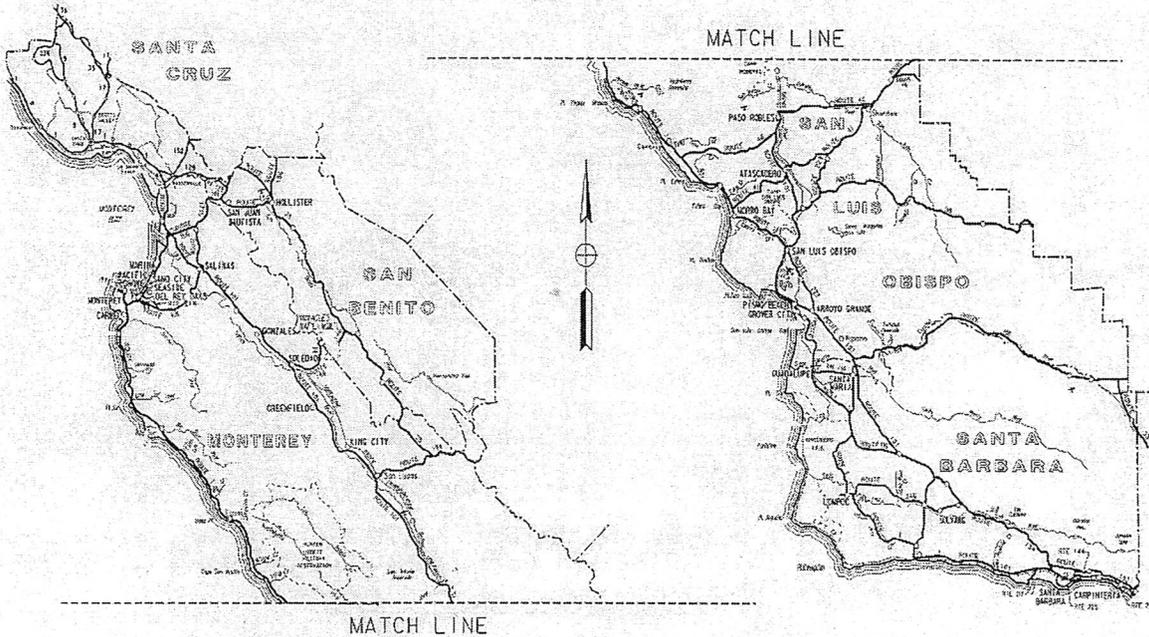




05-SB,SLO,Mon.SCr,SBt  
 1,17,68,101,135,217  
 05-OJ490K  
 HB4N- 20.10.201.170  
 July, 2003

# PROJECT STUDY REPORT/PROJECT REPORT



IN SANTA BARBARA, SAN LUIS OBISPO, MONTEREY,  
 SANTA CRUZ AND SAN BENITO COUNTIES  
 ON VARIOUS ROUTES

APPROVAL RECOMMENDED BY:

*Lisa Lowerison*  
 LISA LOWERISON, PROJECT MANAGER

7/31/03  
 DATE

APPROVED:

*R. Gregg Albright*  
 R. GREGG ALBRIGHT, DISTRICT DIRECTOR -5

9/3/03  
 DATE

CONCURRENCE BY:

*J. Mike Leonardo*  
 J. MIKE LEONARDO, DISTRICT DIRECTOR -6

8/26/03  
 DATE

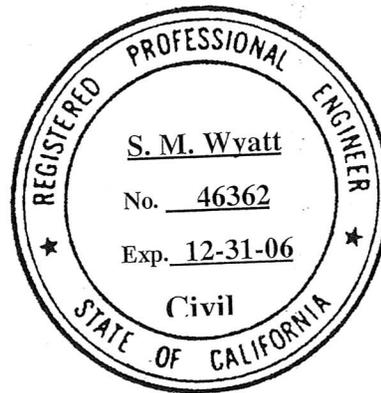
05-VAR-VAR-VAR  
05-OJ490K  
20.10.201.170

05-VAR- VAR - VAR

This Project Scope Summary 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.

  
REGISTERED CIVIL ENGINEER

7/30/03  
DATE



## 1. PROPOSAL

This project proposes to upgrade district exit guide signs with retro-reflective sheeting, laminated box beam posts, and quick release concrete bases. Much of the current District 5 advanced exit guide sign inventory contains signs that are beyond their useful life. Many of the existing signs are weathered, faded, contain older “reflector button” copy without retro-reflective sheeting, and/or have outdated messaging. Many of these signs are mounted on non-standard posts (old timber posts) without standard breakaway features.

The proposed project would rehabilitate the exit sign package for each freeway exit/off-ramp in the district where the signs are in need of replacement. Specifically, district G84 exit guide signs would include retro-reflective sheeting, updated messaging, and quick release concrete bases (See Attachment B ). The project will also rehabilitate district G83, G85, and G86 exit signs with retro-reflective sheeting, updated messaging, and laminated box beam posts.

Some advance exit signs are targeted for replacement as part of projects in the capital program. This project will replace the remaining 686 advance exit guide signs in need of rehabilitation throughout District 5. The 686 will be placed at 354 locations (See Attachment C for location list).

This project was initiated by Caltrans District 5 Traffic Operations, and is a candidate for the 2004 SHOPP 20.10.201.170 (Signs and Lighting Rehabilitation) program. All improvements are within the existing state highway right-of-way. The preliminary cost estimate for this project is \$2,660,000.

## 2. EXISTING FACILITY

An exit sign package is required for each freeway exit/off-ramp. This exit sign package typically consists of 3 to 4 signs per off ramp and includes a combination of G83, G84, G85, and G86 exit signs. A typical configuration includes one or two G83 or G86 signs placed ½ to 2 miles before the exit point alerting drivers of the upcoming exit. A G85 sign (which includes the ramp name and an arrow) is included just before the ramp diverge point. Finally, a G84 exit sign (“Exit” with arrow) is placed in the ramp gore area.

Most of these advance exit signs on District 5 freeways have not been replaced in many years. As a result, most of these signs are weathered and faded, do not contain reflectorized sheeting, are on non-standard posts, and/or contain outdated messages. Some of these signs will be replaced as part of projects in the capital program. The majority, however, will remain and need to be replaced through other means. This project will replace the remaining exit guide signs in need of rehabilitation throughout District 5.

Recently the CalTrans Office of Research, has designed and tested a “Quick Change Breakaway Sign Support System” or quick release concrete base, to be used as an alternative to augered

holes in soil when replacing small wood sign posts (See Attachment B). The objective of this research project was to reduce the length of time required in replacing small wood signposts. This project proposes to install these quick release concrete bases for the G84 signs installed in the ramp gore area. Due to the location of these signs, some require frequent replacement by CalTrans maintenance forces.

### **3. DEFECIENCY**

The existing advance exit guide signs (G83, G84, G85, and G86) in District 5 are in need of rehabilitation. Existing advance exit guide signs have become weathered and faded. Most of the signs are of the age that they do not have retro-reflective sheeting and are no longer in compliance with federal highway standards. Many of the G83, G85, and G86 signs are located within the clear recovery zone and contain timber posts, which can cause more damage to vehicles (upon collision) than laminated box beam type posts.

Presently, CalTrans Maintenance sign crews must install and replace small wood sign posts in locations with exposure to nearby high speed traffic. One such location would be the gore area at off-ramps where the post would be supporting a G-84 exit sign.

Currently, a standard sign post replacement takes a two-person crew 60 to 80 minutes. The process involves removal of the broken stub, auguring a new hole, bolting on the sign panel hoisting and lowering the assembly into the hole and compacting the backfill around it. During the entire time, the crew is adjacent to high speed traffic passing on both sides of the work area.

Using a quick release concrete base, replacement of a G84 sign will take 10 minutes for a two-person crew, reducing maintenance worker exposure and minimizing the amount of time that ramps and adjacent mainline lanes are closed for sign repair and replacement activities.

Rehabilitating the G83, G84, G85 and G86 advance exit guide signs will provide better visibility of the exit signs throughout the district. It will provide retro-reflective sheeting and updated messages on all advance exit signs, providing uniform signing on all freeway off-ramps in the district. Timber posts in the clear recovery zone that are not shielded by guardrail are non-standard and need to be replaced with laminated box beam posts.

### **4. ENVIRONMENTAL STATUS**

Replacement of freeway exit signs is Categorically Exempt under Class 1, Section 15301 of the California State Resources Agency guidelines.

There would be no significant environmental impacts associated with this project as it rehabilitates/replaces existing signs. All rehabilitated signs will be placed in the same location as existing signs and no additional signs (beyond the number of existing signs) will be installed as part of this project.

**5. TRAFFIC AND ACCIDENT DATA**

This project will enhance the state highway system by providing consistent exit signing on all freeways in District 5. An exit sign package is required for each off-ramp in District 5.

**6. TRAFFIC SIGNALS**

N/A

**7. NONSTANDARD DESIGN FEATURES**

No design exceptions are required. All rehabilitated signs will be placed in the same location as existing signs and no additional signs (beyond the number of existing signs) will be installed as part of this project.

**8. IMPACT ON RAILROADS**

N/A

**9. IMPACT ON UTILITIES**

No conflicts with existing utilities are anticipated since all rehabilitated signs will be placed in the same location as existing signs and no additional signs (beyond the number of existing signs) will be installed as part of this project.

**10. STRUCTURES**

N/A

**11. HIGHWAY PLANTING**

N/A

**12. PERMITS**

No permits are anticipated.

**13. RIGHT OF WAY REQUIRED**

No additional right of way is required since all rehabilitated signs will be placed in the same location as existing signs and no additional signs (beyond the number of existing signs) will be installed as part of this project.

**14. HAZARDOUS MATERIALS**

No hazardous waste is anticipated since all rehabilitated signs will be placed in the same location as existing signs and no additional signs (beyond the number of existing signs) will be installed as part of this project.

**15 REMARKS**

This project is proposed for programming in the 2004 SHOPP with funding from the 201.170 (Signs and Lighting Rehabilitation) program in the 2005/2006 fiscal year. The programming performance indicator for this project is 686 signs (354 off ramp locations). The escalated Construction, Right of Way, and Support Costs for Alternative 1 are summarized in the table below, followed by the proposed project schedule.

**Cost Breakdown:** (Capital Cost Estimate provided by Design and RW Functions. Support Cost Estimate from XPM.)

Capital and Support Cost Summary

	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	
RW Capital							0
Const. Capital**			\$2,844				\$2,844
PA&ED*							0
PS&E*		\$211					\$211
RW Support*		\$4					\$4
Const. Support*			\$225				\$225
<b>Total</b>		\$215	\$3,069	0	0	0	\$3,284

Note:

- (1) All costs X\$1000. Construction Capital escalated at 3.4% per year and Support Costs escalated at 2.7% per year. Right of Way Capital costs escalated at 3% per year.
- (2) Support Categories are the same as those identified by SB 45.
- (3) Support Cost Ratio: 16%

<u>Milestones</u>	<u>Month/Year</u>
Approval PSR/PR	8/03
PA&ED	8/03
District PS&E	4/05
R/W Certification	7/05
Ready to List	7/05
Approve Contract	11/05
Job Complete	2/06

#### **X. DISTRICT CONTACT**

Project Manager	Lisa Lowerison	(805) 542-4764
Senior Engineer, Traffic Ops	Paul McClintic	(805) 549-3473
Design Manager	Steve Wyatt	(805)549-3079
Project Engineer	Ken Romero	(805)549-3028
Environmental	Ryan Todaro	(805)549-3096

#### **LIST OF ATTACHMENTS**

- A. Vicinity Map
- B. Details
- C. Location of work
- D. Project Cost Estimate
- E. Right of Way Data Sheet
- F. CE

cc:

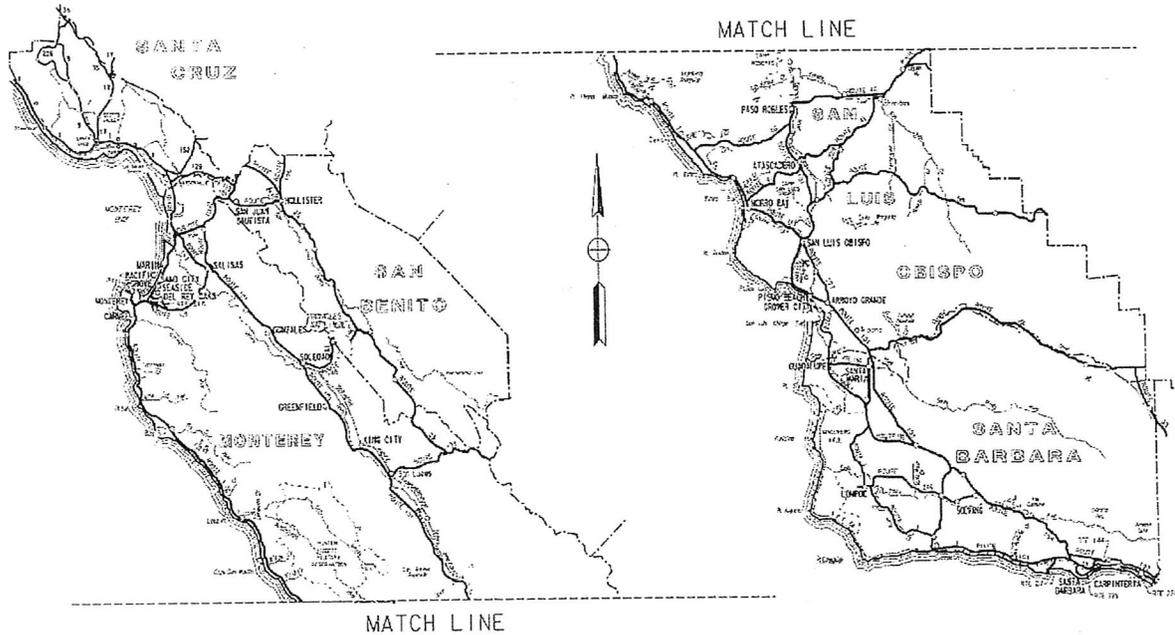
Division of Design (2)  
Transp.Prog. (2) - J. Nicholas  
FHWA – Hiep Buu  
Hdq. Traffic Ops. – Gomez Gonzalo  
Dist Maint. – K. McClain  
Dist. Traffic Safety – N. Sams

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1,17,68,101,135,217  
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R/W – J. Maddux  
Planning – Sarah Cheseboro  
Project Manager – Lisa Lowerison  
Design Engineer – (3) – Original + 2 cc's  
Traffic Operations Dist. 5 - Paul McClintic  
Resident Engineer (held by Design Engineer)  
PPM – T. Rix  
Survey – Bob Davies  
Records Resource Center – V. Pozuelo  
ESC /OPPM – Tigi Thomas  
HQ Environmental – Henry Bass



05-VAR- VAR - VAR  
05-OJ490K  
HB4N- 20.10.201.170  
April, 2003

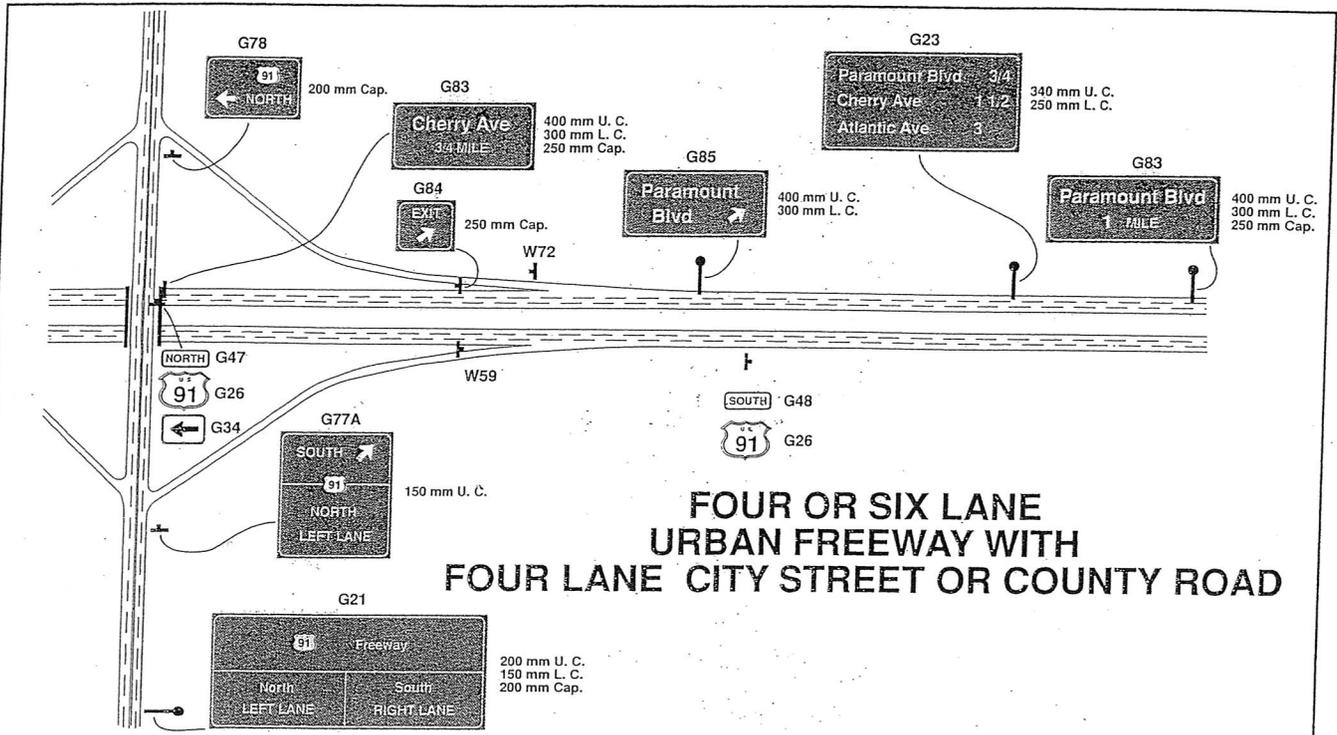


### **VICINITY MAP**

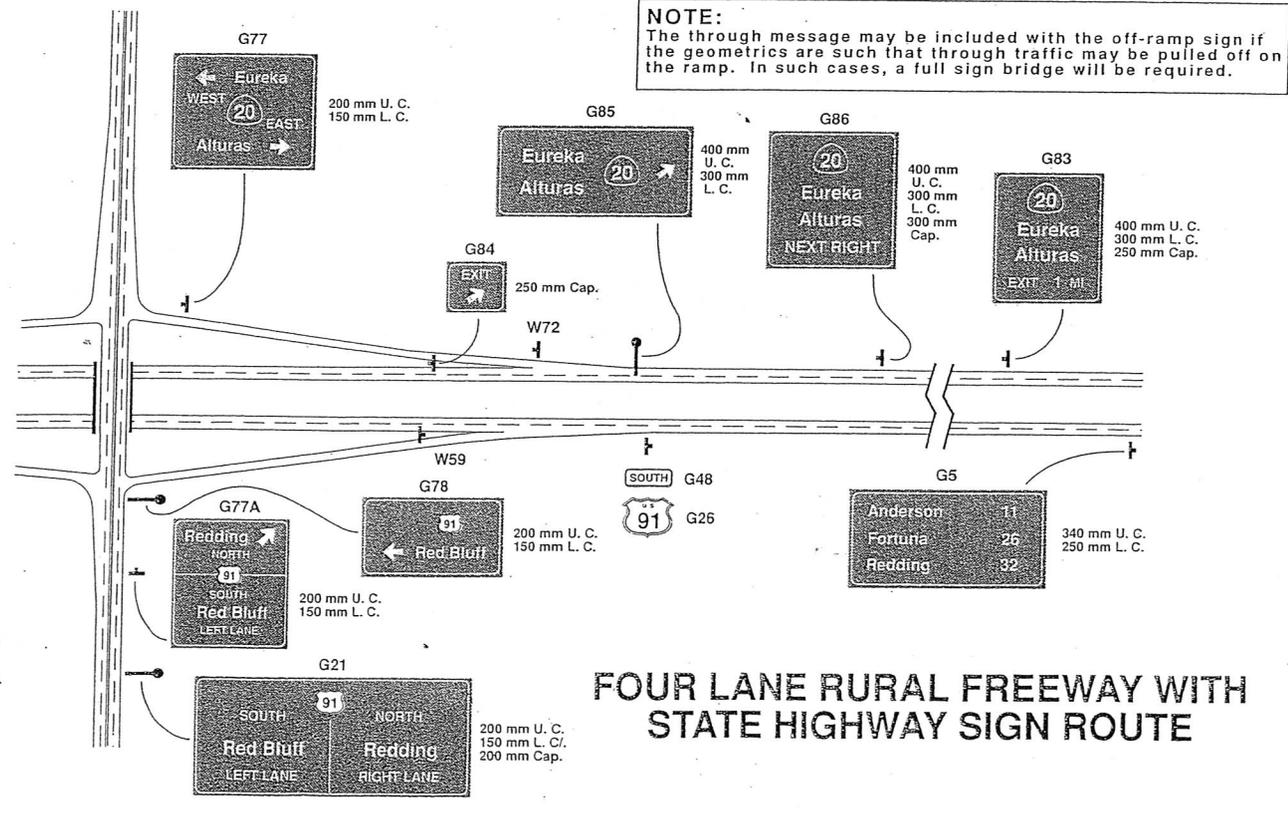
**AT ALL FREEWAY EXITS ON  
ROUTE 1  
IN SANTA BARBARA, SAN LUIS OBISPO, MONTEREY, AND  
SANTA CRUZ COUNTIES  
ROUTE 17  
IN SANTA CRUZ COUNTY  
ROUTE 68  
IN MONTEREY COUNTY  
ROUTE 101  
IN SANTA BARBARA, SAN LUIS OBISPO, MONTEREY, AND  
SAN BENITO COUNTIES  
ROUTE 135  
IN SANTA BARBARA COUNTY  
ROUTE 217  
IN SANTA BARBARA COUNTY**

Figure 4-12

TYPICAL FREEWAY SIGNING



**NOTE:**  
The through message may be included with the off-ramp sign if the geometrics are such that through traffic may be pulled off on the ramp. In such cases, a full sign bridge will be required.





### District 5 Exit Sign Packages

RTE	DIR	Location of Work (postmiles)					EXITS*	ORDERED	INSTALLED**
		SB	SLO	MON	SCR	SBT			
1	NB		27.4/36.0	74.9/91.0	0.0/17.5		37	7	0
1	SB		27.4/36.0	74.9/91.0	0.0/17.5		36	6	0
17	NB		0.0/6.0				4	0	0
17	SB		0.0/6.0				5	0	0
68	EB			15.1/20.0			3	0	0
68	WB			15.1/20.0			3	0	0
101	NB	0.0/90.9	0.0/69.3	0.0/101.3		1.8/7.5	130	12	4
101	SB	0.0/90.9	0.0/69.3	0.0/101.3		1.8/7.5	128	9	1
135	NB	8.8/12.0					1	1	0
135	SB	8.8/12.0					1	0	0
217	EB	0.0/2.9					4	0	0
217	WB	0.0/2.9					2	1	0
<b>TOTAL</b>							<b>354</b>	<b>36</b>	<b>5</b>

\* = Total number of freeway off-ramps/exits in District 5 by route.

\*\* = Total number of freeway exit sign packages that have been rehabilitated as of 9/16/02

# PSR COST ESTIMATE

05-Var.  
EA0J490K  
20.10.201.170



## PROJECT DESCRIPTION:

**Limits** On Various Freeway Exits in District 5

**Proposed Improvement (Scope)** Upgrade Freeway Exit Guide Signs

**Alternate.** \_\_\_\_\_

## SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$2,660,000
TOTAL STRUCTURE ITEMS	_____
SUBTOTAL CONSTRUCTION COSTS	\$ _____
TOTAL RIGHT OF WAY (Current Value)	\$ _____
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 2,660,000

Reviewed by District Program Manager \_\_\_\_\_

(Signature)

Approved by Project Manager \_\_\_\_\_

(Signature)

Date \_\_\_\_\_

8/11/03

Phone No. 542-4764

# PSR COST ESTIMATE

05-Var.  
EA0J490K  
20.10.201.170

## I. ROADWAY ITEMS

<u>Section 1 Earthwork</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
----------------------------	-----------------	-------------	-------------------	------------------	---------------------

Roadway Excavation

Imported Borrow

Clearing & Grubbing

Develop Water Supply

Subtotal Earthwork

### Section 2 Structural Section

PCC Pavement ( Depth)

PCC Pavement ( Depth)

Asphalt Concrete

Lean Concrete

Cement Treated Base

Aggregate Base

Aggregate Subbase

Permeable Material Blanket/Edge Drains

Subtotal Pavement Structural Section

### Section 3 Drainage

Large Drainage Facilities

Storm Drains

Rumping Plants

Project Drain (X-Drains, overside, etc.)

Subtotal Drainage

\* Attach sketch showing typical structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

# PSR COST ESTIMATE

05-Var.  
EA0J490K  
20.10.201.170

<u>Section 4 Specialty Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
Retaining Walls					
Noise Barriers					
Barriers and Guardrails					
Equipment/Animal Passes					
Highway Planting					
Irrigation Modification					
Relocate Private Irrigation Facilities					
Erosion Control					
Slope Protection					
Water Pollution Control					
Hazardous Waste Work					
Environmental Mitigation					
Resident Engineer Office				\$5,000	

Subtotal Specialty Items \$5,000

Section 5 Traffic Items

Lighting					
Traffic Delineation Items					
Traffic Signals					
Overhead Sign Structures					
Roadside Signs	686	EA	\$2,700		\$1,850,000
Traffic Control Systems		LS	\$		\$ 40,000
Traffic Management Plan		LS	\$		\$ 10,000

Subtotal Traffic Items \$1,900,000

**TOTAL SECTIONS 1-5 \$1,905,000**

# PSR COST ESTIMATE

05-Var.  
EA0J490K  
20.10.201.170

<u>Section 6 Minor Items</u>			<u>Unit Cost</u>	<u>Section Cost</u>
Subtotal Sections 1-5	\$1,905,000	x (5-10%)	\$95,000	
<b>TOTAL MINOR ITEMS</b>			<b>\$95,000</b>	
 <u>Section 7 Roadway Mobilization</u>				
Subtotal Sections 1-5	\$1,905,000			
Minor Items	\$ 95,000			
Sum	\$2,000,000	x (10%)	\$200,000	
<b>TOTAL ROADWAY MOBILIZATION</b>			<b>\$200,000</b>	
 <u>Section 8 Roadway Additions</u>				
Supplemental Work				
Subtotal Sections 1-5	\$1,905,000			
Minor Items	\$ 95,000			
Sum	\$ 2,000,000	x (5-10%)	\$100,000	
 Contingencies				
Subtotal Sections 1-5	\$1,905,000			
Minor Items	\$ 95,000			
Sum	\$ 2,000,000	x (5-25% )*	\$360,000	
<b>TOTAL ROADWAY ADDITIONS</b>			<b>\$460,000</b>	
<b>TOTAL ROADWAY ITEMS</b>			<b>\$ 2,660,000</b>	
(Total of Sections 1-8)				

Estimate Prepared by: Steve Wyatt

Phone: (805) 549-3079

Date: 8-11-03

Revised:

\* Use 25% at the PSR stage or a higher or lower rate if justified.

# PSR COST ESTIMATE

05-Var.  
EA0J490K  
20.10.201.170

## II. STRUCTURE ITEMS

	STRUCTURE			
	<u>No. 1</u>	<u>No. 2</u>	<u>No. 3</u>	
Bridge Name				*
Structure Type				
Width ft. (out to out)				
Span Lengths Ft.				
Total Area Sq. Ft.				
Footing Type (pile/spread)				
Cost Per Sq. Ft. (incl. 10% mobilization and 25% contingency)				
Total Cost for Structure				
Other (Demo)				
* Add additional structures as necessary				<u>Subtotal Structure Items</u>
Railroad Related Costs				\$

### TOTAL STRUCTURE ITEMS

COMMENTS:

Estimate Prepared by : Steve Wyatt

Phone: (805) 549-3079

Date: 7-28-97

Revised: 8-29-00

# PSR COST ESTIMATE

05-Var.  
EA0J490K  
20.10.201.170

(If appropriate attach additional pages and backup)  
III. RIGHT OF WAY ITEMS

Right of Way estimates should consider the probable highest and best use and type and intent of improvements at the time of acquisition. Assume acquisition including utility relocation occurs at the right of way certification milestone as shown in the Funding and Scheduling Section of the PSR. For further guidance see Chapter I, Caltrans, Right of Way Procedural Handbook.

	Current Values (Future Use)	Escalation Rates	Escalated Values*
Acquisition, including excess lands, damages, and Goodwill	\$	%	\$
Utility Relocation (State share)	\$	%	\$
Relocation Assistance	\$	%	\$
Clearance/Demolition	\$	%	\$
Title and Escrow Fees	\$	%	\$

**TOTAL RIGHT OF WAY (Escalated Value)\* \$ 00**

Anticipated Date of Right of Way Certification:

Construction Contract Work  
Brief Description of Work:

Minimal utility relocation may be required.

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Right of Way Branch Cost Estimate for Work

COMMENTS:

Estimate Prepared by

Phone

Date:

(If appropriate, attach additional pages and backup including Right of Way Data Sheet).

Memorandum

To: LISA LOWERISON  
05-DESIGN II

Date: 1/21/2003

File: EA 0J490K ALT NA

Attn: STEVE WYATT  
05-DESIGN II

DESCRIPTION:  
SIGN REHABILITATION

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

Subject: RIGHT OF WAY DATA SHEET

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated

1/10/2003

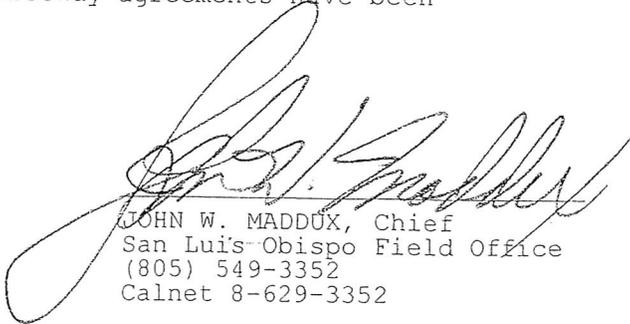
The following assumptions and limiting conditions were identified:

[Redacted area]

Additional information includes the following:

THERE ARE NO RIGHT OF WAY INVOLVEMENTS FOR THIS PROJECT AS PROPOSED. UTILITY COORDINATOR SUGGESTS THAT A WAIVER OF THE POLICY ON HIGH & LOW RISK FACILITIES BE OBTAINED. SAMPLE COPY OF WAIVER ATTACHED.

Right of Way Lead Time will require a minimum of 0 months after we receive certified Appraisal Maps, the necessary environmental clearance has been obtained, and freeway agreements have been approved.

  
JOHN W. MADDUX, Chief  
San Luis Obispo Field Office  
(805) 549-3352  
Calnet 8-629-3352

REQUEST DATE 1/10/2003

EA 0J490K ALT NA

REVISED DATE

CO/RTE/KP-KP[route 1 route 2] SB/1/0.000-32.186 & /0/0.000-0.000

<b>RIGHT OF WAY COST ESTIMATE</b>	CURRENT YR 2003	CONTINGENCY RATE	RIGHT OF WAY ESCALATION RATE	ESCALATED YEAR (Rounded) 0
ACQUISITION	\$0	0.00%	0.00%	\$0
MITIGATION	\$0.00	\$0.00	0.00%	\$0
STATE SHARE OF UTILITIES	\$0	0.00%	0.00%	\$0
RAP	\$0	0.00%	0.00%	\$0
CLEARANCE/DEMO	\$0	0.00%	0.00%	\$0
TITLE AND ESCROW	\$0	0.00%	0.00%	\$0
PROPERTY MANAGEMENT				
SUPPORT HOURS				
<b>TOTAL CURRENT VALUE *</b>				<b>\$0</b>

ESTIMATED CONSTRUCTION CONTRACT WORK

R/W LEAD TIME/MONTHS

PARCEL DATA			
# OF PCL TYPE X	0	# OF DUAL APPR X	0
# OF PCL TYPE A	0	# OF DUAL APPR A	0
# OF PCL TYPE B	0	# OF DUAL APPR B	0
# OF PCL TYPE C	0	# OF DUAL APPR C	0
# OF PCL TYPE D	0	# OF DUAL APPR D	0
<b>TOTALS</b>	<b>0</b>	<b>TOTALS</b>	<b>0</b>
# OF EXCESS PARCEL		<input type="text" value="0"/>	

UTILITIES	
U4-1	0
U4-2	0
U4-3	0
U4-4	0
U5-7	0
U5-8	0
U5-9	0

RR INVOLVEMENT	
ARE RAILROAD FACILITIES OR RIGHTS OF WAY	
CONST/MAINT AGREEMENT	
SERVICE CONTRACT	
RIGHT OF ENTRY	
CLAUSES	

MISC R/W WORK	
# OF RAP DISPLACEMENT	0
# OF CLEARANCE/DEMO	0
# OF CONST PERMITS	0
# OF CONDEMNATION	0

\* IF R/W COST ESTIMATE FIELDS ARE BLANK, TOTAL CURRENT VALUE = \$0

ARE UTILITY FACILITIES OR RIGHTS OF WAY AFFECTED

RAILROAD LEADTIME REQUIRED

PARCEL AREA		UNIT:	
TOTAL R/W TAKE	0	TOTAL R/W FEE	\$0
TOTAL EXCESS AREA	0	TOTAL EXCESS COST	\$0
TOTAL MITIGATION AREA			

PROVIDE GENERAL DESCRIPTION OF R/W AND EXCESS LANDS REQUIRED (ZONING, USE, MAJOR IMPROVEMENTS, CRITICAL OR SENSITIVE PARCELS, ETC.):

IS THERE A SIGNIFICANT EFFECT ON ASSESSED VALUATION?

WERE ANY PREVIOUSLY UNIDENTIFIED SITES WITH HAZARDOUS WASTE OR MATERIAL FOUND

ARE RAP DISPLACEMENTS REQUIRE

# OF SINGLE FAMILY  # OF MULTI FAMILY  # OF BUSINESS/NONPROFIT  # OF FARMS

SUFFICIENT REPLACEMENT HOUSING WILL BE AVAILABLE WITHOUT LAST RESORT HOUSING

ARE MATERIAL BORROW OR DISPOSAL SITES REQUIRED

ARE THERE POTENTIAL RELINQUISHMENTS OR ABANDONMENTS?

ARE THERE ANY EXISTING OR POTENTIAL AIRSPACE SITES

ARE ENVIRONMENTAL MITIGATION PARCELS REQUIRED

DATA FOR EVALUATION PROVIDED BY

ESTIMATOR NOT REQUIRED

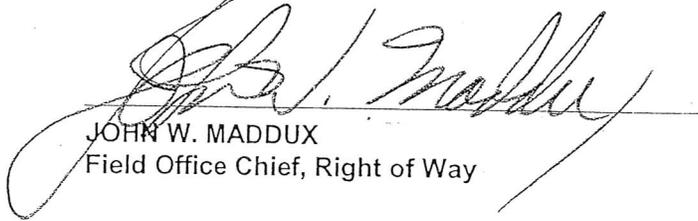
RAILROAD LIAISON AGENT

UTILITY RELOCATION COORDINATOR

LARK P. GRANGER;

1/17/2003

I have personally reviewed this Right of Way Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.



JOHN W. MADDUX  
Field Office Chief, Right of Way

DATE ENTERED PMCS 1/21/2003  
BY JAMES H. AMBERG

**UTILITIES DATA SHEET**

EA  ALT

STATE SHARE OF R/W UTILITY RELOCATION COST

CONTINGENCY RATE  STATE SHARE OF UTIL + CONTINGENCY

UTILITY ESCALATION RATE  ESCALATED STATE SHARE OF UTIL

U4-1  U4-2  U4-3  U4-4  U5-7  U5-8  U5-9

ARE UTILITIES OR OTHER RIGHTS OF WAY AFFECTED?  List companies involved

ELECTRIC  GAS  TELEPHONE

CABLE TV  WATER  SEWER

FIBER OPTICS  OTHER

UTILITY	UNIT COST	% STATE LIABILITY *	TOTAL
<input type="text"/> GAS LINE @ <input type="text"/>	<input type="text" value="\$0.00"/> /LF	<input type="text"/>	<input type="text" value="\$0.00"/>
GAS LINE SIZE <input type="text"/>			
<input type="text"/> UG ELEC	<input type="text" value="\$0.00"/> /LF	<input type="text"/>	<input type="text" value="\$0.00"/>
<input type="text"/> UG TEL	<input type="text" value="\$0.00"/> /LF	<input type="text"/>	<input type="text" value="\$0.00"/>
<input type="text"/> UG CABLE TV	<input type="text" value="\$0.00"/> /LF	<input type="text"/>	<input type="text" value="\$0.00"/>
<input type="text"/> WOOD POLES TELE	<input type="text" value="\$0.00"/> /WOOD POLE TELE	<input type="text"/>	<input type="text" value="\$0.00"/>
<input type="text"/> WOOD POLES ELEC	<input type="text" value="\$0.00"/> /WOOD POLE ELEC	<input type="text"/>	<input type="text" value="\$0.00"/>
<input type="text"/> JOINT POLES	<input type="text" value="\$0.00"/> /POLE	<input type="text"/>	<input type="text" value="\$0.00"/>
<input type="text"/> POLE ANCHORS	<input type="text" value="\$0.00"/> /EA	<input type="text"/>	<input type="text" value="\$0.00"/>
<input type="text"/> STEEL POLES	<input type="text" value="\$0.00"/> /STEEL POLE	<input type="text"/>	<input type="text" value="\$0.00"/>
<input type="text"/> STEEL TOWERS	<input type="text" value="\$0.00"/> /TOWER	<input type="text"/>	<input type="text" value="\$0.00"/>
<input type="text"/> WATER LINE	<input type="text" value="\$0.00"/> /FH	<input type="text"/>	<input type="text" value="\$0.00"/>
WATER LINE SIZE <input type="text"/>			
<input type="text"/> SEWER LINE	<input type="text" value="\$0.00"/> /LINE	<input type="text"/>	<input type="text" value="\$0.00"/>
<input type="text"/> TELE JUNCTION BOXES	<input type="text" value="\$0.00"/> /LF	<input type="text"/>	<input type="text" value="\$0.00"/>
<input type="text"/> ELEC VAULTS	<input type="text" value="\$0.00"/> /VAULT	<input type="text"/>	<input type="text" value="\$0.00"/>
<input type="text"/> TELE VAULTS	<input type="text" value="\$0.00"/> /EACH	<input type="text"/>	<input type="text" value="\$0.00"/>

\* 1.0 = 100%, .50 = 50%

**TOTAL ESTIMATE OF STATE COST**

**ADDITIONAL INFORMATION CONCERNING UTILITY INVOLVEMENTS ON THIS PROJECT**

As this project will replace the signs in their same location there should be no need to verify the utilities. It should be sufficient to call USA prior to any excavation work at each location. I would suggest that a waiver of the Policy on High & Low Risk Facilities be obtained. Attached is a copy of a waiver that was issued for the El Camino Real Mission Bell Marker System.

ARE VERIFICATION PLANS REQUIRED?  IF YES, HOW MANY MONTHS?

UTILITY RELOCATION COORDINATOR  DATE

**CATEGORICAL EXEMPTION  
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION  
DETERMINATION FORM**

05-VAR-VAR

VAR (VAR)

0J490K

7/21/03

Dist.-Co.-Rte.

K.P./K.P.(P.M/P.M..)

E.A.

Date

**PROJECT DESCRIPTION:** (Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)

This project proposes to upgrade existing District 5 exit guide signs with retro-reflective sheeting, laminated box beam posts, and quick release concrete bases. The proposed project would rehabilitate the exit sign package for each freeway exit/off-ramp in District 5 where the signs are in need of replacement. All improvements would occur within the existing state right-of-way.

**CEQA COMPLIANCE** (for State Projects only)

Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

**CALTRANS CEQA DETERMINATION**

Exempt by Statute (PRC 21080)

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

**Categorically Exempt.** Class 1, or  **General Rule exemption** (This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment [CCR 15061(b)(3)])

Jean Blouch  
Signature: Environmental Office Chief

7/23/03  
Date

Lisa Lawerison  
Signature: Project Manager

7/21/03  
Date

**NEPA COMPLIANCE** (23 CFR 771.117)

Based on an examination of this proposal, supporting information, and the following statements.

- This project does not have a significant impact on the environment as defined by the NEPA.
- This project does not involve substantial controversy on environmental grounds.
- This project does not involve significant impacts on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act.
- In non-attainment or maintenance areas for Federal air quality standards: this project comes from a currently conforming plan and Transportation Improvement Program or is exempt from regional conformity.
- This project is consistent with all Federal, State, & local laws, requirements or administrative determinations relating to the environmental aspects of this action.

**CALTRANS NEPA DETERMINATION**

Based on an examination of this proposal, supporting information, and the statements above under "NEPA Compliance", it is determined that the project is a:

**PROGRAMMATIC CATEGORICAL EXCLUSION (PCE):** Based on the evaluation of this project and supporting documentation in the project files, all the conditions of the September 7, 1990 Programmatic Categorical Exclusion have been met.

**CATEGORICAL EXCLUSION (CE):** For actions that do not individually or cumulatively have a significant environmental effect and are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS). Require FHWA determination.

Jean Blouch  
Signature: Environmental Office Chief

7/23/03  
Date

Lisa Lawerison  
Signature: Project Manager/DLA Engineer

7/21/03  
Date

**FHWA DETERMINATION**

Based on the evaluation of this project and the statements above, it is determined that the project meets the criteria of and is properly classified as a Categorical Exclusion (CE).

N/A

Signature: FHWA Transportation Engineer

Date

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