

# MONTEREY COUNTY RESOURCE MANAGEMENT AGENCY



Building Services  
Planning  
Public Works

168 W. Alisal Street, 2<sup>nd</sup> Floor  
Salinas, CA 93901  
<http://www.co.monterey.ca.us/rma>

## ENGINEERING CONCEPT REPORT

Open Intergarrison Road to Through Traffic  
and  
Construct a Temporary Parking Area for the Jerry Smith Access Corridor

G.H. Nichols, PE  
Civil Engineer - Special Projects

April 30, 2013

### I. Project Purpose:

The County intends to open to public traffic the currently-closed 0.7-mile portion of Intergarrison Road between Schoonover Road and East Garrison in accordance with the policies, programs, and mitigations contained in the Fort Ord Base Reuse Plan, the County General Plan, and the East Garrison Specific Plan. Two things need to be done to implement this action:

- Prepare the existing roadway to receive public traffic; and
- Provide a safe off-road parking area for people presently using the roadway to park near the “Jerry Smith Access Corridor” recreational trail.

Funding has not been identified or budgeted for either of these actions.

Existing roadway: The existing pavement surface is a weathered chip seal over asphalt concrete of unknown thickness. The pavement surface has both lateral and longitudinal cracking, but visually appears to be in sound structural condition (no rutting, potholes, deformation). The pavement appears to be in good enough condition that immediate remedial repairs are not required to open the road, but it should be noted that the pavement surface is near the end of its service life and will probably require additional surface treatment (double chip seal or overlay) if not replaced or reconstructed within a few years after opening to traffic.

The pavement on this portion of road is 28 feet wide, which is sufficient to provide a twelve-foot-wide traffic lane in each direction and two-foot-wide shoulders on both sides. *There is NOT sufficient width for a full-width (6') bicycle lane on either shoulder.* To provide paved bike lanes

on both sides of the road (as presently exist on Intergarrison Road west of Schoonover Road) would require widening the roadway pavement an additional eight feet.

Prior to opening the road it will be necessary to, at a minimum, to trim and mow any over-grown vegetation along the road shoulders, sweep the road, renew the existing centerline paint stripe, provide new edge-line paint stripes on each shoulder, and install additional speed limit signs (50 mph). The estimated cost of this work is **\$30,000**.

Jerry Smith Access Corridor parking area: Opening Intergarrison Road will create a safety conflict for cars and trailers which are currently parking on the roadway and shoulders of Intergarrison Road adjacent to the Jerry Smith Access Corridor trailhead. This conflict will exist until a formal public parking area is funded and constructed in conjunction with the anticipated Eastside Parkway/Intergarrison Road Four-Lane project. A number of possible solutions to this interim concern are discussed in this report, ranging from “doing nothing” to several possibilities for construction of a temporary off-street parking area.

## **II. Background**

On September 26, 2006, in accordance with the terms and conditions of the 2001 *Implementation Agreement* between the County and the Fort Ord Reuse Authority (FORA), the Board of Supervisors approved Resolution No. 06-274 accepting ownership and dedicating as public right-of-way a 1.2-mile portion of Intergarrison Road (COE Parcel L20.14.1.1) between Abrams Drive and West Camp Street (East Garrison). The deed for this transfer was recorded October 6, 2006 at Document No. 2006087551, ORMC.

In 2008, the FORA Board of Directors approved a resolution naming the existing recreational hiking/biking/equestrian trail located about 300 feet east of the Schoonover Road intersection on FORA-owned (ESCA) property between Parcel L5.7 (APN 031-101-026) and Parcel L20.2.1 (APN 031-161-008) connecting Intergarrison Road to the future Habitat Reserve and BLM lands to the south as the “Jerry Smith Access Corridor”, in honor and memory of Jerry Smith, former City Councilman and Mayor of the City of Seaside, and former Chair of the FORA Board of Directors. FORA installed, and continues to maintain, trailhead signage off the shoulder of Intergarrison Road at this location.

On September 29, 2009 the Board of Supervisors approved a resolution determining that the prevention of illegal dumping in the future Habitat Reserve areas adjacent to Intergarrison Road was necessary for the protection of the public, and to temporarily restrict vehicular access to this area by installing a gate about 350 feet east of Schoonover Road. The road and adjacent lands would remain open to non-vehicular public access (pedestrians, bicycles, equestrians, etc.).

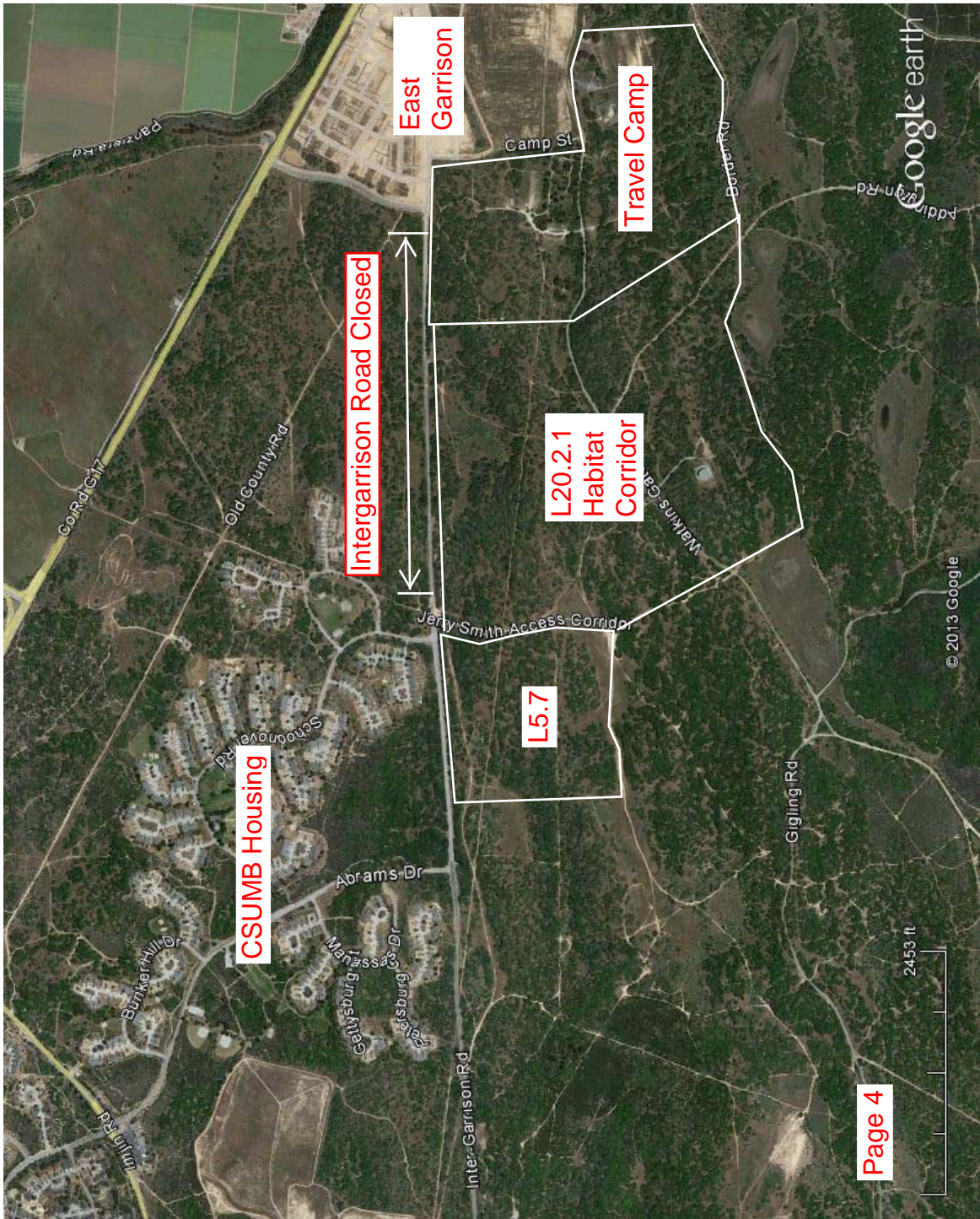
This portion of the road has remained closed to vehicular traffic since that date. During this time members of the public have been using this 350-foot section of Intergarrison Road between Schoonover Road and the locked gate as an informal parking lot while they use the hiking, biking, and riding trails of the Jerry Smith Access Corridor and the adjacent lands. On weekends

there can be as many as twenty vehicles parked there, including cars, pick-up trucks, and horse trailers.

In 2011 and 2012, staff of the Redevelopment Agency of the County of Monterey worked collaboratively with organized trail-user groups and staffs of the County Parks Department, CSUMB, BLM, and FORA to develop a recommended policy program to operate and maintain publically-accessible trails throughout the 1,350 acres of “Habitat Reserve” lands proposed for future ownership by the County of Monterey. Through a series of public meetings, this effort culminated in completion of a “final draft” of a proposed “*Fort Ord Recreational Habitat Area Trail Master Plan*” in March, 2012. Due to the State of California’s dissolution of redevelopment agencies statewide, this document was never presented to the Board of Supervisors for adoption as a formal County policy, but remains available as a “working tool”.

This draft “trail master plan” document contains a recommendation to construct a formal 60-car “Staging Area” for the Jerry Smith Access Corridor at a future location near the Schoonover Road trailhead, but separated from existing and proposed vehicular roadways. The draft plan suggests the staging area could or would be developed on Parcel L5.7 at or near the intersection of the trail with the existing “PG&E gas-line easement trail”. The plan anticipated the staging area would be constructed in conjunction with or after FORA’s construction of the proposed Eastside Parkway/Intergarrison Road Four-Lane Project in accordance with its base-wide environmental mitigation requirements and associated capital improvement program.

On March 26, 2013 the Board of Supervisors accepted as complete a portion of the East Garrison Subdivision Phase 1 Infrastructure Improvements, and accepted the newly-completed improvements on Intergarrison Road, Intergarrison Connector Road, and West Camp Street into the County’s maintained road system. With completion of these improvements, it is now possible to open Intergarrison Road as planned.



**CSUMB Housing**

**Intergarrison Road Closed**

**East Garrison**

**Travel Camp**

**L20.2.1  
Habitat  
Corridor**

**L5.7**

2453 ft

Schoonover Rd

Inter-Garrison Rd

Road Closed



L20.2.1

L5.7

Google earth

© 2013 Google

124 ft

Page 5



### **III. Engineering Design Considerations**

Intergarrison Road: Intergarrison Road is a two-lane paved “collector” road owned and maintained by the County east of Abrams Drive, and by CSUMB west of Abrams. Pre-closure traffic forecast modeling performed by FORA/TAMC in 2005 estimated that Intergarrison Road “pre-Eastside Parkway” would carry an annual average daily traffic (AADT) of 7,100 vehicles/day. West of Schoonover Road, Intergarrison has a posted speed limit of 50 mph. It is anticipated the newly-opened portion between Schoonover Road and East Garrison will also be posted at 50 mph until traffic volumes “stabilize” and a speed survey is performed. As such, it is recommended that 50 mph be used as the engineering “design speed” for purposes of this project.

Land Use Restrictions: The Jerry Smith Access Corridor is on Parcel L20.2.1 (APN 031-161-008), designated in the *Fort Ord Base Reuse Plan* (BRP) and the draft FORA *Habitat Conservation Plan* (HCP) as the future “Habitat Corridor HMA”. Under the draft HCP, retaining the existing recreational trails therein will mostly be allowed, but construction of a “developed” parking area or paved driveway will not. This requirement exists for two reasons: the need to maximize the acreage available for habitat preservation, restoration, and conservation; and because prior to transfer to County ownership, the BRP-designated habitat reserve properties will be “cleaned” of Munitions and Explosives of Concern (MEC) – also referred to as “Unexploded Ordnance” (UXO) - to a lesser extent than property designated for future development.

It is therefore anticipated that any new “formalized” parking/staging area for the Jerry Smith Access Corridor trailhead will have to be located on Parcel L5.7 (APN 031-101-026), which is designated by FORA as a “development” parcel, and being cleaned of MEC/UXO to the US Army’s “development” standard.

Presently both Parcels L5.7 and L20.2.1 are owned by FORA pending completion of the MEC/UXO cleanup program (ESCA), at which time FORA will deed the parcels to the County.

Design Life: The Intergarrison Road east of Schoonover Road will remain in its current two-lane configuration until FORA constructs the planned Eastside Parkway/Intergarrison 4-Lane project as part of the *Base Reuse Plan* basewide development mitigation program. Any improvements to the existing Intergarrison road should therefore be considered “temporary” or “interim” in nature, as they will be removed or “lost” when FORA constructs the Four-Lane project.

Parking area: To accommodate a recommended capacity of up to 60 vehicles, including passenger cars and vans carrying hikers, dog-walkers and their dogs, and mountain bikers and their bikes, together with large pick-up trucks towing trailers with their horses and carriages, the location will need a cleared and graded area approximately 0.75 acres (255’x125’) in size. A pencil sketch of such a prototype concept is included herein.

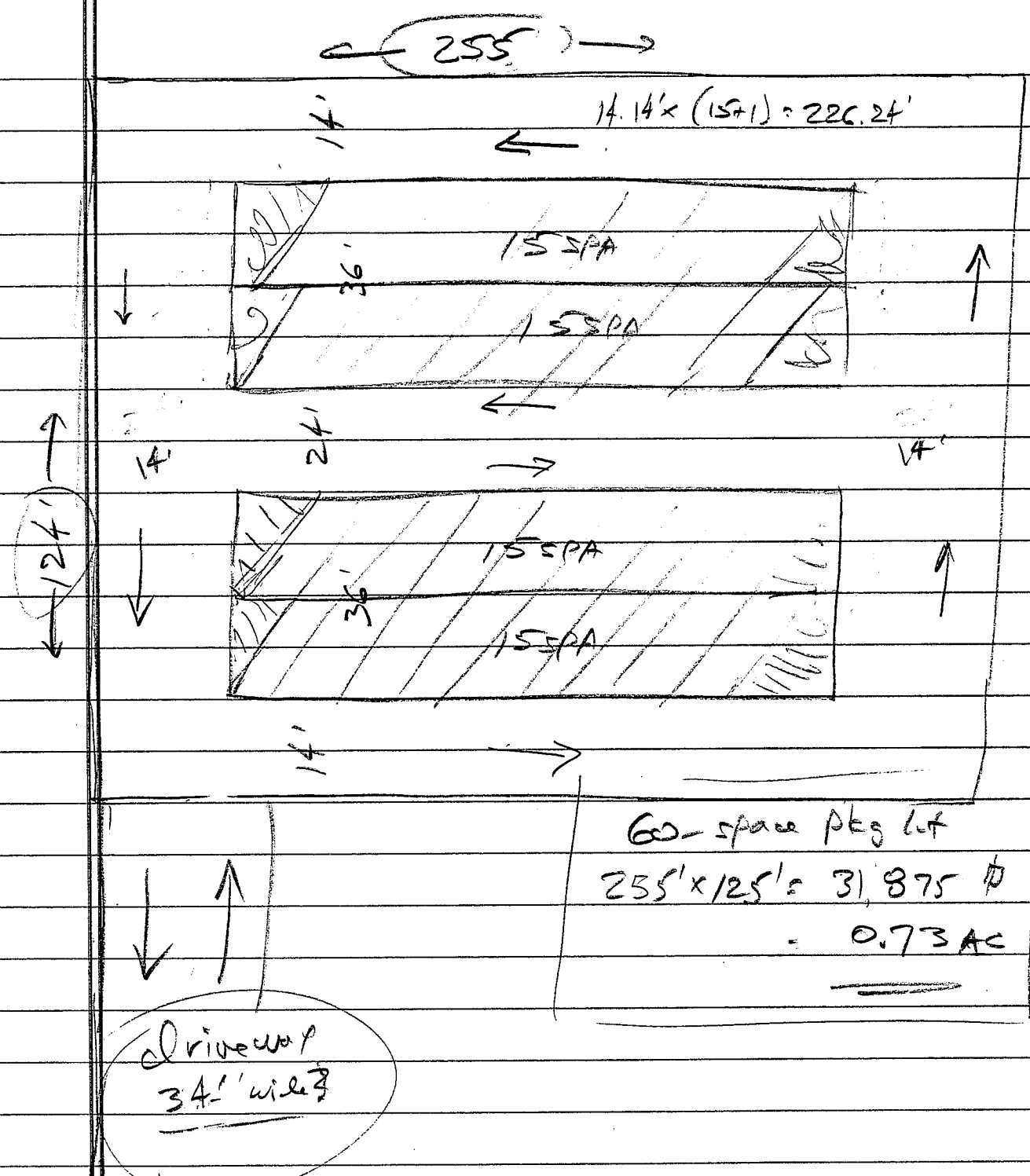
The site should be carefully engineered to drain without contributing to off-site erosion or sedimentation. Because the facility will be used by heavy vehicles making sharp turning

movements, the site should be provided with a durable all-weather surface such as asphalt, chip seal, or compacted aggregate base.

Since any new parking area would be intended to simply relocate the “informal” parking taking place on the roadway and shoulders of the closed Intergarrison Road for a short period of time, the project would NOT include public-serving amenities such as trash receptacles, restrooms, lighting, parking bumpers, striping, etc. County-funded maintenance would be limited to the minimum necessary to keep the parking surface in relatively decent repair and to maintain adequate sight distance at the entrance/exit driveway.

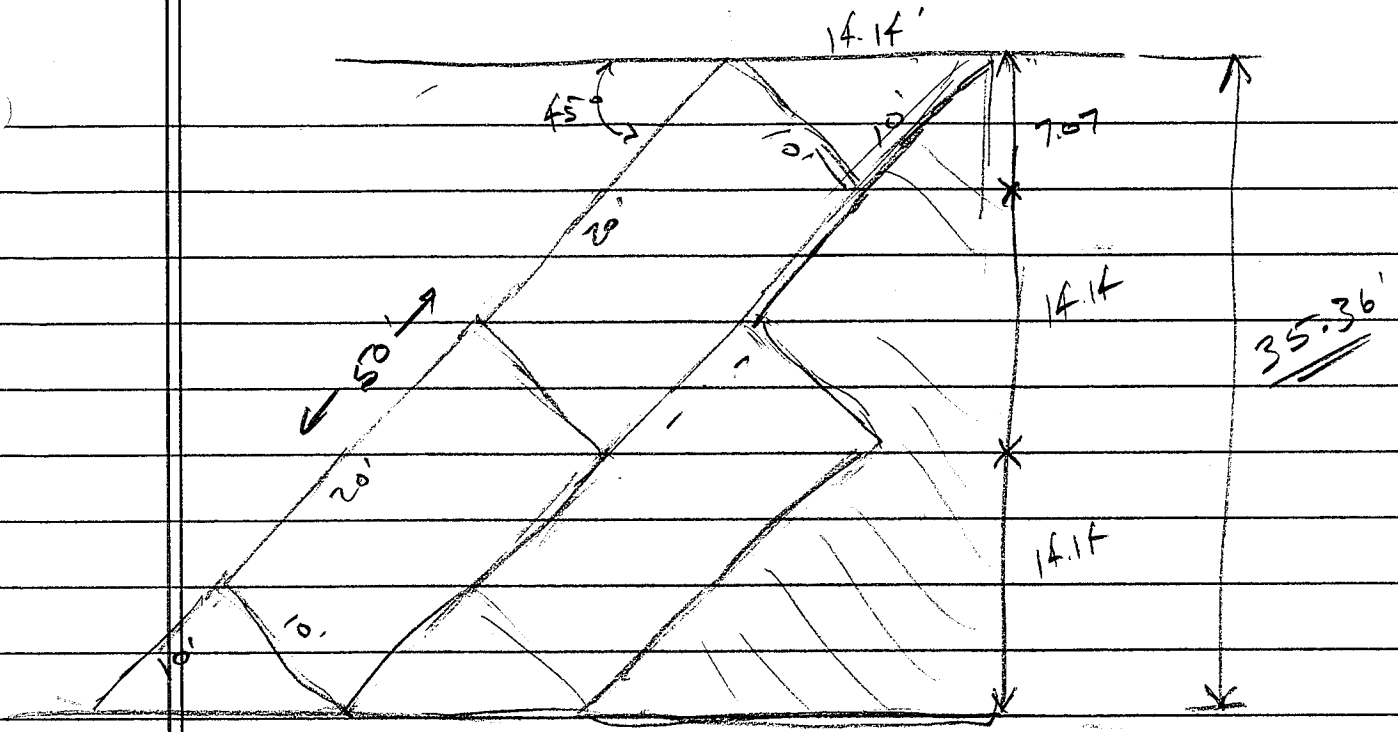
Proximity to Schoonover Road: The Jerry Smith Access Corridor trailhead is located about 300 feet east of the intersection of Intergarrison and Schoonover Road. Schoonover Road is one of two accesses to CSUMB’s Schoonover Park residential area. Approximately 408 residential units are accessed via Schoonover Road from one direction or the other. If half the daily traffic to and from these units uses the Schoonover/Intergarrison intersection, the AADT of this intersection would be about 1,700-2,100 vehicles/day. Based on a design speed of 50 mph on Intergarrison Road, safe traffic engineering design would recommend the new driveway access to the parking/staging area be located either directly across from the Schoonover Road intersection and creation of an all-way stop intersection, or a minimum distance of 550 feet from the Schoonover intersection.

Entry/Exit to Staging Area: If the driveway is located at the Schoonover intersection, the staging area driveway will not need right-turn entry and exit tapers, but will need left-turn pockets in both east and west directions. If the driveway is not located at the Schoonover intersection, it will have to be at least 550 feet west of Schoonover, will need an east-bound right-turn (in) pocket with deceleration taper, and an east-bound right turn (out) acceleration taper. Because of the safety concern for conflicts with high-speed through traffic at this location, left turns in and out should be prohibited.



Nickols  
3/27/13





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#### IV. Project Options:

Following are six alternative concepts for the proposed project:

- Option A, the “No Change for Now” option, does not meet the project objective of opening Intergarrison Road to through traffic
- Options B and C do NOT provide an alternative parking/staging area for recreational trail users, but rather eliminate it. These options are the most easily and quickly implemented options, allowing Intergarrison Road to be opened within a few weeks of funding allocation, as well having as the lowest cost (\$30,000 and \$58,000 respectively), but will undoubtedly prove the least popular with the public who presently enjoy parking directly at the head of the recreational trails into the back country of the former Fort Ord.
- Options D, E, and F involve constructing a new “temporary” parking/staging area at different locations within Parcel L5.7, each with its own positive and negative impacts, and requiring varying commitments of County funds (\$400,000 to \$650,000). Also, because each of these options involves potential environmental impacts and CEQA review, they will all take a minimum of two years to implement, during which time Intergarrison Road will remain closed.

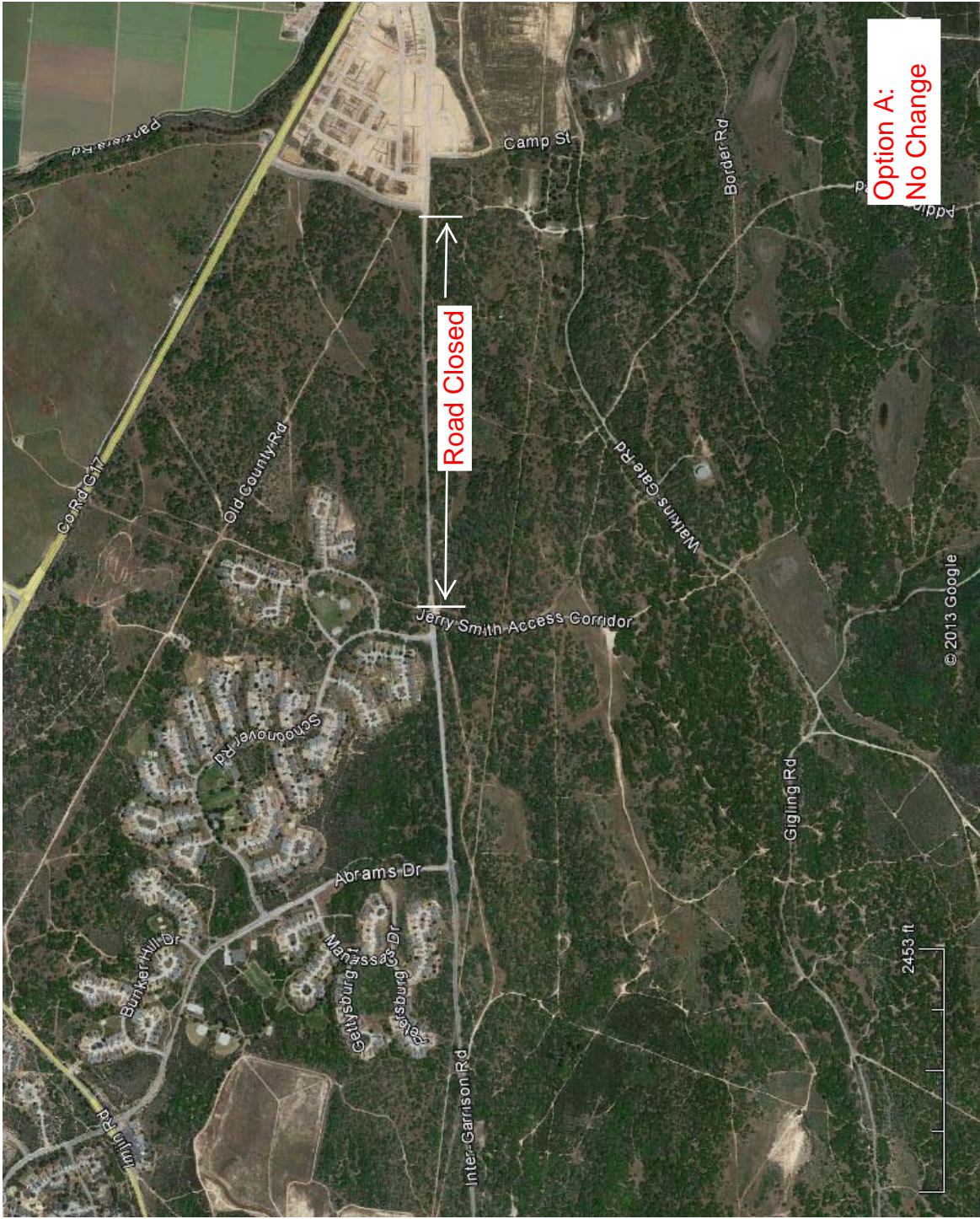
**A. Do not open Intergarrison Road to through traffic until completion of the Eastside Parkway/Intergarrison 4-Lane project and an associated permanent parking lot in accordance with the draft Trail Master Plan (“No Change for Now” option).**

Positive impacts:

- The public may continue to use the 350-foot portion of public right-of-way of for parking to access the recreational trail system.
- CSUMB campus commute traffic on Intergarrison Road will remain unchanged.
- No biological impacts (tree removal).
- ***No direct expenditure of County funds.***

Negative impacts:

- Existing traffic congestion on roads in the surrounding area, particularly Imjin Parkway, Reservation Road, and Highway 68, will temporarily continue to worsen as more traffic is generated by the occupation of new homes at East Garrison, Marina Heights, and the Dunes at Monterey, together with increasing enrollment at CSUMB, pending construction of the Eastside Parkway/Intergarrison Road Four-Lane Project.



Road Closed

Option A:  
No Change

2453 ft

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**B. *Open Intergarrison Road to through traffic: basic mowing, trimming, sweeping, and striping (no surface treatment or shoulder widening). Allow continued informal roadside parking, but do not construct improvements for Jerry Smith Access Corridor trailhead parking.***

Positive impacts:

- Existing traffic congestion on roads in the surrounding area will be temporarily relieved.
- No biological impacts (tree removal).

Negative impacts:

- ***Direct Cost \$30,000.***
- Safety conflicts between high-speed through traffic and vehicles pulling off of and onto the shoulder of Intergarrison Road, and/or parking on the road shoulder.

2,000 vpd

Schoonover Rd

Inter-Garrison Rd

7,100 vpd  
@ 50 mph

Option B: Open Road -  
No Improvements

124 ft

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Intergarrison Road - Jerry Smith Access Corridor Parking  
 Engineering Concept Report  
**Project Budget Estimate**  
**Option B**

4/29/2013

<u>Construction Cost</u> - Public Works Crews			
Roadway Preparation: Mow, Trim, Sweep, Stripe			\$ 28,000
Speed Limit Signs: 6 ea x \$300/ea			<u>2,000</u>
<b>Total Estimated Project Cost</b>			<b>\$ 30,000</b>
Optional Cost: Double Chip Seal			\$ 60,000
Optional Cost: 2" AC Overlay			\$ 232,000
Optional Cost: 8' Widening for Bike Lanes			\$ 280,000



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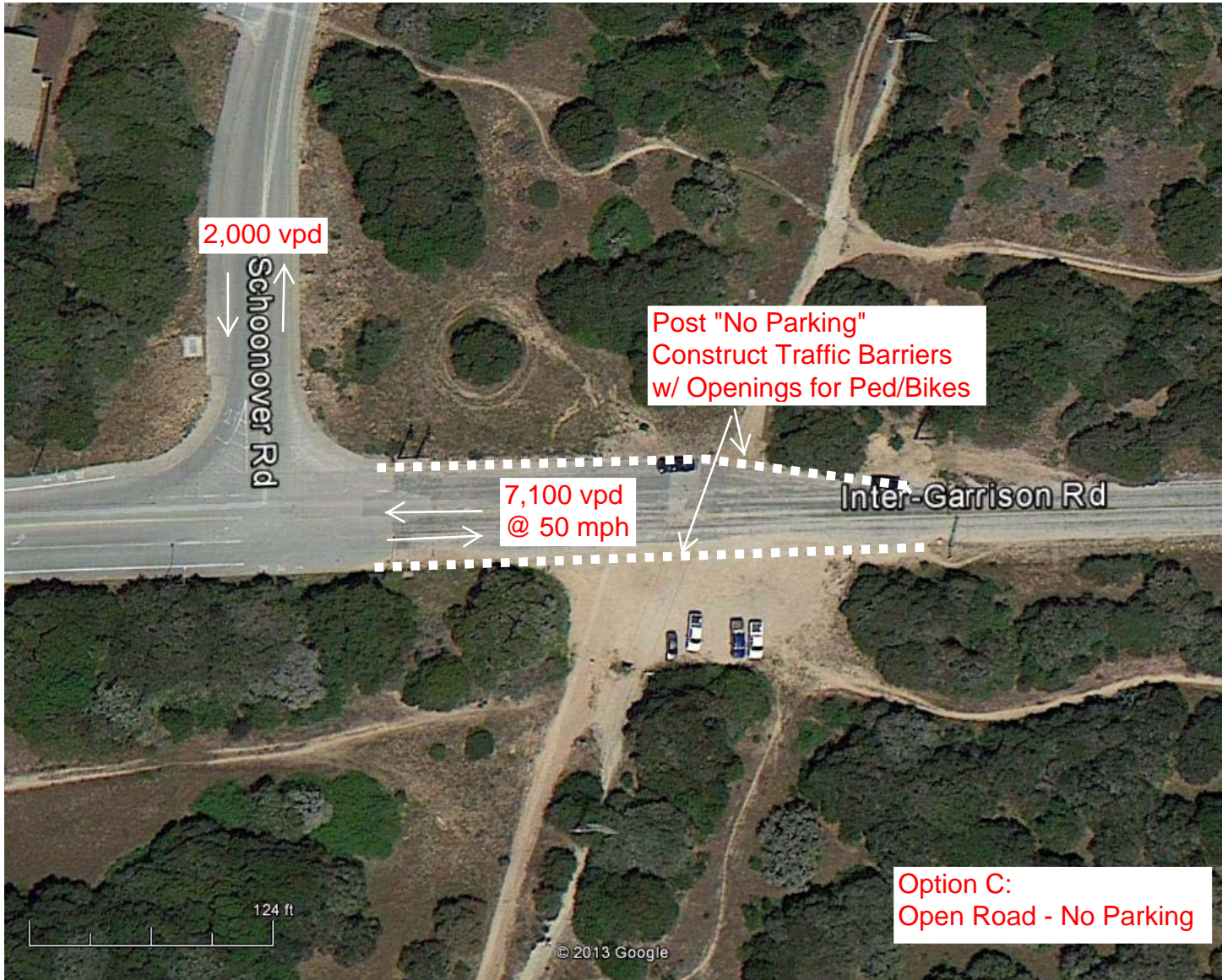
**C. Open Intergarrison Road to through traffic: basic mowing, trimming, sweeping, and striping (no widening). Prohibit roadside parking at the Jerry Smith Access Corridor trailhead: post “no parking”, construct parking barriers on both sides of the road.**

Positive impacts:

- Safety conflicts between high-speed through traffic and vehicles parking on the road shoulder will be eliminated.
- Existing traffic congestion on roads in the surrounding area will be temporarily relieved.
- Since the work involves no grading or paving, will have no biological impact, is entirely within the public road right-of-way, and is temporary in nature, there will be no requirement for CEQA review or other permits.
- Since the anticipated cost is less than \$50,000, Public Works Dept crews can install the traffic barrier and signs.

Negative impacts:

- **Direct Cost \$58,000.**
- Ongoing budgetary impact for maintenance of parking area and Intergarrison road traffic barriers.
- People wishing to access the regional trail system will have to park in the CSUMB residential area and cross Intergarrison Road (Note: no pedestrian crossing improvements proposed), or find another location within Fort Ord to park (Gigling/8<sup>th</sup> Avenue?).



2,000 vpd

Schoonover Rd

Post "No Parking"  
Construct Traffic Barriers  
w/ Openings for Ped/Bikes

7,100 vpd  
@ 50 mph

Inter-Garrison Rd

Option C:  
Open Road - No Parking

124 ft

Intergarrison Road - Jerry Smith Access Corridor Parking  
 Engineering Concept Report  
**Project Budget Estimate**  
**Option C**

4/29/2013

<u>Construction Cost - Public Works Crews</u>	<u>Qty</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
Roadway Preparation: Mow, Trim, Sweep, Stripe	LS			\$ 30,000
Temporary traffic barrier rail ("K-Rail")	550	l.f.	\$ 25	13,750
No Parking signs @ 100' max spacing	8	ea	\$ 300	<u>2,400</u>
Subtotal Construction Cost				\$ 46,150
Budget Contingency 25%				<u>11,538</u>
<b>Total Estimated Project Cost</b>				<b>\$ 57,688</b>

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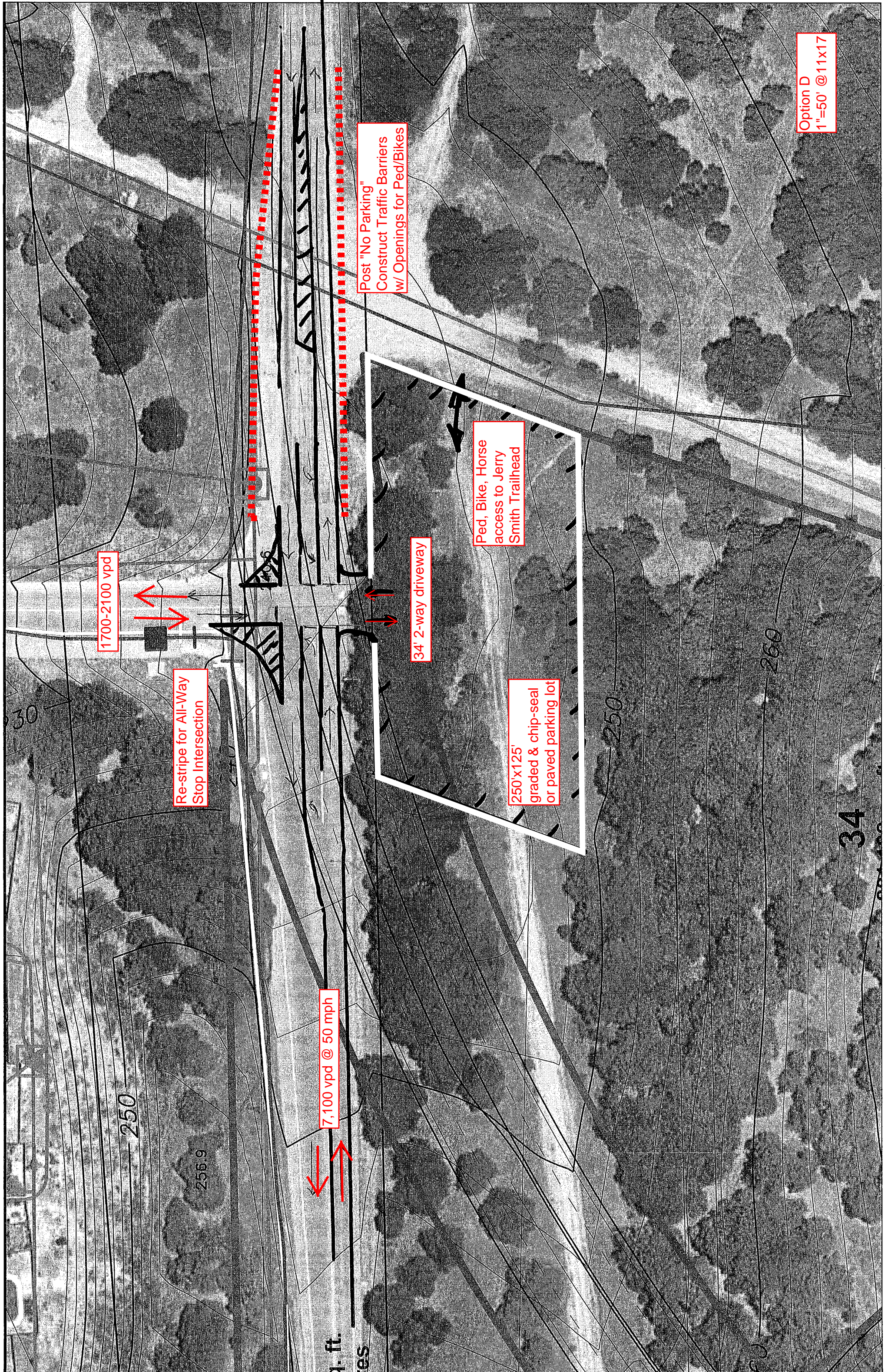
**D. Open Intergarrison Road to through traffic: basic mowing, trimming, sweeping, and striping (no widening). Construct 0.75-acre temporary parking area on Parcel L5.7 fronting on Intergarrison Road and abutting the easterly property line adjoining Parcel L20.2.1. Includes graded pedestrian/bicycle/equestrian access to the Jerry Smith Access Corridor trailhead; 34'-wide vehicular entry/exit driveway to Intergarrison Road centered opposite the Schoonover Road intersection; slurry seal existing intersection, install signage, and re-stripe to provide all-way stop intersection with left-turn pockets in both east and west directions (no pavement widening). Post "no parking" and construct parking barriers on both shoulders of Intergarrison Road at the "old" staging area to prohibit continued roadside parking and encourage the use of the new off-street parking area.**

Positive impacts:

- Safety conflicts between high-speed through traffic and vehicles parking on the road shoulder will be eliminated.
- Existing traffic congestion on roads in the surrounding area will be temporarily relieved.

Negative impacts:

- **Direct Cost \$480,000.**
- Biological impact on Parcel L5.7 includes removal of about 8-10 trees.
- Will take two years to implement project and open Intergarrison Road
- **Add \$280,000** and remove additional 10 trees if widen Intergarrison Road for bicycle lanes.
- Ongoing budgetary impact for maintenance of parking area and Intergarrison Road traffic barriers.



1700-2100 vpd

Re-stripe for All-Way  
Stop Intersection

7,100 vpd @ 50 mph

Post "No Parking"  
Construct Traffic Barriers  
w/ Openings for Ped/Bikes

34' 2-way driveway

Ped, Bike, Horse  
access to Jerry  
Smith Trailhead

250'x125'  
graded & chip-seal  
or paved parking lot

Option D  
1"=50' @ 11x17

34

Intergarrison Road - Jerry Smith Access Corridor Parking  
Engineering Concept Report  
**Project Budget Estimate**  
**Option D**

4/29/2013

<u>Construction Cost</u>	<u>Qty</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
<u>Roadway Preparation: Public Works Crews</u>				
Mow, Trim, Sweep, Stripe	LS			\$ 30,000
Temporary traffic barrier rail ("K-Rail")	550	l.f.	\$ 25	13,750
No Parking signs @ 100' max spacing	8	ea	\$ 300	2,400
Subtotal PW Cost				\$ 46,150
<u>Parking Area: public contract</u>				
Clear & grub, remove 8-10 trees	LS			\$ 10,000
Grading, compaction - incl storm drain pond	32,000	sf	\$ 2	64,000
Aggregate Base - 32,000 sf x 6" @ 150 pcf	1,200	ton	\$ 71	85,200
Relocate Trailhead Signage	LS			2,500
<u>Intersection</u>				
Slurry Seal	30,000	sf	\$ 2	60,000
Striping	LS			5,000
Signing - stop signs, advance signs	12	ea	\$ 300	3,600
Subtotal				\$ 230,300
Construction Contingency 25%				57,575
Estimated Construction Cost				\$ 287,875
<u>Soft Costs: Consultants</u>				
Preliminary Engineering (10%)				\$ 28,788
CEQA - incl bio studies, IS/ND (10%)				\$ 28,788
Permits (5%)				\$ 14,394
Final Design, PS&E, Bidding (10%)				\$ 28,788
Construction Management (Inspection, Staking, Testing) (15%)				\$ 43,181
Subtotal				\$ 143,938
<b>Total Estimated Project Cost</b>				<b>\$ 477,963</b>



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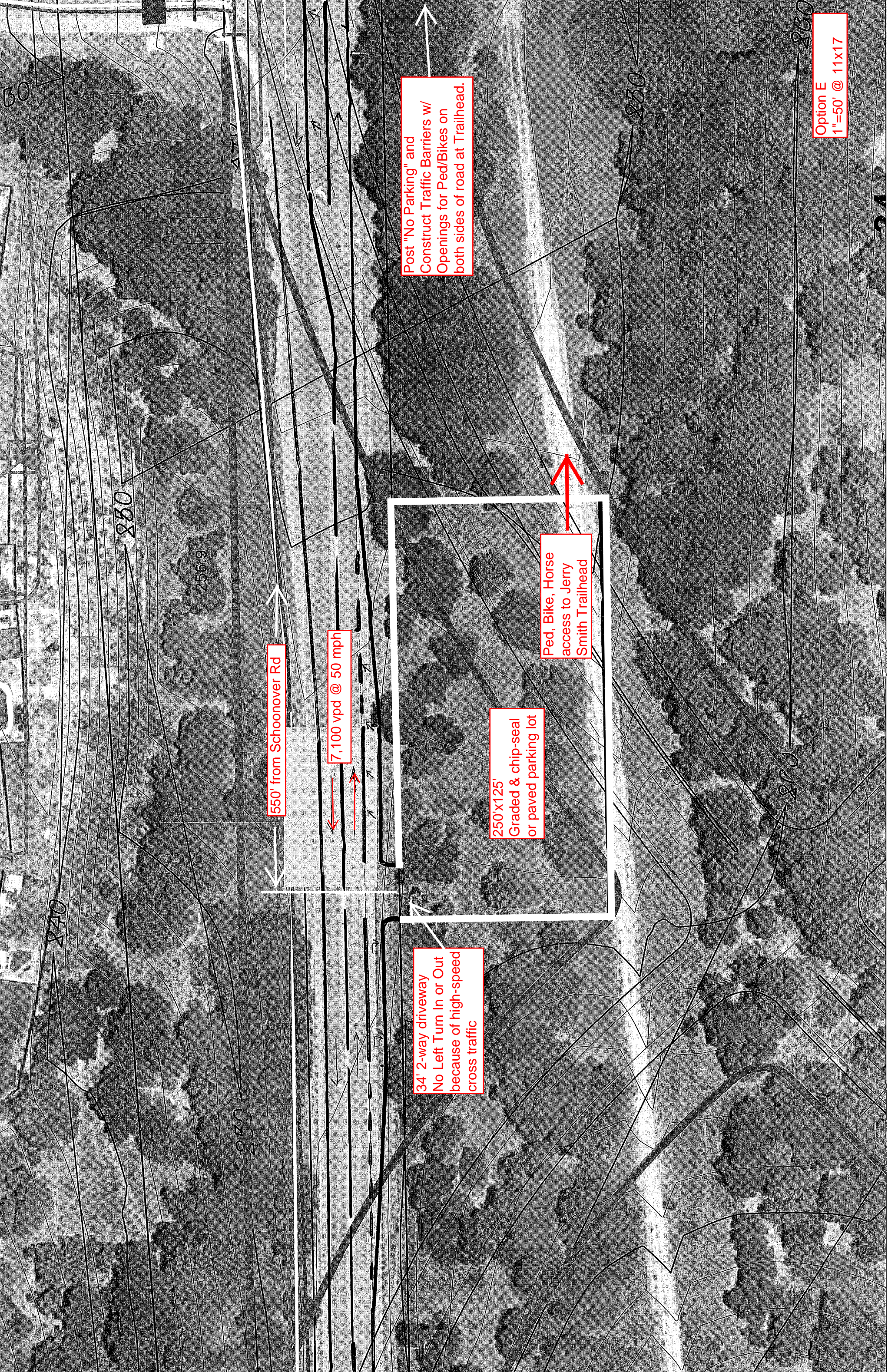
**E. Open Intergarrison Road to through traffic: basic mowing, trimming, sweeping, and striping (no widening). Construct 0.75-acre temporary parking area on Parcel L5.7 fronting on Intergarrison Road westerly of Schoonover Road. Includes graded pedestrian/ bicycle/ equestrian access to the existing trail at the easterly edge of the parking area which leads to the Jerry Smith Access Corridor trailhead; 34'-wide vehicular entry/exit driveway to Intergarrison Road located 550 feet west of the Schoonover Road intersection; pavement widening and striping on the south side of Intergarrison Road for east-bound right turn entry and exit lanes. Post "no parking" and construct parking barriers on Intergarrison Road along both shoulders in the area of the "old" staging area to prohibit continued roadside parking and encourage the use of the new off-street parking area.**

Positive impacts:

- Safety conflicts between high-speed through traffic and vehicles parking on the road shoulder will be eliminated.
- Existing traffic congestion on roads in the surrounding area will be temporarily relieved.
- Intergarrison Road through traffic will not be required to stop at Schoonover Road, thereby smoothing traffic flow and minimizing potential rear-end accidents.

Negative impacts:

- **Direct Cost \$400,000.**
- Biological impact on Parcel L5.7 includes removal of about 12-15 trees.
- Will take two years to implement project and open Intergarrison Road.
- **Add \$280,000** and remove additional 10 trees if widen Intergarrison Road for bicycle lanes.
- Ongoing budgetary impact for maintenance of parking area and Intergarrison road traffic barriers.



550' from Schoonover Rd

7,100 vpd @ 50 mph

250'x125'  
Graded & chip-seal  
or paved parking lot

Ped, Bike, Horse  
access to Jerry  
Smith Trailhead

34' 2-way driveway  
No Left Turn In or Out  
because of high-speed  
cross traffic

Post "No Parking" and  
Construct Traffic Barriers w/  
Openings for Ped/Bikes on  
both sides of road at Trailhead.

Option E  
1"=50' @ 11x17

Intergarrison Road - Jerry Smith Access Corridor Parking  
Engineering Concept Report  
**Project Budget Estimate**  
**Option E**

4/29/2013

<u>Construction Cost</u>	<u>Qty</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
<u>Roadway Preparation: Public Works Crews</u>				
Mow, Trim, Sweep, Stripe	LS			\$ 30,000
Temporary traffic barrier rail ("K-Rail")	550	l.f.	\$ 25	13,750
No Parking signs @ 100' max spacing	8	ea	\$ 300	<u>2,400</u>
Subtotal PW Cost				\$ 46,150
<u>Parking Area: public contract</u>				
Clear & grub, remove 8-10 trees	LS			\$ 10,000
Grading, compaction - incl storm drain pond	32,000	sf	\$ 2	64,000
Aggregate Base - 32,000 sf x 6" @ 150 pcf	1,200	ton	\$ 71	85,200
Relocate Trailhead Signage	LS			2,500
<u>Pavement Widening</u>				
Grading, compaction	2,700	sf	\$ 2	5,400
Aggregate Base - 2,700 sf x 6" @ 150 pcf	100	ton	\$ 71	7,100
Asphalt Concrete - 2,700 sf x 3" @ 150 pcf	50	ton	\$ 140	7,000
Striping	LS			5,000
Signing - advance signs	4	ea	\$ 300	<u>1,200</u>
Subtotal				\$ 187,400
Construction Contingency 25%				<u>46,850</u>
Estimated Construction Cost				\$ 234,250
<u>Soft Costs: Consultants</u>				
Preliminary Engineering (10%)				\$ 23,425
CEQA - incl bio studies, IS/ND (10%)				\$ 23,425
Permits (5%)				\$ 11,713
Final Design, PS&E, Bidding (10%)				\$ 23,425
Construction Management (Inspection, Staking, Testing) (15%)				<u>\$ 35,138</u>
Subtotal				\$ 117,125
<b>Total Estimated Project Cost</b>				<b>\$ 397,525</b>

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- F. Open Intergarrison Road to through traffic: basic mowing, trimming, sweeping, and striping (no widening). Construct 0.75-acre temporary parking area on Parcel L5.7 abutting the easterly property line adjoining Parcel L20.2.1, and the northerly side of the existing PG&E high-pressure gas transmission pipeline easement, including graded pedestrian/bicycle/equestrian access to the Jerry Smith Access Corridor; 400'-long 34'-wide vehicular entry/exit driveway to Intergarrison Road centered opposite the Schoonover Road intersection; slurry seal existing intersection; install signage and re-stripe to provide all-way stop intersection with left-turn pockets in both east and west directions (no pavement widening). Post "no parking" and construct parking barriers on Intergarrison Road along both shoulders in the area of the "old" staging area to prohibit continued roadside parking and encourage the use of the new off-street parking area.**

Positive impacts:

- Safety conflicts between high-speed through traffic on Intergarrison Road and pedestrians, bicyclists, and equestrians parking on the road shoulder to unload and load will be eliminated.
- Existing traffic congestion on roads in the surrounding area will be temporarily relieved.

Negative impacts:

- **Parking Area Direct Cost \$650,000**
- Biological impact on Parcel L5.7 includes removal of about 25-30 trees.
- Will take two years to implement project and open Intergarrison Road.
- **Add \$280,000** and remove additional 10 trees to widen Intergarrison Road for bicycle lanes.
- Ongoing budgetary impact for maintenance of parking area and Intergarrison road traffic barriers.

1700-2100 vpd

Slurry seal, re-stripe,  
& sign for All-Way  
Stop intersection

7100 vpd @ 50 mph

Post "No Parking"  
Construct Traffic Barriers w/  
Openings for Peds/Bikes

400 lf 34' 2-way driveway  
graded & chip seal or paved

250x125'  
graded & chip seal  
or paved parking lot

Ped, Bike, Horse  
access to Jerry  
Smith Corridor

20' min clearance from  
existing PG&E HP gas  
transmission pipeline

Option F  
1'=80' @ 11x17

147,820 sq ft  
3.32 acres

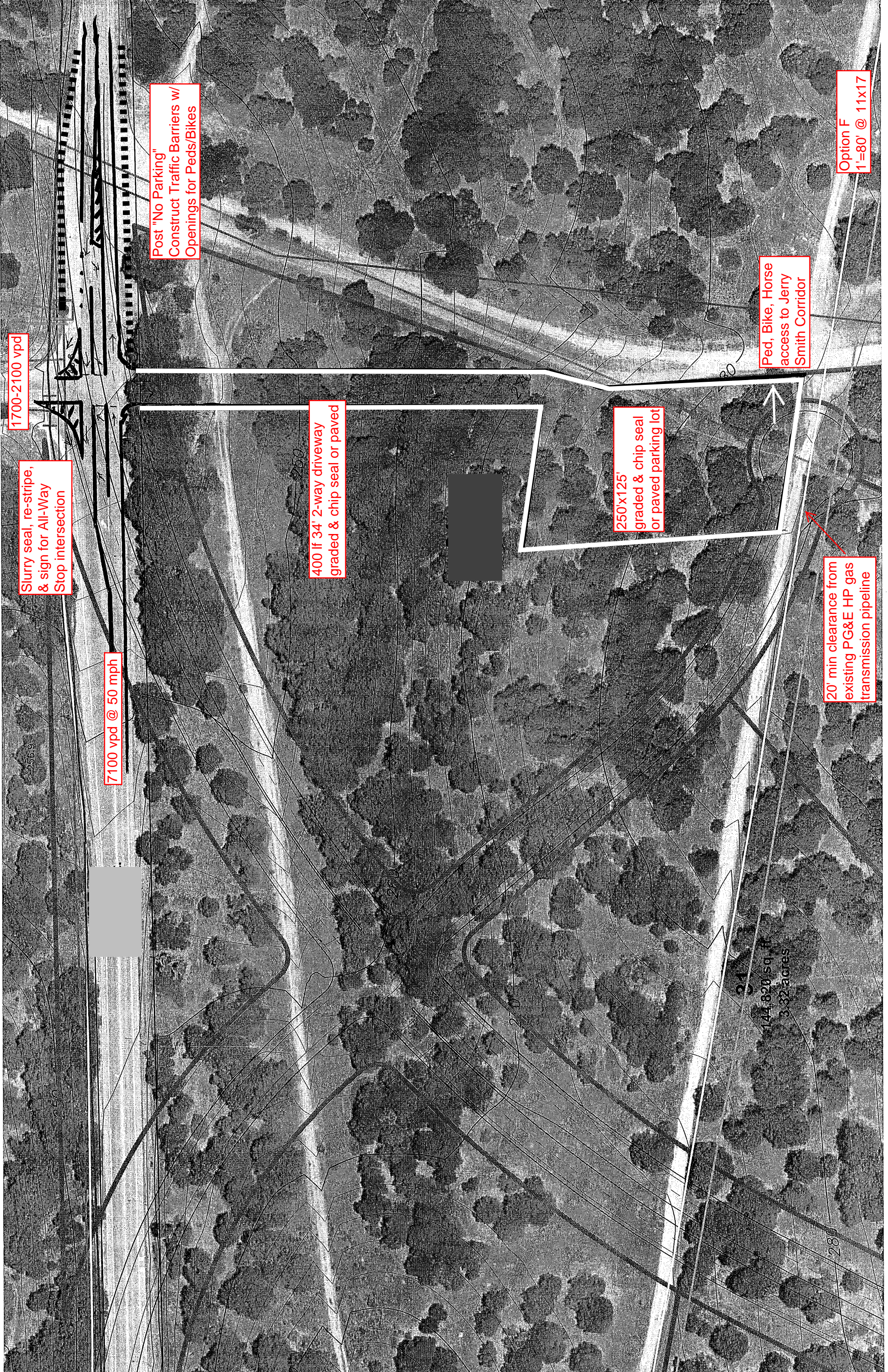
280

21

20

250

80



Intergarrison Road - Jerry Smith Access Corridor Parking  
Engineering Concept Report  
**Project Budget Estimate**  
**Option F**

4/29/2013

<u>Construction Cost</u>	<u>Qty</u>	<u>Unit</u>	<u>Price</u>	<u>Total</u>
<u>Roadway Preparation: Public Works Crews</u>				
Mow, Trim, Sweep, Stripe	LS			\$ 30,000
Temporary traffic barrier rail ("K-Rail")	550	l.f.	\$ 25	13,750
No Parking signs @ 100' max spacing	8	ea	\$ 300	<u>2,400</u>
Subtotal PW Cost				\$ 46,150
<u>Parking Area &amp; Driveway: public contract</u>				
Clear & grub, remove 12-15 trees	LS			\$ 12,000
Grading, compaction - incl storm drain pond	46,000	sf	\$ 2	92,000
Aggregate Base - 46,000 sf x 6" @ 150 pcf	1,725	ton	\$ 71	122,475
Asphalt concrete driveway - 400'x34'x2" @ 150 pcf	175	ton	\$ 140	24,500
Relocate Trailhead Signage	LS			2,500
<u>Intersection</u>				
Slurry Seal	30,000	sf	\$ 2	60,000
Striping	LS			5,000
Signing - stop signs, advance signs	12	ea	\$ 300	<u>3,600</u>
Subtotal				\$ 322,075
Construction Contingency 25%				<u>80,519</u>
Estimated Construction Cost				\$ 402,594
<u>Soft Costs: Consultants</u>				
Preliminary Engineering (10%)				\$ 40,259
CEQA - incl bio studies, IS/ND (10%)				\$ 40,259
Permits (5%)				\$ 20,130
Final Design, PS&E, Bidding (10%)				\$ 40,259
Construction Management (Inspection, Staking, Testing) (15%)				<u>\$ 60,389</u>
Subtotal				\$ 201,297
<b>Total Estimated Project Cost</b>				
				<b>\$ 650,041</b>



V. **Project Activities & Schedule** – (*From date funding approved*)

- A. Preliminary Engineering – *three months*
- Existing engineering info (Whitson)
  - Right-of-Entry from FORA for prelim field work, bio studies
  - Survey ROW & property line, design topo, count trees to be removed
  - Select/retain design engineering consultant
  - 35% Design – Civil, Traffic
  - Project Description for CEQA
- B. Environmental – *six months*
- Select/retain environmental consultant:
  - Perform biological studies
  - IS/ND
  - NOI, circulate, list of mitigations, MMP, NOD
- C. Permits – *three months*
- CUP/CDP?
  - FORA Consistency Determination?
  - DFG? COE (USF&WS)?
- D. Final Design/PS&E – *three months*
- Final Design
  - Erosion Control Plan - SWPPP? (0.75 acre)
  - Construction Drawings
  - Engrs Cost Estimate
  - Schedule
- E. Advertise for Bids/Award Contract – *four months*
- F. Construction – *three months*

Time to Completion and open Intergarrison Road: **22 months** from date funding approved

## **VI. Reference Planning Documents:**

- Ft Ord *Base Reuse Plan & County General Plan*
- *FORA Fee Reallocation Study*, Transportation Agency for Monterey County, April 15, 2005
- FORA *Intergarrison Rd Multimodal Corridor* concept plan, January 16, 2007
- Ft Ord Recreational Habitat Area (FORHA) *Trail Master Plan* – Final draft March 12, 2012
- Eastside Parkway 90% Design Drawings, Whitson Engineers, September, 2012
- Caltrans *Highway Design Manual*
- California *Manual of Uniform Traffic Control Devices* (MUTCD)