

Bridge Maintenance
Project Scope Summary Report
To
Request Programming in the 2016 SHOPP

On Route 154, In Santa Barbara County, near Los Olivos,
at the Alamo Pintado Pedestrian Bridge (Br No. 51 0076Y)

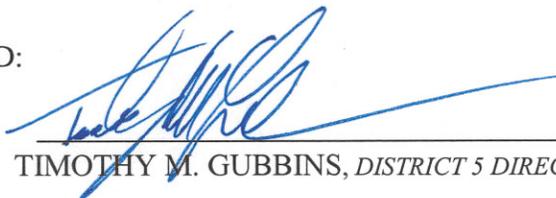
I have reviewed the right of way information contained in this report and the R/W Data Sheet attached hereto, and find the data to be complete, current and accurate:


for SUZETTE SHELLOOE, CHIEF, CENTRAL REGION RIGHT OF WAY

APPROVAL RECOMMENDED:

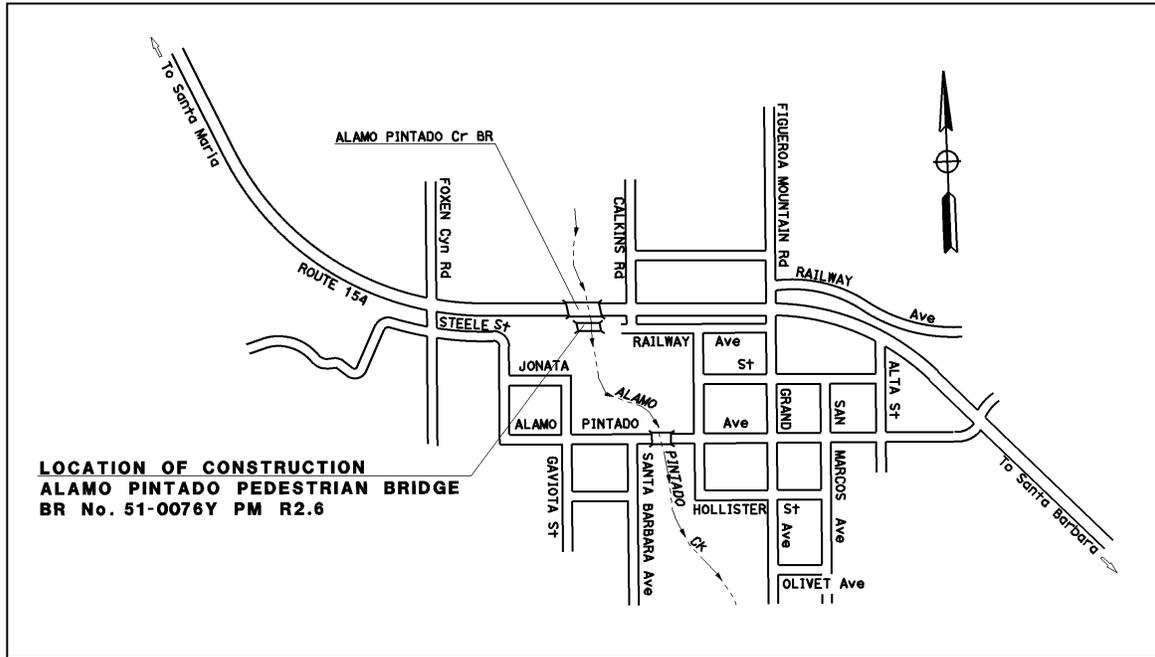

PAUL MARTINEZ, PROJECT MANAGER

APPROVED:


TIMOTHY M. GUBBINS, DISTRICT 5 DIRECTOR


DATE

Vicinity Map



This bridge maintenance 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.

Wesley Thompson
WESLEY THOMPSON, REGISTERED CIVIL ENGINEER

6/11/14
DATE



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1. INTRODUCTION

Project Description:

This project proposes to remove the Alamo Pintado Pedestrian Bridge (Br No 51-0076Y) in Santa Barbara County on route 154 near Los Olivos. The bridge was built in 1912 and functioned as the highway bridge until the current adjacent highway bridge (Br. No 51-0076) was constructed in 1971. The original bridge is being used by pedestrians and equestrians. Critical scour of the pile and pier foundation has caused settlement of the bridge deck. A bridge inspection on September 28th, 2011 was used to prepare a bridge needs report dated March 29th, 2012 (See Attachment A). The report judged the pedestrian bridge to no longer be stable with respect to gravity load and to be sinking slowly at the supports. In the inspection report recommendations were made to retrofit the bridge or simply remove the bridge. Since those recommendations were made it has been determined that this area of Alamo Pintado creek is designated as a floodway which means the channel capacity cannot be reduced. Retrofitting the substructure would require constructing foundation elements within the channel which would affect the hydraulic capacity. In taking this hydrology restriction into account, Structures Maintenance and Investigations (SMI) recommends closure and removal of the structure. Access to the existing highway shoulder will be provided for pedestrians to cross the creek.

See the “Structure Location and Cost Estimate” in section 6 for specific work items included in this project.

Project Limits	05-SB-154-R2.6
Capital Outlay Support Estimate	\$3,093,000 (Escalated)
Capital Outlay Construction Estimate	\$688,000 (Current)
Capital Outlay Right-of-Way Estimate	\$56,000 (Escalated)
Funding Source	20.xx.201.119
Funding Year	2019/2020
Type of Facility	2 lane conventional
SHOPP Project Output	1 bridge
Anticipated Environmental Determination or Document	EIR (CEQA) and FONSI (NEPA)
Legal Description	On Route 154, In Santa Barbara County, near Los Olivos, at the Alamo Pintado Pedestrian Bridge (Br No. 51-0076Y)
Project Development Category	4B

2. PURPOSE AND NEED

Purpose:

Reduce the risk to users from a bridge failure.

Need:

The bridge structure is no longer stable with respect to gravity loads and is slowly sinking at the supports.

3. RIGHT-OF-WAY

Bridge removal and channel work is within the existing state right of way. Utility work involves relocation of a water utility line. A 4” steel water pipe is currently attached to the south side of the pedestrian bridge (Br. No. 51-0076Y). The water utility will need to be relocated prior to construction. There is no railroad involvement with this project. Included in R/W capital estimate are funds for environmental permit fees and 0.5 acre of mitigation bank credits. For more detail see the Right of Way Data Sheet (Attachment C).

4. ENVIRONMENTAL DETERMINATION/DOCUMENTATION

There is a high risk that there will be public outcry, either during the Notice of Preparation/Early Public Consultation or during the Draft Environmental Document (DED) public comment period, that will require re-scoping the project for bridge replacement. Anticipated subjects for environmental impacts include community, riparian areas and waters of the U.S., and loss of a National Register-eligible property. Measures will be included in the project to address these issues, as well as water quality and dust during construction. If testing shows the presence of asbestos on the bridge or aerially-deposited lead in the soil, appropriate measures for disposal must be included. Construction windows might be required to reduce biological impacts or disturbance from noise.

Anticipated Environmental Determination/Document:

CEQA

Categorical/Statutory Exemption

Negative Declaration

Environmental Impact Report

NEPA

Categorical Exclusion

Finding of No Significant Impact

5. OTHER AGENCY INVOLVEMENT

US Army Corps of Engineers

Clean Water Act Section 404

Rivers and Harbors Act of 1899 Section 10

Department of Army Corps Permit (Nationwide)

California Department of Fish and Wildlife
 California Fish and Wildlife Code Section 1600
 Lake or Streambed Alteration Agreement

Regional Water Quality Control Board
 Clean Water Act Section 401
 Water Quality Certification

6. ESTIMATE

A. Structure Location and Cost Estimate

Bridge Number	Bridge Name)	Work Description	Cost Estimate
51-0076Y	Alamo Pintado Pedestrian Bridge	Remove Bridge	\$120,000

SUM of Structure Estimate	\$120,000
Contingency Included	
SUBTOTAL	<u>\$120,000</u>

B. District Cost Estimate

Work Description	Included in Project (Yes/No)	Cost Estimate
Construction site management	Yes	\$2,000
Prepare water pollution control program	Yes	\$2,000
Construction area signs	Yes	\$2,000
Traffic control system	Yes	\$15,000
Traffic signs, striping, markings, and markers	No	
Mobilization	Yes	\$65,000
Railroad Agreement	No	
Roadway Excavation	Yes	\$65,000
Rock Slope Protection	Yes	\$140,000
Landscape work-erosion control, planting, etc.	Yes	\$64,000
Environmental Mitigation	Yes	\$80,000
Stormwater-construction site BMP's	Yes	\$18,000

SUM of District Estimate	\$453,000
Contingency (20%)	<u>\$91,000</u>
SUBTOTAL	\$544,000

C. Supplemental Work and State Furnished Materials and Expenses Cost Estimate

Work Description	Included in Project (Yes/No)	Cost Estimate
Maintain Traffic	No	
CHP enhanced enforcement	Yes	\$10,000
Resident engineers office	Yes	\$10,000

SUM of District Estimate	\$20,000
Contingency (20%)	<u>\$4,000</u>
SUBTOTAL	<u>\$24,000</u>
TOTAL	\$688,000

7. FUNDING/PROGRAMMING

Capital Outlay Support and Project Estimates

Fund Source	Fiscal Year Estimate					
	2016/17	2017/18	2018/19	2019/20	Future	Total
20.xx.201.119						
Component	In thousands of dollars (\$1,000)					
PA&ED Support	1,289					1,289
PS&E Support			1,377			1,377
Right-of-Way Support			50			50
Construction Support				377		377
Right-of-Way			56			56
Construction				922		922
Total	1,289		1,483	1,299		4,071

Note: Support costs escalated at 3% per year. Construction and R/W capital escalated at 5% per year. Support Cost Ratio: all support costs divided by the sum of the escalated construction capital and escalated R/W capital. The support cost ratio is 316%.

It has been determined that this project may be eligible for federal-aid funding under current guidelines.

8. SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
PROGRAM PROJECT	M015	07/01/2016
BEGIN ENVIRONMENTAL	M020	09/09/2016
CIRCULATE DPR & DED EXTERNALLY	M120	03/06/2018
PA & ED	M200	11/29/2018

PS&E TO DOE	M377	11/22/2019
DRAFT STRUCTURES PS&E	M378	06/20/2019
RIGHT OF WAY CERTIFICATION	M410	10/11/2019
READY TO LIST	M460	04/06/2020
PROJECT PS&E	M380	05/04/2020
HEADQUARTERS ADVERTISE	M480	06/02/2020
AWARD	M495	07/30/2020
APPROVE CONTRACT	M500	08/26/2020
CONTRACT ACCEPTANCE	M600	01/03/2022
END PROJECT	M800	08/30/2023

9. RISKS

The Risk register (See Attachment F) summarizes risks that could negatively impact the project cost, schedule, and scope. Project risks include the need to incorporate a replacement bridge, utility relocation complications, and possibility of bat roosting habitat on bridge. Assumptions include that the 1912 structure is considered historic and that some form of channel restoration will be required. These assumptions contribute to the high support cost estimate in the funding section.

10. FHWA COORDINATION

No FHWA coordination is required for this project.

This project is considered to be an Assigned Project in accordance with the current Federal Highway Administration (FHWA) and Department of Transportation (Caltrans) Joint Stewardship and Oversight Agreement.

11. PROJECT REVIEWS

Not required as per the Program Advisor.

12. ATTACHMENTS (Number of Pages)

- A. Bridge Needs/Project Report (2)
- B. Advance Planning Study Transmittal Memo (4)
- C. Right-of-Way Data Sheet (3)
- D. Traffic Management Plan (1)
- E. Storm Water Data Report (5)
- F. Risk Management Plan (1)
- G. PID Distribution List (1)