexible	0.000	0.000	0.000	3.853	0.000	0.000	1.671	0.000	0.965	0.000	6.489
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2016	Flexible	1.163	0.000	0.000	2.365	0.000	0.000	0.508	0.000	2.453	0.000	6.489
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2017	*No Data Available*											
2018	Flexible	0.000	0.000	0.000	7.403	0.000	0.000	1.048	0.000	0.000	0.000	8.451
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

End Previous Years Actuals - Begin APCS Data Collection Year and Predicted Years

2019	Flexible	0.000	0.000	0.000	6.093	0.000	0.000	0.000	0.000	2.358	0.000	8.451
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2020	Flexible	0.000	0.000	0.000	6.093	0.000	0.000	0.000	0.000	2.358	0.000	8.451
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2021	Flexible	0.000	0.000	0.000	6.093	0.000	0.000	0.000	0.000	2.358	0.000	8.451
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2022	Flexible	0.000	0.422	0.000	6.093	0.000	0.000	0.000	0.000	1.936	0.000	8.451
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2023	Flexible	0.000	0.422	0.000	6.093	0.000	0.000	0.000	0.000	0.888	1.048	8.451
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2024	Flexible	0.000	0.422	0.000	4.217	0.000	0.000	2.802	0.000	0.888	1.048	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2025	Flexible	0.000	1.310	0.000	0.508	0.000	0.000	6.511	0.000	0.000	1.048	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2026	Flexible	0.000	1.310	0.000	0.508	0.000	0.000	6.511	0.000	0.000	1.048	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2027	Flexible	0.000	2.293	0.000	0.000	0.000	0.000	6.036	0.000	0.000	1.048	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2028	Flexible	0.000	4.305	0.000	0.000	0.000	0.000	5.072	0.000	0.000	0.000	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2029	Flexible	0.000	4.305	0.000	0.000	0.000	0.000	5.072	0.000	0.000	0.000	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2030	Flexible	0.000	4.305	0.000	0.000	0.000	0.000	5.072	0.000	0.000	0.000	9.377
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2031	Flexible	0.000	4.040	0.000	0.000	0.000	0.000	4.289	0.000	0.000	0.000	8.329
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2032	Flexible	0.000	4.179	0.000	0.000	0.000	0.000	0.926	0.000	0.000	0.000	5.105
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2033	Flexible	0.926	0.508	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.434
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

ID	Pavement Condition Rating	Description		
		Crack	Ride	Rutting or Faulting
F1	Fair (Poor Crack)	Poor	Good or Fair	Good or Fair
F2	Fair (Poor Ride)	Good or Fair	Poor	Good or Fair
F3/F4	Fair (Poor Rut/Fault)	Good or Fair	Good or Fair	Poor
F5	Fair (Fair Ride Only)	Good or Fair	Fair	Good
F6/F7	Fair (Rut/Fault Only)	Good or Fair	Good	Fair
F8	Fair (Cracking Only)	Fair	Good	Good
F9	Fair (Cracking & IRI)	Fair	Fair	Good
F10	Fair (Cracking and Rutting/Faulting Only)	Fair	Good	Fair
F11	Fair (IRI & Rut/Fault)	Good	Fair	Fair
F12	Fair (All Fair)	Fair	Fair	Fair

PaveM Scenario Used: #3299

APCS Data Year: 2019

Caltrans Pavement Program
Pavement Condition Summary Report (PaveM) By Lane
NORTHBOUND; LANE #1

District: 1; County: Mendocino (MEN); Route: 101

From PM: R33.730 To PM: R43.200

L-Length: 0.000. R-Length: 9.407

L-Lane Miles: 0.000. R-Lane Miles: 9.377 (Unknown lane miles: 0.000)

Year/ Condition Lane Miles	Pavement Type	Traditional Condition (lane miles)					MAP-21 Condition (lane miles)			Total Lane Miles	Effectiveness (%)	
		Green	Yellow	Blue	Orange	Red	Good	Fair	Poor		SHOPP Effectiveness ((Red + Orange) /Total Lane Miles) %	Rehab Effectiveness (Red/Total Lane Miles) %
2015	Flexible	4.851	3.363	0.000	1.163	0.000	3.992	5.385	0.000	9.377	12.403	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2016	Flexible	0.964	5.780	0.000	1.435	1.163	1.962	7.380	0.000	9.342	27.810	12.449
	Rigid	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.035	0.000	0.000
2017	*No Data Available*											
2018	Flexible	2.455	6.047	0.000	0.840	0.000	2.926	6.416	0.000	9.342	8.992	0.000
	Rigid	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.035	0.000	0.000

End Previous Years Actuals - Begin APCS Data Collection Year and Predicted Years

2019	Flexible	3.053	6.289	0.000	0.000	0.000	3.766	5.576	0.000	9.342	0.000	0.000
	Rigid	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.035	0.000	0.000
2020	Flexible	2.089	7.253	0.000	0.000	0.000	2.926	6.416	0.000	9.342	0.000	0.000
	Rigid	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.035	0.000	0.000
2021	Flexible	0.000	9.342	0.000	0.000	0.000	2.926	6.416	0.000	9.342	0.000	0.000
	Rigid	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.035	0.000	0.000
2022	Flexible	0.000	9.342	0.000	0.000	0.000	1.962	7.380	0.000	9.342	0.000	0.000
	Rigid	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.035	0.000	0.000
2023	Flexible	0.000	9.342	0.000	0.000	0.000	0.000	9.342	0.000	9.342	0.000	0.000
	Rigid	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.035	0.000	0.000
2024	Flexible	0.000	4.544	0.000	4.798	0.000	0.000	9.342	0.000	9.342	51.359	0.000
	Rigid	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.035	0.000	0.000
2025	Flexible	0.000	2.654	0.000	6.688	0.000	0.000	9.342	0.000	9.342	71.591	0.000
	Rigid	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.035	0.000	0.000
2026	Flexible	0.000	0.000	0.000	9.342	0.000	0.000	9.342	0.000	9.342	100.000	0.000
	Rigid	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.035	0.000	0.000
2027	Flexible	0.000	0.000	0.000	9.342	0.000	0.000	9.342	0.000	9.342	100.000	0.000
	Rigid	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.035	0.000	0.000
2028	Flexible	0.000	0.000	0.000	9.342	0.000	0.000	9.342	0.000	9.342	100.000	0.000
	Rigid	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.035	0.000	0.000
2029	Flexible	0.000	0.000	0.000	9.342	0.000	0.000	9.342	0.000	9.342	100.000	0.000
	Rigid	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.035	0.000	0.000
2030	Flexible	0.000	0.000	0.000	4.544	4.798	0.000	9.342	0.000	9.342	100.000	51.359
	Rigid	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.035	0.000	0.000
2031	Flexible	0.000	0.000	0.000	4.544	4.798	0.000	9.342	0.000	9.342	100.000	51.359
	Rigid	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.035	0.000	0.000
2032	Flexible	0.000	0.000	0.000	1.163	8.179	0.000	8.781	0.561	9.342	100.000	87.551
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.000
2033	Flexible	0.000	0.000	0.000	0.000	9.342	0.000	8.781	0.561	9.342	100.000	100.000
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.000

Year/ Condition Lane Miles	Pavement Type	Detailed Breakdown of MAP-21 Fair Condition (lane miles)										Fair Total Lane Miles
		Fair (Poor Crack) F1	Fair (Poor Ride) F2	Fair (Poor Rut/Fault) F3/F4	Fair (Fair Ride Only) F5	Fair (Rut/Fault Only) F6/F7	Fair (Cracking Only) F8	Fair (Cracking & IRI) F9	Fair (Cracking & Rutting/ Faulting Only) F10	Fair (IRI & Rut/Fault) F11	Fair (All Fair) F12	
2015	Flexible	0.000	0.000	0.000	4.222	0.000	0.000	1.163	0.000	0.000	0.000	5.385
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2016	Flexible	0.888	0.000	0.000	4.782	0.000	0.000	1.710	0.000	0.000	0.000	7.380
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2017	*No Data Available*											
2018	Flexible	0.000	0.000	0.000	5.576	0.000	0.840	0.000	0.000	0.000	0.000	6.416
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

End Previous Years Actuals - Begin APCS Data Collection Year and Predicted Years

2019	Flexible	0.000	0.000	0.000	5.576	0.000	0.000	0.000	0.000	0.000	0.000	5.576
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2020	Flexible	0.000	0.000	0.000	6.416	0.000	0.000	0.000	0.000	0.000	0.000	6.416
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2021	Flexible	0.000	0.000	0.000	6.416	0.000	0.000	0.000	0.000	0.000	0.000	6.416
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2022	Flexible	0.000	0.000	0.000	7.380	0.000	0.000	0.000	0.000	0.000	0.000	7.380
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2023	Flexible	0.000	0.000	0.000	7.380	0.000	0.000	1.962	0.000	0.000	0.000	9.342
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2024	Flexible	0.000	0.000	0.000	4.544	0.000	0.000	4.798	0.000	0.000	0.000	9.342
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2025	Flexible	0.000	0.000	0.000	1.163	0.000	0.000	8.179	0.000	0.000	0.000	9.342
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2026	Flexible	0.000	0.000	0.000	0.000	0.000	0.000	9.342	0.000	0.000	0.000	9.342
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2027	Flexible	0.000	0.275	0.000	0.000	0.000	0.000	9.067	0.000	0.000	0.000	9.342
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2028	Flexible	0.000	0.275	0.000	0.000	0.000	0.000	9.067	0.000	0.000	0.000	9.342
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2029	Flexible	0.000	0.275	0.000	0.000	0.000	0.000	9.067	0.000	0.000	0.000	9.342
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2030	Flexible	0.000	0.836	0.000	0.000	0.000	0.000	8.506	0.000	0.000	0.000	9.342
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2031	Flexible	0.000	0.836	0.000	0.000	0.000	0.000	8.506	0.000	0.000	0.000	9.342
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2032	Flexible	4.237	1.201	0.000	0.000	0.000	0.000	3.343	0.000	0.000	0.000	8.781
	Rigid	0.000	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.000	0.000	0.035
2033	Flexible	4.237	2.089	0.000	0.000	0.000	0.000	2.455	0.000	0.000	0.000	8.781
	Rigid	0.000	0.000	0.000	0.000	0.000	0.035	0.000	0.000	0.000	0.000	0.035

ID	Pavement Condition Rating	Description		
		Crack	Ride	Rutting or Faulting
F1	Fair (Poor Crack)	Poor	Good or Fair	Good or Fair
F2	Fair (Poor Ride)	Good or Fair	Poor	Good or Fair
F3/F4	Fair (Poor Rut/Fault)	Good or Fair	Good or Fair	Poor
F5	Fair (Fair Ride Only)	Good or Fair	Fair	Good
F6/F7	Fair (Rut/Fault Only)	Good or Fair	Good	Fair
F8	Fair (Cracking Only)	Fair	Good	Good
F9	Fair (Cracking & IRI)	Fair	Fair	Good
F10	Fair (Cracking and Rutting/Faulting Only)	Fair	Good	Fair
F11	Fair (IRI & Rut/Fault)	Good	Fair	Fair
F12	Fair (All Fair)	Fair	Fair	Fair

PaveM Scenario Used: #3299

APCS Data Year: 2019

Caltrans Pavement Program
Pavement Condition Summary Report (PaveM) By Lane
NORTHBOUND; LANE #2

District: 1; County: Mendocino (MEN); Route: 101

From PM: R33.730 To PM: R43.200

L-Length: 0.000. R-Length: 9.407

L-Lane Miles: 0.000. R-Lane Miles: 9.377 (Unknown lane miles: 0.000)

Year/ Condition Lane Miles	Pavement Type	Traditional Condition (lane miles)					MAP-21 Condition (lane miles)			Total Lane Miles	Effectiveness (%)	
		Green	Yellow	Blue	Orange	Red	Good	Fair	Poor		SHOPP Effectiveness ((Red + Orange) /Total Lane Miles) %	Rehab Effectiveness (Red/Total Lane Miles) %
2015	Flexible	0.000	6.688	0.000	2.689	0.000	1.469	7.908	0.000	9.377	28.677	0.000
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2016	Flexible	0.964	1.962	0.000	5.253	1.163	0.000	9.342	0.000	9.342	68.679	12.449
	Rigid	0.000	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.000
2017	*No Data Available*											
2018	Flexible	2.327	5.580	0.000	1.435	0.000	0.561	8.781	0.000	9.342	15.361	0.000
	Rigid	0.000	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.000

End Previous Years Actuals - Begin APCS Data Collection Year and Predicted Years

2019	Flexible	4.141	5.201	0.000	0.000	0.000	0.000	9.342	0.000	9.342	0.000	0.000
	Rigid	0.000	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.000
2020	Flexible	1.762	7.580	0.000	0.000	0.000	0.000	9.342	0.000	9.342	0.000	0.000
	Rigid	0.000	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.000
2021	Flexible	0.561	8.781	0.000	0.000	0.000	0.000	9.342	0.000	9.342	0.000	0.000
	Rigid	0.000	0.035	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.000
2022	Flexible	0.000	9.342	0.000	0.000	0.000	0.000	9.342	0.000	9.342	0.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.035	100.000	100.000
2023	Flexible	0.000	9.342	0.000	0.000	0.000	0.000	9.342	0.000	9.342	0.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.035	100.000	100.000
2024	Flexible	0.000	7.380	0.000	1.962	0.000	0.000	9.342	0.000	9.342	21.002	0.000
	Rigid	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.035	100.000	100.000
2025	Flexible	0.000	0.000	0.000	9.342	0.000	0.000	9.342	0.000	9.342	100.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.035	100.000	100.000
2026	Flexible	0.000	0.000	0.000	9.342	0.000	0.000	9.342	0.000	9.342	100.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.035	100.000	100.000
2027	Flexible	0.000	0.000	0.000	9.342	0.000	0.000	9.342	0.000	9.342	100.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.035	100.000	100.000
2028	Flexible	0.000	0.000	0.000	9.342	0.000	0.000	9.342	0.000	9.342	100.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.035	100.000	100.000
2029	Flexible	0.000	0.000	0.000	9.342	0.000	0.000	9.342	0.000	9.342	100.000	0.000
	Rigid	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.035	100.000	100.000
2030	Flexible	0.000	0.000	0.000	5.945	3.397	0.000	9.342	0.000	9.342	100.000	36.363
	Rigid	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.035	100.000	100.000
2031	Flexible	0.000	0.000	0.000	0.000	9.342	0.000	9.342	0.000	9.342	100.000	100.000
	Rigid	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.035	100.000	100.000
2032	Flexible	0.000	0.000	0.000	0.000	9.342	0.000	5.945	3.397	9.342	100.000	100.000
	Rigid	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.035	100.000	100.000
2033	Flexible	0.000	0.000	0.000	0.000	9.342	0.000	0.000	9.342	9.342	100.000	100.000
	Rigid	0.000	0.000	0.000	0.000	0.035	0.000	0.035	0.000	0.035	100.000	100.000

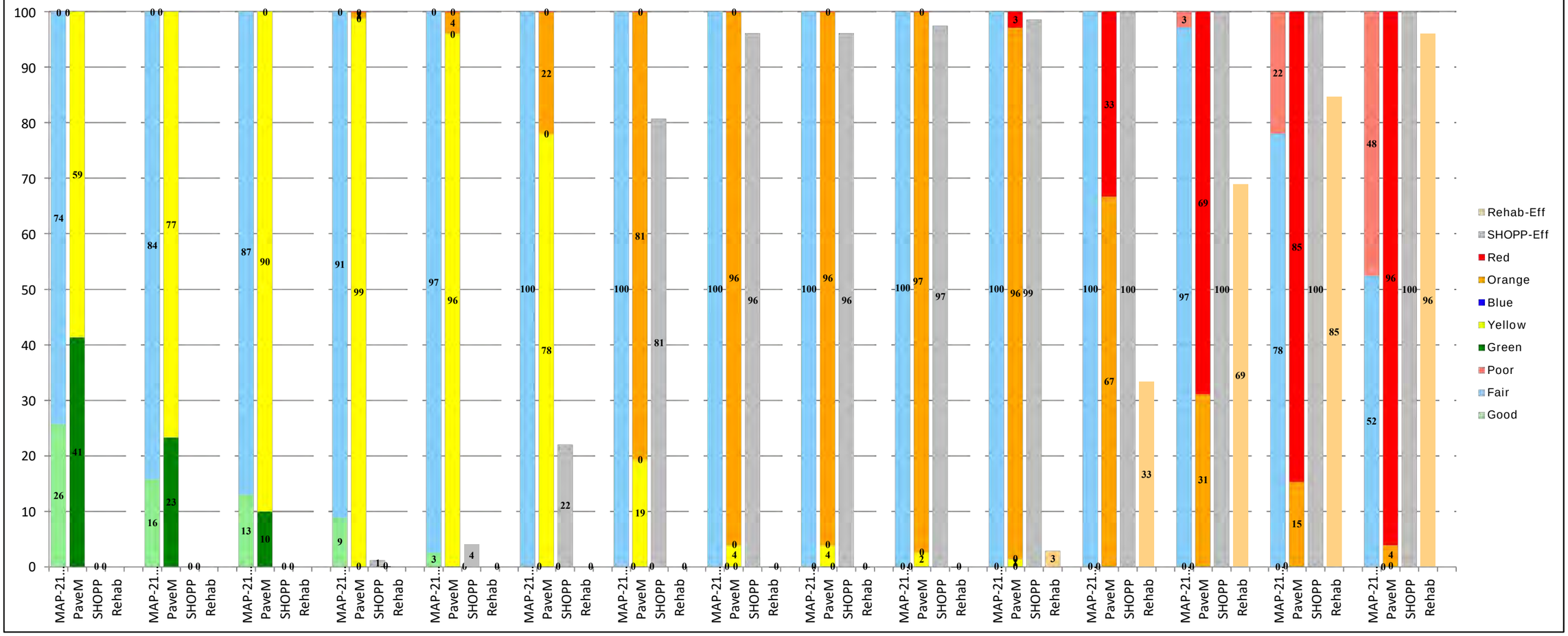
Year/ Condition Lane Miles	Pavement Type	Detailed Breakdown of MAP-21 Fair Condition (lane miles)										Fair Total Lane Miles
		Fair (Poor Crack) F1	Fair (Poor Ride) F2	Fair (Poor Rut/Fault) F3/F4	Fair (Fair Ride Only) F5	Fair (Rut/Fault Only) F6/F7	Fair (Cracking Only) F8	Fair (Cracking & IRI) F9	Fair (Cracking & Rutting/ Faulting Only) F10	Fair (IRI & Rut/Fault) F11	Fair (All Fair) F12	
2015	Flexible	0.000	0.000	0.000	3.728	0.000	0.000	4.180	0.000	0.000	0.000	7.908
	Rigid	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2016	Flexible	1.163	0.000	0.000	1.962	0.964	0.000	3.762	0.000	0.000	1.491	9.342
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2017	*No Data Available*											
2018	Flexible	0.000	0.000	0.000	7.346	0.000	0.000	1.435	0.000	0.000	0.000	8.781
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035

End Previous Years Actuals - Begin APCS Data Collection Year and Predicted Years

2019	Flexible	0.000	0.000	0.000	9.342	0.000	0.000	0.000	0.000	0.000	0.000	9.342
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2020	Flexible	0.000	0.000	0.000	9.342	0.000	0.000	0.000	0.000	0.000	0.000	9.342
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2021	Flexible	0.000	0.000	0.000	9.342	0.000	0.000	0.000	0.000	0.000	0.000	9.342
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2022	Flexible	0.000	0.000	0.000	9.342	0.000	0.000	0.000	0.000	0.000	0.000	9.342
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2023	Flexible	0.000	0.000	0.000	9.342	0.000	0.000	0.000	0.000	0.000	0.000	9.342
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2024	Flexible	0.000	0.000	0.000	4.981	0.000	0.000	4.361	0.000	0.000	0.000	9.342
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2025	Flexible	0.000	0.000	0.000	0.000	0.000	0.000	9.342	0.000	0.000	0.000	9.342
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2026	Flexible	0.000	0.275	0.000	0.000	0.000	0.000	9.067	0.000	0.000	0.000	9.342
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2027	Flexible	0.000	0.275	0.000	0.000	0.000	0.000	9.067	0.000	0.000	0.000	9.342
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2028	Flexible	0.000	1.201	0.000	0.000	0.000	0.000	8.141	0.000	0.000	0.000	9.342
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2029	Flexible	0.000	4.085	0.000	0.000	0.000	0.000	5.257	0.000	0.000	0.000	9.342
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2030	Flexible	0.000	5.576	0.000	0.000	0.000	0.000	3.766	0.000	0.000	0.000	9.342
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2031	Flexible	0.000	6.540	0.000	0.000	0.000	0.000	2.802	0.000	0.000	0.000	9.342
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2032	Flexible	0.000	5.945	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.945
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035
2033	Flexible	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	Rigid	0.035	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.035

ID	Pavement Condition Rating	Description		
		Crack	Ride	Rutting or Faulting
F1	Fair (Poor Crack)	Poor	Good or Fair	Good or Fair
F2	Fair (Poor Ride)	Good or Fair	Poor	Good or Fair
F3/F4	Fair (Poor Rut/Fault)	Good or Fair	Good or Fair	Poor
F5	Fair (Fair Ride Only)	Good or Fair	Fair	Good
F6/F7	Fair (Rut/Fault Only)	Good or Fair	Good	Fair
F8	Fair (Cracking Only)	Fair	Good	Good
F9	Fair (Cracking & IRI)	Fair	Fair	Good
F10	Fair (Cracking and Rutting/Faulting Only)	Fair	Good	Fair
F11	Fair (IRI & Rut/Fault)	Good	Fair	Fair
F12	Fair (All Fair)	Fair	Fair	Fair

PCR Summary Chart: MAP-21 and Traditional Condition (lane miles) & SHOPP and Rehab Effectiveness (%) for: Mendocino (MEN) - 101 - from 2019 to 2033



PaveM Scenario Used: #3299
APCS Data Year: 2019
Using: Prior-Treatment Distresses

Caltrans Pavement Program
Pavement Condition Detailed Report (PaveM)

District: 1; County: Mendocino (MEN); Route: 101
From PM: R33.730 To PM: R43.200

Year: 2019 (Current)
R-Length: 9.407. L-Length: 9.407
R-Lane Miles: 18.754. L-Lane Miles: 18.754 (Unknown lane miles: 0.000)

Pavement Segment	Lane	Type	Concrete			Asphalt			IRI in/mi	MAP-21 Condition	Traditional Condition	Road Class	Estimated Lane Miles
			1st%	3rd%	Fault%	Alligator A%	Alligator B%	Rut (in)					
Post Mile: R33.730 to R34.152 Length: 0.422 Estimated Lane Mileage: 0.844	L1	Flexible				33.00	0.00	0.19	82	Good	Yellow	1	0.422
	L2	Flexible				0.60	4.40	0.23	160	Fair	Yellow	1	0.422
Post Mile: R33.730 to R33.765 Length: 0.035 Estimated Lane Mileage: 0.070	R1	JPC		0.00	0.00				48	Good	Green	1	0.035
	R2	JPC		8.60	2.86				106	Fair	Yellow	1	0.035
Post Mile: R33.765 to R35.200 Length: 1.435 Estimated Lane Mileage: 2.870	R1	Flexible				12.10	1.10	0.16	106	Fair	Yellow	1	1.435
	R2	Flexible				9.00	0.10	0.18	116	Fair	Yellow	1	1.435
Post Mile: R34.152 to R35.200 Length: 1.048 Estimated Lane Mileage: 2.096	L1	Flexible				13.60	0.00	0.16	91	Good	Yellow	1	1.048
	L2	Flexible				6.70	1.80	0.21	121	Fair	Yellow	1	1.048
Post Mile: R35.200 to R36.164 Length: 0.964 Estimated Lane Mileage: 3.856	L1	Flexible				14.50	0.00	0.15	111	Fair	Yellow	1	0.964
	L2	Flexible				13.60	0.10	0.17	121	Fair	Yellow	1	0.964
	R1	Flexible				4.20	0.20	0.11	87	Good	Green	1	0.964
	R2	Flexible				7.50	0.30	0.20	109	Fair	Yellow	1	0.964
Post Mile: 36.164 to 37.147 Length: 0.983 Estimated Lane Mileage: 1.966	L1	Flexible				2.10	0.10	0.13	126	Fair	Green	1	0.983
	L2	Flexible				4.50	0.10	0.18	127	Fair	Green	1	0.983
Post Mile: 36.164 to 37.655 Length: 1.491 Estimated Lane Mileage: 2.982	R1	Flexible				5.00	0.10	0.12	106	Fair	Yellow	1	1.491
	R2	Flexible				2.20	0.00	0.16	115	Fair	Green	1	1.491
Post Mile: 37.147 to 37.655 Length: 0.508 Estimated Lane Mileage: 1.016	L1	Flexible				1.00	0.00	0.11	109	Fair	Green	1	0.508
	L2	Flexible				1.20	0.00	0.12	106	Fair	Green	1	0.508
Post Mile: 37.655 to 38.216 Length: 0.561 Estimated Lane Mileage: 2.244	L1	Flexible				0.00	0.00	0.10	87	Good	Green	1	0.561
	L2	Flexible				2.00	0.00	0.12	100	Fair	Green	1	0.561
	R1	Flexible				8.60	1.00	0.12	132	Fair	Yellow	1	0.561
	R2	Flexible				0.00	0.00	0.10	120	Fair	Green	1	0.561
Post Mile: R38.216 to R39.142 Length: 0.926 Estimated Lane Mileage: 3.704	L1	Flexible				0.00	0.00	0.12	94	Good	Green	1	0.926
	L2	Flexible				0.20	0.00	0.10	73	Good	Green	1	0.926
	R1	Flexible				0.20	0.00	0.09	124	Fair	Green	1	0.926
	R2	Flexible				0.70	0.00	0.13	121	Fair	Green	1	0.926
Post Mile: 39.205 to 39.480 Length: 0.275 Estimated Lane Mileage: 1.100	L1	Flexible				0.00	0.00	0.12	102	Fair	Green	1	0.275
	L2	Flexible				1.60	0.00	0.18	105	Fair	Green	1	0.275
	R1	Flexible				0.60	0.00	0.14	142	Fair	Green	1	0.275
	R2	Flexible				0.70	0.00	0.14	134	Fair	Green	1	0.275
Post Mile: 39.480 to 40.368 Length: 0.888 Estimated Lane Mileage: 3.552	L1	Flexible				0.20	0.00	0.16	129	Fair	Green	1	0.888
	L2	Flexible				2.60	0.00	0.24	138	Fair	Green	1	0.888
	R1	Flexible				1.10	0.00	0.13	118	Fair	Green	1	0.888
	R2	Flexible				2.20	0.00	0.19	118	Fair	Green	1	0.888
Post Mile: 40.368 to 42.360 Length: 1.992 Estimated Lane Mileage: 7.848	L1	Flexible				22.60	0.10	0.13	93	Good	Yellow	1	1.962
	L2	Flexible				28.30	0.10	0.17	104	Fair	Yellow	1	1.962
	R1	Flexible				15.00	1.60	0.10	82	Good	Yellow	1	1.962
	R2	Flexible				37.20	0.40	0.17	103	Fair	Yellow	1	1.962
Post Mile: 42.360 to R43.200 Length: 0.840 Estimated Lane Mileage: 3.360	L1	Flexible				26.20	0.30	0.13	113	Fair	Yellow	1	0.840
	L2	Flexible				34.80	0.20	0.14	102	Fair	Yellow	1	0.840
	R1	Flexible				27.90	0.90	0.07	94	Good	Yellow	1	0.840
	R2	Flexible				29.10	0.00	0.14	104	Fair	Yellow	1	0.840
				4.30	**1.43**	**11.67**	**0.33**	**0.15**	**108**				**37.508**
			Lane Weighted Average										Total

PaveM Scenario Used: #3299
APCS Data Year: 2019
Using: Prior-Treatment Distresses

Caltrans Pavement Program
Pavement Condition Detailed Report (PaveM)

District: 1; County: Mendocino (MEN); Route: 101
From PM: R33.730 To PM: R43.200

Year: 2020 (Predicted)
R-Length: 9.407. L-Length: 9.407
R-Lane Miles: 18.754. L-Lane Miles: 18.754 (Unknown lane miles: 0.000)

Pavement Segment	Lane	Type	Concrete			Asphalt			IRI in/mi	MAP-21 Condition	Traditional Condition	Road Class	Estimated Lane Miles
			1st%	3rd%	Fault%	Alligator A%	Alligator B%	Rut (in)					
Post Mile: R33.730 to R34.152 Length: 0.422 Estimated Lane Mileage: 0.844	L1	Flexible				36.30	0.20	0.19	85	Good	Yellow	1	0.422
	L2	Flexible				2.00	6.20	0.23	164	Fair	Yellow	1	0.422
Post Mile: R33.730 to R33.765 Length: 0.035 Estimated Lane Mileage: 0.070	R1	JPC		0.00	0.03				61	Good	Green	1	0.035
	R2	JPC		9.10	3.63				109	Fair	Yellow	1	0.035
Post Mile: R33.765 to R35.200 Length: 1.435 Estimated Lane Mileage: 2.870	R1	Flexible				15.80	2.50	0.16	109	Fair	Yellow	1	1.435
	R2	Flexible				13.20	1.00	0.18	121	Fair	Yellow	1	1.435
Post Mile: R34.152 to R35.200 Length: 1.048 Estimated Lane Mileage: 2.096	L1	Flexible				18.30	0.50	0.16	94	Good	Yellow	1	1.048
	L2	Flexible				10.00	3.50	0.21	126	Fair	Yellow	1	1.048
Post Mile: R35.200 to R36.164 Length: 0.964 Estimated Lane Mileage: 3.856	L1	Flexible				18.70	0.50	0.15	114	Fair	Yellow	1	0.964
	L2	Flexible				18.10	0.90	0.17	126	Fair	Yellow	1	0.964
	R1	Flexible				7.00	0.90	0.11	91	Good	Yellow	1	0.964
	R2	Flexible				11.10	1.30	0.20	114	Fair	Yellow	1	0.964
Post Mile: 36.164 to 37.147 Length: 0.983 Estimated Lane Mileage: 1.966	L1	Flexible				4.30	0.70	0.13	130	Fair	Yellow	1	0.983
	L2	Flexible				7.70	0.90	0.18	132	Fair	Yellow	1	0.983
Post Mile: 36.164 to 37.655 Length: 1.491 Estimated Lane Mileage: 2.982	R1	Flexible				7.90	0.80	0.12	110	Fair	Yellow	1	1.491
	R2	Flexible				4.60	0.70	0.16	120	Fair	Yellow	1	1.491
Post Mile: 37.147 to 37.655 Length: 0.508 Estimated Lane Mileage: 1.016	L1	Flexible				2.10	0.20	0.11	113	Fair	Green	1	0.508
	L2	Flexible				2.80	0.30	0.12	111	Fair	Green	1	0.508
Post Mile: 37.655 to 38.216 Length: 0.561 Estimated Lane Mileage: 2.244	L1	Flexible				0.70	0.50	0.10	90	Good	Green	1	0.561
	L2	Flexible				4.80	0.50	0.12	105	Fair	Yellow	1	0.561
	R1	Flexible				12.00	2.40	0.12	135	Fair	Yellow	1	0.561
	R2	Flexible				0.80	0.50	0.10	125	Fair	Green	1	0.561
Post Mile: R38.216 to R39.142 Length: 0.926 Estimated Lane Mileage: 3.704	L1	Flexible				0.70	0.50	0.12	98	Fair	Green	1	0.926
	L2	Flexible				1.70	0.50	0.10	78	Good	Green	1	0.926
	R1	Flexible				1.50	0.50	0.09	127	Fair	Green	1	0.926
	R2	Flexible				2.70	0.50	0.13	127	Fair	Green	1	0.926
Post Mile: 39.205 to 39.480 Length: 0.275 Estimated Lane Mileage: 1.100	L1	Flexible				0.60	0.50	0.12	105	Fair	Green	1	0.275
	L2	Flexible				4.00	0.50	0.18	110	Fair	Green	1	0.275
	R1	Flexible				2.20	0.50	0.14	145	Fair	Green	1	0.275
	R2	Flexible				2.60	0.50	0.14	139	Fair	Green	1	0.275
Post Mile: 39.480 to 40.368 Length: 0.888 Estimated Lane Mileage: 3.552	L1	Flexible				1.40	0.50	0.16	132	Fair	Green	1	0.888
	L2	Flexible				5.50	0.50	0.24	143	Fair	Yellow	1	0.888
	R1	Flexible				2.90	0.50	0.13	122	Fair	Green	1	0.888
	R2	Flexible				4.90	0.50	0.19	123	Fair	Yellow	1	0.888
Post Mile: 40.368 to 42.360 Length: 1.992 Estimated Lane Mileage: 7.848	L1	Flexible				27.60	0.80	0.13	96	Fair	Yellow	1	1.962
	L2	Flexible				33.80	1.00	0.17	109	Fair	Yellow	1	1.962
	R1	Flexible				18.90	3.10	0.10	86	Good	Yellow	1	1.962
	R2	Flexible				42.40	1.50	0.17	108	Fair	Yellow	1	1.962
Post Mile: 42.360 to R43.200 Length: 0.840 Estimated Lane Mileage: 3.360	L1	Flexible				30.80	1.40	0.13	117	Fair	Yellow	1	0.840
	L2	Flexible				40.30	1.10	0.14	107	Fair	Yellow	1	0.840
	R1	Flexible				32.40	2.20	0.07	98	Fair	Yellow	1	0.840
	R2	Flexible				35.00	0.50	0.14	109	Fair	Yellow	1	0.840
				4.55	**1.83**	**15.02**	**1.14**	**0.15**	**112**				**37.508**
			Lane Weighted Average										Total

PaveM Scenario Used: #3299
APCS Data Year: 2019
Using: Prior-Treatment Distresses

Caltrans Pavement Program
Pavement Condition Detailed Report (PaveM)

District: 1; County: Mendocino (MEN); Route: 101
From PM: R33.730 To PM: R43.200

Year: 2021 (Predicted)
R-Length: 9.407. L-Length: 9.407
R-Lane Miles: 18.754. L-Lane Miles: 18.754 (Unknown lane miles: 0.000)

Pavement Segment	Lane	Type	Concrete			Asphalt			IRI in/mi	MAP-21 Condition	Traditional Condition	Road Class	Estimated Lane Miles
			1st%	3rd%	Fault%	Alligator A%	Alligator B%	Rut (in)					
Post Mile: R33.730 to R34.152 Length: 0.422 Estimated Lane Mileage: 0.844	L1	Flexible				39.40	0.70	0.19	89	Good	Yellow	1	0.422
	L2	Flexible				3.70	8.20	0.23	169	Fair	Yellow	1	0.422
Post Mile: R33.730 to R33.765 Length: 0.035 Estimated Lane Mileage: 0.070	R1	JPC		0.10	0.10				62	Good	Green	1	0.035
	R2	JPC		9.70	4.46				111	Fair	Yellow	1	0.035
Post Mile: R33.765 to R35.200 Length: 1.435 Estimated Lane Mileage: 2.870	R1	Flexible				19.50	4.30	0.16	113	Fair	Yellow	1	1.435
	R2	Flexible				17.40	2.50	0.18	127	Fair	Yellow	1	1.435
Post Mile: R34.152 to R35.200 Length: 1.048 Estimated Lane Mileage: 2.096	L1	Flexible				22.70	1.60	0.16	98	Fair	Yellow	1	1.048
	L2	Flexible				13.50	5.70	0.21	132	Fair	Yellow	1	1.048
Post Mile: R35.200 to R36.164 Length: 0.964 Estimated Lane Mileage: 3.856	L1	Flexible				22.70	1.50	0.15	118	Fair	Yellow	1	0.964
	L2	Flexible				22.40	2.30	0.17	132	Fair	Yellow	1	0.964
	R1	Flexible				9.70	2.20	0.11	95	Good	Yellow	1	0.964
	R2	Flexible				14.80	2.80	0.20	119	Fair	Yellow	1	0.964
Post Mile: 36.164 to 37.147 Length: 0.983 Estimated Lane Mileage: 1.966	L1	Flexible				6.70	1.90	0.13	134	Fair	Yellow	1	0.983
	L2	Flexible				11.00	2.30	0.18	137	Fair	Yellow	1	0.983
Post Mile: 36.164 to 37.655 Length: 1.491 Estimated Lane Mileage: 2.982	R1	Flexible				10.90	2.00	0.12	114	Fair	Yellow	1	1.491
	R2	Flexible				7.50	2.00	0.16	126	Fair	Yellow	1	1.491
Post Mile: 37.147 to 37.655 Length: 0.508 Estimated Lane Mileage: 1.016	L1	Flexible				3.30	0.70	0.11	117	Fair	Green	1	0.508
	L2	Flexible				4.50	1.00	0.12	116	Fair	Yellow	1	0.508
Post Mile: 37.655 to 38.216 Length: 0.561 Estimated Lane Mileage: 2.244	L1	Flexible				2.20	1.60	0.10	94	Good	Green	1	0.561
	L2	Flexible				7.90	1.80	0.12	111	Fair	Yellow	1	0.561
	R1	Flexible				15.40	4.20	0.12	139	Fair	Yellow	1	0.561
	R2	Flexible				2.40	1.80	0.10	130	Fair	Green	1	0.561
Post Mile: R38.216 to R39.142 Length: 0.926 Estimated Lane Mileage: 3.704	L1	Flexible				2.20	1.60	0.12	102	Fair	Green	1	0.926
	L2	Flexible				3.80	1.80	0.10	83	Good	Yellow	1	0.926
	R1	Flexible				3.40	1.60	0.09	131	Fair	Yellow	1	0.926
	R2	Flexible				5.20	1.80	0.13	132	Fair	Yellow	1	0.926
Post Mile: 39.205 to 39.480 Length: 0.275 Estimated Lane Mileage: 1.100	L1	Flexible				2.00	1.50	0.12	109	Fair	Green	1	0.275
	L2	Flexible				6.70	1.70	0.18	116	Fair	Yellow	1	0.275
	R1	Flexible				4.20	1.50	0.14	149	Fair	Yellow	1	0.275
	R2	Flexible				5.00	1.70	0.14	145	Fair	Yellow	1	0.275
Post Mile: 39.480 to 40.368 Length: 0.888 Estimated Lane Mileage: 3.552	L1	Flexible				3.20	1.50	0.16	136	Fair	Green	1	0.888
	L2	Flexible				8.60	1.70	0.24	148	Fair	Yellow	1	0.888
	R1	Flexible				5.10	1.50	0.13	126	Fair	Yellow	1	0.888
	R2	Flexible				7.80	1.70	0.19	128	Fair	Yellow	1	0.888
Post Mile: 40.368 to 42.360 Length: 1.992 Estimated Lane Mileage: 7.848	L1	Flexible				32.00	2.10	0.13	100	Fair	Yellow	1	1.962
	L2	Flexible				38.80	2.40	0.17	115	Fair	Yellow	1	1.962
	R1	Flexible				22.50	5.10	0.10	90	Good	Yellow	1	1.962
	R2	Flexible				46.90	3.20	0.17	114	Fair	Yellow	1	1.962
Post Mile: 42.360 to R43.200 Length: 0.840 Estimated Lane Mileage: 3.360	L1	Flexible				35.10	2.90	0.13	121	Fair	Yellow	1	0.840
	L2	Flexible				45.00	2.60	0.14	112	Fair	Yellow	1	0.840
	R1	Flexible				36.30	4.00	0.07	102	Fair	Yellow	1	0.840
	R2	Flexible				40.00	1.80	0.14	115	Fair	Yellow	1	0.840
				4.90	**2.28**	**18.36**	**2.52**	**0.15**	**117**				**37.508**
			Lane Weighted Average										Total

PaveM Scenario Used: #3299
APCS Data Year: 2019
Using: Prior-Treatment Distresses

Caltrans Pavement Program
Pavement Condition Detailed Report (PaveM)

District: 1; County: Mendocino (MEN); Route: 101
From PM: R33.730 To PM: R43.200

Year: 2022 (Predicted)
R-Length: 9.407. L-Length: 9.407
R-Lane Miles: 18.754. L-Lane Miles: 18.754 (Unknown lane miles: 0.000)

Pavement Segment	Lane	Type	Concrete			Asphalt			IRI in/mi	MAP-21 Condition	Traditional Condition	Road Class	Estimated Lane Miles
			1st%	3rd%	Fault%	Alligator A%	Alligator B%	Rut (in)					
Post Mile: R33.730 to R34.152 Length: 0.422 Estimated Lane Mileage: 0.844	L1	Flexible				42.20	1.40	0.19	92	Good	Yellow	1	0.422
	L2	Flexible				5.70	10.30	0.23	173	Fair	Orange	1	0.422
Post Mile: R33.730 to R33.765 Length: 0.035 Estimated Lane Mileage: 0.070	R1	JPC		0.20	0.21				63	Good	Green	1	0.035
	R2	JPC		10.20	5.34				113	Fair	Red	1	0.035
Post Mile: R33.765 to R35.200 Length: 1.435 Estimated Lane Mileage: 2.870	R1	Flexible				23.00	6.50	0.16	117	Fair	Yellow	1	1.435
	R2	Flexible				21.50	4.50	0.18	132	Fair	Yellow	1	1.435
Post Mile: R34.152 to R35.200 Length: 1.048 Estimated Lane Mileage: 2.096	L1	Flexible				26.80	3.20	0.16	102	Fair	Yellow	1	1.048
	L2	Flexible				17.00	8.30	0.21	137	Fair	Yellow	1	1.048
Post Mile: R35.200 to R36.164 Length: 0.964 Estimated Lane Mileage: 3.856	L1	Flexible				26.40	2.90	0.15	122	Fair	Yellow	1	0.964
	L2	Flexible				26.50	4.10	0.17	137	Fair	Yellow	1	0.964
	R1	Flexible				12.70	3.80	0.11	98	Fair	Yellow	1	0.964
	R2	Flexible				18.50	4.70	0.20	125	Fair	Yellow	1	0.964
Post Mile: 36.164 to 37.147 Length: 0.983 Estimated Lane Mileage: 1.966	L1	Flexible				9.40	3.40	0.13	137	Fair	Yellow	1	0.983
	L2	Flexible				14.50	4.10	0.18	143	Fair	Yellow	1	0.983
Post Mile: 36.164 to 37.655 Length: 1.491 Estimated Lane Mileage: 2.982	R1	Flexible				13.90	3.60	0.12	117	Fair	Yellow	1	1.491
	R2	Flexible				10.60	3.70	0.16	131	Fair	Yellow	1	1.491
Post Mile: 37.147 to 37.655 Length: 0.508 Estimated Lane Mileage: 1.016	L1	Flexible				4.60	1.40	0.11	120	Fair	Yellow	1	0.508
	L2	Flexible				6.60	1.90	0.12	122	Fair	Yellow	1	0.508
Post Mile: 37.655 to 38.216 Length: 0.561 Estimated Lane Mileage: 2.244	L1	Flexible				4.30	3.20	0.10	98	Fair	Yellow	1	0.561
	L2	Flexible				11.40	3.50	0.12	116	Fair	Yellow	1	0.561
	R1	Flexible				18.80	6.30	0.12	143	Fair	Yellow	1	0.561
	R2	Flexible				4.80	3.50	0.10	136	Fair	Yellow	1	0.561
Post Mile: R38.216 to R39.142 Length: 0.926 Estimated Lane Mileage: 3.704	L1	Flexible				4.30	3.20	0.12	106	Fair	Yellow	1	0.926
	L2	Flexible				6.50	3.50	0.10	89	Good	Yellow	1	0.926
	R1	Flexible				5.80	3.20	0.09	135	Fair	Yellow	1	0.926
	R2	Flexible				8.30	3.50	0.13	138	Fair	Yellow	1	0.926
Post Mile: 39.205 to 39.480 Length: 0.275 Estimated Lane Mileage: 1.100	L1	Flexible				3.80	2.90	0.12	113	Fair	Yellow	1	0.275
	L2	Flexible				9.80	3.30	0.18	121	Fair	Yellow	1	0.275
	R1	Flexible				6.50	2.90	0.14	153	Fair	Yellow	1	0.275
	R2	Flexible				7.80	3.30	0.14	150	Fair	Yellow	1	0.275
Post Mile: 39.480 to 40.368 Length: 0.888 Estimated Lane Mileage: 3.552	L1	Flexible				5.30	2.90	0.16	140	Fair	Yellow	1	0.888
	L2	Flexible				12.00	3.30	0.24	154	Fair	Yellow	1	0.888
	R1	Flexible				7.60	2.90	0.13	129	Fair	Yellow	1	0.888
	R2	Flexible				11.10	3.30	0.19	134	Fair	Yellow	1	0.888
Post Mile: 40.368 to 42.360 Length: 1.992 Estimated Lane Mileage: 7.848	L1	Flexible				36.10	3.80	0.13	104	Fair	Yellow	1	1.962
	L2	Flexible				43.00	4.40	0.17	120	Fair	Yellow	1	1.962
	R1	Flexible				26.00	7.40	0.10	94	Good	Yellow	1	1.962
	R2	Flexible				50.60	5.30	0.17	119	Fair	Yellow	1	1.962
Post Mile: 42.360 to R43.200 Length: 0.840 Estimated Lane Mileage: 3.360	L1	Flexible				38.90	4.80	0.13	124	Fair	Yellow	1	0.840
	L2	Flexible				49.00	4.60	0.14	118	Fair	Yellow	1	0.840
	R1	Flexible				39.90	6.10	0.07	105	Fair	Yellow	1	0.840
	R2	Flexible				44.50	3.50	0.14	120	Fair	Yellow	1	0.840
				5.20	**2.78**	**21.68**	**4.29**	**0.15**	**122**				**37.508**
			Lane Weighted Average										Total

PaveM Scenario Used: #3299
APCS Data Year: 2019
Using: Prior-Treatment Distresses

Caltrans Pavement Program
Pavement Condition Detailed Report (PaveM)

District: 1; County: Mendocino (MEN); Route: 101
From PM: R33.730 To PM: R43.200

Year: 2023 (Predicted)
R-Length: 9.407. L-Length: 9.407
R-Lane Miles: 18.754. L-Lane Miles: 18.754 (Unknown lane miles: 0.000)

Pavement Segment	Lane	Type	Concrete			Asphalt			IRI in/mi	MAP-21 Condition	Traditional Condition	Road Class	Estimated Lane Miles
			1st%	3rd%	Fault%	Alligator A%	Alligator B%	Rut (in)					
Post Mile: R33.730 to R34.152 Length: 0.422 Estimated Lane Mileage: 0.844	L1	Flexible				44.70	2.30	0.19	96	Fair	Yellow	1	0.422
	L2	Flexible				7.90	12.60	0.23	178	Fair	Orange	1	0.422
Post Mile: R33.730 to R33.765 Length: 0.035 Estimated Lane Mileage: 0.070	R1	JPC		0.30	0.36				64	Good	Green	1	0.035
	R2	JPC		10.80	6.26				115	Fair	Red	1	0.035
Post Mile: R33.765 to R35.200 Length: 1.435 Estimated Lane Mileage: 2.870	R1	Flexible				26.30	9.00	0.16	121	Fair	Yellow	1	1.435
	R2	Flexible				25.50	6.90	0.18	138	Fair	Yellow	1	1.435
Post Mile: R34.152 to R35.200 Length: 1.048 Estimated Lane Mileage: 2.096	L1	Flexible				30.60	5.20	0.16	106	Fair	Yellow	1	1.048
	L2	Flexible				20.40	11.20	0.21	143	Fair	Orange	1	1.048
Post Mile: R35.200 to R36.164 Length: 0.964 Estimated Lane Mileage: 3.856	L1	Flexible				29.80	4.70	0.15	126	Fair	Yellow	1	0.964
	L2	Flexible				30.20	6.30	0.17	143	Fair	Yellow	1	0.964
	R1	Flexible				15.60	5.70	0.11	102	Fair	Yellow	1	0.964
	R2	Flexible				22.10	7.00	0.20	130	Fair	Yellow	1	0.964
Post Mile: 36.164 to 37.147 Length: 0.983 Estimated Lane Mileage: 1.966	L1	Flexible				12.10	5.30	0.13	141	Fair	Yellow	1	0.983
	L2	Flexible				18.10	6.20	0.18	148	Fair	Yellow	1	0.983
Post Mile: 36.164 to 37.655 Length: 1.491 Estimated Lane Mileage: 2.982	R1	Flexible				17.00	5.40	0.12	121	Fair	Yellow	1	1.491
	R2	Flexible				13.80	5.90	0.16	137	Fair	Yellow	1	1.491
Post Mile: 37.147 to 37.655 Length: 0.508 Estimated Lane Mileage: 1.016	L1	Flexible				6.10	2.20	0.11	124	Fair	Yellow	1	0.508
	L2	Flexible				8.70	3.20	0.12	127	Fair	Yellow	1	0.508
Post Mile: 37.655 to 38.216 Length: 0.561 Estimated Lane Mileage: 2.244	L1	Flexible				6.70	5.20	0.10	102	Fair	Yellow	1	0.561
	L2	Flexible				15.00	5.70	0.12	122	Fair	Yellow	1	0.561
	R1	Flexible				22.00	8.80	0.12	147	Fair	Yellow	1	0.561
	R2	Flexible				7.60	5.70	0.10	141	Fair	Yellow	1	0.561
Post Mile: R38.216 to R39.142 Length: 0.926 Estimated Lane Mileage: 3.704	L1	Flexible				6.70	5.20	0.12	110	Fair	Yellow	1	0.926
	L2	Flexible				9.60	5.70	0.10	94	Good	Yellow	1	0.926
	R1	Flexible				8.40	5.20	0.09	139	Fair	Yellow	1	0.926
	R2	Flexible				11.50	5.70	0.13	143	Fair	Yellow	1	0.926
Post Mile: 39.205 to 39.480 Length: 0.275 Estimated Lane Mileage: 1.100	L1	Flexible				5.90	4.70	0.12	117	Fair	Yellow	1	0.275
	L2	Flexible				13.00	5.40	0.18	127	Fair	Yellow	1	0.275
	R1	Flexible				9.00	4.70	0.14	157	Fair	Yellow	1	0.275
	R2	Flexible				10.80	5.40	0.14	156	Fair	Yellow	1	0.275
Post Mile: 39.480 to 40.368 Length: 0.888 Estimated Lane Mileage: 3.552	L1	Flexible				7.60	4.70	0.16	144	Fair	Yellow	1	0.888
	L2	Flexible				15.30	5.40	0.24	159	Fair	Yellow	1	0.888
	R1	Flexible				10.20	4.70	0.13	133	Fair	Yellow	1	0.888
	R2	Flexible				14.40	5.40	0.19	139	Fair	Yellow	1	0.888
Post Mile: 40.368 to 42.360 Length: 1.992 Estimated Lane Mileage: 7.848	L1	Flexible				39.70	5.80	0.13	108	Fair	Yellow	1	1.962
	L2	Flexible				46.60	6.80	0.17	126	Fair	Yellow	1	1.962
	R1	Flexible				29.30	9.90	0.10	98	Fair	Yellow	1	1.962
	R2	Flexible				53.70	7.80	0.17	125	Fair	Yellow	1	1.962
Post Mile: 42.360 to R43.200 Length: 0.840 Estimated Lane Mileage: 3.360	L1	Flexible				42.20	7.00	0.13	128	Fair	Yellow	1	0.840
	L2	Flexible				52.30	7.00	0.14	123	Fair	Yellow	1	0.840
	R1	Flexible				42.90	8.50	0.07	109	Fair	Yellow	1	0.840
	R2	Flexible				48.30	5.70	0.14	126	Fair	Yellow	1	0.840
				5.55	**3.31**	**24.86**	**6.44**	**0.15**	**126**				**37.508**
			Lane Weighted Average										Total

PaveM Scenario Used: #3299
APCS Data Year: 2019
Using: Prior-Treatment Distresses

Caltrans Pavement Program
Pavement Condition Detailed Report (PaveM)

District: 1; County: Mendocino (MEN); Route: 101
From PM: R33.730 To PM: R43.200

Year: 2024 (Predicted)
R-Length: 9.407. L-Length: 9.407
R-Lane Miles: 18.754. L-Lane Miles: 18.754 (Unknown lane miles: 0.000)

Pavement Segment	Lane	Type	Concrete			Asphalt			IRI in/mi	MAP-21 Condition	Traditional Condition	Road Class	Estimated Lane Miles
			1st%	3rd%	Fault%	Alligator A%	Alligator B%	Rut (in)					
Post Mile: R33.730 to R34.152 Length: 0.422 Estimated Lane Mileage: 0.844	L1	Flexible				47.00	3.40	0.19	100	Fair	Yellow	1	0.422
	L2	Flexible				10.00	15.10	0.23	182	Fair	Orange	1	0.422
Post Mile: R33.730 to R33.765 Length: 0.035 Estimated Lane Mileage: 0.070	R1	JPC		0.40	0.55				65	Good	Green	1	0.035
	R2	JPC		11.40	7.22				118	Fair	Red	1	0.035
Post Mile: R33.765 to R35.200 Length: 1.435 Estimated Lane Mileage: 2.870	R1	Flexible				29.30	11.70	0.16	125	Fair	Orange	1	1.435
	R2	Flexible				29.20	9.60	0.18	143	Fair	Yellow	1	1.435
Post Mile: R34.152 to R35.200 Length: 1.048 Estimated Lane Mileage: 2.096	L1	Flexible				34.00	7.50	0.16	110	Fair	Yellow	1	1.048
	L2	Flexible				23.60	14.40	0.21	148	Fair	Orange	1	1.048
Post Mile: R35.200 to R36.164 Length: 0.964 Estimated Lane Mileage: 3.856	L1	Flexible				33.00	6.70	0.15	130	Fair	Yellow	1	0.964
	L2	Flexible				33.70	8.80	0.17	148	Fair	Yellow	1	0.964
	R1	Flexible				18.60	7.80	0.11	106	Fair	Yellow	1	0.964
	R2	Flexible				25.50	9.60	0.20	136	Fair	Yellow	1	0.964
Post Mile: 36.164 to 37.147 Length: 0.983 Estimated Lane Mileage: 1.966	L1	Flexible				14.90	7.40	0.13	145	Fair	Yellow	1	0.983
	L2	Flexible				21.40	8.70	0.18	154	Fair	Yellow	1	0.983
Post Mile: 36.164 to 37.655 Length: 1.491 Estimated Lane Mileage: 2.982	R1	Flexible				19.90	7.50	0.12	125	Fair	Yellow	1	1.491
	R2	Flexible				17.10	8.30	0.16	142	Fair	Yellow	1	1.491
Post Mile: 37.147 to 37.655 Length: 0.508 Estimated Lane Mileage: 1.016	L1	Flexible				7.60	3.20	0.11	128	Fair	Yellow	1	0.508
	L2	Flexible				11.00	4.60	0.12	133	Fair	Yellow	1	0.508
Post Mile: 37.655 to 38.216 Length: 0.561 Estimated Lane Mileage: 2.244	L1	Flexible				9.40	7.50	0.10	106	Fair	Yellow	1	0.561
	L2	Flexible				18.50	8.30	0.12	127	Fair	Yellow	1	0.561
	R1	Flexible				25.10	11.50	0.12	151	Fair	Orange	1	0.561
	R2	Flexible				10.60	8.30	0.10	147	Fair	Yellow	1	0.561
Post Mile: R38.216 to R39.142 Length: 0.926 Estimated Lane Mileage: 3.704	L1	Flexible				9.40	7.50	0.12	114	Fair	Yellow	1	0.926
	L2	Flexible				12.80	8.30	0.10	100	Fair	Yellow	1	0.926
	R1	Flexible				11.20	7.50	0.09	143	Fair	Yellow	1	0.926
	R2	Flexible				14.90	8.30	0.13	149	Fair	Yellow	1	0.926
Post Mile: 39.205 to 39.480 Length: 0.275 Estimated Lane Mileage: 1.100	L1	Flexible				8.30	6.70	0.12	121	Fair	Yellow	1	0.275
	L2	Flexible				16.40	7.70	0.18	132	Fair	Yellow	1	0.275
	R1	Flexible				11.70	6.70	0.14	161	Fair	Yellow	1	0.275
	R2	Flexible				14.00	7.70	0.14	161	Fair	Yellow	1	0.275
Post Mile: 39.480 to 40.368 Length: 0.888 Estimated Lane Mileage: 3.552	L1	Flexible				10.10	6.70	0.16	148	Fair	Yellow	1	0.888
	L2	Flexible				18.80	7.70	0.24	165	Fair	Yellow	1	0.888
	R1	Flexible				12.90	6.70	0.13	137	Fair	Yellow	1	0.888
	R2	Flexible				17.80	7.70	0.19	145	Fair	Yellow	1	0.888
Post Mile: 40.368 to 42.360 Length: 1.992 Estimated Lane Mileage: 7.848	L1	Flexible				42.80	8.20	0.13	112	Fair	Yellow	1	1.962
	L2	Flexible				49.60	9.50	0.17	131	Fair	Yellow	1	1.962
	R1	Flexible				32.10	12.70	0.10	102	Fair	Orange	1	1.962
	R2	Flexible				55.90	10.70	0.17	130	Fair	Orange	1	1.962
Post Mile: 42.360 to R43.200 Length: 0.840 Estimated Lane Mileage: 3.360	L1	Flexible				45.10	9.50	0.13	132	Fair	Yellow	1	0.840
	L2	Flexible				54.80	9.70	0.14	129	Fair	Yellow	1	0.840
	R1	Flexible				45.40	11.20	0.07	113	Fair	Orange	1	0.840
	R2	Flexible				51.40	8.30	0.14	131	Fair	Yellow	1	0.840
				5.90	**3.89**	**27.83**	**8.87**	**0.15**	**131**				**37.508**
			Lane Weighted Average										Total

PaveM Scenario Used: #3299
APCS Data Year: 2019
Using: Prior-Treatment Distresses

Caltrans Pavement Program
Pavement Condition Detailed Report (PaveM)

District: 1; County: Mendocino (MEN); Route: 101
From PM: R33.730 To PM: R43.200

Year: 2025 (Predicted)
R-Length: 9.407. L-Length: 9.407
R-Lane Miles: 18.754. L-Lane Miles: 18.754 (Unknown lane miles: 0.000)

Pavement Segment	Lane	Type	Concrete			Asphalt			IRI in/mi	MAP-21 Condition	Traditional Condition	Road Class	Estimated Lane Miles
			1st%	3rd%	Fault%	Alligator A%	Alligator B%	Rut (in)					
Post Mile: R33.730 to R34.152 Length: 0.422 Estimated Lane Mileage: 0.844	L1	Flexible				49.10	4.60	0.19	103	Fair	Yellow	1	0.422
	L2	Flexible				12.20	17.70	0.23	187	Fair	Orange	1	0.422
Post Mile: R33.730 to R33.765 Length: 0.035 Estimated Lane Mileage: 0.070	R1	JPC		0.60	0.78				66	Good	Green	1	0.035
	R2	JPC		12.00	8.22				120	Fair	Red	1	0.035
Post Mile: R33.765 to R35.200 Length: 1.435 Estimated Lane Mileage: 2.870	R1	Flexible				32.10	14.60	0.16	128	Fair	Orange	1	1.435
	R2	Flexible				32.40	12.70	0.18	149	Fair	Orange	1	1.435
Post Mile: R34.152 to R35.200 Length: 1.048 Estimated Lane Mileage: 2.096	L1	Flexible				37.00	10.10	0.16	113	Fair	Orange	1	1.048
	L2	Flexible				26.50	17.80	0.21	154	Fair	Orange	1	1.048
Post Mile: R35.200 to R36.164 Length: 0.964 Estimated Lane Mileage: 3.856	L1	Flexible				35.80	8.90	0.15	133	Fair	Yellow	1	0.964
	L2	Flexible				36.60	11.60	0.17	154	Fair	Orange	1	0.964
	R1	Flexible				21.30	10.20	0.11	110	Fair	Orange	1	0.964
	R2	Flexible				28.50	12.50	0.20	141	Fair	Orange	1	0.964
Post Mile: 36.164 to 37.147 Length: 0.983 Estimated Lane Mileage: 1.966	L1	Flexible				17.70	9.70	0.13	149	Fair	Yellow	1	0.983
	L2	Flexible				24.60	11.50	0.18	159	Fair	Orange	1	0.983
Post Mile: 36.164 to 37.655 Length: 1.491 Estimated Lane Mileage: 2.982	R1	Flexible				22.70	9.90	0.12	129	Fair	Yellow	1	1.491
	R2	Flexible				20.30	11.10	0.16	148	Fair	Orange	1	1.491
Post Mile: 37.147 to 37.655 Length: 0.508 Estimated Lane Mileage: 1.016	L1	Flexible				9.20	4.30	0.11	132	Fair	Yellow	1	0.508
	L2	Flexible				13.40	6.20	0.12	138	Fair	Yellow	1	0.508
Post Mile: 37.655 to 38.216 Length: 0.561 Estimated Lane Mileage: 2.244	L1	Flexible				12.20	10.10	0.10	109	Fair	Orange	1	0.561
	L2	Flexible				22.00	11.20	0.12	133	Fair	Orange	1	0.561
	R1	Flexible				27.90	14.40	0.12	154	Fair	Orange	1	0.561
	R2	Flexible				13.80	11.20	0.10	152	Fair	Orange	1	0.561
Post Mile: R38.216 to R39.142 Length: 0.926 Estimated Lane Mileage: 3.704	L1	Flexible				12.20	10.10	0.12	117	Fair	Orange	1	0.926
	L2	Flexible				16.10	11.20	0.10	105	Fair	Orange	1	0.926
	R1	Flexible				14.10	10.10	0.09	146	Fair	Orange	1	0.926
	R2	Flexible				18.30	11.20	0.13	154	Fair	Orange	1	0.926
Post Mile: 39.205 to 39.480 Length: 0.275 Estimated Lane Mileage: 1.100	L1	Flexible				10.80	8.90	0.12	124	Fair	Yellow	1	0.275
	L2	Flexible				19.60	10.40	0.18	138	Fair	Orange	1	0.275
	R1	Flexible				14.40	8.90	0.14	164	Fair	Yellow	1	0.275
	R2	Flexible				17.10	10.40	0.14	167	Fair	Orange	1	0.275
Post Mile: 39.480 to 40.368 Length: 0.888 Estimated Lane Mileage: 3.552	L1	Flexible				12.80	8.90	0.16	151	Fair	Yellow	1	0.888
	L2	Flexible				22.00	10.40	0.24	170	Fair	Orange	1	0.888
	R1	Flexible				15.70	8.90	0.13	141	Fair	Yellow	1	0.888
	R2	Flexible				21.00	10.40	0.19	150	Fair	Orange	1	0.888
Post Mile: 40.368 to 42.360 Length: 1.992 Estimated Lane Mileage: 7.848	L1	Flexible				45.30	10.90	0.13	115	Fair	Orange	1	1.962
	L2	Flexible				51.90	12.50	0.17	137	Fair	Orange	1	1.962
	R1	Flexible				34.60	15.70	0.10	105	Fair	Orange	1	1.962
	R2	Flexible				57.40	13.80	0.17	136	Fair	Orange	1	1.962
Post Mile: 42.360 to R43.200 Length: 0.840 Estimated Lane Mileage: 3.360	L1	Flexible				47.30	12.30	0.13	136	Fair	Orange	1	0.840
	L2	Flexible				56.70	12.70	0.14	134	Fair	Orange	1	0.840
	R1	Flexible				47.50	14.00	0.07	117	Fair	Orange	1	0.840
	R2	Flexible				53.70	11.20	0.14	137	Fair	Orange	1	0.840
				6.30	**4.50**	**30.53**	**11.58**	**0.15**	**136**				**37.508**
			Lane Weighted Average										Total

PaveM Scenario Used: #3299
APCS Data Year: 2019
Using: Prior-Treatment Distresses

Caltrans Pavement Program
Pavement Condition Detailed Report (PaveM)

District: 1; County: Mendocino (MEN); Route: 101
From PM: R33.730 To PM: R43.200

Year: 2026 (Predicted)
R-Length: 9.407. L-Length: 9.407
R-Lane Miles: 18.754. L-Lane Miles: 18.754 (Unknown lane miles: 0.000)

Pavement Segment	Lane	Type	Concrete			Asphalt			IRI in/mi	MAP-21 Condition	Traditional Condition	Road Class	Estimated Lane Miles
			1st%	3rd%	Fault%	Alligator A%	Alligator B%	Rut (in)					
Post Mile: R33.730 to R34.152 Length: 0.422 Estimated Lane Mileage: 0.844	L1	Flexible				50.90	5.90	0.19	107	Fair	Yellow	1	0.422
	L2	Flexible				14.40	20.40	0.23	192	Fair	Orange	1	0.422
Post Mile: R33.730 to R33.765 Length: 0.035 Estimated Lane Mileage: 0.070	R1	JPC		0.80	1.05				67	Good	Green	1	0.035
	R2	JPC		12.60	9.26				122	Fair	Red	1	0.035
Post Mile: R33.765 to R35.200 Length: 1.435 Estimated Lane Mileage: 2.870	R1	Flexible				34.40	17.70	0.16	132	Fair	Orange	1	1.435
	R2	Flexible				35.30	15.90	0.18	154	Fair	Orange	1	1.435
Post Mile: R34.152 to R35.200 Length: 1.048 Estimated Lane Mileage: 2.096	L1	Flexible				39.60	12.90	0.16	117	Fair	Orange	1	1.048
	L2	Flexible				29.20	21.30	0.21	159	Fair	Orange	1	1.048
Post Mile: R35.200 to R36.164 Length: 0.964 Estimated Lane Mileage: 3.856	L1	Flexible				38.30	11.40	0.15	137	Fair	Orange	1	0.964
	L2	Flexible				39.20	14.60	0.17	159	Fair	Orange	1	0.964
	R1	Flexible				24.00	12.70	0.11	114	Fair	Orange	1	0.964
	R2	Flexible				31.20	15.60	0.20	147	Fair	Orange	1	0.964
Post Mile: 36.164 to 37.147 Length: 0.983 Estimated Lane Mileage: 1.966	L1	Flexible				20.30	12.20	0.13	153	Fair	Orange	1	0.983
	L2	Flexible				27.50	14.50	0.18	165	Fair	Orange	1	0.983
Post Mile: 36.164 to 37.655 Length: 1.491 Estimated Lane Mileage: 2.982	R1	Flexible				25.40	12.40	0.12	133	Fair	Orange	1	1.491
	R2	Flexible				23.30	14.00	0.16	153	Fair	Orange	1	1.491
Post Mile: 37.147 to 37.655 Length: 0.508 Estimated Lane Mileage: 1.016	L1	Flexible				10.90	5.50	0.11	135	Fair	Yellow	1	0.508
	L2	Flexible				15.80	8.00	0.12	144	Fair	Yellow	1	0.508
Post Mile: 37.655 to 38.216 Length: 0.561 Estimated Lane Mileage: 2.244	L1	Flexible				15.10	12.90	0.10	113	Fair	Orange	1	0.561
	L2	Flexible				25.20	14.40	0.12	138	Fair	Orange	1	0.561
	R1	Flexible				30.50	17.40	0.12	158	Fair	Orange	1	0.561
	R2	Flexible				16.90	14.40	0.10	158	Fair	Orange	1	0.561
Post Mile: R38.216 to R39.142 Length: 0.926 Estimated Lane Mileage: 3.704	L1	Flexible				15.10	12.90	0.12	121	Fair	Orange	1	0.926
	L2	Flexible				19.30	14.40	0.10	111	Fair	Orange	1	0.926
	R1	Flexible				17.00	12.90	0.09	150	Fair	Orange	1	0.926
	R2	Flexible				21.50	14.40	0.13	160	Fair	Orange	1	0.926
Post Mile: 39.205 to 39.480 Length: 0.275 Estimated Lane Mileage: 1.100	L1	Flexible				13.30	11.40	0.12	128	Fair	Orange	1	0.275
	L2	Flexible				22.60	13.30	0.18	143	Fair	Orange	1	0.275
	R1	Flexible				17.00	11.40	0.14	168	Fair	Orange	1	0.275
	R2	Flexible				20.10	13.30	0.14	172	Fair	Orange	1	0.275
Post Mile: 39.480 to 40.368 Length: 0.888 Estimated Lane Mileage: 3.552	L1	Flexible				15.40	11.40	0.16	155	Fair	Orange	1	0.888
	L2	Flexible				25.10	13.30	0.24	176	Fair	Orange	1	0.888
	R1	Flexible				18.30	11.40	0.13	145	Fair	Orange	1	0.888
	R2	Flexible				24.10	13.30	0.19	156	Fair	Orange	1	0.888
Post Mile: 40.368 to 42.360 Length: 1.992 Estimated Lane Mileage: 7.848	L1	Flexible				47.40	13.70	0.13	119	Fair	Orange	1	1.962
	L2	Flexible				53.50	15.80	0.17	142	Fair	Orange	1	1.962
	R1	Flexible				36.70	18.90	0.10	109	Fair	Orange	1	1.962
	R2	Flexible				58.20	17.20	0.17	141	Fair	Orange	1	1.962
Post Mile: 42.360 to R43.200 Length: 0.840 Estimated Lane Mileage: 3.360	L1	Flexible				49.10	15.20	0.13	140	Fair	Orange	1	0.840
	L2	Flexible				57.80	16.00	0.14	140	Fair	Orange	1	0.840
	R1	Flexible				49.00	17.10	0.07	121	Fair	Orange	1	0.840
	R2	Flexible				55.30	14.40	0.14	142	Fair	Orange	1	0.840
				6.70	**5.16**	**32.93**	**14.49**	**0.15**	**140**				**37.508**
			Lane Weighted Average										Total

PaveM Scenario Used: #3299
APCS Data Year: 2019
Using: Prior-Treatment Distresses

Caltrans Pavement Program
Pavement Condition Detailed Report (PaveM)

District: 1; County: Mendocino (MEN); Route: 101
From PM: R33.730 To PM: R43.200

Year: 2027 (Predicted)
R-Length: 9.407. L-Length: 9.407
R-Lane Miles: 18.754. L-Lane Miles: 18.754 (Unknown lane miles: 0.000)

Pavement Segment	Lane	Type	Concrete			Asphalt			IRI in/mi	MAP-21 Condition	Traditional Condition	Road Class	Estimated Lane Miles
			1st%	3rd%	Fault%	Alligator A%	Alligator B%	Rut (in)					
Post Mile: R33.730 to R34.152 Length: 0.422 Estimated Lane Mileage: 0.844	L1	Flexible				52.60	7.30	0.19	110	Fair	Yellow	1	0.422
	L2	Flexible				16.50	23.20	0.23	196	Fair	Orange	1	0.422
Post Mile: R33.730 to R33.765 Length: 0.035 Estimated Lane Mileage: 0.070	R1	JPC		1.00	1.35				68	Good	Green	1	0.035
	R2	JPC		13.20	10.33				124	Fair	Red	1	0.035
Post Mile: R33.765 to R35.200 Length: 1.435 Estimated Lane Mileage: 2.870	R1	Flexible				36.30	20.90	0.16	136	Fair	Orange	1	1.435
	R2	Flexible				37.60	19.40	0.18	160	Fair	Orange	1	1.435
Post Mile: R34.152 to R35.200 Length: 1.048 Estimated Lane Mileage: 2.096	L1	Flexible				41.80	15.90	0.16	121	Fair	Orange	1	1.048
	L2	Flexible				31.30	25.00	0.21	165	Fair	Orange	1	1.048
Post Mile: R35.200 to R36.164 Length: 0.964 Estimated Lane Mileage: 3.856	L1	Flexible				40.40	14.00	0.15	141	Fair	Orange	1	0.964
	L2	Flexible				41.20	17.80	0.17	165	Fair	Orange	1	0.964
	R1	Flexible				26.40	15.50	0.11	117	Fair	Orange	1	0.964
	R2	Flexible				33.60	18.80	0.20	152	Fair	Orange	1	0.964
Post Mile: 36.164 to 37.147 Length: 0.983 Estimated Lane Mileage: 1.966	L1	Flexible				22.80	14.90	0.13	156	Fair	Orange	1	0.983
	L2	Flexible				30.10	17.70	0.18	170	Fair	Orange	1	0.983
Post Mile: 36.164 to 37.655 Length: 1.491 Estimated Lane Mileage: 2.982	R1	Flexible				27.80	15.10	0.12	136	Fair	Orange	1	1.491
	R2	Flexible				26.00	17.20	0.16	159	Fair	Orange	1	1.491
Post Mile: 37.147 to 37.655 Length: 0.508 Estimated Lane Mileage: 1.016	L1	Flexible				12.50	6.80	0.11	139	Fair	Yellow	1	0.508
	L2	Flexible				18.10	10.00	0.12	149	Fair	Yellow	1	0.508
Post Mile: 37.655 to 38.216 Length: 0.561 Estimated Lane Mileage: 2.244	L1	Flexible				17.80	15.90	0.10	117	Fair	Orange	1	0.561
	L2	Flexible				28.20	17.70	0.12	144	Fair	Orange	1	0.561
	R1	Flexible				32.60	20.70	0.12	162	Fair	Orange	1	0.561
	R2	Flexible				20.00	17.70	0.10	163	Fair	Orange	1	0.561
Post Mile: R38.216 to R39.142 Length: 0.926 Estimated Lane Mileage: 3.704	L1	Flexible				17.80	15.90	0.12	125	Fair	Orange	1	0.926
	L2	Flexible				22.40	17.70	0.10	116	Fair	Orange	1	0.926
	R1	Flexible				19.80	15.90	0.09	154	Fair	Orange	1	0.926
	R2	Flexible				24.60	17.70	0.13	165	Fair	Orange	1	0.926
Post Mile: 39.205 to 39.480 Length: 0.275 Estimated Lane Mileage: 1.100	L1	Flexible				15.90	14.00	0.12	132	Fair	Orange	1	0.275
	L2	Flexible				25.40	16.50	0.18	149	Fair	Orange	1	0.275
	R1	Flexible				19.60	14.00	0.14	172	Fair	Orange	1	0.275
	R2	Flexible				22.90	16.50	0.14	178	Fair	Orange	1	0.275
Post Mile: 39.480 to 40.368 Length: 0.888 Estimated Lane Mileage: 3.552	L1	Flexible				17.90	14.00	0.16	159	Fair	Orange	1	0.888
	L2	Flexible				27.80	16.50	0.24	181	Fair	Orange	1	0.888
	R1	Flexible				20.90	14.00	0.13	148	Fair	Orange	1	0.888
	R2	Flexible				26.80	16.50	0.19	161	Fair	Orange	1	0.888
Post Mile: 40.368 to 42.360 Length: 1.992 Estimated Lane Mileage: 7.848	L1	Flexible				48.90	16.80	0.13	123	Fair	Orange	1	1.962
	L2	Flexible				54.50	19.20	0.17	148	Fair	Orange	1	1.962
	R1	Flexible				38.40	22.10	0.10	113	Fair	Orange	1	1.962
	R2	Flexible				58.50	20.70	0.17	147	Fair	Orange	1	1.962
Post Mile: 42.360 to R43.200 Length: 0.840 Estimated Lane Mileage: 3.360	L1	Flexible				50.20	18.40	0.13	144	Fair	Orange	1	0.840
	L2	Flexible				58.20	19.50	0.14	145	Fair	Orange	1	0.840
	R1	Flexible				50.00	20.30	0.07	125	Fair	Orange	1	0.840
	R2	Flexible				56.40	17.70	0.14	148	Fair	Orange	1	0.840
				7.10	**5.84**	**34.97**	**17.57**	**0.15**	**145**				**37.508**
			Lane Weighted Average										Total

PaveM Scenario Used: #3299
APCS Data Year: 2019
Using: Prior-Treatment Distresses

Caltrans Pavement Program
Pavement Condition Detailed Report (PaveM)

District: 1; County: Mendocino (MEN); Route: 101
From PM: R33.730 To PM: R43.200

Year: 2028 (Predicted)
R-Length: 9.407. L-Length: 9.407
R-Lane Miles: 18.754. L-Lane Miles: 18.754 (Unknown lane miles: 0.000)

Pavement Segment	Lane	Type	Concrete			Asphalt			IRI in/mi	MAP-21 Condition	Traditional Condition	Road Class	Estimated Lane Miles
			1st%	3rd%	Fault%	Alligator A%	Alligator B%	Rut (in)					
Post Mile: R33.730 to R34.152 Length: 0.422 Estimated Lane Mileage: 0.844	L1	Flexible				53.90	8.90	0.19	114	Fair	Yellow	1	0.422
	L2	Flexible				18.50	26.00	0.23	201	Fair	Orange	1	0.422
Post Mile: R33.730 to R33.765 Length: 0.035 Estimated Lane Mileage: 0.070	R1	JPC		1.20	1.69				69	Good	Green	1	0.035
	R2	JPC		13.80	11.42				127	Fair	Red	1	0.035
Post Mile: R33.765 to R35.200 Length: 1.435 Estimated Lane Mileage: 2.870	R1	Flexible				37.90	24.20	0.16	140	Fair	Orange	1	1.435
	R2	Flexible				39.40	23.00	0.18	165	Fair	Orange	1	1.435
Post Mile: R34.152 to R35.200 Length: 1.048 Estimated Lane Mileage: 2.096	L1	Flexible				43.40	19.10	0.16	125	Fair	Orange	1	1.048
	L2	Flexible				33.00	28.80	0.21	170	Fair	Orange	1	1.048
Post Mile: R35.200 to R36.164 Length: 0.964 Estimated Lane Mileage: 3.856	L1	Flexible				42.10	16.80	0.15	145	Fair	Orange	1	0.964
	L2	Flexible				42.90	21.10	0.17	170	Fair	Orange	1	0.964
	R1	Flexible				28.60	18.30	0.11	121	Fair	Orange	1	0.964
	R2	Flexible				35.60	22.20	0.20	158	Fair	Orange	1	0.964
Post Mile: 36.164 to 37.147 Length: 0.983 Estimated Lane Mileage: 1.966	L1	Flexible				25.20	17.70	0.13	160	Fair	Orange	1	0.983
	L2	Flexible				32.40	21.00	0.18	176	Fair	Orange	1	0.983
Post Mile: 36.164 to 37.655 Length: 1.491 Estimated Lane Mileage: 2.982	R1	Flexible				30.00	17.90	0.12	140	Fair	Orange	1	1.491
	R2	Flexible				28.50	20.50	0.16	164	Fair	Orange	1	1.491
Post Mile: 37.147 to 37.655 Length: 0.508 Estimated Lane Mileage: 1.016	L1	Flexible				14.20	8.20	0.11	143	Fair	Yellow	1	0.508
	L2	Flexible				20.30	12.10	0.12	155	Fair	Orange	1	0.508
Post Mile: 37.655 to 38.216 Length: 0.561 Estimated Lane Mileage: 2.244	L1	Flexible				20.40	19.10	0.10	121	Fair	Orange	1	0.561
	L2	Flexible				30.60	21.30	0.12	149	Fair	Orange	1	0.561
	R1	Flexible				34.40	24.00	0.12	166	Fair	Orange	1	0.561
	R2	Flexible				22.70	21.30	0.10	169	Fair	Orange	1	0.561
Post Mile: R38.216 to R39.142 Length: 0.926 Estimated Lane Mileage: 3.704	L1	Flexible				20.40	19.10	0.12	129	Fair	Orange	1	0.926
	L2	Flexible				25.00	21.30	0.10	122	Fair	Orange	1	0.926
	R1	Flexible				22.40	19.10	0.09	158	Fair	Orange	1	0.926
	R2	Flexible				27.20	21.30	0.13	171	Fair	Orange	1	0.926
Post Mile: 39.205 to 39.480 Length: 0.275 Estimated Lane Mileage: 1.100	L1	Flexible				18.20	16.80	0.12	136	Fair	Orange	1	0.275
	L2	Flexible				28.00	19.70	0.18	154	Fair	Orange	1	0.275
	R1	Flexible				22.00	16.80	0.14	176	Fair	Orange	1	0.275
	R2	Flexible				25.60	19.70	0.14	183	Fair	Orange	1	0.275
Post Mile: 39.480 to 40.368 Length: 0.888 Estimated Lane Mileage: 3.552	L1	Flexible				20.30	16.80	0.16	163	Fair	Orange	1	0.888
	L2	Flexible				30.30	19.70	0.24	187	Fair	Orange	1	0.888
	R1	Flexible				23.30	16.80	0.13	152	Fair	Orange	1	0.888
	R2	Flexible				29.30	19.70	0.19	167	Fair	Orange	1	0.888
Post Mile: 40.368 to 42.360 Length: 1.992 Estimated Lane Mileage: 7.848	L1	Flexible				50.00	20.00	0.13	127	Fair	Orange	1	1.962
	L2	Flexible				54.80	22.80	0.17	153	Fair	Orange	1	1.962
	R1	Flexible				39.70	25.50	0.10	117	Fair	Orange	1	1.962
	R2	Flexible				58.10	24.40	0.17	152	Fair	Orange	1	1.962
Post Mile: 42.360 to R43.200 Length: 0.840 Estimated Lane Mileage: 3.360	L1	Flexible				51.00	21.60	0.13	147	Fair	Orange	1	0.840
	L2	Flexible				58.10	23.10	0.14	151	Fair	Orange	1	0.840
	R1	Flexible				50.60	23.60	0.07	128	Fair	Orange	1	0.840
	R2	Flexible				56.70	21.30	0.14	153	Fair	Orange	1	0.840
				7.50	**6.56**	**36.65**	**20.80**	**0.15**	**149**				**37.508**
			Lane Weighted Average										Total

PaveM Scenario Used: #3299
APCS Data Year: 2019
Using: Prior-Treatment Distresses

Caltrans Pavement Program
Pavement Condition Detailed Report (PaveM)

District: 1; County: Mendocino (MEN); Route: 101
From PM: R33.730 To PM: R43.200

Year: 2029 (Predicted)
R-Length: 9.407. L-Length: 9.407
R-Lane Miles: 18.754. L-Lane Miles: 18.754 (Unknown lane miles: 0.000)

Pavement Segment	Lane	Type	Concrete			Asphalt			IRI in/mi	MAP-21 Condition	Traditional Condition	Road Class	Estimated Lane Miles
			1st%	3rd%	Fault%	Alligator A%	Alligator B%	Rut (in)					
Post Mile: R33.730 to R34.152 Length: 0.422 Estimated Lane Mileage: 0.844	L1	Flexible				55.10	10.50	0.19	118	Fair	Orange	1	0.422
	L2	Flexible				20.40	28.90	0.23	205	Fair	Orange	1	0.422
Post Mile: R33.730 to R33.765 Length: 0.035 Estimated Lane Mileage: 0.070	R1	JPC		1.50	2.06				70	Good	Green	1	0.035
	R2	JPC		14.40	12.54				129	Fair	Red	1	0.035
Post Mile: R33.765 to R35.200 Length: 1.435 Estimated Lane Mileage: 2.870	R1	Flexible				38.90	27.70	0.16	144	Fair	Orange	1	1.435
	R2	Flexible				40.70	26.80	0.18	171	Fair	Orange	1	1.435
Post Mile: R34.152 to R35.200 Length: 1.048 Estimated Lane Mileage: 2.096	L1	Flexible				44.70	22.30	0.16	129	Fair	Orange	1	1.048
	L2	Flexible				34.30	32.60	0.21	176	Fair	Red	1	1.048
Post Mile: R35.200 to R36.164 Length: 0.964 Estimated Lane Mileage: 3.856	L1	Flexible				43.50	19.70	0.15	149	Fair	Orange	1	0.964
	L2	Flexible				43.90	24.60	0.17	176	Fair	Orange	1	0.964
	R1	Flexible				30.50	21.20	0.11	125	Fair	Orange	1	0.964
	R2	Flexible				37.20	25.60	0.20	163	Fair	Orange	1	0.964
Post Mile: 36.164 to 37.147 Length: 0.983 Estimated Lane Mileage: 1.966	L1	Flexible				27.20	20.60	0.13	164	Fair	Orange	1	0.983
	L2	Flexible				34.20	24.50	0.18	181	Fair	Orange	1	0.983
Post Mile: 36.164 to 37.655 Length: 1.491 Estimated Lane Mileage: 2.982	R1	Flexible				31.80	20.90	0.12	144	Fair	Orange	1	1.491
	R2	Flexible				30.60	23.90	0.16	170	Fair	Orange	1	1.491
Post Mile: 37.147 to 37.655 Length: 0.508 Estimated Lane Mileage: 1.016	L1	Flexible				15.80	9.70	0.11	147	Fair	Yellow	1	0.508
	L2	Flexible				22.50	14.30	0.12	160	Fair	Orange	1	0.508
Post Mile: 37.655 to 38.216 Length: 0.561 Estimated Lane Mileage: 2.244	L1	Flexible				22.90	22.30	0.10	125	Fair	Orange	1	0.561
	L2	Flexible				32.70	25.00	0.12	155	Fair	Orange	1	0.561
	R1	Flexible				35.80	27.40	0.12	170	Fair	Orange	1	0.561
	R2	Flexible				25.20	25.00	0.10	174	Fair	Orange	1	0.561
Post Mile: R38.216 to R39.142 Length: 0.926 Estimated Lane Mileage: 3.704	L1	Flexible				22.90	22.30	0.12	133	Fair	Orange	1	0.926
	L2	Flexible				27.40	25.00	0.10	127	Fair	Orange	1	0.926
	R1	Flexible				24.80	22.30	0.09	162	Fair	Orange	1	0.926
	R2	Flexible				29.40	25.00	0.13	176	Fair	Orange	1	0.926
Post Mile: 39.205 to 39.480 Length: 0.275 Estimated Lane Mileage: 1.100	L1	Flexible				20.50	19.70	0.12	140	Fair	Orange	1	0.275
	L2	Flexible				30.00	23.20	0.18	160	Fair	Orange	1	0.275
	R1	Flexible				24.20	19.70	0.14	180	Fair	Orange	1	0.275
	R2	Flexible				27.70	23.20	0.14	189	Fair	Orange	1	0.275
Post Mile: 39.480 to 40.368 Length: 0.888 Estimated Lane Mileage: 3.552	L1	Flexible				22.60	19.70	0.16	167	Fair	Orange	1	0.888
	L2	Flexible				32.30	23.20	0.24	192	Fair	Orange	1	0.888
	R1	Flexible				25.50	19.70	0.13	156	Fair	Orange	1	0.888
	R2	Flexible				31.40	23.20	0.19	172	Fair	Orange	1	0.888
Post Mile: 40.368 to 42.360 Length: 1.992 Estimated Lane Mileage: 7.848	L1	Flexible				50.60	23.30	0.13	131	Fair	Orange	1	1.962
	L2	Flexible				54.50	26.60	0.17	159	Fair	Orange	1	1.962
	R1	Flexible				40.60	28.90	0.10	121	Fair	Orange	1	1.962
	R2	Flexible				57.30	28.10	0.17	158	Fair	Orange	1	1.962
Post Mile: 42.360 to R43.200 Length: 0.840 Estimated Lane Mileage: 3.360	L1	Flexible				51.30	25.00	0.13	151	Fair	Orange	1	0.840
	L2	Flexible				57.40	26.90	0.14	156	Fair	Orange	1	0.840
	R1	Flexible				50.70	27.00	0.07	132	Fair	Orange	1	0.840
	R2	Flexible				56.50	25.00	0.14	159	Fair	Orange	1	0.840
				7.95	**7.30**	**37.94**	**24.14**	**0.15**	**154**				**37.508**
			Lane Weighted Average										Total

PaveM Scenario Used: #3299
APCS Data Year: 2019
Using: Prior-Treatment Distresses

Caltrans Pavement Program
Pavement Condition Detailed Report (PaveM)

District: 1; County: Mendocino (MEN); Route: 101
From PM: R33.730 To PM: R43.200

Year: 2030 (Predicted)
R-Length: 9.407. L-Length: 9.407
R-Lane Miles: 18.754. L-Lane Miles: 18.754 (Unknown lane miles: 0.000)

Pavement Segment	Lane	Type	Concrete			Asphalt			IRI in/mi	MAP-21 Condition	Traditional Condition	Road Class	Estimated Lane Miles
			1st%	3rd%	Fault%	Alligator A%	Alligator B%	Rut (in)					
Post Mile: R33.730 to R34.152 Length: 0.422 Estimated Lane Mileage: 0.844	L1	Flexible				56.00	12.30	0.19	121	Fair	Orange	1	0.422
	L2	Flexible				22.00	31.80	0.23	210	Fair	Red	1	0.422
Post Mile: R33.730 to R33.765 Length: 0.035 Estimated Lane Mileage: 0.070	R1	JPC		1.80	2.47				71	Good	Green	1	0.035
	R2	JPC		15.00	13.68				131	Fair	Red	1	0.035
Post Mile: R33.765 to R35.200 Length: 1.435 Estimated Lane Mileage: 2.870	R1	Flexible				39.70	31.10	0.16	147	Fair	Red	1	1.435
	R2	Flexible				41.50	30.60	0.18	176	Fair	Red	1	1.435
Post Mile: R34.152 to R35.200 Length: 1.048 Estimated Lane Mileage: 2.096	L1	Flexible				45.40	25.70	0.16	132	Fair	Orange	1	1.048
	L2	Flexible				35.00	36.50	0.21	181	Fair	Red	1	1.048
Post Mile: R35.200 to R36.164 Length: 0.964 Estimated Lane Mileage: 3.856	L1	Flexible				44.40	22.70	0.15	152	Fair	Orange	1	0.964
	L2	Flexible				44.60	28.10	0.17	181	Fair	Orange	1	0.964
	R1	Flexible				32.20	24.20	0.11	129	Fair	Orange	1	0.964
	R2	Flexible				38.20	29.20	0.20	169	Fair	Orange	1	0.964
Post Mile: 36.164 to 37.147 Length: 0.983 Estimated Lane Mileage: 1.966	L1	Flexible				29.10	23.60	0.13	168	Fair	Orange	1	0.983
	L2	Flexible				35.60	28.00	0.18	187	Fair	Orange	1	0.983
Post Mile: 36.164 to 37.655 Length: 1.491 Estimated Lane Mileage: 2.982	R1	Flexible				33.40	23.90	0.12	148	Fair	Orange	1	1.491
	R2	Flexible				32.30	27.40	0.16	175	Fair	Orange	1	1.491
Post Mile: 37.147 to 37.655 Length: 0.508 Estimated Lane Mileage: 1.016	L1	Flexible				17.50	11.20	0.11	151	Fair	Orange	1	0.508
	L2	Flexible				24.60	16.60	0.12	166	Fair	Orange	1	0.508
Post Mile: 37.655 to 38.216 Length: 0.561 Estimated Lane Mileage: 2.244	L1	Flexible				24.90	25.70	0.10	128	Fair	Orange	1	0.561
	L2	Flexible				34.30	28.80	0.12	160	Fair	Orange	1	0.561
	R1	Flexible				36.80	30.80	0.12	173	Fair	Red	1	0.561
	R2	Flexible				27.30	28.80	0.10	180	Fair	Orange	1	0.561
Post Mile: R38.216 to R39.142 Length: 0.926 Estimated Lane Mileage: 3.704	L1	Flexible				24.90	25.70	0.12	136	Fair	Orange	1	0.926
	L2	Flexible				29.30	28.80	0.10	133	Fair	Orange	1	0.926
	R1	Flexible				26.80	25.70	0.09	165	Fair	Orange	1	0.926
	R2	Flexible				31.20	28.80	0.13	182	Fair	Orange	1	0.926
Post Mile: 39.205 to 39.480 Length: 0.275 Estimated Lane Mileage: 1.100	L1	Flexible				22.60	22.70	0.12	143	Fair	Orange	1	0.275
	L2	Flexible				31.90	26.60	0.18	165	Fair	Orange	1	0.275
	R1	Flexible				26.10	22.70	0.14	183	Fair	Orange	1	0.275
	R2	Flexible				29.80	26.60	0.14	194	Fair	Orange	1	0.275
Post Mile: 39.480 to 40.368 Length: 0.888 Estimated Lane Mileage: 3.552	L1	Flexible				24.60	22.70	0.16	170	Fair	Orange	1	0.888
	L2	Flexible				34.00	26.60	0.24	198	Fair	Orange	1	0.888
	R1	Flexible				27.40	22.70	0.13	160	Fair	Orange	1	0.888
	R2	Flexible				33.20	26.60	0.19	178	Fair	Orange	1	0.888
Post Mile: 40.368 to 42.360 Length: 1.992 Estimated Lane Mileage: 7.848	L1	Flexible				50.70	26.70	0.13	134	Fair	Orange	1	1.962
	L2	Flexible				53.80	30.40	0.17	164	Fair	Red	1	1.962
	R1	Flexible				41.00	32.40	0.10	124	Fair	Red	1	1.962
	R2	Flexible				56.10	31.90	0.17	163	Fair	Red	1	1.962
Post Mile: 42.360 to R43.200 Length: 0.840 Estimated Lane Mileage: 3.360	L1	Flexible				51.20	28.40	0.13	155	Fair	Orange	1	0.840
	L2	Flexible				56.30	30.70	0.14	162	Fair	Red	1	0.840
	R1	Flexible				50.30	30.50	0.07	136	Fair	Red	1	0.840
	R2	Flexible				55.70	28.80	0.14	164	Fair	Orange	1	0.840
				8.40	**8.08**	**38.85**	**27.55**	**0.15**	**159**				**37.508**
			Lane Weighted Average										Total

PaveM Scenario Used: #3299
APCS Data Year: 2019
Using: Prior-Treatment Distresses

Caltrans Pavement Program
Pavement Condition Detailed Report (PaveM)

District: 1; County: Mendocino (MEN); Route: 101
From PM: R33.730 To PM: R43.200

Year: 2031 (Predicted)
R-Length: 9.407. L-Length: 9.407
R-Lane Miles: 18.754. L-Lane Miles: 18.754 (Unknown lane miles: 0.000)

Pavement Segment	Lane	Type	Concrete			Asphalt			IRI in/mi	MAP-21 Condition	Traditional Condition	Road Class	Estimated Lane Miles
			1st%	3rd%	Fault%	Alligator A%	Alligator B%	Rut (in)					
Post Mile: R33.730 to R34.152 Length: 0.422 Estimated Lane Mileage: 0.844	L1	Flexible				56.80	14.10	0.19	125	Fair	Orange	1	0.422
	L2	Flexible				23.40	34.80	0.23	215	Fair	Red	1	0.422
Post Mile: R33.730 to R33.765 Length: 0.035 Estimated Lane Mileage: 0.070	R1	JPC		2.00	2.91				72	Good	Green	1	0.035
	R2	JPC		15.60	14.84				134	Fair	Red	1	0.035
Post Mile: R33.765 to R35.200 Length: 1.435 Estimated Lane Mileage: 2.870	R1	Flexible				40.00	34.60	0.16	151	Fair	Red	1	1.435
	R2	Flexible				41.80	34.40	0.18	182	Fair	Red	1	1.435
Post Mile: R34.152 to R35.200 Length: 1.048 Estimated Lane Mileage: 2.096	L1	Flexible				45.80	29.10	0.16	136	Fair	Orange	1	1.048
	L2	Flexible				35.40	40.30	0.21	187	Poor	Red	1	1.048
Post Mile: R35.200 to R36.164 Length: 0.964 Estimated Lane Mileage: 3.856	L1	Flexible				45.10	25.70	0.15	156	Fair	Orange	1	0.964
	L2	Flexible				44.70	31.70	0.17	187	Fair	Red	1	0.964
	R1	Flexible				33.50	27.30	0.11	133	Fair	Orange	1	0.964
	R2	Flexible				38.90	32.80	0.20	174	Fair	Red	1	0.964
Post Mile: 36.164 to 37.147 Length: 0.983 Estimated Lane Mileage: 1.966	L1	Flexible				30.60	26.70	0.13	172	Fair	Orange	1	0.983
	L2	Flexible				36.60	31.60	0.18	192	Fair	Red	1	0.983
Post Mile: 36.164 to 37.655 Length: 1.491 Estimated Lane Mileage: 2.982	R1	Flexible				34.80	26.90	0.12	152	Fair	Orange	1	1.491
	R2	Flexible				33.60	31.00	0.16	181	Fair	Red	1	1.491
Post Mile: 37.147 to 37.655 Length: 0.508 Estimated Lane Mileage: 1.016	L1	Flexible				19.10	12.80	0.11	154	Fair	Orange	1	0.508
	L2	Flexible				26.50	19.00	0.12	171	Fair	Orange	1	0.508
Post Mile: 37.655 to 38.216 Length: 0.561 Estimated Lane Mileage: 2.244	L1	Flexible				26.80	29.10	0.10	132	Fair	Orange	1	0.561
	L2	Flexible				35.50	32.60	0.12	166	Fair	Red	1	0.561
	R1	Flexible				37.40	34.30	0.12	177	Fair	Red	1	0.561
	R2	Flexible				29.00	32.60	0.10	185	Fair	Red	1	0.561
Post Mile: R38.216 to R39.142 Length: 0.926 Estimated Lane Mileage: 3.704	L1	Flexible				26.80	29.10	0.12	140	Fair	Orange	1	0.926
	L2	Flexible				30.90	32.60	0.10	138	Fair	Red	1	0.926
	R1	Flexible				28.50	29.10	0.09	169	Fair	Orange	1	0.926
	R2	Flexible				32.60	32.60	0.13	187	Fair	Red	1	0.926
Post Mile: 39.205 to 39.480 Length: 0.275 Estimated Lane Mileage: 1.100	L1	Flexible				24.50	25.70	0.12	147	Fair	Orange	1	0.275
	L2	Flexible				33.30	30.20	0.18	171	Fair	Red	1	0.275
	R1	Flexible				27.90	25.70	0.14	187	Fair	Orange	1	0.275
	R2	Flexible				31.30	30.20	0.14	200	Fair	Red	1	0.275
Post Mile: 39.480 to 40.368 Length: 0.888 Estimated Lane Mileage: 3.552	L1	Flexible				26.40	25.70	0.16	174	Fair	Orange	1	0.888
	L2	Flexible				35.20	30.20	0.24	203	Fair	Red	1	0.888
	R1	Flexible				29.10	25.70	0.13	164	Fair	Orange	1	0.888
	R2	Flexible				34.40	30.20	0.19	183	Fair	Red	1	0.888
Post Mile: 40.368 to 42.360 Length: 1.992 Estimated Lane Mileage: 7.848	L1	Flexible				50.50	30.10	0.13	138	Fair	Red	1	1.962
	L2	Flexible				52.70	34.20	0.17	170	Fair	Red	1	1.962
	R1	Flexible				41.10	35.90	0.10	128	Fair	Red	1	1.962
	R2	Flexible				54.30	35.80	0.17	169	Fair	Red	1	1.962
Post Mile: 42.360 to R43.200 Length: 0.840 Estimated Lane Mileage: 3.360	L1	Flexible				50.70	31.80	0.13	159	Fair	Red	1	0.840
	L2	Flexible				54.80	34.50	0.14	167	Fair	Red	1	0.840
	R1	Flexible				49.70	33.90	0.07	140	Fair	Red	1	0.840
	R2	Flexible				54.60	32.60	0.14	170	Fair	Red	1	0.840
				8.80	**8.88**	**39.41**	**30.99**	**0.15**	**163**				**37.508**
			Lane Weighted Average										Total

PaveM Scenario Used: #3299
APCS Data Year: 2019
Using: Prior-Treatment Distresses

Caltrans Pavement Program
Pavement Condition Detailed Report (PaveM)

District: 1; County: Mendocino (MEN); Route: 101
From PM: R33.730 To PM: R43.200

Year: 2032 (Predicted)
R-Length: 9.407. L-Length: 9.407
R-Lane Miles: 18.754. L-Lane Miles: 18.754 (Unknown lane miles: 0.000)

Pavement Segment	Lane	Type	Concrete			Asphalt			IRI in/mi	MAP-21 Condition	Traditional Condition	Road Class	Estimated Lane Miles
			1st%	3rd%	Fault%	Alligator A%	Alligator B%	Rut (in)					
Post Mile: R33.730 to R34.152 Length: 0.422 Estimated Lane Mileage: 0.844	L1	Flexible				57.20	16.00	0.19	129	Fair	Orange	1	0.422
	L2	Flexible				24.60	37.70	0.23	219	Poor	Red	1	0.422
Post Mile: R33.730 to R33.765 Length: 0.035 Estimated Lane Mileage: 0.070	R1	JPC		2.40	3.38				73	Fair	Green	1	0.035
	R2	JPC		16.30	16.02				136	Fair	Red	1	0.035
Post Mile: R33.765 to R35.200 Length: 1.435 Estimated Lane Mileage: 2.870	R1	Flexible				40.10	38.00	0.16	155	Fair	Red	1	1.435
	R2	Flexible				41.70	38.20	0.18	187	Poor	Red	1	1.435
Post Mile: R34.152 to R35.200 Length: 1.048 Estimated Lane Mileage: 2.096	L1	Flexible				45.70	32.60	0.16	140	Fair	Red	1	1.048
	L2	Flexible				35.30	44.10	0.21	192	Poor	Red	1	1.048
Post Mile: R35.200 to R36.164 Length: 0.964 Estimated Lane Mileage: 3.856	L1	Flexible				45.40	28.80	0.15	160	Fair	Orange	1	0.964
	L2	Flexible				44.50	35.30	0.17	192	Fair	Red	1	0.964
	R1	Flexible				34.50	30.40	0.11	137	Fair	Red	1	0.964
	R2	Flexible				39.20	36.30	0.20	180	Fair	Red	1	0.964
Post Mile: 36.164 to 37.147 Length: 0.983 Estimated Lane Mileage: 1.966	L1	Flexible				31.80	29.80	0.13	176	Fair	Orange	1	0.983
	L2	Flexible				37.20	35.20	0.18	198	Fair	Red	1	0.983
Post Mile: 36.164 to 37.655 Length: 1.491 Estimated Lane Mileage: 2.982	R1	Flexible				35.70	30.00	0.12	156	Fair	Red	1	1.491
	R2	Flexible				34.50	34.60	0.16	186	Fair	Red	1	1.491
Post Mile: 37.147 to 37.655 Length: 0.508 Estimated Lane Mileage: 1.016	L1	Flexible				20.60	14.50	0.11	158	Fair	Orange	1	0.508
	L2	Flexible				28.30	21.40	0.12	176	Fair	Orange	1	0.508
Post Mile: 37.655 to 38.216 Length: 0.561 Estimated Lane Mileage: 2.244	L1	Flexible				28.20	32.60	0.10	136	Fair	Red	1	0.561
	L2	Flexible				36.20	36.40	0.12	171	Fair	Red	1	0.561
	R1	Flexible				37.60	37.80	0.12	181	Poor	Red	1	0.561
	R2	Flexible				30.30	36.40	0.10	191	Fair	Red	1	0.561
Post Mile: R38.216 to R39.142 Length: 0.926 Estimated Lane Mileage: 3.704	L1	Flexible				28.20	32.60	0.12	144	Fair	Red	1	0.926
	L2	Flexible				32.00	36.40	0.10	144	Fair	Red	1	0.926
	R1	Flexible				29.90	32.60	0.09	173	Fair	Red	1	0.926
	R2	Flexible				33.60	36.40	0.13	193	Fair	Red	1	0.926
Post Mile: 39.205 to 39.480 Length: 0.275 Estimated Lane Mileage: 1.100	L1	Flexible				26.10	28.80	0.12	151	Fair	Orange	1	0.275
	L2	Flexible				34.30	33.80	0.18	176	Fair	Red	1	0.275
	R1	Flexible				29.40	28.80	0.14	191	Fair	Orange	1	0.275
	R2	Flexible				32.40	33.80	0.14	205	Fair	Red	1	0.275
Post Mile: 39.480 to 40.368 Length: 0.888 Estimated Lane Mileage: 3.552	L1	Flexible				27.90	28.80	0.16	178	Fair	Orange	1	0.888
	L2	Flexible				36.00	33.80	0.24	209	Fair	Red	1	0.888
	R1	Flexible				30.50	28.80	0.13	168	Fair	Orange	1	0.888
	R2	Flexible				35.30	33.80	0.19	189	Fair	Red	1	0.888
Post Mile: 40.368 to 42.360 Length: 1.992 Estimated Lane Mileage: 7.848	L1	Flexible				49.80	33.60	0.13	142	Fair	Red	1	1.962
	L2	Flexible				51.10	38.10	0.17	175	Poor	Red	1	1.962
	R1	Flexible				40.90	39.30	0.10	132	Fair	Red	1	1.962
	R2	Flexible				52.30	39.60	0.17	174	Poor	Red	1	1.962
Post Mile: 42.360 to R43.200 Length: 0.840 Estimated Lane Mileage: 3.360	L1	Flexible				49.80	35.30	0.13	163	Fair	Red	1	0.840
	L2	Flexible				52.80	38.40	0.14	173	Poor	Red	1	0.840
	R1	Flexible				48.60	37.40	0.07	144	Fair	Red	1	0.840
	R2	Flexible				53.00	36.40	0.14	175	Fair	Red	1	0.840
				9.35	**9.70**	**39.58**	**34.46**	**0.15**	**168**				**37.508**
			Lane Weighted Average										Total

PaveM Scenario Used: #3299
APCS Data Year: 2019
Using: Prior-Treatment Distresses

Caltrans Pavement Program
Pavement Condition Detailed Report (PaveM)

District: 1; County: Mendocino (MEN); Route: 101
From PM: R33.730 To PM: R43.200

Year: 2033 (Predicted)
R-Length: 9.407. L-Length: 9.407
R-Lane Miles: 18.754. L-Lane Miles: 18.754 (Unknown lane miles: 0.000)

Pavement Segment	Lane	Type	Concrete			Asphalt			IRI in/mi	MAP-21 Condition	Traditional Condition	Road Class	Estimated Lane Miles
			1st%	3rd%	Fault%	Alligator A%	Alligator B%	Rut (in)					
Post Mile: R33.730 to R34.152 Length: 0.422 Estimated Lane Mileage: 0.844	L1	Flexible				57.60	17.90	0.19	132	Fair	Orange	1	0.422
	L2	Flexible				25.60	40.60	0.23	224	Poor	Red	1	0.422
Post Mile: R33.730 to R33.765 Length: 0.035 Estimated Lane Mileage: 0.070	R1	JPC		2.70	3.88				75	Fair	Green	1	0.035
	R2	JPC		16.90	17.22				138	Fair	Red	1	0.035
Post Mile: R33.765 to R35.200 Length: 1.435 Estimated Lane Mileage: 2.870	R1	Flexible				39.60	41.50	0.16	159	Fair	Red	1	1.435
	R2	Flexible				41.00	42.10	0.18	193	Poor	Red	1	1.435
Post Mile: R34.152 to R35.200 Length: 1.048 Estimated Lane Mileage: 2.096	L1	Flexible				45.40	36.00	0.16	144	Fair	Red	1	1.048
	L2	Flexible				34.90	47.80	0.21	198	Poor	Red	1	1.048
Post Mile: R35.200 to R36.164 Length: 0.964 Estimated Lane Mileage: 3.856	L1	Flexible				45.40	31.90	0.15	164	Fair	Red	1	0.964
	L2	Flexible				44.00	38.80	0.17	198	Poor	Red	1	0.964
	R1	Flexible				35.30	33.50	0.11	140	Fair	Red	1	0.964
	R2	Flexible				39.10	39.90	0.20	185	Poor	Red	1	0.964
Post Mile: 36.164 to 37.147 Length: 0.983 Estimated Lane Mileage: 1.966	L1	Flexible				32.80	32.90	0.13	179	Fair	Red	1	0.983
	L2	Flexible				37.50	38.70	0.18	203	Poor	Red	1	0.983
Post Mile: 36.164 to 37.655 Length: 1.491 Estimated Lane Mileage: 2.982	R1	Flexible				36.40	33.10	0.12	159	Fair	Red	1	1.491
	R2	Flexible				35.00	38.20	0.16	192	Poor	Red	1	1.491
Post Mile: 37.147 to 37.655 Length: 0.508 Estimated Lane Mileage: 1.016	L1	Flexible				22.10	16.20	0.11	162	Fair	Orange	1	0.508
	L2	Flexible				29.70	24.00	0.12	182	Fair	Orange	1	0.508
Post Mile: 37.655 to 38.216 Length: 0.561 Estimated Lane Mileage: 2.244	L1	Flexible				29.40	36.00	0.10	140	Fair	Red	1	0.561
	L2	Flexible				36.40	40.30	0.12	177	Poor	Red	1	0.561
	R1	Flexible				37.60	41.20	0.12	185	Poor	Red	1	0.561
	R2	Flexible				31.00	40.30	0.10	196	Poor	Red	1	0.561
Post Mile: R38.216 to R39.142 Length: 0.926 Estimated Lane Mileage: 3.704	L1	Flexible				29.40	36.00	0.12	148	Fair	Red	1	0.926
	L2	Flexible				32.60	40.30	0.10	149	Fair	Red	1	0.926
	R1	Flexible				31.00	36.00	0.09	177	Fair	Red	1	0.926
	R2	Flexible				34.10	40.30	0.13	198	Poor	Red	1	0.926
Post Mile: 39.205 to 39.480 Length: 0.275 Estimated Lane Mileage: 1.100	L1	Flexible				27.50	31.90	0.12	155	Fair	Red	1	0.275
	L2	Flexible				34.90	37.40	0.18	182	Poor	Red	1	0.275
	R1	Flexible				30.60	31.90	0.14	195	Fair	Red	1	0.275
	R2	Flexible				33.20	37.40	0.14	211	Poor	Red	1	0.275
Post Mile: 39.480 to 40.368 Length: 0.888 Estimated Lane Mileage: 3.552	L1	Flexible				29.20	31.90	0.16	182	Fair	Red	1	0.888
	L2	Flexible				36.50	37.40	0.24	214	Poor	Red	1	0.888
	R1	Flexible				31.60	31.90	0.13	171	Fair	Red	1	0.888
	R2	Flexible				35.80	37.40	0.19	194	Poor	Red	1	0.888
Post Mile: 40.368 to 42.360 Length: 1.992 Estimated Lane Mileage: 7.848	L1	Flexible				48.80	37.10	0.13	146	Fair	Red	1	1.962
	L2	Flexible				49.30	41.90	0.17	181	Poor	Red	1	1.962
	R1	Flexible				40.30	42.70	0.10	136	Fair	Red	1	1.962
	R2	Flexible				50.10	43.40	0.17	180	Poor	Red	1	1.962
Post Mile: 42.360 to R43.200 Length: 0.840 Estimated Lane Mileage: 3.360	L1	Flexible				48.60	38.80	0.13	166	Fair	Red	1	0.840
	L2	Flexible				50.70	42.20	0.14	178	Poor	Red	1	0.840
	R1	Flexible				47.40	40.80	0.07	147	Fair	Red	1	0.840
	R2	Flexible				51.10	40.30	0.14	181	Poor	Red	1	0.840
				9.80	**10.55**	**39.44**	**37.92**	**0.15**	**173**				**37.508**
			Lane Weighted Average										Total

		Good	Fair	Poor	Green	Yellow	Blue	Orange	Red	SHOPP-Eff	Rehab-Eff	White Fill
2019	MAP-21	25.72	74.28	0.00								
	PaveM				41.35	58.65	0.00	0.00	0.00			
	SHOPP									0.00		
	Rehab										0.00	
												105
2020	MAP-21	15.78	84.22	0.00								
	PaveM				23.34	76.66	0.00	0.00	0.00			
	SHOPP									0.00		
	Rehab										0.00	
												105
2021	MAP-21	12.98	87.02	0.00								
	PaveM				10.01	89.99	0.00	0.00	0.00			
	SHOPP									0.00		
	Rehab										0.00	
												105
2022	MAP-21	8.92	91.08	0.00								
	PaveM				0.09	98.69	0.00	1.13	0.09			
	SHOPP									1.22		
	Rehab										0.09	
												105
2023	MAP-21	2.56	97.44	0.00								
	PaveM				0.09	95.89	0.00	3.92	0.09			
	SHOPP									4.01		
	Rehab										0.09	
												105
2024	MAP-21	0.09	99.91	0.00								
	PaveM				0.09	77.87	0.00	21.94	0.09			
	SHOPP									22.04		
	Rehab										0.09	
												105
2025	MAP-21	0.09	99.91	0.00								
	PaveM				0.09	19.20	0.00	80.61	0.09			
	SHOPP									80.71		
	Rehab										0.09	
												105
2026	MAP-21	0.09	99.91	0.00								
	PaveM				0.09	3.83	0.00	95.98	0.09			
	SHOPP									96.07		
	Rehab										0.09	
												105
2027	MAP-21	0.09	99.91	0.00								
	PaveM				0.09	3.83	0.00	95.98	0.09			
	SHOPP									96.07		
	Rehab										0.09	
												105
2028	MAP-21	0.09	99.91	0.00								
	PaveM				0.09	2.48	0.00	97.33	0.09			
	SHOPP									97.43		
	Rehab										0.09	
												105
2029	MAP-21	0.09	99.91	0.00								
	PaveM				0.09	1.35	0.00	95.66	2.89			
	SHOPP									98.55		
	Rehab										2.89	
												105
2030	MAP-21	0.09	99.91	0.00								
	PaveM				0.09	0.00	0.00	66.58	33.33			
	SHOPP									99.91		
	Rehab										33.33	
												105
2031	MAP-21	0.09	97.11	2.79								
	PaveM				0.09	0.00	0.00	31.00	68.91			
	SHOPP									99.91		
	Rehab										68.91	
												105
2032	MAP-21	0.00	78.06	21.94								
	PaveM				0.09	0.00	0.00	15.23	84.68			
	SHOPP									99.91		
	Rehab										84.68	
												105
2033	MAP-21	0.00	52.42	47.58								
	PaveM				0.09	0.00	0.00	3.83	96.07			
	SHOPP									99.91		
	Rehab										96.07	
												105

Attachment H
Cost Estimate

RIDGEWOOD CLASS 1 PAVEMENT

PRELIMINARY COST ESTIMATE©

EA: 01-0H160 EFIS: 0117000117

EA: 01-0H160

EFIS: 0117000117

District-County-Route: 01-MEN-101

PM: 33.73/R43.20

Type of Estimate : Project Report (PA & ED)

Program Code : 20.XX.201.121

Project Limits : In Mendocino County near Willits from 1.1 miles north of West Road Overcrossing to 0.6 mile south of Haehl Creek Bridge 10-129

Project Description: The proposed project will improve Class I Asphalt Concrete (AC) pavement using a strategy consisting of cold-planning AC surfacing by spot milling (0.25'-0.33') existing AC and replacing with Type A Hot Mix Asphalt (HMA-A), placing an HMA leveling course, and placing Rubberized HMA (RHMA) overlay plus shoulder backing. Some existing concrete median barriers will be replaced with Portable Concrete Barriers (Type 60K). Existing Metal Beam Guardrail (MBGR) will be replaced with Midwest Guardrail System (MGS), and existing MGS will be raised. High Friction Surface Treatment (HFST) will be added. One drainage system at Post Mile 40.62 will be repaired by regrouting the inlet and outlet, repairing the inlet, and repairing the culvert liner. A census station will be upgraded, sign panels will be replaced, and one new highway lighting asset will be constructed.

Scope : Pavement Rehabilitation

Alternative : Alternative A

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	$ 37,798,500	$ 41,544,512
TOTAL STRUCTURES COST	$ -	$ -
SUBTOTAL CONSTRUCTION COST	$ 37,799,000	$ 41,545,000
TOTAL RIGHT OF WAY COST	$ 11,000	$ 12,000
TOTAL CAPITAL OUTLAY COSTS	$ 37,810,000	$ 41,557,000
PA/ED SUPPORT	$ 494,000	$ 494,000
PS&E SUPPORT	$ 815,000	$ 822,000
RIGHT OF WAY SUPPORT	$ 20,000	$ 22,000
CONSTRUCTION SUPPORT	$ 3,335,000	$ 3,596,000
TOTAL SUPPORT COST	$ 4,664,000	$ 4,934,000
TOTAL PROJECT COST	$ 42,500,000	$ 46,500,000

Programmed Amount $ 52,888,000

	Month	Year
Date of Estimate (Month/Year)	8	2021
Estimated Construction Start (Month/Year)	6	2023
Number of Working Days =		190
Estimated Mid-Point of Construction (Month/Year)	9	2024
Estimated Construction End (Month/Year)	12	2025
Number of Plant Establishment Days		

Estimated Project Schedule

PID Approval	6/18/2019
PA/ED Approval	9/22/2021
PS&E	8/15/2022
RTL	10/15/2022
Begin Construction	1/2/2023

Reviewed by District O.E. or Cost Estimate Certifier — Ali Salehi — 8/18/2021 — (530) 821-3956

Ali Salehi / Cost Estimate Certifier | **Date** | **Phone**

Approved by Project Manager — Katie Everett — 8/18/2021 — (707) 684-6998

Katie Everett, Project Manager | **Date** | **Phone**

I. ROADWAY ITEMS SUMMARY

	Section		Cost
1	**Earthwork**	$	55,000
2	**Pavement Structural Section**	$	20,526,600
3	**Drainage**	$	188,500
4	**Specialty Items**	$	3,378,300
5	**Environmental**	$	531,000
6	**Traffic Items**	$	2,031,300
7	**Detours**	$	-
8	**Minor Items**	$	1,234,000
9	**Roadway Mobilization**	$	2,591,400
10	**Supplemental Work**	$	789,000
11	**State Furnished**	$	512,400
12	**Time-Related Overhead**	$	1,295,700
13	**Total Roadway Contingency**	$	4,665,300
	TOTAL ROADWAY ITEMS	**$**	**37,798,500**

Estimate Prepared By :	Dino Khloth	8/18/2021	(530) 821-8029
	Dino Khloth, Project Engineer	Date	Phone
Estimate Reviewed By :	Steve Heryford	8/18/2021	(530) 812-6990
	Steve Heryford, Design Senior	Date	Phone

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)			Cost
190101	Roadway Excavation	CY	300	x	150.00	=	$	45,000
19010X	Roadway Excavation (Insert Type) ADL	CY		x		=	$	-
19801X	Imported Borrow	CY/TON		x		=	$	-
194001	Ditch Excavation	CY		x		=	$	-
192037	Structure Excavation (Retaining Wall)	CY		x		=	$	-
193013	Structure Backfill (Retaining Wall)	CY		x		=	$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		=	$	-
17010X	Clearing & Grubbing	LS/ACRE		x		=	$	-
100100	Develop Water Supply	LS	1	x	10,000.00	=	$	10,000
19801X	Imported Borrow	CY/TON		x		=	$	-
21012X	Duff	ACRE/SQFT		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

TOTAL EARTHWORK SECTION ITEMS $ 55,000

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
401050	Jointed Plain Concrete Pavement	CY		x		=	$	-
400050	Continuously Reinforced Concrete Pavement	CY		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON	30,000	x	165.00	=	$	4,950,000
260203	Class 2 Aggregate Base (CY)	CY	75	x	173.00	=	$	12,975
250401	Class 4 Aggregate Subbase	CY		x		=	$	-
414240	Isolation Joint Seal (Asphalt Rubber)	LF		x		=	$	-
414241	Isolation Joint Seal (Silicone)	LF		x		=	$	-
280010	Rapid Strength Concrete Base	CY		x		=	$	-
410096	Drill and Bond (Dowel Bar)	EA		x		=	$	-
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON	53,000	x	139.00	=	$	7,367,000
391006	Asphalt Binder (Geosynthetic Pavement Interlayer)	TON	12	x	404.00	=	$	4,848
290201	Asphalt Treated Permeable Base	CY		x		=	$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		=	$	-
397005	Tack Coat	TON	200	x	923.00	=	$	184,600
377501	Slurry Seal	TON		x		=	$	-
374493	Polymer Asphaltic Emulsion (Seal Coat)	TON		x		=	$	-
370001	Sand Cover (Seal)	TON		x		=	$	-
731530	Minor Concrete (Textured Paving)	CY		x		=	$	-
731502	Minor Concrete (Miscellaneous Construction)	CY		x		=	$	-
39407X	Place Hot Mix Asphalt Dike (Insert Type)	LF		x		=	$	-
398100	Remove Asphalt Concrete Dike	LF	56,000	x	2.10	=	$	117,600
420201	Grind Existing Concrete Pavement	SQYD		x		=	$	-
398300	Remove Base and Surfacing	CY		x		=	$	-
390095	Replace Asphalt Concrete Surfacing	CY	3,000	x	360.00	=	$	1,080,000
41800X	Remove Concrete Pavement	SQYD/CY		x		=	$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD	6,000	x	56.00	=	$	336,000
398200	Cold Plane Asphalt Concrete Pavement	SQYD	370,000	x	3.40	=	$	1,258,000
846046	6" Rumble Strip (Asphalt Concrete Pavement)	STA	200	x	63.00	=	$	12,600
846049	6" Rumble Strip (Concrete Pavement)	STA		x		=	$	-
846051	12" Rumble Strip (Asphalt Concrete Pavement)	STA	1,500	x	49.00	=	$	73,500
846052	12" Rumble Strip (Concrete Pavement)	STA		x		=	$	-
420102	Groove Existing Concrete Pavement	SQYD		x		=	$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		=	$	-
390136	Minor Hot Mix Asphalt	TON	1,300	x	410.00	=	$	533,000
395020	Rubberized Hot Mix Asphalt-Gap Graded (Bonded Wearing Course)	TON	25,000	x	140.00	=	$	3,500,000
394060	Data Core	LS	1	x	7,500.00	=	$	7,500
390151	Asphaltic Emulsion (Bonded Wearing Course)	TON	73	x	694.00	=	$	50,662
394074	Place Hot Mix Asphalt Dike (Type C)	LF	1,000	x	16.50	=	$	16,500
394076	Place Hot Mix Asphalt Dike (Type E)	LF	41,000	x	1.15	=	$	47,150
394077	Place Hot Mix Asphalt Dike (Type F)	LF	14,000	x	1.10	=	$	15,400
393004	Geosynthetic Pavement Interlayer (Paving Fabric)	SQYD	12,000	x	4	=	$	48,000
374207	Crack Treatment	LNMI	10	x	6,325.00	=	$	63,250
190185	Shoulder Backing	TON	4,600	x	80.00	=	$	368,000
390135	Hot Mix Asphalt (Leveling)	TON	2,400	x	200.00	=	$	480,000

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS $ 20,526,600

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
XXXXXX	Remove Culvert Liner (LF)	LF	115	x	50.00	=	$	5,750
XXXXXX	Culvert Liner	LF		x		=	$	-
710240	Modify Inlet	EA		x		=	$	-
710370	Sand Backfill	CY		x		=	$	-
71010X	Abandon Culvert	EA/LF		x		=	$	-
710196	Adjust Inlet	LF		x		=	$	-
710262	Cap Inlet	EA		x		=	$	-
510501	Minor Concrete (grout liner)	CY	4	x	3,988.00	=	$	15,952
510502	Minor Concrete (Minor Structure)	CY		x		=	$	-
731627	Minor Concrete (Curb, Sidewalk, and Curb Ramp)	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" Thick)	LF		x		=	$	-
7006XX	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF		x		=	$	-
7032XX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF		x		=	$	-
7050XX	XX" Steel Flared End Section	EA		x		=	$	-
703233	Grated Line Drain	LF		x		=	$	-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON		x		=	$	-
72901X	Rock Slope Protection Fabric (Insert Class)	SQYD		x		=	$	-
721420	Concrete (Ditch Lining)	CY		x		=	$	-
721430	Concrete (Channel Lining)	CY		x		=	$	-
750001	Miscellaneous Iron and Steel	LB		x		=	$	-
XXXXXX	Additional Drainage	LS		x		=	$	-
XXXXXX	Raise Drainage Inlets	LS	1	x	100,000.00	=	$	100,000
XXXXXX	Adjust Drainage Inlet Steps	LS	1	x	20,000.00	=	$	20,000
XXXXXX	Regrout Culvert Inlet/Outlet	CY	2	x	4,000.00	=	$	8,000
XXXXXX	Repair Culvert Inlet	EA	1	x	10,000.00	=	$	10,000
710310	24" Alternative Pipeliner	LF	115	x	250.00	=	$	28,750
	Dewatering	LS	1	x	2,000.00	=	$	2,000
						TOTAL DRAINAGE ITEMS	**$**	**188,500**

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
520103	Bar Reinforced Steel (Retaining Wall)	LB		x		=	$	-
5100XX	Structural Concrete	CY		x		=	$	-
510060	Structural Concrete, Retaining Wall	CY		x		=	$	-
5201XX	Bar Reinforcing Steel	LB		x		=	$	-
080050	Progress Schedule (Critical Path Method)	LS	1	x	10,000.00	=	$	10,000
582001	Sound Wall (Masonry Block)	SQFT		x		=	$	-
510530	Minor Concrete (Wall)	CY		x		=	$	-
60005X	Remove Sound Wall	LF/LS/SQFT		x		=	$	-
070030	Lead Compliance Plan	LS	1	x	5,000.00	=	$	5,000
141120	Treated Wood Waste	LB	27,000	x	0.50	=	$	13,500
839750	Remove Barrier	LF		x		=	$	-
839752	Remove Guardrail	LF		x		=	$	-
710167	Remove Flared End Section	EA		x		=	$	-
8000XX	Chain Link Fence (Insert Type)	LF		x		=	$	-
80XXXX	XX" Chain Link Gate (Type CL-X)	EA		x		=	$	-
8320XX	Midwest Guardrail System (Insert Type)	LF		x		=	$	-
839301	Single Thrie Beam Barrier	LF		x		=	$	-
839310	Double Thrie Beam Barrier	LF		x		=	$	-
839521	Cable Railing	LF		x		=	$	-
839566	Terminal System (Type CAT)	EA		x		=	$	-
839584	Alternative In-line Terminal System	EA	1	x	5,200.00	=	$	5,200
839585	Alternative Flared Terminal System	EA		x		=	$	-
4906XX	XX" Cast-In-Drilled-Hole Concrete Piling	LF		x		=	$	-
8396XX	Crash Cushion (Insert Type)	EA		x		=	$	-
8331XX	Concrete Barrier (Insert Type)	LF		x		=	$	-
475010	Retaining Wall (Masonry Wall)	SQFT		x		=	$	-
511035	Architectural Treatment	SQFT		x		=	$	-
780460	Anti-Graffiti Coating	SQFT		x		=	$	-
780450	Rock Stain	SQFT		x		=	$	-
4730XX	Reinforced Concrete Crib Wall (Insert Type)	SQFT		x		=	$	-
83954X	Transition Railing (Insert Type)	EA		x		=	$	-
780440	Prepare and Stain Concrete	SQFT		x		=	$	-
839561	Rail Tensioning Assembly	EA		x		=	$	-
83958X	End Anchor Assembly (Insert Type)	EA		x		=	$	-
839774	Remove Concrete Barrier	LF	13,250	x	23.00	=	$	304,750
839752	Remove Guardrail	LF		x		=	$	-
832006	Midwest Guardrail System (Steel Post)	LF	2,000	x	28.00	=	$	56,000
832070	Vegetation Control (Minor Concrete)	SQYD	110	x	88.00	=	$	9,680
839581	End Anchor Assembly (Type SFT)	EA	2	x	1,063.00	=	$	2,126
839775	Remove Concrete Barrier (Type K)	LF	750	x	6.00	=	$	4,500
839698	Portable Concrete Barrier (Type 60K)	LF	14,000	x	158.00	=	$	2,212,000
839765	Reconstruct Guardrail	LF	26,000	x	20.00	=	$	520,000
XXXXXX	High Friction Surface Treatment	SQYD	7,850	x	30.00	=	$	235,500
						TOTAL SPECIALTY ITEMS	**$**	**3,378,300**

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost
	Biological Mitigation (on-site)	LS		x		=	$	-
80010X	Temporary Fence (Insert Type)	LF		x		=	$	-
130670	Temporary Reinforced Silt Fence	LF		x		=	$	-

Subtotal Environmental Mitigation $ -

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost
20XXXX	Highway Planting	LS		x		=	$	-
20XXXX	Irrigation System	LS		x		=	$	-
204099	Plant Establishment Work	LS		x		=	$	-
20XXXX	Follow-up Landscape Project	LS		x		=	$	-
206405	Remove Irrigation Facility	LS		x		=	$	-
204096	Maintain Existing Planted Areas	LS		x		=	$	-
206400	Check and Test Existing Irrigation Facilities	LS		x		=	$	-
21011X	Imported Topsoil	CY/TON		x		=	$	-
200114	Rock Blanket	SQFT/SQYD		x		=	$	-
200122	Weed Germination	SQYD		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		=	$	-

Subtotal Landscape and Irrigation $ -

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)			Cost
211111	Permanent Erosion Control Establishment Work	LS		x		=	$	-
210010	Move-In/Move-Out (Erosion Control)	EA		x		=	$	-
210350	Fiber Rolls	LF	500	x	12.00	=	$	6,000
210360	Compost Sock	LF		x		=	$	-
2102XX	Rolled Erosion Control Product (Insert Type)	SQFT		x		=	$	-
21025X	Bonded Fiber Matrix	SQFT/ACRE		x		=	$	-
210300	Hydromulch	SQFT	3,500	x	1.50	=	$	5,250
210420	Straw	SQFT	3,500	x	1.00	=	$	3,500
210430	Hydroseed	SQFT	3,500	x	1.50	=	$	5,250
210610	Compost	CY		x		=	$	-
210630	Incorporate Materials	SQFT						

Subtotal Erosion Control $ *20,000*

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)			Cost
130300	Prepare SWPPP	LS		x		=	$	-
130200	Prepare WPCP	LS	1	x	3,000.00	=	$	3,000
130100	Job Site Management	LS		x		=	$	-
130330	Storm Water Annual Report	EA		x		=	$	-
130310	Rain Event Action Plan	EA		x		=	$	-
130320	Storm Water Sampling and Analysis Day	EA		x		=	$	-
130520	Temporary Hydraulic Mulch	SQYD		x		=	$	-
130550	Temporary Hydroseed	SQYD		x		=	$	-
130505	Move-In/Move-Out (Temporary Erosion Control)	EA		x		=	$	-
130640	Temporary Fiber Roll	LF		x		=	$	-
130900	Temporary Concrete Washout	LS	1	x	8,000.00	=	$	8,000
130710	Temporary Construction Entrance	EA		x		=	$	-
130610	Temporary Check Dam	LF		x		=	$	-
130620	Temporary Drainage Inlet Protection	EA		x		=	$	-
	CBMP Estimate	LS	1	x	500,000.00		$	500,000
130730	Street Sweeping	LS		x		=	$	-

Subtotal NPDES $ *511,000*

TOTAL ENVIRONMENTAL $ 531,000

Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS		x		=	$	-
066596	Additional Water Pollution Control**	LS	1	x	2,000.00	=	$	2,000
066597	Storm Water Sampling and Analysis***	LS		x		=	$	-
XXXXXX	Some Item	LS		x		=	$	-

Subtotal Supplemental Work for NDPS $ *2,000*

*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 code		Unit	Quantity		Unit Price ($)			Cost
870200	Lighting System	LS		x		=	$	-
870300	Sign Illumination System	LS		x		=	$	-
870400	Signal and Lighting System	LS		x		=	$	-
870510	Ramp Metering System	LS		x		=	$	-
87181X	Interconnection Conduit and Cable	LF/LS		x		=	$	-
5602XX	Furnish Sign Structure (Insert Type)	LB		x		=	$	-
5602XX	Install Sign Structure (Insert Type)	LB		x		=	$	-
4980XX	XX" CIDHC Pile (Sign Foundation)	LF		x		=	$	-
87011X	Inductive Loop Detector	EA/LS		x		=	$	-
870600	Traffic Monitoring Station System	LS		x		=	$	-
56804X	Remove Sign Structure	EA/LS		x		=	$	-
568054	Reconstruct Sign Structure	EA		x		=	$	-
568060	Modify Sign Structure	EA		x		=	$	-
870009	Maintaining Existing Traffic Management System Elements During Construction	LS		x		=	$	-
86XXXX	Fiber Optic Conduit System	LS		x		=	$	-
860201	Signal and Lighting (new lighting Black Bart Rd)	LS	1	x	50,000.00	=	$	50,000
860090	Maintain Existing Traffic Management System Elements During Construction	LS	1	x	5,000.00	=	$	5,000
XXXXX	TMS Elements (upgrade 1 Census Station to Vehicle Classification Station & loops)	LS	1	x	80,000	=	$	80,000

Subtotal Traffic Electrical $ *135,000*

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost
820840	Roadside Sign - One Post	EA		x		=	$	-
820850	Roadside Sign - Two Post	EA		x		=	$	-
5602XX	Furnish Sign Structure (Insert Type)	SQFT		x		=	$	-
820890	Install Sign Panel on Existing Frame	SQFT		x		=	$	-
846020	Remove Painted Traffic Stripe	LF		x		=	$	-
141102	Remove Yellow Painted Traffic Stripe (Hazardous Waste)	LF		x		=	$	-
846025	Remove Painted Pavement Marking	SQFT		x		=	$	-
820250	Remove Roadside Sign	EA		x		=	$	-
820530	Reset Roadside Sign	EA		x		=	$	-
820610	Relocate Roadside Sign	EA		x		=	$	-
8101XX	Delineator (Insert Class)	EA		x		=	$	-
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF		x		=	$	-
846012	Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility)	SQFT		x		=	$	-
120090	Construction Area Signs	LS	1	x	20,000.00	=	$	20,000
84XXXX	Permanent Pavement Delineation	LS		x		=	$	-
141103	Remove Yellow Thermoplastic Traffic Stripe (Hazardous Waste)	LF		x		=	$	-
810120	Remove Pavement Marker	EA		x		=	$	-
810230	Pavement Marker (Retroreflective)	EA	1,000	x	5.28	=	$	5,280
810250	Pavement Marker (Retroreflective-Recessed)	EA	100	x	55.00	=	$	5,500
820360	Remove Sign Panel	EA	184	x	90.00	=	$	16,560
820510	Reset Roadside Sign (One Post)	EA	16	x	279.00	=	$	4,464
820520	Reset Roadside Sign (Two Post)	EA	2	x	478.00	=	$	956
820760	Furnish Single Sheet Aluminum Sign (0.080"-Unframed)	SQFT	880	x	12.00	=	$	10,560
820790	Furnish Single Sheet Aluminum Sign (0.080"-Framed)	SQFT	8	x	28.00	=	$	224
820790	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-FRAMED) FOR RETROREFLECTIVE	SQFT	490.00	x	28.00	=	$	13,720
033968	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-UNFRAMED) FOR RETROREFLECTI	SQFT	1,100	x	14.00	=	$	15,400
	RETROREFLECTIVE SHEETING (TYPE XI)	SQFT	1,600	x	6.00	=	$	9,600
820900	Install Roadside Sign Panel On Existing Post	EA	167	x	99.00	=	$	16,533
820910	Install Framed Sign Panel	EA	17	x	1,000.00	=	$	17,000
840516	Thermoplastic Pavement Marking (Enhanced Wet Night Visibility)	SQFT	4,200	x	6.00	=	$	25,200
840619	6" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility) (Broken 12-3)	LF	1,600	x	0.50	=	$	800
840623	6" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility) (Broken 36-12)	LF	100,000	x	0.46	=	$	46,000
846007	6" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	300,000	x	0.80	=	$	240,000
846009	8" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	8,200	x	1.50	=	$	12,300
846010	8" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility) (Broken 12-3)	LF	270	x	1.50	=	$	405
846030	Remove Thermoplastic Traffic Stripe	LF		x		=	$	-
846035	Remove Thermoplastic Pavement Marking	SQFT		x		=	$	-
820220	Remove Marker	EA	1	x	100.00	=	$	100
820112	Marker (Culvert)	EA	1	x	300.00	=	$	300
XXXXX	Replace Roadside Sign Posts in Poor Condition	LS	1	x	50,000.00	=	$	50,000

Subtotal Traffic Signing and Striping $ *510,902*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)			Cost
120100	Traffic Control System	LS	1	x	$ 380,000	=	$	380,000
128652	Portable Changeable Message Sign	LS	1	x	$ 40,000	=	$	40,000
120210A	Portable Radar Speed Feedback Sign Systems	LS	1	x	$ 60,000	=	$	60,000

Subtotal Traffic Management Plan $ *480,000*

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)			Cost
120198	Plastic Traffic Drums	EA		x		=	$	-
12016X	Channelizer (Insert Type)	EA		x		=	$	-
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	226,000.00	=	$	226,000
129110	Temporary Crash Cushion	EA		x		=	$	-
129000	Temporary Railing (Type K)	LF	28,000	x	20.00	=	$	560,000
120149	Temporary Pavement Marking (Paint)	SQFT	4,200	x	4.00	=	$	16,800
120152	Temporary Pavement Marking (Tape)	SQFT		x		=	$	-
120159	Temporary Traffic Stripe (Paint)	LF	410,070	x	0.25	=	$	102,518
8101XX	Delineator (Insert Class)	EA		x		=	$	-

Subtotal Stage Construction and Traffic Handling $ *905,318*

TOTAL TRAFFIC ITEMS $ 2,031,300

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price ($)		Cost
190101	Roadway Excavation	CY		x		= $	-
19801X	Imported Borrow	CY/TON		x		= $	-
390132	Hot Mix Asphalt (Type A)	TON		x		= $	-
26020X	Class 2 Aggregate Base	CY/TON		x		= $	-
250401	Class 4 Aggregate Subbase	CY		x		= $	-
130620	Temporary Drainage Inlet Protection	EA		x		= $	-
129000	Temporary Railing (Type K)	LF		x		= $	-
128601	Temporary Signal System	LS		x		= $	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		= $	-
80010X	Temporary Fence (Insert Type)	LF		x		= $	-
XXXXXX	Some Item	LS		x		= $	-

TOTAL DETOURS $ -

SUBTOTAL SECTIONS 1 through 7 $ 24,679,400

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items					
ADA Items			1.0%	$	246,794
8B - Bike Path Items					
Bike Path Items			1.0%	$	246,794
8C - Other Minor Items					
Other Minor Items			3.0%	$	740,382

Total of Section 1-7 $ 24,679,400 x 5.0% = $ 1,233,970

TOTAL MINOR ITEMS $ 1,234,000

SECTIONS 9: ROADWAY MOBILIZATION *

Item code							
999990	Total Section 1-8	$	25,913,400	x	10%	= $	2,591,340

TOTAL ROADWAY MOBILIZATION $ 2,591,400

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS	1	x	373,500.00	= $	373,500
066094	Value Analysis	LS	1	x	10,000.00	= $	10,000
066070	Maintain Traffic	LS		x		= $	-
066919	Dispute Resolution Board	LS	1	x	7,500.00	= $	7,500
066921	Dispute Resolution Advisor	LS		x		= $	-
066015	Federal Trainee Program	LS		x		= $	-
066610	Partnering	LS	1	x	50,000.00	= $	50,000
066204	Remove Rock and Debris	LS		x		= $	-
066222	Locate Existing Crossover	LS		x		= $	-
066395A	Smoothness Incentive	LS	1	x	342,000.00	= $	342,000
070030	Lead Compliance Plan	LS	1	x	4,000.00	= $	4,000
XXXXXX	Some Item	Unit		x		= $	-

*Cost of **NPDES** Supplemental Work specified in Section 5D* = $ 2,000

Total Section 1-8 $ 25,913,400 0% = $ -

TOTAL SUPPLEMENTAL WORK $ 789,000

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code	Unit	Quantity		Unit Price ($)		Cost
066105 Resident Engineers Office	LS	1	x	242,000.00	=	$242,000
066063 Traffic Management Plan - Public Information	LS	1	x	2,000.00	=	$2,000
066901 Water Expenses	LS		x		=	$0
8609XX Traffic Monitoring Station (X)	LS		x		=	$0
066841 Traffic Controller Assembly	LS		x		=	$0
066840 Traffic Signal Controller Assembly	LS		x		=	$0
066062 COZEEP Contract	LS	1	x	266,000.00	=	$266,000
066838 Reflective Numbers and Edge Sealer	LS		x		=	$0
066065 Tow Truck Service Patrol	LS		x		=	$0
066916 Annual Construction General Permit Fee	LS	1	x	2,319.00	=	$2,319
066070 Maintain Traffic	LS	1	x	4,000.00	=	$0
Total Section 1-8	$	25,913,400		0%	=	$ -

TOTAL STATE FURNISHED **$512,400**

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization $25,913,400 (used to calculate total TRO)

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

Item code	Unit	Quantity		Unit Price ($)		Cost
090100 Time-Related Overhead	WD	190	X	$6,819	=	$1,295,700

TOTAL TIME-RELATED OVERHEAD **$1,295,700**

SECTION 13: ROADWAY CONTINGENCY*

Risk Amount from Risk Register	(for Known Risks)			0%		
Additional or Residual Contingency	(for Unknown/Undefined Risks)			15%		$4,665,285
Total Section 1-12	$	31,101,900	x	**15%**	=	$4,665,285

TOTAL CONTINGENCY* **$4,665,300**

II. STRUCTURE ITEMS

	Bridge 1		Bridge 2		
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Bridge Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Bridge 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)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$150		$150		$0
COST OF EACH	**$0**		**$0**		**$0**

	Building 1		Bridge 2		
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
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)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$300		$0		$0
COST OF EACH	**$0**		**$0**		**$0**

TOTAL COST OF BRIDGES		**$0**
TOTAL COST OF BUILDINGS		**$0**
Time-Related Overhead	10%	**$0**
STRUCTURES MOBILIZATION	10%	**$0**
STRUCTURES CONTINGENCY*	25%	**$0**
TOTAL COST OF STRUCTURES		**$0**

Estimate Prepared By: _____ _____

XXXXXXXXXXXXXXXX ------ Division of Structures Date

EA: 01-0H160 EFIS: 0117000117

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	$	0	$	0
	A2)	Acquisition of Offsite Mitigation	$	0	$	0
	A3)	Railroad Acquisition	$	0	$	0
B)	B1)	Utility Relocation (State Share)	$	0	$	0
	B2)	Potholing (Design Phase)	$	0	$	0
C)		Project Development Permit Fees	$	10,500	$	11,541
D)		RAP and/or Last Resort Housing	$	0	$	0
E)		Clearance & Demolition	$	0	$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	$	0	$	0
G)		Title and Escrow	$	0	$	0
H)		Environmental Review	$	0	$	0
I)		Condemnation Settlements 0%	$	0	$	0
J)		Design Appreciation Factor 0%	$	0	$	0
K)		Utility Relocation (Construction Cost)	$	0	$	0

L)	**TOTAL RIGHT OF WAY ESTIMATE**	**$11,000**
M)	**TOTAL R/W ESTIMATE: Escalated**	**$12,000**
N)	**RIGHT OF WAY SUPPORT**	**$22,000**

Support Cost Estimate Prepared By _____
Project Coordinator[1] Phone

Utility Estimate Prepared By _____
Utility Coordinator[2] Phone

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

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

Attachment I
Initial Site Assessment

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Flex your power!
Be energy efficient!

Memorandum

To: Cameron Muir
Project Engineer
1656 Union Street
Eureka CA 95501

Date: December 4, 2018

File No: 01-Men-101
PM R33.73/R43.2
Ridgewood Pavement
Improvement
EA: 01-0H160
EFIS: 0117000117

From: DEPARTMENT OF TRANSPORTATION
Office of Environmental Engineering - South (OEES)

Subject: Initial Site Assessment (ISA)

An Initial Site Assessment (ISA) has been conducted regarding the above referenced project. The project, a pavement improvement project, includes planning and spot milling, placing HMA and/or RHMA, replacing concrete barriers, upgrading MBGR, repairing or replacing drainage systems and TMS upgrades. No new r/w will be required. Soil and vegetation will be disturbed during construction. Based on the proposed project scope and location, the following Hazardous Waste issues were considered:

Naturally Occurring Asbestos (NOA) - A geologic evaluation regarding Naturally Occurring Asbestos (NOA) was conducted within the project limits. This evaluation included a review of geologic maps and reports including data prepared by the California Geological Survey (CGS) and the United States Geological Survey (USGS), previous studies conducted by Caltrans and their consultants, and a field inspection of the geology in the project area. The evaluation **does** indicate the presence of altered ultramafic bedrock, alluvium derived from ultramafic rock, or other rock commonly associated with NOA. An NSSP for NOA will be required.

Cortese List_- The Cortese List is a compilation of contaminated sites identified by the State of California- State Water Resource Control Board; active, closed, and inactive landfills identified by the Integrated Waste Management Board; and potential hazardous waste sites identified by the Department of Toxic Substance Control. This list was reviewed as part of the initial screening for this project. The list, or a property's presence on the list, has bearing on the local permitting process as well as on compliance with the California Environmental Quality Act (CEQA). The proposed project **is not** within or impacting any site on the Cortese List.

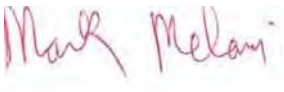
Lead in Soil - Low levels of lead from combustion Low levels of lead from historical combustion of leaded fuel is commonly associated with the highway system. To address this issue SSP 7-1.02K(6)U)(iii) should be included in the final project PS&E and listing packages.

Thermoplastic/Paint Stripe/Pavement Marking - Thermoplastic paint may contain lead of varying concentrations depending upon color, type and year of manufacture. To address

this issue SSP 36-4 and/or SSP84-9.03C should be included in the final project PS&E and listing packages.

Treated Wood Waste (TWW) - TWW may not be relinquished to the contractor and must be disposed of at an appropriately permitted disposal facility or be reused on the originating project in a manner consistent with the original intended use. Additionally, regulations specify the manner in which TWW must be stored while awaiting disposal. If TWW will be generated during this project (from removal of old treated wood or from the placement of new treated wood) SSP 14-11.14 should be included in the final project PS&E and listing packages.

The project may be constructed without any other NSSP's, SSP's, or restrictions from OEES. If there are any significant changes to the project scope, or if new information is identified, please contact the OEES, as soon as reasonably possible so the significance of the information and the need for additional studies can be assessed. If you have any questions or comments, please feel free to call me at (530) 741-4556.



Mark Melani,
Office of Environmental Engineering - South

cc: File
Derek Salinas, Environmental Planner
(Electronic copy only)

Attachment J
Right of Way Datasheet

State of California
Department of Transportation

CALIFORNIA STATE TRANSPORTATION AGENCY

MEMORANDUM

Making Conservation
A California Way of Life.

To: STEVE HERYFORD
Design Engineer
Department of Transportation

Attention: VINCENT MITCHELL
Project Engineer

Date: January 25, 2021

File: 01-MEN-101-R33.73/R43.2
EFIS No.: 01 1700 0117
EA: 0H1600
Alternate: 1 of 1

From: MATTHEW PHILP
Senior Right of Way Agent
Project Delivery
Eureka

Subject: CURRENT ESTIMATED RIGHT OF WAY COSTS

Project Description: In Mendocino County near Willits from 1.1 Miles North of West Road OC to 0.6 Mile South of Haehl Creek Br 10-129

Alternate Description: Ridgewood Class I Pavement

We have completed an estimate of the right of way costs for the above referenced project based on information received from you on December 2, 2020 .

Right of Way Lead Time will require a minimum of 3 months after receipt of appraisal maps, utility conflict maps, environmental clearances (HMDD) and Certificate of Sufficiency (COS). A minimum of 3 months prior to certification will be required from receipt of the last map revision. Shorter lead times may require additional support resources and may adversely affect delivery of Right of Way Certification.

Matthew Philp

MATTHEW PHILP
Senior Right of Way Agent
Project Delivery Branch
EUREKA

Attachments:
Right of Way Data Sheet

cc. Bryan Bet

State of California - Department of Transportation
RIGHT OF WAY DATASHEET

EA: 0H1600
PROJECT NO.: 01 1700 0117
LOCATION: 01-MEN-101-R33.73/R43.2
Description: REHABILITATE PAVEMENT In Mendocino County near Willits from 1.1 Miles North of West Road OC to 0.6 Mile South of Haehl Creek Br 10-129

ALTERNATE: 1 of 1
DATE: 1/25/2021
Datasheet Type: Annual Update

1. Right of Way Cost Estimate:

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	$0		$0
B. Appraisal Fees Estimate	$0	N/A	$0
C. Mitigation Acquisition & Credits	$0		$0
D. Project Development Permit Fees	$10,500	5%	$11,541
Subtotal	$10,500		$11,541
E. Utility Relocation (State's Share)	$0		$0
(Owner's Share: $0)			
F. Relocation Assistance (RAP)	$0		$0
G. Clearance/Demolition	$0		$0
H. Title & Escrow	$0		$0
I. Total Estimated Right of Way Cost	$10,500	Rounded	$11,500 *
J. Construction Contract Work	$0		

2. Current Date of Right of Way Certification: January 2, 2023

3. Parcel Data:

Type		Dual/Appr	Utilities		Railroad	
X	0		U4 - 1	0	C&M Agreement	0
A	0		- 2	0	Service Contract	0
B	0		- 3	0	Easements	0
C	0	0	- 4	0	Rights of Entry	0
D	0	0	U5 - 7	5	Clauses	1
RR	0		- 8	0		
Total	0		- 9	0		

Excess: 0

Areas:		Mitigation		Misc. R/W Work	
R/W	N/A	Impacts	0	RAP Displacees	N/A
TCE	N/A	Parcels	0	Clear/Demo	N/A
Excess	N/A	Credits	0	Permit to Enters	N/A
Mitigation	N/A			Condemnation	N/A
				USA Involvement	No

4. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.).

All work will be performed within the existing RW.

5. Are any properties acquired for this project expected to be rented, leased, or sold?

Yes_____ No__X__

6. Are RAP displacements required?

Yes_____ No__X__

No. of single family__N/A__ No. of business/nonprofit__N/A__

No. of multi-family__N/A__ No. of farms__N/A__

Based on Draft/Final Relocation Impact Statement/Study dated N/A

__N/A__ Sufficient replacement housing will be available without last resort housing.

__N/A__ Sufficient replacement housing will not be available without last resort housing.

7. Is there an effect on assessed valuation?

Yes_____ No__X__ Not Significant _____

8. Are there any items of Construction Contract Work?

Yes_____ No__X__

There is no Construction Contract Work associated with the project.

9. Are utility facilities or rights of way affected?

Yes_____ No__X__ Phase 4 Capital__$0__

Names of Utility Companies requiring verification only.

PG&E (electric), PG&E (gas), AT&T CA (telecommunications), City of Willits (water & sewer), Comcast (CATV)

Names of Utility Companies requiring involvements.

Additional information concerning Utility Involvement on this project.

No need for potholing or conflicts estimated. Culvert liner at PM 40.62 will be repaired without impacting u/g utilities. As additional information becomes available, this estimate may need to be revised.

10. Are railroad facilities or rights of way affected?

Yes_____ No__X__ Phase 4 Capital__$0__

11. Are USA Lands or Rights Affected?

Yes_____ No__X__ Phase 4 Capital__$0__

Agencies Involved:

US Forest Service _____ BLM_____ Army Corps of Engineers _____

National Parks _____ BIA _____ Vetrans Administration _____

US Fish & Wildlife_____ GSA _____ _____

Rights or Permissions to acquire:

Easement_____ Special Use Permit_____ Courtesy Letter _____

Right of Way Grant _____ Cooperative Work Agreement _____ Cost Recovery _____

Mineral Agreement _____ Letter of Concurrence _____ Timber Sale _____

_____

12. Is an RE Office required for the project?

Yes__X__ No _____

Type of RE Office

Modular _____ Move In _____

13. Were any previously unidentified sites with hazardous waste and/or material found?

Yes_____ None Evident__X__

14. Are there material borrow and/or disposal sites required?

No__X__ Optional_____ Mandatory _____

15. Are there potential relinquishments and/or abandonments?

Yes_____ No__X__

16. Are there any existing and/or potential airspace sites?

Yes_____ No__X__

17. What type of mitigation is required for the project?

Mitigation is not anticipated.

18. Is it anticipated that Caltrans will perform all Right of Way work?
Yes X No _____

19. Indicate the anticipated Right of Way schedule and lead time requirements.

Right of Way Lead Time will require a minimum of 3 months after we receive first appraisal maps, utility conflict maps, necessary environmental clearances and freeway agreements have been approved and obtained. Additionally a minimum of 3 months will be required after receiving the last appraisal map to Right of Way for certification.

20. Assumptions and limiting Conditions: (Check boxes that apply.)

* Mapping provides insufficient detail to determine the limits of the right of way required.
* Transportation facilities have not been sufficiently designed to determine the damages to any of the remainder parcels affected by the project.
* Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the early design requirements.
* Design will secure necessary encroachment permits from local agencies.
* Project permits are not required for the project.
* Utility lead time begins after PA&ED is met and Utility Conflict Maps have been received.
* Requested lead time provides sufficient time to acquire Resolutions of Necessity if condemnations are required.
* Requested lead time provides insufficient time to acquire Orders of Possession if condemnations are required.

Evaluation Prepared By:

Right of Way Shalisa Gentle Date 1/26/2021
SHALISA GENTLE

Reviewed By

RW Project Coordinator Yvonne Becker Date 1/26/2021
YVONNE BECKER

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates and assumptions are reasonable and proper, subject to the limiting conditions set forth, and I find this Data Sheet to be complete and current.

Matthew Philp
MATTHEW PHILP
Senior Right of Way Agent
Project Delivery Branch
Eureka

01/26/21
Date

Attachment K
Performance Measures

SHOPP Project - Accomplishment - Performance Measures - Benefits

District: 01 Tool ID: 18674 Project ID: 0117000117 EA: 0H160 Co-Rte-PM: MEN-101-R33.73/R43.20(Primary Location) View/Print PIR (Performance) Report

Bridge	Pavement	Drainage	Facilities	Safety	Mobility	Roadside	Complete Streets	Sustainability /Climate Change	Advance Mitigation/Mitigation	Major Damage	Green-house Gases	Relinquishment
	P	D			TMS							

Performance & Accomplishments (PPC)

	ActID	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Assets in Good Cond	Assets in Fair Cond	Assets in Poor Cond	New Asset Added	Comment
1	B25	Asphalt Pavement Minor Rehab (CAPM)	Pavement Class I	Lane Miles	37.762	17.364	20.398			
2	C03	Slip Line Culvert (201.151)	No Performance Objective in the SHSMP	Each	1.000	1.000				
3	C04	Slip Line Culvert (201.151)	Drainage Restoration	Linear Feet	115.000	115.000				
4	C17	Fish Passage in the Priority List	Fish Passage	Each	0.000			0.000		
5	C18	Fish Passage Not in the Priority List	No Performance Objective in the SHSMP	Each	0.000					
6	E01	Median Barrier (201.010, .015)	No Performance Objective in the SHSMP	Linear Feet	14000.000			14000.000		
7	E07	Guard Rail (201.010, .015)	No Performance Objective in the SHSMP	Linear Feet	28000.000			28000.000		
8	E11	Lighting (201.010, .015)	No Performance Objective in the SHSMP	Each	1.000				1.000	Black Bart Rd. PM 40.77
9	E16	Rumble Strips (201.010, .015)	No Performance Objective in the SHSMP	Linear Feet	170000.000			170000.000		
10	E26	Sign Panel Replacement	Sign Panel Replacement	Each	184.000			184.000		
11	F01	Census Station (201.315)	No Performance Objective in the SHSMP	Each	1.000	1.000				
12	F46	TMS Technology Component	Transportation Management Systems	Each	1.000	1.000				
13	H32	Is any Location Within the Project Limits Ped/Bike Accessible?	No Performance Objective in the SHSMP	Yes/No	Yes					yes
14	N02	Quantitative - Proposed Mitigated	No Performance Objective in the SHSMP	MTCO2e	374.000					
15	N03	Quantitative - Unmitigated	No Performance Objective in the SHSMP	MTCO2e	537.000					

(Last Saved - 08/18/21 @ 10:48 AM by Evelyn Lane)

Programming Performance Summary (All Locations)

Program Code	Activity Category	Asset Class	Asset	Performance Value	Performance Measure	Unit	Pre-Good	Pre-Fair	Pre-Poor	Pre-Total	Post Good	New	Post Good+New	Post-Fair	Post-Poor	Post-Total
201.121	Pavement	Primary	Pavement	37.8	Lane mile(s)	Lane mile(s)	17.4	20.4	0.0	37.8	37.8	0.000	37.8	0.0	0.0	37.8

Notes:

1. The crosswalk for reporting performance in the "Programming Performance Summary" was developed to assist the districts on performance reporting requirements for CTC and PCRs. For discrepancies or errors, please notify AM Tool admins via e-mail at CT-TAM@dot.ca.gov.
2. The data summarized in the table represents the performance reported or to be reported in CTIPS.
3. Programming only requires the breakdown of Good, Fair and Poor for Primary and Supplementary Asset Classes.
4. Reporting of bridge pre and post conditions may contain errors if the project RTL is before 2024/25.

Attachment L
Programming Sheet

Programming Sheet with Risk and OE

Escalated

AMS ID: 0117000117 EA: 01-0H160 COUNTY: ROUTE: 101 POSTMILE: R33.73/R43.2

Project Manager:	EVERETT, KATIE M	PM Assistant:	DEMCAK, MEGAN J	Project Nickname:	Ridgewood Class 1 Pavement		
Project Description - Long:	IN MENDOCINO COUNTY NEAR WILLITS FROM 1.1 MILES NORTH OF WEST ROAD OC TO 0.6 MILE SOUTH OF HAEHL CREEK BR						
Work Description - Long:	REHABILITATE PAVEMENT						
PPNO:	4677	Program:	shopp	RPT:	No	Funding	No
PROGRAM YR:	2023	Working Days:	250	Open for Time:	Yes	Subprogram:	Pavement Rehabilitation
CT Status:	APL	RMP:		RMP Date:		10 Yr SHOPP:	No
AADD:	Yes	Dist	SHOPP MAJOR	FED Aid Eligible:			

MS	MS Description	MS Date	
M000	ID NEED	08/21/2018	(A)
M003	BEGIN FUNCT PID	11/27/2018	(A)
M006	DRAFT FOR DIST CIRC	02/22/2019	(A)
M009	FINAL DRAFT FOR	05/30/2019	(A)
M010	APPROVE PID	06/18/2019	(A)
M015	PROG PROJ	06/24/2020	(A)
M020	BEGIN ENVIRO	07/16/2020	(A)
M040	BEGIN PROJ	07/21/2020	(A)
M200	PA&ED	09/22/2021	(T)
M224	R/W REQTS	12/01/2021	(T)
M300	CIRC PLANS IN DIST	05/02/2022	(T)
M377	PS&E TO DOE	08/15/2022	(T)
M410	R/W CERT	10/03/2022	(T)
M430	DCR	10/03/2022	(T)
M460	RTL	10/15/2022	(T)
M470	FUND ALLOCATION	12/23/2022	(T)
M480	HQ ADVERT	11/15/2022	(T)
M495	AWARD	01/02/2023	(T)
M500	APPROVE CONTRACT	02/28/2023	(T)
M600	CONTRACT ACCEPT	12/01/2025	(T)
M700	FINAL REPORT	12/01/2026	(T)
M800	END PROJ EXP	02/01/2028	(T)
M900	FINAL PROJ	11/01/2029	(T)

Env CE (CEQA), CE (NEPA)

Capital Cost Estimates ($k)

	Amount $k	EST Date
Roadway	37799	08/13/21
Structures	0	
Const Total	37799	
ROW	11	01/25/21
Total	37810	

Risk & Operating Expense Budget

	Risk Bud. ($k)	OE ($k)
Phase 0 - PAED	$0	$0
Phase 1 - PS&E	$0	$0
Phase 2 - RW	$0	$0
Phase 3 - Con	$0	$0
Phase 4 - Con Cap	$0	$0
Phase 9 - RW Cap	$0	$0
Total	$0	$0

Note: For Phase 0, 1, 2 and 3, only enter Risk Budget amount if not already entered in PRSM

Funding Info ($k)

Fund Source	PA&ED	PS&E	ROW	CON	ROW CAP	CON CAP
4050201.315	0	0	0	0	0	0
2010201.121	561	910	33	3457	0	0
4050201.151	0	0	0	0	0	0
2020201.121	0	0	0	0	39	47888
4050201.015	0	0	0	0	0	0
4050201.122	0	0	0	0	0	0
4050201.121	0	0	0	0	0	0
4050201.170	0	0	0	0	0	0
Total:	**561**	**910**	**33**	**3,457**	**39**	**47,888**

	Capital Cost Est.($k)
FY Mid M500-M600	2025
CC Escalation %:	3.20%
CC Escalated $:	41,545
ROW CAPITAL:	12
TOTAL:	41,557

PROJECT SUPPORT COSTS ($k)

Phase Esc. Rate	PRIOR ACT $	FY21/22 ETC (0.00%)	FY22/23 (2.00%)	FY23/24 (3.00%)	FY24/25 (3.00%)	FY25/26 (3.00%)	Future (3.00%)	Total	Sup/Cap %
0	**231**	**263**	**0**	**0**	**0**	**0**	**0**	**494**	**1.19%**
1	**0**	**461**	**361**	**0**	**0**	**0**	**0**	**822**	**1.98%**
2	**0**	**7**	**5**	**2**	**2**	**2**	**4**	**22**	**0.05%**
3	**0**	**0**	**354**	**1,095**	**1,125**	**670**	**352**	**3,596**	**8.65%**
							TOTAL SUPPORT COSTS:	4,934	11.87%
							TOTAL PROJECT COSTS:	46,491	

PROJECT SUPPORT PYs

	Division	PRIOR ACT PYS	2021 ETC PYs	2022 ETC PYs	2023 ETC PYs	2024 ETC PYs	2025 ETC PYs	Future ETC PYs	Total ETC PYs
01	ADMN	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.03
01	MTCE	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.06
01	PPM	0.10	0.17	0.10	0.04	0.04	0.04	0.06	0.55
01	TPLN	0.65	0.02	0.01	0.00	0.00	0.00	0.00	0.68
01	TROP	0.11	0.20	0.14	0.08	0.08	0.03	0.00	0.64
01	TOTALS :	0.90	0.42	0.25	0.12	0.12	0.07	0.06	1.96
	Division	PRIOR ACT PYS	2021 ETC PYs	2022 ETC PYs	2023 ETC PYs	2024 ETC PYs	2025 ETC PYs	Future ETC PYs	Total ETC PYs
03	CONS	0.03	0.20	1.77	4.67	4.65	2.43	0.66	14.41
03	ENVM	0.25	1.15	0.36	0.13	0.13	0.39	0.92	3.34
03	ESRV	0.07	0.36	0.26	0.01	0.01	0.01	0.02	0.73
03	PRJD	0.85	0.87	0.38	0.01	0.01	0.01	0.01	2.16
03	RWLS	0.07	0.06	0.02	0.01	0.01	0.01	0.00	0.19
03	SURV	0.05	0.32	0.11	0.07	0.07	0.04	0.02	0.66
03	TO2	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.06
03	TOTALS :	1.32	3.02	2.90	4.90	4.88	2.89	1.63	21.55
	Division	PRIOR ACT PYS	2021 ETC PYs	2022 ETC PYs	2023 ETC PYs	2024 ETC PYs	2025 ETC PYs	Future ETC PYs	Total ETC PYs

Programming Sheet with Risk and OE

AMS ID: 0117000117 EA: 01-0H160 COUNTY: ROUTE: 101 POSTMILE: R33.73/R43.2

	Division	PRIOR ACT PYS	2021 ETC PYs	2022 ETC PYs	2023 ETC PYs	2024 ETC PYs	2025 ETC PYs	Future ETC PYs	Total ETC PYs
59	METS	0.00	0.04	0.02	0.06	0.06	0.02	0.00	0.21
59	PPM	0.01	0.01	0.16	0.00	0.00	0.00	0.00	0.20
59	SP&I	0.00	0.06	0.02	0.01	0.01	0.01	0.00	0.11
59	TOTALS :	0.01	0.11	0.20	0.07	0.07	0.03	0.00	0.52
	Division	PRIOR ACT PYS	2021 ETC PYs	2022 ETC PYs	2023 ETC PYs	2024 ETC PYs	2025 ETC PYs	Future ETC PYs	Total ETC PYs
		0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	TOTALS :	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01
PROJECT TOTALS:		2.24	3.55	3.35	5.09	5.07	2.99	1.69	24.04

Comments: Escalated Construction Capital Cost calculated by PRSM.

Programming Sheet with Risk and OE

Unescalated

AMS ID: 0117000117 EA: 01-0H160 COUNTY: ROUTE: 101 POSTMILE: R33.73/R43.2

Project Manager:	EVERETT, KATIE M	PM Assistant:	DEMCAK, MEGAN J	Project Nickname:	Ridgewood Class 1 Pavement		
Project Description - Long:	IN MENDOCINO COUNTY NEAR WILLITS FROM 1.1 MILES NORTH OF WEST ROAD OC TO 0.6 MILE SOUTH OF HAEHL CREEK BR						
Work Description - Long:	REHABILITATE PAVEMENT						
PPNO:	4677	Program:	shopp	RPT:	No	Funding	No
PROGRAM YR:	2023	Working Days:	250	Open for Time:	Yes	Subprogram:	Pavement Rehabilitation
CT Status:	APL	RMP:		RMP Date:		10 Yr SHOPP:	No
AADD:	Yes	Dist	SHOPP MAJOR	FED Aid Eligible:			

MS	MS Description	MS Date	
M000	ID NEED	08/21/2018	(A)
M003	BEGIN FUNCT PID	11/27/2018	(A)
M006	DRAFT FOR DIST CIRC	02/22/2019	(A)
M009	FINAL DRAFT FOR	05/30/2019	(A)
M010	APPROVE PID	06/18/2019	(A)
M015	PROG PROJ	06/24/2020	(A)
M020	BEGIN ENVIRO	07/16/2020	(A)
M040	BEGIN PROJ	07/21/2020	(A)
M200	PA&ED	09/22/2021	(T)
M224	R/W REQTS	12/01/2021	(T)
M300	CIRC PLANS IN DIST	05/02/2022	(T)
M377	PS&E TO DOE	08/15/2022	(T)
M410	R/W CERT	10/03/2022	(T)
M430	DCR	10/03/2022	(T)
M460	RTL	10/15/2022	(T)
M470	FUND ALLOCATION	12/23/2022	(T)
M480	HQ ADVERT	11/15/2022	(T)
M495	AWARD	01/02/2023	(T)
M500	APPROVE CONTRACT	02/28/2023	(T)
M600	CONTRACT ACCEPT	12/01/2025	(T)
M700	FINAL REPORT	12/01/2026	(T)
M800	END PROJ EXP	02/01/2028	(T)
M900	FINAL PROJ	11/01/2029	(T)

Env CE (CEQA), CE (NEPA)

Capital Cost Estimates ($k)

	Amount $k	EST Date
Roadway	37799	08/13/21
Structures	0	
Const Total	37799	
ROW	11	01/25/21
Total	37810	

Risk & Operating Expense Budget

	Risk Bud. ($k)	OE ($k)
Phase 0 - PAED	$0	$0
Phase 1 - PS&E	$0	$0
Phase 2 - RW	$0	$0
Phase 3 - Con	$0	$0
Phase 4 - Con Cap	$0	$0
Phase 9 - RW Cap	$0	$0
Total	$0	$0

Note: For Phase 0, 1, 2 and 3, only enter Risk Budget amount if not already entered in PRSM

Funding Info ($k)

Fund Source	PA&ED	PS&E	ROW	CON	ROW CAP	CON CAP
4050201.315	0	0	0	0	0	0
2010201.121	561	910	33	3457	0	0
4050201.151	0	0	0	0	0	0
2020201.121	0	0	0	0	39	47888
4050201.015	0	0	0	0	0	0
4050201.122	0	0	0	0	0	0
4050201.121	0	0	0	0	0	0
4050201.170	0	0	0	0	0	0
Total:	**561**	**910**	**33**	**3,457**	**39**	**47,888**

	Capital Cost Est.($k)
FY Mid M500-M600	2025
CC Escalation %:	0.00%
CC Escalated $:	37,799
ROW CAPITAL:	11
TOTAL:	37,810

PROJECT SUPPORT COSTS ($k)

Phase Esc. Rate	PRIOR ACT $	FY21/22 ETC (0.00%)	FY22/23 (0.00%)	FY23/24 (0.00%)	FY24/25 (0.00%)	FY25/26 (0.00%)	Future (0.00%)	Total	Sup/Cap %
0	**231**	**263**	**0**	**0**	**0**	**0**	**0**	**494**	**1.31%**
1	**0**	**461**	**354**	**0**	**0**	**0**	**0**	**815**	**2.16%**
2	**0**	**7**	**4**	**2**	**2**	**2**	**3**	**20**	**0.05%**
3	**0**	**0**	**347**	**1,042**	**1,039**	**601**	**306**	**3,335**	**8.82%**
							TOTAL SUPPORT COSTS:	4,664	12.34%
							TOTAL PROJECT COSTS:	42,474	

PROJECT SUPPORT PYs

	Division	PRIOR ACT PYS	2021 ETC PYs	2022 ETC PYs	2023 ETC PYs	2024 ETC PYs	2025 ETC PYs	Future ETC PYs	Total ETC PYs
01	ADMN	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.03
01	MTCE	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.06
01	PPM	0.10	0.17	0.10	0.04	0.04	0.04	0.06	0.55
01	TPLN	0.65	0.02	0.01	0.00	0.00	0.00	0.00	0.68
01	TROP	0.11	0.20	0.14	0.08	0.08	0.03	0.00	0.64
01	TOTALS :	0.90	0.42	0.25	0.12	0.12	0.07	0.06	1.96
	Division	PRIOR ACT PYS	2021 ETC PYs	2022 ETC PYs	2023 ETC PYs	2024 ETC PYs	2025 ETC PYs	Future ETC PYs	Total ETC PYs
03	CONS	0.03	0.20	1.77	4.67	4.65	2.43	0.66	14.41
03	ENVM	0.25	1.15	0.36	0.13	0.13	0.39	0.92	3.34
03	ESRV	0.07	0.36	0.26	0.01	0.01	0.01	0.02	0.73
03	PRJD	0.85	0.87	0.38	0.01	0.01	0.01	0.01	2.16
03	RWLS	0.07	0.06	0.02	0.01	0.01	0.01	0.00	0.19
03	SURV	0.05	0.32	0.11	0.07	0.07	0.04	0.02	0.66
03	TO2	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.06
03	TOTALS :	1.32	3.02	2.90	4.90	4.88	2.89	1.63	21.55
	Division	PRIOR ACT PYS	2021 ETC PYs	2022 ETC PYs	2023 ETC PYs	2024 ETC PYs	2025 ETC PYs	Future ETC PYs	Total ETC PYs

Programming Sheet with Risk and OE

AMS ID: 0117000117 EA: 01-0H160 COUNTY: ROUTE: 101 POSTMILE: R33.73/R43.2

	Division	PRIOR ACT PYS	2021 ETC PYs	2022 ETC PYs	2023 ETC PYs	2024 ETC PYs	2025 ETC PYs	Future ETC PYs	Total ETC PYs
59	METS	0.00	0.04	0.02	0.06	0.06	0.02	0.00	0.21
59	PPM	0.01	0.01	0.16	0.00	0.00	0.00	0.00	0.20
59	SP&I	0.00	0.06	0.02	0.01	0.01	0.01	0.00	0.11
59	TOTALS :	0.01	0.11	0.20	0.07	0.07	0.03	0.00	0.52
	Division	PRIOR ACT PYS	2021 ETC PYs	2022 ETC PYs	2023 ETC PYs	2024 ETC PYs	2025 ETC PYs	Future ETC PYs	Total ETC PYs
		0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01
	TOTALS :	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01
PROJECT TOTALS:		2.24	3.55	3.35	5.09	5.07	2.99	1.69	24.04

Comments:

Attachment M
Transportation Management Plan

State of California
DEPARTMENTOFTRANSPORTATION

California State Transportation Agency

TRANSPORTATION MANAGEMENT PLAN

To: DINO KHLOTH
Project Engineer
North Region Design M5

Date: June 17, 2021
File: MEN-101 PM R33.73/ R43.20
EA: 01-0H1600
EFIS: 01 1700 0117 0
Ridgewood Class 1 Pavement

From: SHERI RODRIGUEZ, Chief
District 1 Office of Traffic Operations

Project Information

Location:	In Mendocino County near Willits, from 1.1 miles north of West Road OC to 0.6 miles south of Haehl Creek Bridge 10-129.	
Type of Work:	Pavement rehab. Additional work includes replacing barriers, reconstructing guardrail, repairing a drainage system, upgrading a census station, replacing signs, and constructing a new lighting asset.	
Anticipated Traffic Control:	Lane reduction traffic control Moving lane closure for striping Partial shoulder closures	
Estimated Maximum Delay:	Minimal	
Peak Hour Traffic Volumes:	1200vph	
Work Zone Speed Reduction:	Required	
Closure During Night Hours:	Possible, but not anticipated	
Number of Working Days:	190 days	
PA&ED Date:	August 1, 2021	
RTL Date:	January 16, 2023	
District Traffic/TMP Mgr:	Sheri Rodriguez	(707) 498-5252
TMP Contact:	Paul Hailey	(707) 496-1562

Anticipated Traffic Impacts

Significant traffic impacts are not anticipated provided the following recommendations and requirements are incorporated into the project. In

conformance with Deputy Directive-60, District Lane Closure Review Committee approval is not required for projects with anticipated traffic delay less than 30 min.

Lane Requirements

- See Chart no. 1 "Expressway Lane Requirements" for lane closure hour restrictions.

Public Notice

- At least 15 days before implementing proposed changes in vertical clearances, horizontal clearances (including shoulders) or both, notify the Transportation Permits Branch so annual permit holders can be notified of restrictions.

- The District Public Information Office, (707) 445-6444, must be contacted two weeks in advance of the start of construction.

- Each closure must be entered in the Lane Closure System (LCS; https://lcs-new2.dot.ca.gov).

  - To access the LCS you will need an account. Contact Jeannette Candalot at (707) 296-6368 to obtain an account.

  - Every Monday by noon, submit a schedule of planned closures for the next week period.

  - Closures must be statused daily. Status closures before the first advance warning sign is placed (1097) and after the last advance warning sign is picked up (1098) or if cancelled (1022). Statusing can be accomplished through:

Status With	Day	Time	URL/Contact Number
LCS Web Page	Any	Any	https://lcs-new2.dot.ca.gov
LCS Mobile Web Page	Any	Any	https://lcsmobile.dot.ca.gov
District 1 Dispatch	Monday-Friday	6:30am-6:30pm	(707) 441-5747
District 3 Dispatch	Monday-Friday	6:30pm-6:30am	(916) 859-7900
District 3 Dispatch	Saturday and Sunday	Any	(916) 859-7900

- The Resident Engineer must provide information to residents and businesses before and during project work that may represent a negative impact on commerce and travel surrounding the zone of construction.

Bicyclist Accommodation

- Bicyclists must be accommodated through the work zone.
    - Bicycle regulatory signs must be used to alert road users of potential motorist/bicyclist conflicts.
    - During lane reduction traffic control, bicyclists must be provided adequate space adjacent to the open traffic lane to safely traverse through the work zone where possible (e.g. 5 ft of delineated space).

Traffic Control

- A maximum of one closure in each direction is allowed within the project limits.
- Work that requires a lane and/or shoulder closure on an expressway must be in conformance with Caltrans Standard Plan T10 "TRAFFIC CONTROL SYSTEM FOR LANE CLOSURE ON FREEWAYS AND EXPRESSWAYS".
    - A minimum of 17 ft of paved roadway in each direction of travel must be open for use by public traffic, where possible. When paving Lane #2, T12 may be needed to provide this width.
    - A minimum of 5 ft between the edge of traveled way and the cones for the shoulder closure must be maintained to allow bicycle passage.
    - Lane closures must also be in conformance with Caltrans Revised Standard Plan RSP T18 "TRAFFIC CONTROL SYSTEM CONSTRUCTION WORK ZONE SPEED LIMIT REDUCTION ON FREEWAYS AND EXPRESSWAYS".
- Work that requires closing half the roadway must be in conformance with Caltrans Standard Plan T12 "TRAFFIC CONTROL SYSTEM FOR HALF ROAD CLOSURE ON MULTILANE CONVENTIONAL HIGHWAYS AND EXPRESSWAYS".
    - A minimum of 17 ft of paved roadway in each direction of travel must be open for use by public traffic. Bicycles may need to be accommodated in the #1 lane while motor vehicles are using the opposite roadbed. This also provides a buffer and/or positive barrier between traffic and the work area. A traffic handling plan may be needed for closures containing the median barrier.
    - A minimum of 5 ft between the edge of traveled way and the devices used for the shoulder closure must be maintained to allow bicycle passage.

  - Lane closures must also be in conformance with Caltrans Revised Standard Plan RSP T18 "TRAFFIC CONTROL SYSTEM CONSTRUCTION WORK ZONE SPEED LIMIT REDUCTION ON FREEWAYS AND EXPRESSWAYS"

- Keep the full width of the traveled way open to traffic when no active construction activities are occurring in the traveled way or within 6 ft of the traveled way.

- Work that requires a moving lane closure on a multilane facility must be in conformance with the Caltrans Revised Standard Plan RSP T15, "TRAFFIC CONTROL SYSTEM FOR MOVING LANE CLOSURES ON MULTILANE HIGHWAYS."

- Portable Changeable Message Signs (PCMSs) are required to notify the public of closures related to this project.

  - Place PCMSs at the locations shown and in advance of the 1st warning sign for each stationary lane closure and speed reduction zone.

  - Start displaying the message on the PCMS 15 minutes before closing the lane.

  - The minimum height of the PCMS must be 7 ft.

- Access to businesses, side roads and residences must be maintained at all times. When work or traffic queues extend through an intersection, additional traffic control will be required at the intersection.

- The project engineer should assess the need for COZEEP. Consult with the area construction engineer or resident engineer to determine which specific construction operations should use COZEEP and use that as the basis of the initial funding (CA DOT Construction Manual Section 2-215C).

Project Coordination

The following table lists projects that are anticipated having closures within this project's work limits and must be added to section 5-1.20A of the 2018 Standard Specifications:

Contract No.	Co-Rte-PM	Location	Type of Work	Est. Delay
01-0K3104	MEN-101-30.8/33.8	Near Calpella	Cable Median Barrier	Minimal
01-0H6604	MEN-101-41.0/41.4	Near Willits	WIM/RWIS	Minimal

01-0K4104	MEN-101-41.2/42.8	Near Willits	Median Barrier	Minimal

TMP Elements Needed for Cost Estimate

Item Code	Item	Unit	Minimum Unit Price
066062	COZEEP Contract	LS	$140/officer-hr[1]
066063	Traffic Management Plan – Public Information	LS	$2,000
066070	Maintain Traffic	LS	0.75% of Traffic Items[2]
120100	Traffic Control System	LS	$2,000/working day
128652	Portable Changeable Message Sign	LS	$40,000
120210A	Portable Radar Speed Feedback Sign Systems[3]	LS	$1,000/month

[1]Consult Construction for number of hours
[2]Traffic Items include 12XXXX items; round unit price to the nearest thousand.
[3]Need 2 total for each direction of travel (see Caltrans Revised Standard Plan T18).

Contingency Plan

The Contractor must prepare a contingency plan for reopening closures to public traffic. The Contractor must submit the contingency plan for a given operation to the Engineer within 1 working day of the Engineer's request. Contingencies for unanticipated delays, emergencies, etc. must be coordinated between the Engineer and the Contractor.

SMR/pwh

CC: SHeryford
RKing
Traffic Safety
PIO

Chart no. 1
Expressway Lane Requirements

County: Mendocino	Route/Direction: 101 NB/SB	PM: R33.73/R43.20

Closure limits:

From hour to hour	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mondays through Thursdays	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fridays	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Saturdays	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sundays	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Legend:

1 Provide at least one through 17 ft expresswaylane open in each direction of travel.

REMARKS:

Attachment N
Drainage Report Exemption

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Serious drought.
Help Save Water!

To: MR. Chris Rockey
Hydraulics Branch Chief, (Marysville)
Office of Engineering Services
NR Division of Engineering

Date: August 9, 2021

File: 01-MEN-101-PM R33.73/R43.20
01-0H160
Project ID# 0117000117

From: MR. Dino Khloth
Project Engineer
Office of Design
District 03 – North Region

Subject: **DRAINAGE REPORT EXEMPTION**

The Office of Design is currently preparing the PR for the above-referenced project, which has a scheduled RTL date of 01/16/2023.

The project proposes to rehabilitate the pavement in both fair and poor condition to extend service life of pavement and prevent future deterioration. The project will improve Class 1 asphalt concrete (AC) pavement using a strategy consisting of cold-planing AC surfacing by spot milling (0.25'-0.33') existing AC and replacing with Type A hot mix asphalt (HMA-A), placing an AC leveling course, and placing rubberized HMA (RHMA) overlay plus shoulder backing. Some existing concrete median barriers will be replaced with Type 60K barriers. Existing metal beam guardrail (MBGR) will be replaced with midwest guardrail system (MGS), and existing MGS will be raised. One drainage system at Post Mile 40.62 will be repaired by regrouting the inlet and outlet, repairing the inlet, and repairing the culvert liner. A census station will be upgraded, sign panels will be replaced, and one new highway lighting asset will be constructed.

There will not be any work performed that will alter existing drainage patterns or result in an increase in runoff. Existing flow lines will not be modified. Further, there will be no impact on, and, therefore, no modifications required to existing storm water run-off conveyance facilities, and there are no anticipated drainage impacts to properties outside of the State right-of-way. The nature of this project is such that the components of a Drainage Report do not apply for this project.

Due to the limited project scope and limited drainage impacts, we are requesting your concurrence that a Drainage Report is not required for this project.

Concur: eChris Rockey
(Signature - District Hydraulics Engineer)

8-10-2021
(Date)

Attachment O
Environmental Report

CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM (rev. 04/2021)

Project Information

Project Name (if applicable): Ridgewood Class 1 Pavement

DIST-CO-RTE: 01-MEN-101 **PM/PM:** 33.73/43.2

EA: 01-0H160 **Federal-Aid Project Number:** 01 1700 0117

Project Description

The project proposes to rehabilitate pavement in both fair and poor condition to extend service life of pavement and prevent future deterioration. The project will improve Class 1 asphalt concrete (AC) pavement using a strategy consisting of cold-planing AC surfacing by spot milling (0.25'-0.33') existing AC and replacing with Type A hot mix asphalt (HMA-A), placing an AC leveling course, and placing rubberized HMA (RHMA) overlay plus shoulder backing.

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. (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

Dana York	Dana York	7/22/2021
Print Name	Signature	Date

Project Manager

Jen Buck		7/26/2021
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, 2019, 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 December 23, 2016 and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Dana York	Dana York	7/22/2021
Print Name	Signature	Date

Project Manager/ DLA Engineer

Jen Buck	Jen Buck	7/26/2021
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): 7/23/21
Date of Environmental Commitment Record or equivalent: 7/23/21

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:

Additionally, some existing concrete median barriers will be replaced with Type 60K barriers. Existing metal beam guardrail (MBGR) will be replaced with midwest guardrail system (MGS), and existing MGS will be raised. One failing drainage system will be repaired by relining the culvert (PM 40.62), a census station will be upgraded, and sign panels will be replaced, and one new highway lighting asset will be constructed.

Air, noise, biological, cultural, hazardous waste, water quality and visual reviews have been completed. Impacts to resources are not anticipated. Caltrans Standard Specifications will be included in the project. **No permits are required to complete this work.**