

Project Study Report-Project Report

For Project Approval

On Route 101 in Santa Barbara County

Between Quarantina Undercrossing

And 0.2 Miles North of Fairview Ave Overcrossing

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:

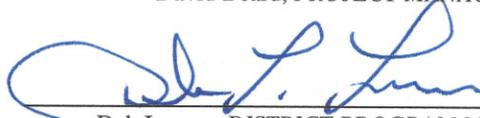


Nick Dumas, *Acting DISTRICT DIVISION CHIEF, RIGHT OF WAY*

APPROVAL RECOMMENDED:

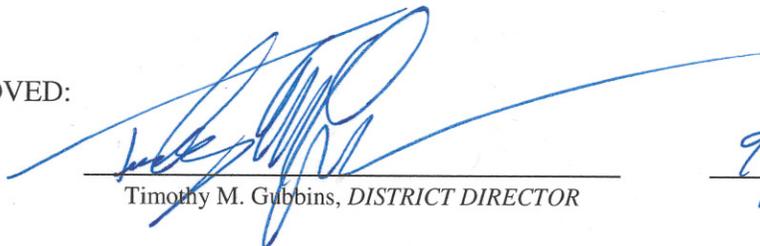


David Beard, *PROJECT MANAGER*



Deb Larson, *DISTRICT PROGRAM MANAGER*

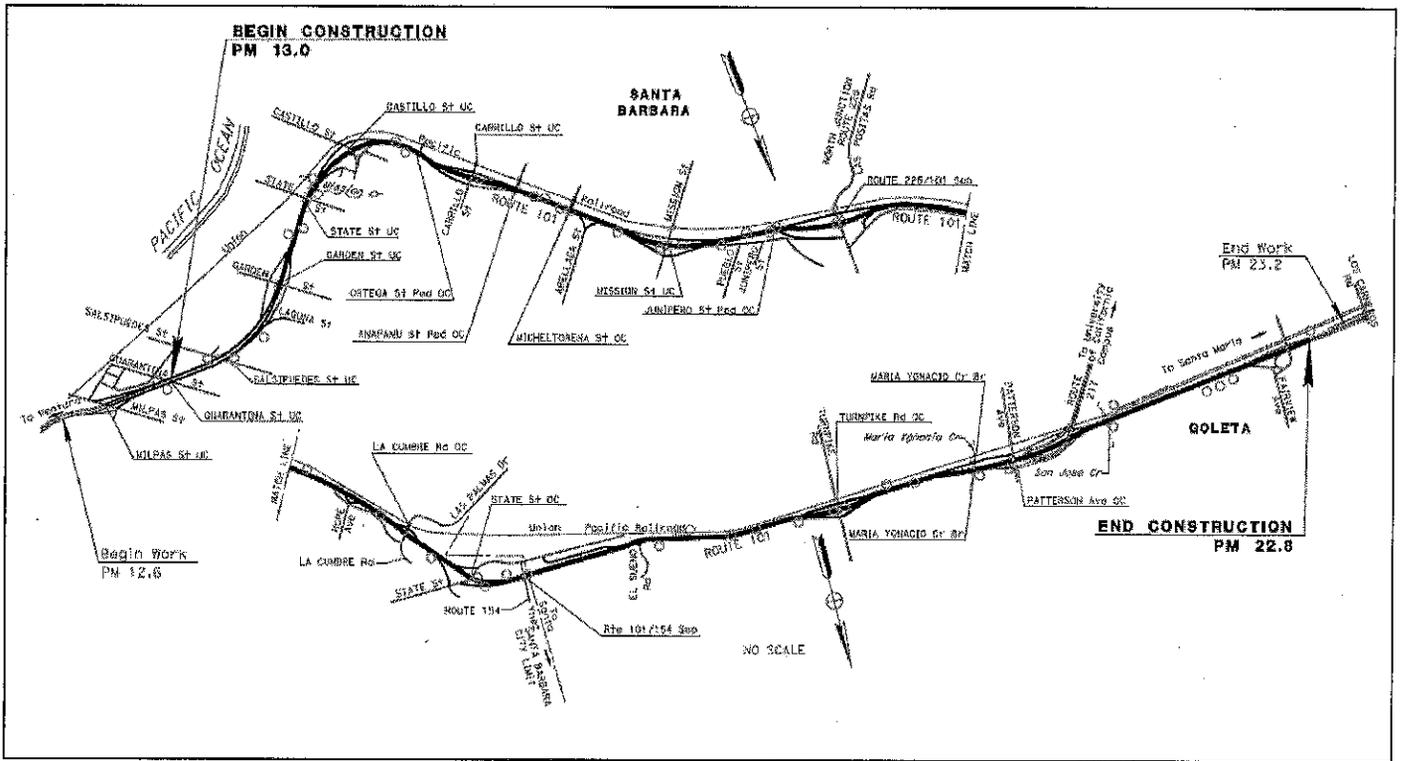
APPROVED:



Timothy M. Gubbins, *DISTRICT DIRECTOR*

9/16/13
DATE

Vicinity Map



This project study report-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.

Brian Fuller

REGISTERED CIVIL ENGINEER

8-7-13

DATE



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1. INTRODUCTION

Project Description:

Caltrans proposes to replace overhead sign panels, install R9-3a "No Pedestrian" signs at the entrance to all on and off ramps, install reflective delineation on existing metal beam guardrail and install reflective panel delineation on the existing median concrete or thrie beam barrier from postmile 13.0 to postmile 22.8 on the Route 101 in Santa Barbara County. Additionally lighting is proposed from the Ortega Street Overcrossing (postmile 14.5) to near Castillo Street (postmile 14.1) on the southbound outside shoulder outside of the clear recovery zone. This project is funded from the Highway Safety Improvement Program (201.010) in the 2013/2014 fiscal year.

Project Limits	05-SB-101 13.0/22.8
Alternative Recommended for Programming	Build
Capital Outlay Support Estimate	\$570,000
Capital Outlay Construction Estimate	\$1,039,000 (unescelated)
Capital Outlay Right-of-Way Estimate	\$0
Funding Source	20.xx.201.010
Funding Year	2013/2014
Type of Facility	6-lane Freeway
Number of Structures	0
SHOPP Project Output	224 dark collisions reduced over the life of the project (15 years).
Environmental Determination or Document	CE/CE
Legal Description	In Santa Barbara County in and near the City of Santa Barbara and Goleta from Quarantina St Undercrossing to 0.2 miles north of Fairview Avenue Overcrossing.
Project Development Category	Category 5

2. RECOMMENDATION

Recommend that the project be approved and that the project proceeds to the next phase.

3. BACKGROUND

California's Strategic Highway Safety Plan (SHSP) is a statewide, comprehensive, data driven effort to reduce fatalities and serious injuries on public roads. The SHSP applies public and private resources in the areas where the greatest gains can be made. The goal is to improve specific Challenge Areas (CA) Caltrans Headquarters has identified this corridor as a likely candidate for addressing CA 5, which is to improve driver decisions about rights of way and turning. The limits of this project were identified due to a high concentration of night time collisions.

The Project Initiation Form for this project was signed by District Traffic Safety on December 7, 2012 per a memo dated November 19, 2012.

One of the lights proposed to be installed near the Castillo Street southbound onramp may need to be barrier mounted or installed on a steep embankment. Reflective delineation being proposed for the median barrier will be a proprietary product.

This section of highway was widened and brought up to standard recently with the construction of various projects. The geometrics have been evaluated in these projects and brought up to the highest practicable standards.

As mentioned above, the project scope has been developed through the Headquarters SHSP and with input from District 5 Traffic Safety. The intent is to improve visibility through the project limits at night by adding reflective delineation, new overhead sign panels and lighting. A detailed description of the proposed work can be found in Section 7 of this report.

4. PURPOSE AND NEED

Purpose:

To improve driver decisions about rights of way and turning using proven countermeasures and newer safety strategies which will be evaluated and measured for effectiveness as part of the SHSP.

The performance indicator for the project is 224 dark collisions reduced over the life of the project (15 years).

Need:

Multiple locations within the project limits have been identified through the headquarters collision monitoring program as having significant collision concentrations. District 5 Traffic Safety has determined that deteriorated signage, missing delineation, and a lack of lighting were factors contributing to collisions.

Additionally, night time collisions were evaluated for the project limits from January 1, 2008 to December 31, 2010. During this period there were 299 collisions, of which 3 were fatal and 77 resulted in injury. The collision rate for this stretch of freeway is slightly higher than statewide averages for similar facilities. Of the 299 collisions 47.8% involved speeding, 34.8% involved object hits, 20.7% were off the inside shoulder and 13.4% were off the outside shoulder.

The Safety Index for the project as calculated by District 5 Traffic Safety is larger than 200.

5. DEFICIENCIES / TRAFFIC

As mentioned above, this section of freeway was identified through night time collision data from January 1, 2008 to December 31, 2010. In this time frame there were 299 collisions, 3 fatal and 77 with injury. The total actual collisions from this night time period were slightly above the statewide average for facilities with similar characteristics.

Additionally general (night and day) collision data for the recent three year period of July 1, 2008 to June 30, 2011 is shown below. In this three year period there were 1,019 total collisions of which 4 were fatal and 250 resulted in injury. The total collisions were 2.4% above the statewide average for similar facilities. The total fatal and injury collisions were 25% less than the statewide average for similar facilities. The total fatal collisions were 40% less than the statewide average for similar facilities.

Location (SB Co)	Actual			(# of Collisions / Million Vehicle Miles)					
	Number of Collisions			Collision Rates*					
Rte 101 PM 13.0-22.8	Total	Fatal	Injury	Actual F+I	Avg F+I	Actual Fatal	Avg Fatal	Actual Total	Avg Total
	1019	4	250	0.21	0.28	0.003	0.005	0.85	0.83

* Statewide average collision rate for similar facilities.

(From July 1, 2008 to June 30, 2011)

6. CORRIDOR AND SYSTEM COORDINATION

From the "2001 Transportation Concept Report for US 101:"

This project lies within segment 1 (PM 0.00 to PM 27.77) and has a Route Concept Peak Level of Service D.

Route 101 in Santa Barbara County consists of three major segments. Segment 1 extends northwest from the Ventura/Santa Barbara County line to the Santa Barbara urban boundary end (P.M. R0.00/27.77). Segment 2 continues from the Santa Barbara urban boundary end to the Santa Maria urban boundary start (P.M. 27.77/81.05), while Segment 3 extends from the Santa Maria urban boundary start to the Santa Barbara/San Luis Obispo County line (P.M. 81.05/90.98). The three segments have been further divided into sub-segments for observation and forecasting of travel volumes.

Sub-segments 1A-1D of Segment 1, extending from the Ventura/Santa Barbara County line to Fairview Avenue (P.M. R0.00-22.54), carry heavy commuter traffic as well as other traffic. During weekday peak periods on Sub-segments 1A-1C, the dominant traffic flow is northbound in the morning and southbound in the evening, with approximately 45 percent of all evening peak trips headed to Ventura County. Peak period congestion is exacerbated at points where Route 101 transitions from six to four lanes. In addition, recreational traffic impacts these sub-sections. Santa Barbara and Carpinteria are major recreational travel destinations, and the associated traffic gives rise not only to seasonal variations but also to heavy Friday and weekend recreational traffic.

In 1998, annual average daily traffic (AADT) along these sub-segments ranged from an average of 70,100 in Sub-segment 1A starting at the county line to an average of 116,300 over Sub-segment 1D ending at Fairview Avenue. Truck traffic represented six to eight percent of total traffic along this same stretch, with large trucks of five or more axles comprising about half of the truck traffic. Peak/non-peak LOS for this stretch varied from D/D to F/E, depending on location. By 2020, AADT in these sub-segments is expected to increase to average levels ranging from 87,000 to 121,500, with peak/non-peak LOS deteriorating to E/D to F/F throughout this portion of Segment 1. Caltrans considers this LOS inadequate to accommodate the heavy local and tourist-related traffic as well as the interregional traffic that must use this portion of the facility.

The transportation concept for Segment 1 is peak LOS D or better. Without any kind of improvement on this segment, the peak LOS is projected to deteriorate to E-F by 2020. With aggressively pursued TDM, express transit service and facilities, operational improvements and ITS strategies as well as highway widening to meet Caltrans' LOS and continuity goals, a concept LOS D may be achievable for almost the entire segment.

7. ALTERNATIVES

7A. Viable Alternative

It is proposed to replace overhead sign panels, install R9-3a "No Pedestrian" signs at the entrance to all on and off ramps, install reflective delineation on existing metal beam guardrail and install reflective panel delineation on the existing median concrete or thrie beam barrier from postmile 13.0 to postmile 22.8 on the Route 101 in Santa Barbara County. Additional lighting is proposed from the Ortega Street Overcrossing (postmile 14.5) to near Castillo Street (postmile 14.1) on the southbound outside shoulder past the clear recovery zone.

There are no non-standard design features proposed as part of this project.

8. CONSIDERATIONS REQUIRING DISCUSSION

Hazardous Waste:

No hazardous waste has been found at the project location during the initial site assessment.

Resource Conservation:

Existing sign structures are to remain in place and panels are to be replaced on the existing sign structure. This plan will have much less impacts and resource requirements than if all sign structures were to be replaced.

The project scope does not include paving and subsequently rubberized asphalt was not considered for use in the project.

Right of Way:

Right of Way acquisition is not required for this project and utilities are not impacted by this project. See Right of Way Data Sheet attached.

Value Analysis:

A value analysis was not conducted on this project. *National Highway System Designation Act of 1995, 23 United States Code, Section 106* included a mandate directing the U.S. Secretary of Transportation to develop a program requiring state

departments of transportation to carry out a VA study for all projects on the National Highway System (NHS) costing \$25 million or more. The FHWA published its VA Regulation implementing this mandate on February 14, 1997.

Currently, *Title 23 United States Code*, Section 106 requires a value engineering analysis on all federally funded National Highway System projects with a total project cost (right-of-way, construction, and support) of \$50 million or more.

9. OTHER CONSIDERATIONS AS APPROPRIATE

Transportation Management Plan:

The replacement of overhead signs and installation of new lighting will be constructed with a single lane closure or shoulder closure. The installation of the reflective delineation on the median concrete barrier will be installed with a single lane closure as well. Construction Zone Enhanced Enforcement Program (COZEEP) will be provided to assist the construction engineer and public in maintaining safe passage through the area. Portable Changeable Message Signs will also be provided in advance of any lane closure to alert traffic. Notice of planned lane closures will be provided to the public through standard media outlets.

Coastal Permit:

A portion of this project lies within the coastal zone. The work planned in this location includes replacement of overhead sign panels, median barrier reflective delineation and installation of R9-3a signs. This project has been granted a coastal exemption by the City of Santa Barbara.

10. COMMUNITY INVOLVEMENT

Community involvement on this project will consist of courtesy review and notification for the cities of Santa Barbara and Goleta.

11. ENVIRONMENTAL DETERMINATION/DOCUMENT

The project is Categorically Exempt under Class 1 of the State CEQA guidelines. The project is Categorically Excluded under NEPA.

12. FUNDING/PROGRAMMING

The proposed project will be amended into the 2012 SHOPP under the Safety Improvements Program (201.010) for accelerated delivery in the 2013/14 fiscal year. It has been determined that this project is eligible for federal-aid funding. The current estimated total capital cost (unescalated) is \$1,039,000 (July 2013). See Attachment E for the Project Cost Estimate.

The proposed estimated resources and funding schedule for this project are summarized in the following table.

Capital Outlay Support and Project Estimates

SHOPP 20.XX.201.010	Fiscal Year Estimate							
	Prior	2012/13	2013/14	2014/15	2015/16	2016/17	Future	Total
Component	In thousands of dollars (\$1,000)							
PA&ED Support			0					0
PS&E Support			335					335
Right-of-Way Support			20					20
Construction Support			215					215
Right-of-Way Construction			0					0
Construction			1,090					1,090
Total			1,660					1,660

Note: Construction Capital escalated at 5% to reflect the remaining 10 months of the fiscal year. The support cost ratio is 52.29%.

13. SCHEDULE

Project Milestones	Scheduled Delivery Date (Month/Day/Year)
PA & ED	M200 9/1/13
PROGRAM PROJECT	M015 10/1/13
PS&E to DOE	M377 1/15/14
RIGHT OF WAY CERTIFICATION	M410 4/1/14
READY TO LIST	M460 4/15/14
PROJECT PS&E (AADD)	M380 5/1/14
AWARD	M495 7/1/14
APPROVE CONTRACT	M500 8/1/14
CONTRACT ACCEPTANCE	M600 7/1/15
END PROJECT	M800 12/31/15

14. RISKS

The Risk Management Plan documents risks, assesses the risk triggers and analyzes the likelihood of the risk occurring as well as the impact the risk could have. It also includes response strategies for risks and assigns risk owners who will monitor the risk throughout the project.

The risks with the highest probability on this project are that the project is delayed

due to losing critical staff at a crucial point in the project. The other high probability risk is that assigned functional units are unable to deliver components of the project within the project schedule. Another notable risk is that a Coastal Development Permit Exemption will not be granted and that a Coastal Development Permit will be required. Please see the attached Risk Management Plan for detailed descriptions of these and other risks.

15. FHWA COORDINATION

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.

16. PROJECT REVIEWS

Scoping team field review	PDT	Date	January 2013
District Program Advisor	Deb Larson	Date	July 2013
Headquarters SHOPP Program Advisor	Robert Peterson	Date	August 2013
District Maintenance	Martin Sanchez	Date	July 2013
Headquarters Design Coordinator	Christine Inouye	Date	July 2013
Project Manager	David Beard	Date	July 2013
District Safety Review	Scott Morris	Date	July 2013
Constructability Review	PDT	Date	July 2013

17. PROJECT PERSONNEL

Steve Wyatt	Design Manager
David Beard	Project Manager
Jason Wilkinson	Environmental Generalist
Scott Morris	Traffic Safety
Mark Ballentine	Traffic Safety
Christine Inouye	HQ Design Coordinator
Xavier Alfaro	Electrical Engineer
Fawzi Yaghmour	Sign / Delineation Engineer
Kathleen Jenkins	Storm Water
Brian Fuller	Project Engineer

18. ATTACHMENTS

A. Vicinity Map

B. Sign List and Layouts

C. Right of Way Data Sheet

D. CE

E. 6-Page Cost Estimate

F. Storm Water Data Report

G. Transportation Management Plan

H. Final Distribution List

I. Risk Management Plan

A. Vicinity Map

LEGEND:

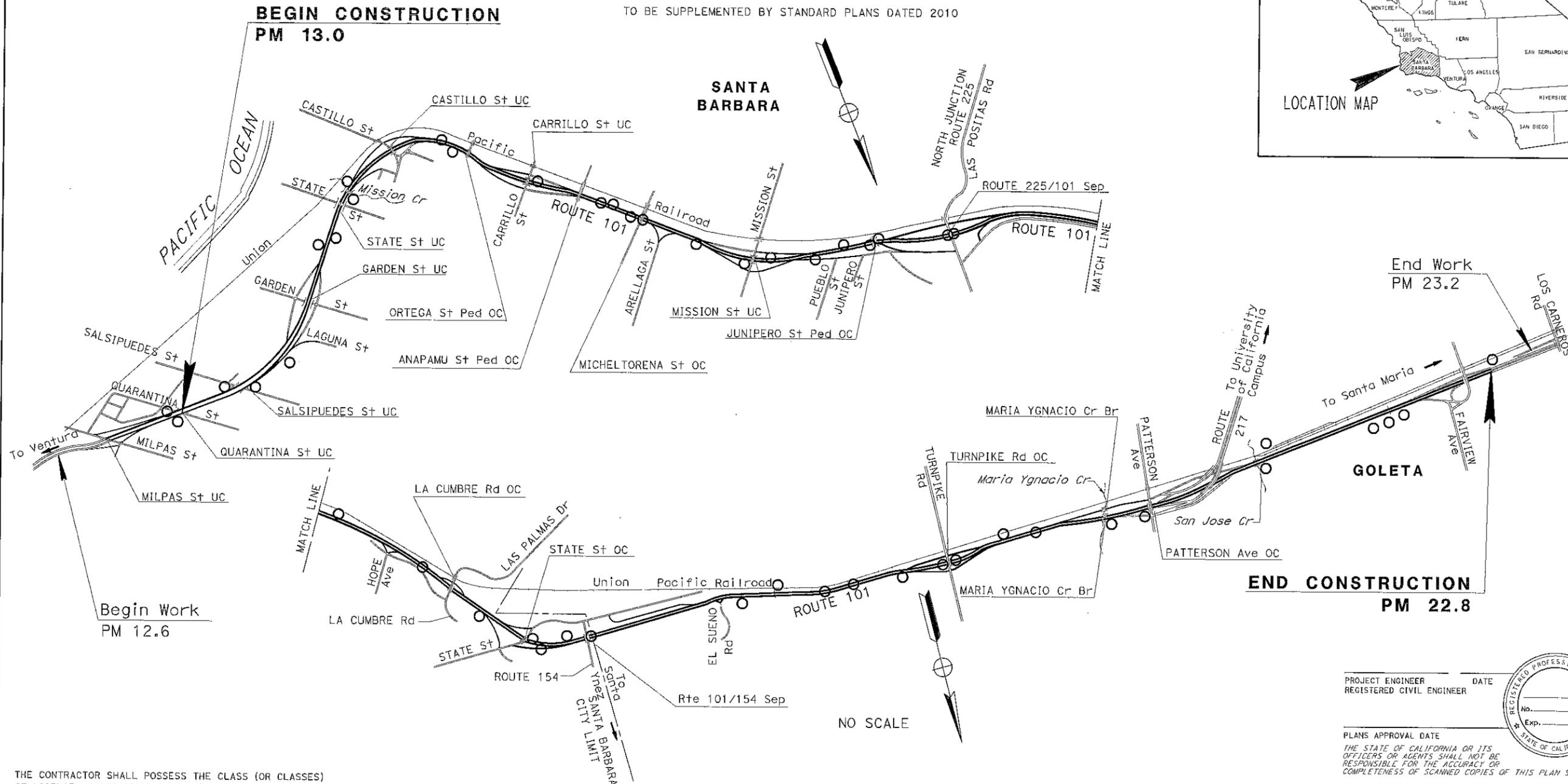
○ REPLACE OVERHEAD SIGN PANEL

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN SANTA BARBARA COUNTY
IN AND NEAR SANTA BARBARA
FROM QUARANTINA ST UC
TO 0.2 MILES NORTH OF FAIRVIEW AVE OVERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010



PROJECT MANAGER
DAVID BEARD

DESIGN ENGINEER
STEVE WYATT

PROJECT ENGINEER _____ DATE _____
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE _____

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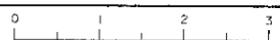
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CU 05602 EA 1F320K

BORDER LAST REVISED 8/1/2008

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RELATIVE BORDER SCALE IS IN INCHES



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TIME PLOTTED => 11:20
LAST REVISION 11-25-09

B. Sign List and Layouts

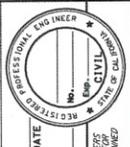
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2	22.1	NB	360	70	175.00	1		FAIRVIEW AVE --->	
3	21.9	SB	240	100	166.67	2		PATTERSON AVE 1/2 TURNPIKE RD 1 1/2 STATE ST 154 3	
4	21.9	NB	240	100	166.67	2		FAIRVIEW AVE NEXT RIGHT	
5	21.6	SB	192	70	93.33	1		TURNPIKE RD 1 1/4 MILES	
6	21.6	SB	192	70	93.33	1		PATTERSON AVE --->	
7	21.08	NB	216	100	150.00	2	BRIDGE MOUNTED	FAIRVIEW AVE 1 1/4 MILES	
8	21.08	NB	228	100	158.33	2	BRIDGE MOUNTED	217 AIRPORT UCSB --->	
9	20.92	NB	192	100	133.33	1		217 AIRPORT UCSB 1/4 MILE	
10	20.92	NB	192	100	133.33	1		PATTERSON AVENUE --->	
11	20.6	NB	240	100	166.67	2		PATTERSON AVE 1/4 AIRPORT 217 1/2 UCSB	
12	20.6	SB	240	100	166.67	2		PATTERSON AVE 1/4 AIRPORT 217 1/2 UCSB	
13	20.31	SB	180	70	87.50	1		TURNPIKE ROAD --->	
14	20.06	SB	240	70	116.67	1	BRIDGE MOUNTED	PATTERSON AVE 1 MILE	
15	20.06	NB	228	70	110.83	2	BRIDGE MOUNTED	STATE ST 154 1 MILE	
16	19.69	NB	180	70	87.50	1		TURNPIKE ---> ROAD	
17	19.45	SB	240	100	166.67	2		STATE ST 154 1/2 LA CUMBRE RD 1 1/4 LAS POSITAS RD 2 1/2	
18	19.45	NB	240	100	166.67	0		TURNPIKE RD 1/2 PATTERSON AVE 1 1/4 217 UCSB (AIRPORT SWY) 1 3/4	

SIGN NO	OH SIGN PMI	(NB / SB) DIRECTION	(IN) SIGN WIDTH	(IN) SIGN HEIGHT	(SF) SIGN AREA	# SIGN LAMPS	NOTES:	05-1F320K SB-101-13.0-27.8 SIGN MESSAGE	SIGN PHOTO
19	19.16	SB	180	70	87.50	0		SANTA BARBARA NEXT 9 EXITS	
20	19.16	NB	180	70	87.50	0		TURNPIKE RD 3/4 MILE	
21	18.9		204	76	107.67	2		STATE ST 154 --->	
22	18.67	NB	180	70	87.50	1		EL SUEÑO ---> ROAD	
23	18.36	SB	260	100	180.56	0	BRIDGE MOUNTED	LA CUMBRE RD 1/2 MILE	
24	17.95	SB	204	70	99.17	2		LA CUMBRE ROAD --->	
25	17.8	NB	204	76	107.67	2		STATE ST 154 CACHUMALAKE --->	
26	17.78	SB			0.00			225 EAST LAS POSTAS RD 1 MILE	
27	17.2	NB	240	100	166.67	2		LA CUMBRE RD HOPE AVE --->	
28	17.04	SB	240	100	166.67	2		LA CUMBRE RD HOPE AVE 1/4 STATE ST 154 3/4	
29	17.04	NB	240	100	166.67	2		LAS POSTAS RD 1/4 MISSION ST 1 1/4 CARILLO ST 2 1/4	
30	16.86	SB	240	100	166.67	2		225 EAST LAS POSTAS ---> RD	
31	16.57	SB			0.00	1	BRIDGE MOUNTED	MISSION ST 3/4 MILE	
32	16.18	SB	180	100	125.00	2	BRIDGE MOUNTED	MISSION ST 1/4 CARILLO ST 1 1/4 CASTILLO ST 2	
33	16.18	NB	216	70	105.00	2	BRIDGE MOUNTED	LA CUMBRE RD 1 1/4 HOPE AVE	

SIGN NO	OH SIGN PM	(NB / SB) DIRECTION	(IN) SIGN WIDTH	(IN) SIGN HEIGHT	(SF) SIGN AREA	# SIGN LAMPS	NOTES:	05-1F320K SB-101-13.0-22.8 SIGN MESSAGE	SIGN PHOTO
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35	16.03	SB	168	70	81.67	1		MISSION → ST	
36	15.93	NB			0.00	2		225 EAST LAS POSITAS RD 1/4 MILE	
37	15.93	NB			0.00	1		PUEBLO → ST	
38	15.81	SB			0.00	1		CARRILLO ST 3/4 MILE	
39	15.67	NB	228	100	158.33	2		PUEBLO ST 1/4 LAS POSITAS 1/2 LA CUMBRE / HOPE 1 1/2	
40	15.47	NB	168	70	81.67	1		MISSION → ST	
41	15.25	SB			0.00	1	BRIDGE MOUNTED	CARRILLO ST DOWNTOWN 1/4 CASTILLO ST 3/4	
42	15.18	NB	180	70	87.50	1		MISSION ST 1/4 MILE	
43	15.18	NB	180	70	87.50	1		ARRELAGA ST →	
44	15.05	SB			0.00	2		CARRILLO ST DOWNTOWN →	
45	14.92	SB	240	100	166.67	2		ARRELAGA ST 1/4 MISSION ST 1/2 PUEBLO ST 1	
46	14.81	SB			0.00	2		CASTILLO ST HARBOR NEXT RIGHT	
47	14.43	NB	264	70	128.33	1		ARRELAGA ST 3/4 MILE	
48	14.43	NB	216	70	105.00	1		CARRILLO ST →	
49	14.34	SB			0.00	1		GARDEN ST 1 MILE	

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51	13.96	SB			0.00	0		GARDEN ST NEXT RIGHT	
52	13.87	NB	182	70	88.47	1		CARRILLO ST 1/2 MILE	
53	13.87	NB	182	70	88.47	1		BATH ST -->	
54	13.63	SB			0.00	1		MILPAS ST EXIT ONLY	
55	13.63	SB			0.00	1		GARDEN ST -->	
56	13.32	NB			0.00	1		GARDEN ST DOWNTOWN LAGUNA ST	
57	13.32	NB			0.00	1		30	
58	13.15	SB			0.00	1	NEW SIGN NO NEED TO REPLACE	EXIT 96A MILPAS ST NORTH 1/2 MILE	
59	13.15	SB			0.00	1	NEW SIGN NO NEED TO REPLACE	EXIT 96B MILPAS ST SOUTH 1/4 MILE	
60	13.1	NB			0.00	2		BATH ST 3/4 CARRILLO ST 1 1/4	
61	13.1	NB			0.00	1		LAGUNA ST --> GARDEN ST	
62	13	NB			0.00	0		LAGUNA / GARDEN ST'S DOWNTOWN NEXT RIGHT	
63	13	SB			0.00	1	NEW SIGN NO NEED TO REPLACE	EXIT 96B MILPAS ST SOUTH EXIT ONLY	

DIST	COUNTY	ROUTE	TOTAL PROJECT MILES	SHEET NO.	TOTAL SHEETS
5	SB	101	13.0/22.8		



REGISTERED CIVIL ENGINEER DATE: _____
 REGISTERED CIVIL ENGINEER: _____
 PLANS APPROVAL DATE: _____
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MATCHLINE



MATCHLINE

PSR-PR
L-1

SCALE: 1" = 50'

PROJECT NUMBER & PHASE 0513000085 K

UNIT 1450



RELATIVE BORDER SCALE 15 IN INCHES

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BORDER LAST REVISED 7/2/2010

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	STEVE WATT	CHECKED BY	DATE REVISED
	DESIGNED BY	BRIAN FULLER	REVISOR	



DATE PLOTTED	29-JUL-2013
LAST REVISION	13143
TIME PLOTTED	13:43

DATE	13.0/22.8
TOTAL PROJECT SHEETS	10
COUNTY	SB
ROUTE	101
PROJECT	5

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

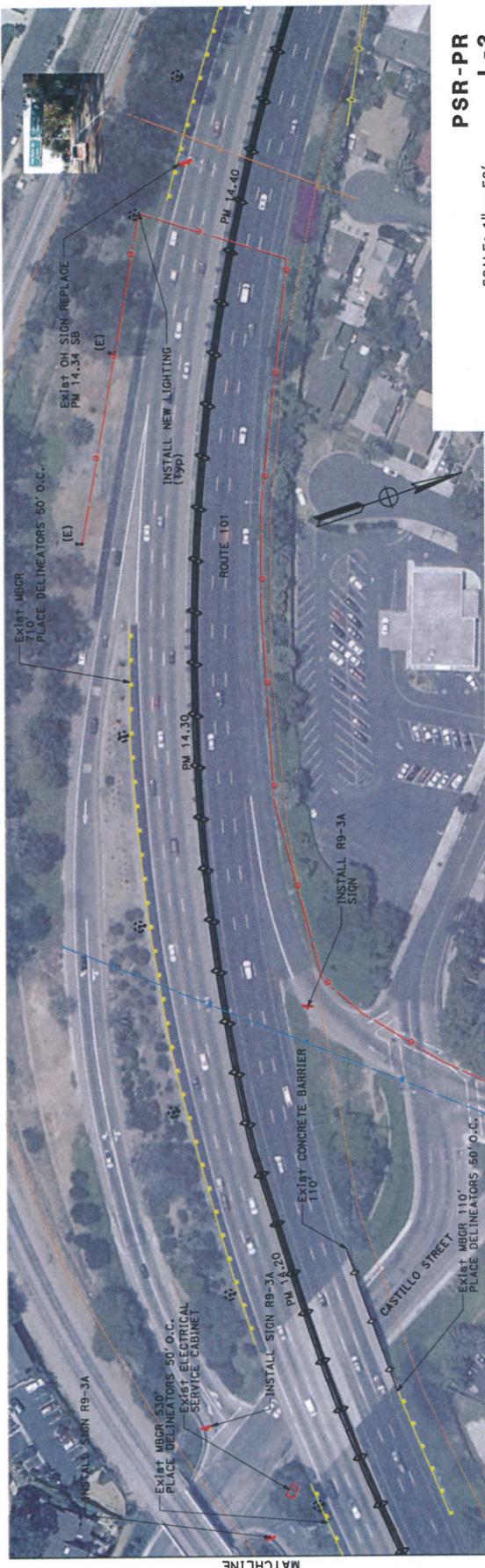
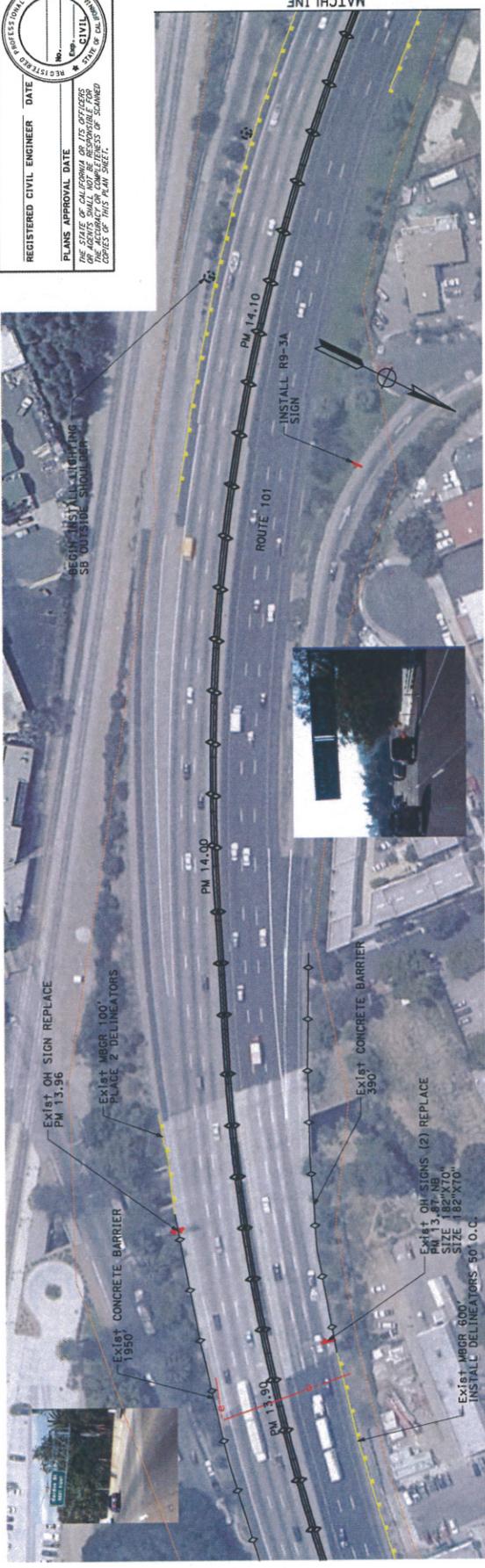
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PSR-PR L-2
SCALE: 1" = 50'

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	STEVE WYATT	CHECKED BY		DATE REVISID	
	DESIGNED BY	BRIAN FULLER	CALCULATED BY			
	REVISID BY					



PSR-PR L-3
SCALE: 1" = 50'

Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
5	SB	101	13.0/22.8	

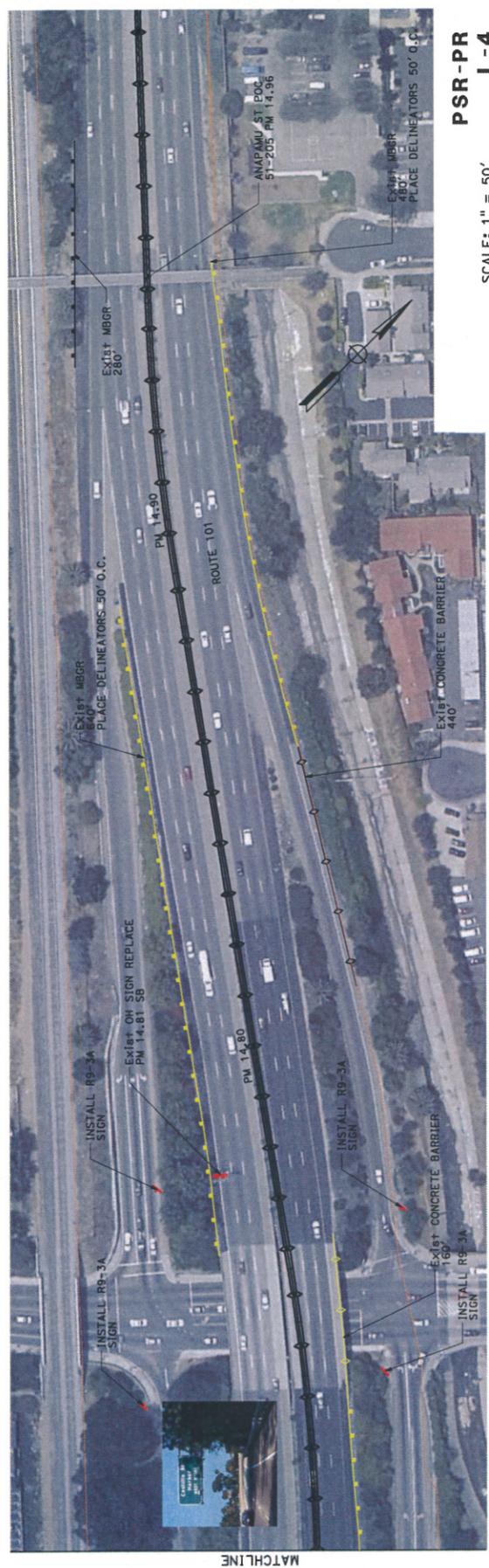


REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS
THE ACCURACY OF THE INFORMATION CONTAINED
HEREIN IS THE SOLE RESPONSIBILITY OF THE ENGINEER
COPIES OF THIS PLAN SHEET.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
5	SB	101	13.0/22.8		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

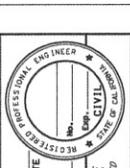
NO. OF SHEETS	DATE
NO. OF SHEETS	



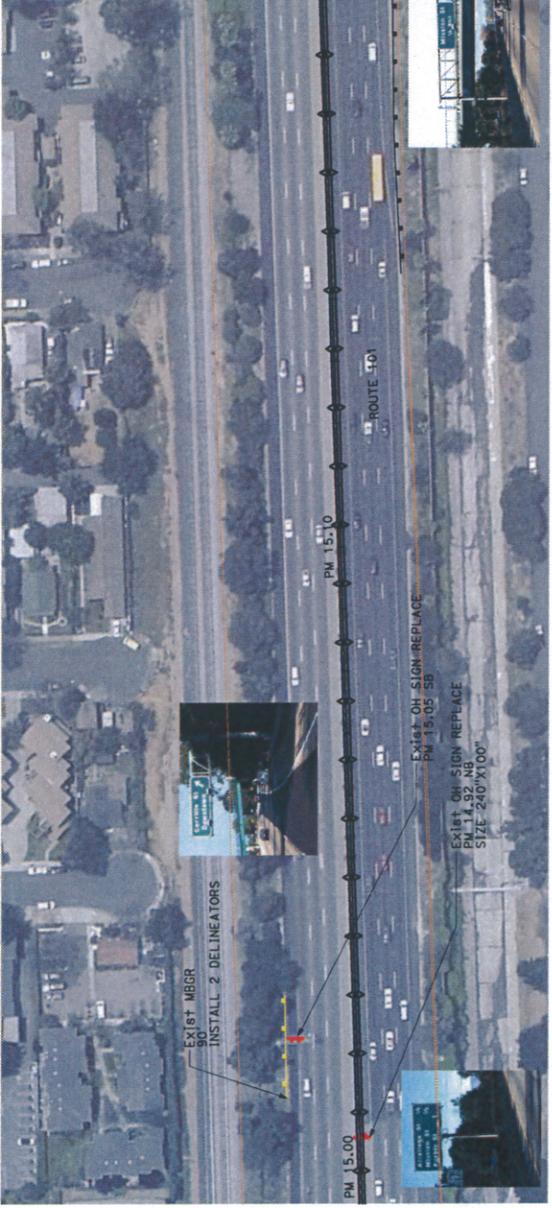
PSR-PR L-4
SCALE: 1" = 50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	STEVE WYATT	CHECKED BY	BRIAN FULLER	REVISOR	DATE	REVISED BY
BORDER LAST REVISED 7/2/2010		USERNAME => s13700	PROJECT NUMBER & PHASE		UNIT	RELATIVE BORDER SCALE	PROJECT NUMBER & PHASE
DOI FILE => 5056 (06c04).cgn		0	1	2	3	15 IN. INCHES	0513000085 K

DIR#	COUNTY	ROUTE	TOTAL PROJECT SHEETS	SHEET NO.
5	SB	101	13.0/22.8	8



REGISTERED CIVIL ENGINEER
 DATE
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS
 OR AGENTS SHALL NOT BE RESPONSIBLE FOR
 ANY ERRORS OR OMISSIONS OR FOR THE
 CONSEQUENCES OF THIS PLAN SHEET.



MATCHLINE

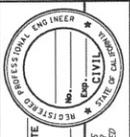


MATCHLINE

PSR-PR
L-5

SCALE: 1" = 50'

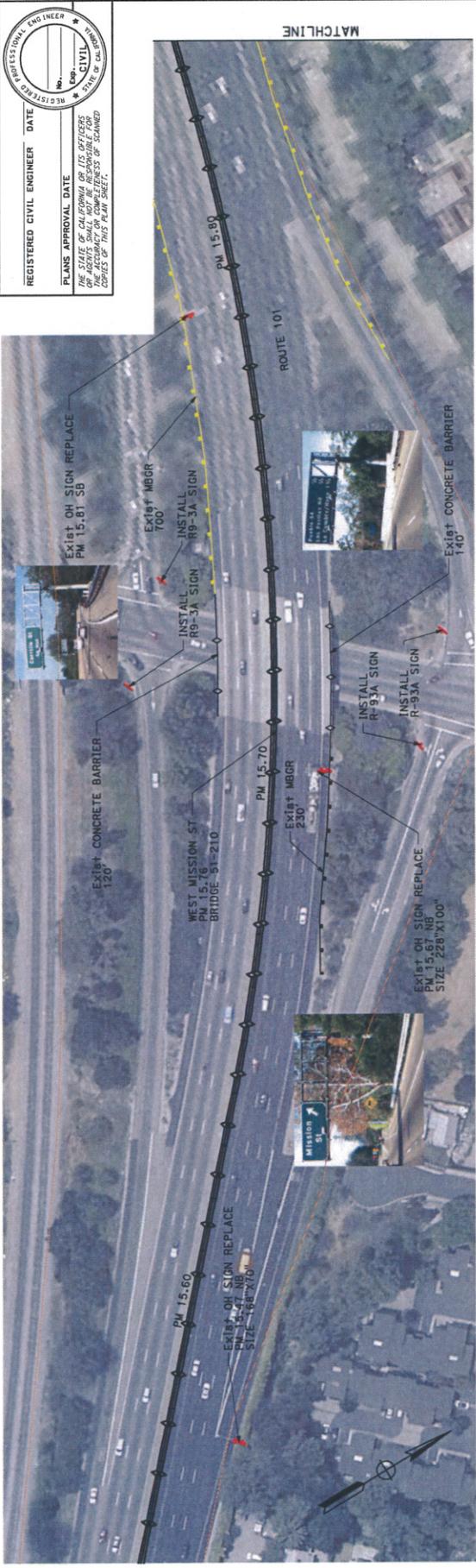
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
5	SB	101	13.0/22.8	



REGISTERED CIVIL ENGINEER DATE: 13.0/22.8

PLANS APPROVAL DATE: 13.0/22.8

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS OF THIS PLAN SHEET.



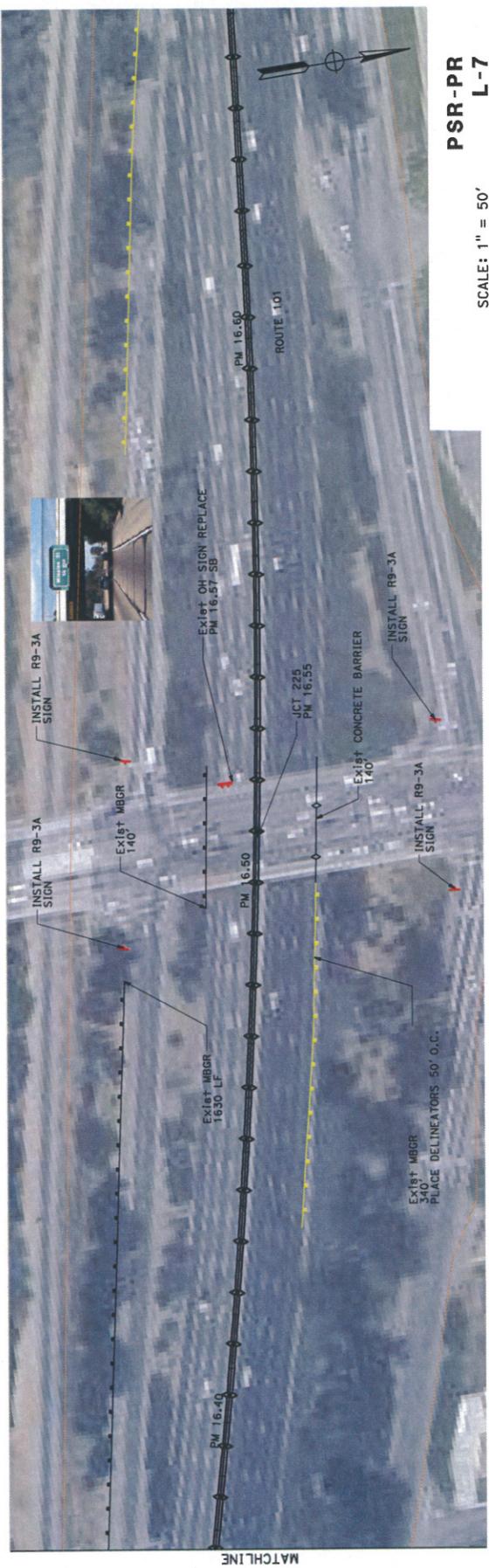
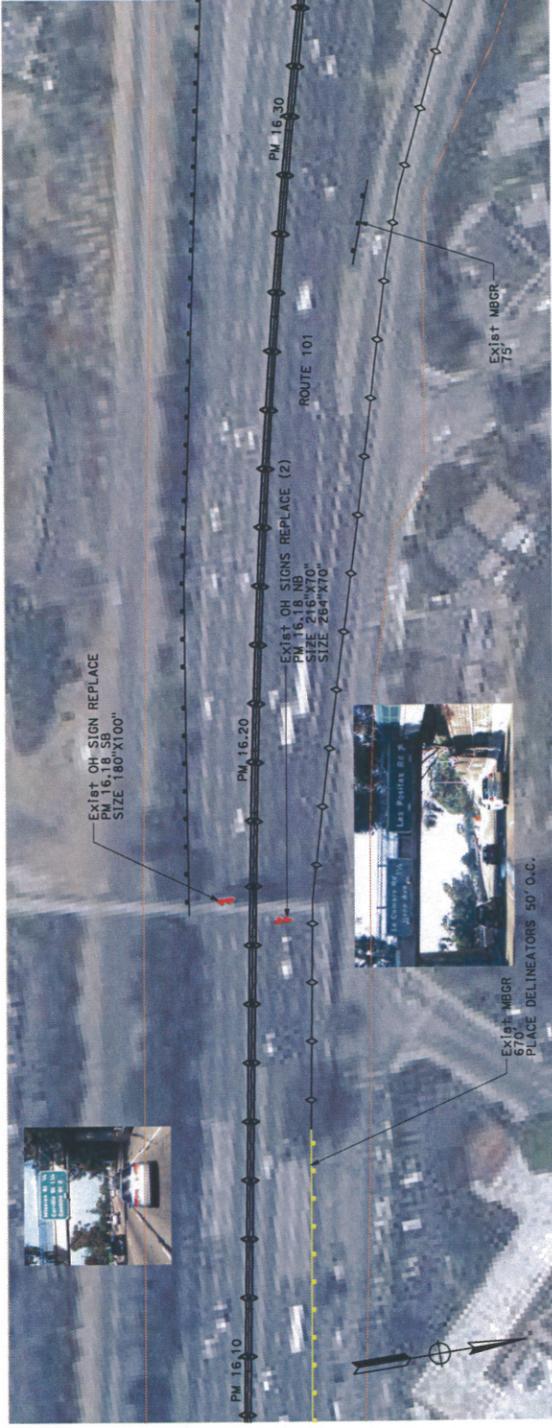
PSR-PR
L-6

SCALE: 1" = 50'

DATE	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS
13.0/22.8	SB	101	5	8



REGISTERED CIVIL ENGINEER DATE
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS
 DO NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF PLANNED
 WORK OR THE RESULTS THEREOF. COPIES OF THIS PLAN SHEET.



PSR-PR
L-7

SCALE: 1" = 50'

PROJECT NUMBER & PHASE: 0513000085 K
 UNIT: 1450
 RELATIVE BORDER SCALE: 1/8" IN INCHES
 USERNAME: s13700
 DGN FILE: 50817.dgn
 BORDER LAST REVISED: 7/2/2010

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	STEVE WYATT	CHECKED BY	DATE REVISED
DESIGNED BY	BRIAN FULLER	REVISOR	DATE REVISED	

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
5	SB	101	13.0/22.8		



REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS, SHALL NOT BE RESPONSIBLE FOR CONSEQUENCES OF THIS PLAN SHEET.

DATE PLOTTED => 29-AUG-2013 00-00-00

LAST REVISION

TIME PLOTTED => 13:44

PROJECT NUMBER & PHASE 0513000085 K

UNIT 1450

RELATIVE BORDER SCALE 15 IN INCHES

0 1 2 3

USERNAME => s13700

DDI FILE => 50561 Dec08.dgn

BORDER LAST REVISED 7/2/2010

SCALE: 1" = 50'

PSR-PR L-8

ROUTE 101

EXIST OH SIGN REPLACE

PM 16.80

SIZE 240'X100'

EXIST OH SIGN REPLACE (2)

PM 17.00

SIZE 240'X100'

EXIST OH SIGN REPLACE

PM 17.20

SIZE 240'X100'

EXIST MBOR

12550'

ROUTE 101

PM 16.90

PM 17.10

PM 17.20

PM 17.00

PM 16.70

ROUTE 101

ROUTE 101

ROUTE 101

ROUTE 101

ROUTE 101

DESIGNED BY	BRIAN FULLER
CHECKED BY	STEVE WYATT
DATE REVISIED	
REVISIED BY	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR

DESIGNED BY

CHECKED BY

DATE REVISIED

REVISIED BY

STEVE WYATT

BRIAN FULLER

FUNCTIONAL SUPERVISOR

DESIGNED BY

CHECKED BY

DATE REVISIED

REVISIED BY

STEVE WYATT

BRIAN FULLER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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STEVE WYATT

BRIAN FULLER

FUNCTIONAL SUPERVISOR

DESIGNED BY

CHECKED BY

DATE REVISIED

REVISIED BY

STEVE WYATT

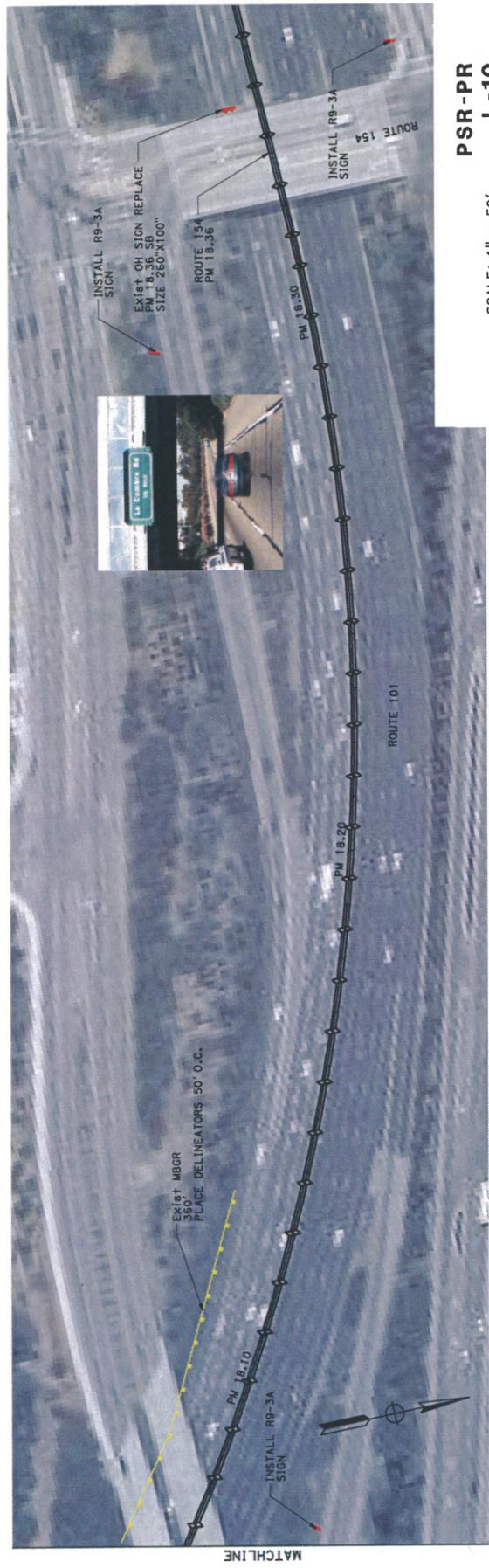
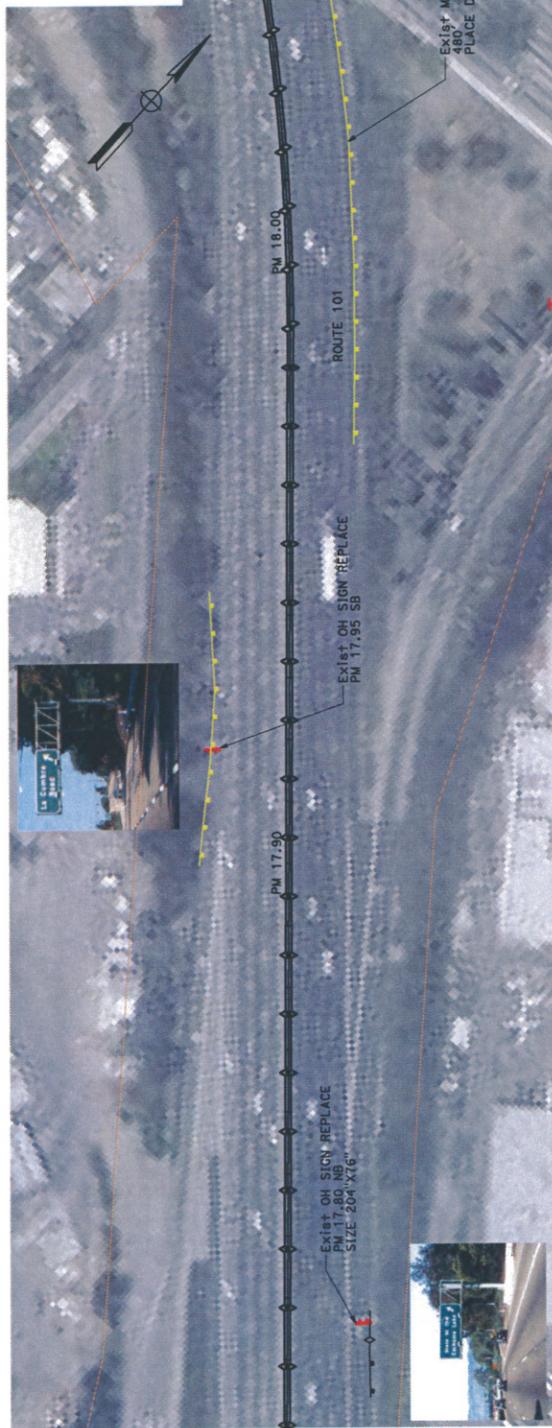
BRIAN FULLER

FUNCTIONAL SUPERVISOR

POST MILES PROJECT	ROUTE	COUNTY	SHEET NO.	TOTAL SHEETS
13.0722-0	101	SB	5	



REGISTERED CIVIL ENGINEER DATE: _____
 PLANS APPROVAL DATE: _____
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**PSR-PR
L-10**

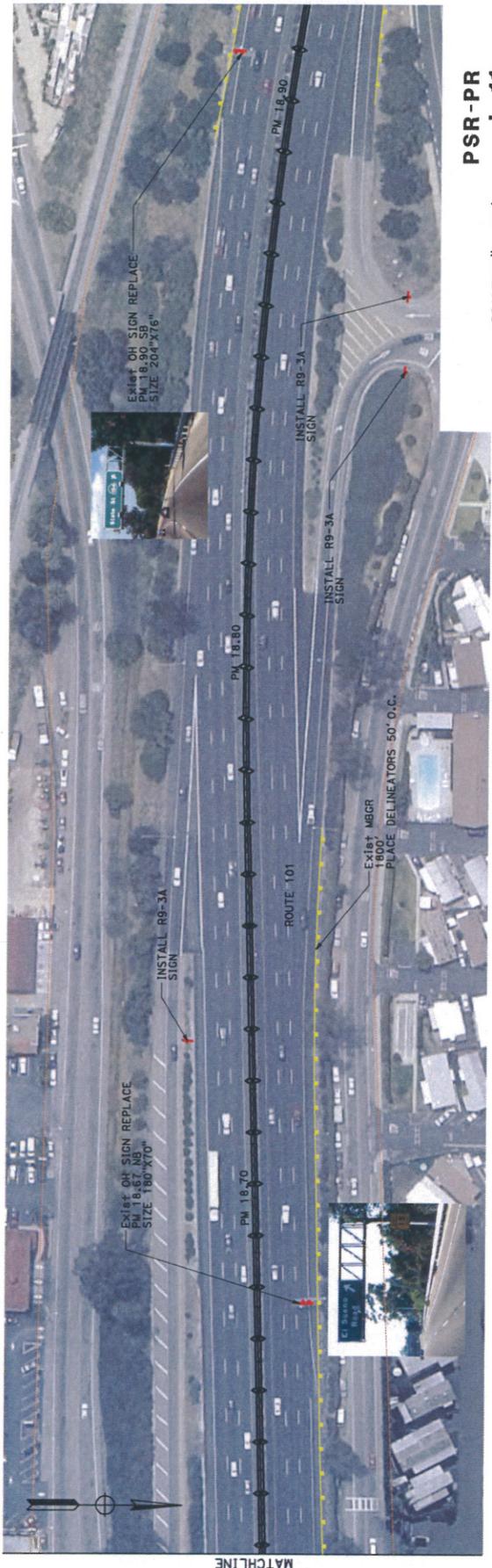
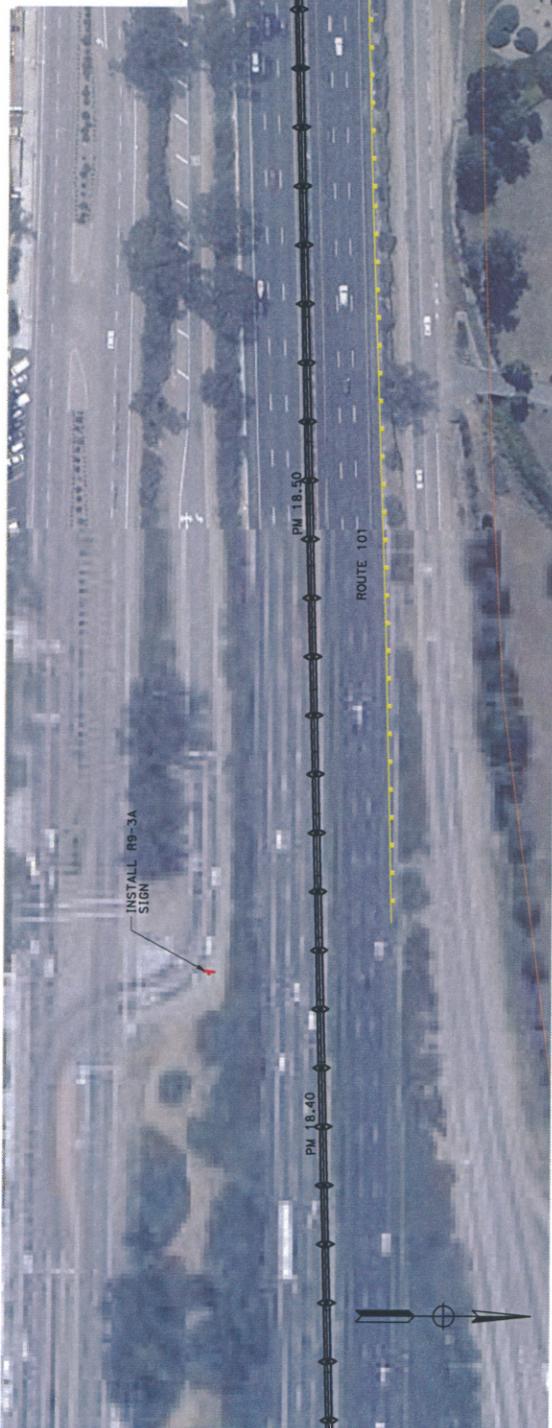
SCALE: 1" = 50'

PROJECT NUMBER & PHASE: 051.3000085 K
 UNIT: 1450
 RELATIVE BORDER SCALE IS IN INCHES: 0 1 2 3
 BORDER LAST REVISED: 7/2/2010
 USERNAME: 98133700
 DON FILE: 985810n010.dgn

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	STEVE WATT	CHECKED BY	DATE REVISED
	DESIGNED BY	BRIAN FULLER	REVISOR	



DATE	00-00-00	REVISION	
TIME PLOTTED	=> 29-JUL-2013 13:44		
LAST	0513000085 K		
PROJECT NUMBER & PHASE	UNIT 1450		
RELATIVE BORDER SCALE	15 IN INCHES		
USERNAME	S13700		
BOOK FILE	S020100011.dgn		
BORDER LAST REVISED	7/2/2010		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR		
DESIGNED BY	STEVE WYATT		
CALCULATED-			
DESIGNED BY	BRIAN FULLER		
REVISOR BY			
DATE REVISED			



DIST#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
5	SB	101	13.0/22.8	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

NO. Exp. CIVIL

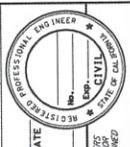
PROFESSIONAL ENGINEER REG. NO. Exp. CIVIL

THE STATE OF CALIFORNIA OR ITS OFFICERS USE THESE CALLS ONLY TO VERIFY THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

PSR-PR
L-11

SCALE: 1" = 50'

DIR#	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
5	SB	101	13.0722.8		



REGISTERED CIVIL ENGINEER DATE: 13.07.22.8
 PLANS APPROVAL DATE: 13.07.22.8
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR COPIES OF THIS PLAN SHEET.



PSR-PR
 L-12

SCALE: 1" = 50'

PROJECT NUMBER & PHASE: 0513000085 K

UNIT 1450



RELATIVE BORDER SCALE IS IN INCHES

USERNAME: s131700
 DDW FILE: 505610en12.dgn

BORDER LAST REVISED 7/2/2010

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	STEVE WYATT	CHECKED BY	BRIAN FULLER	DESIGNED BY	DATE REVISED
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DIST	COUNTY	ROUTE	POST MILES	TOTAL PROJECT	SHEET TOTAL
5	SB	101	13.0/22.8		SHEETS
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE			THE STATE OF CALIFORNIA OR ITS OFFICERS HAVE REVIEWED THESE PLANS AND THE ACCURACY OF THE INFORMATION THEREON COPIES OF THIS PLAN SHEET.		



**PSR-PR
L-13**

SCALE: 1" = 50'

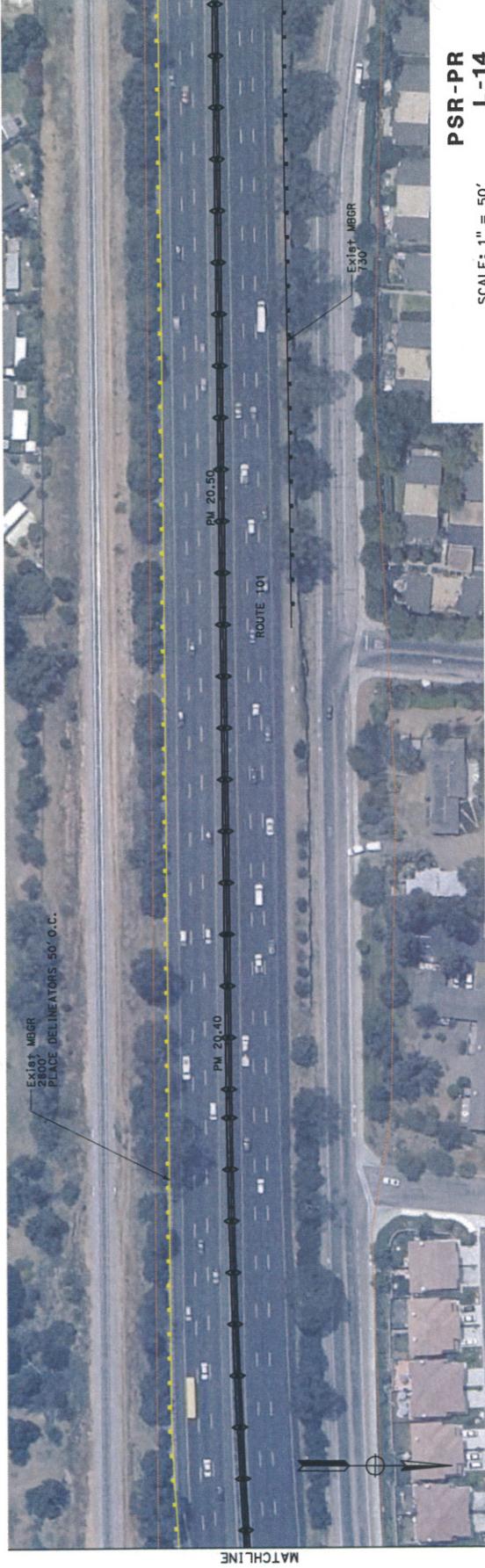
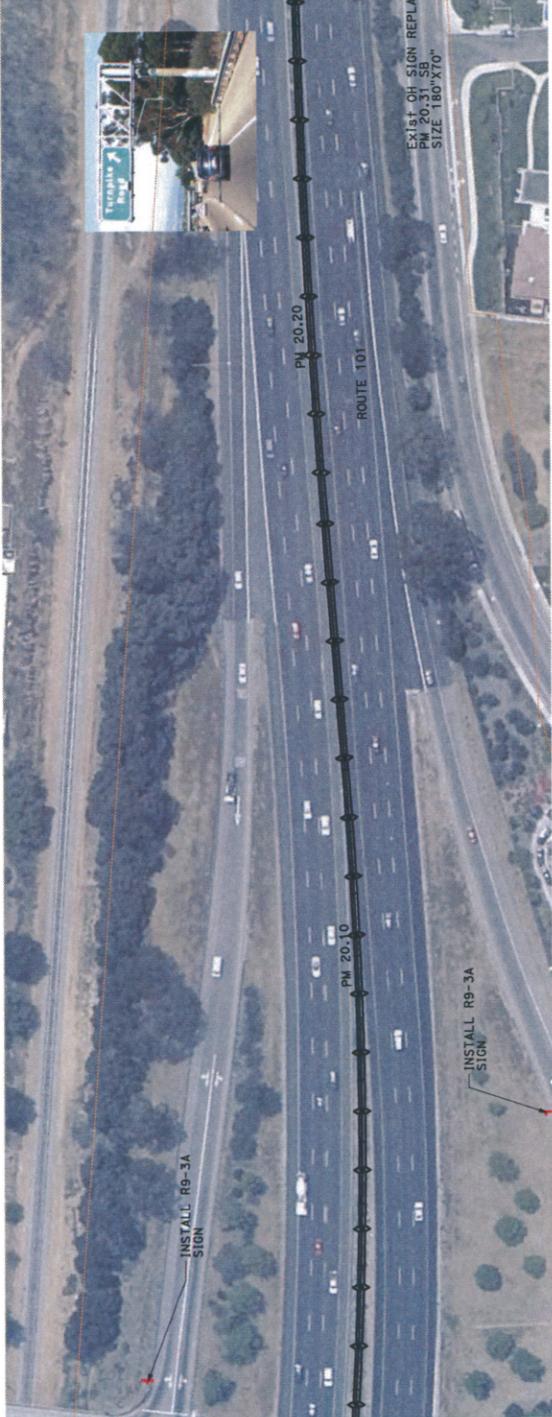
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	STEVE WYATT	CHECKED BY	DATE REVISED
	DESIGNED BY	BRIAN FULLER	REVISOR	

DATE PLOTTED => 29-JUL-2013 13:45
 PROJECT NUMBER & PHASE: UNIT 1450
 RELATIVE BORDER SCALE: 15 IN. INCHES
 USER: b133700
 DGN FILE: #2 508610a013.dgn
 BORDER LAST REVISED: 7/2/2010
 PROJECT NUMBER & PHASE: UNIT 1450
 PROJECT NUMBER & PHASE: 051-3000085 K

Dist#	COUNTY	ROUTE	BEST RULES TOTAL PROJECT SHEETS
5	SB	101	13.0/22.8

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS
 TAKE NOTICE OF THE ACCURACY OF THE INFORMATION CONTAINED
 HEREON AND OF THE TRUTH AND CORRECTNESS OF THE SAME
 COPIES OF THIS PLAN SHEET.



**PSR-PR
L-14**

SCALE: 1" = 50'

PROJECT NUMBER & PHASE: UNIT 1450



RELATIVE BORDER SCALE
15 IN. TYPICAL

USERNAME: s133700
 DWF FILE: 250810.dwg

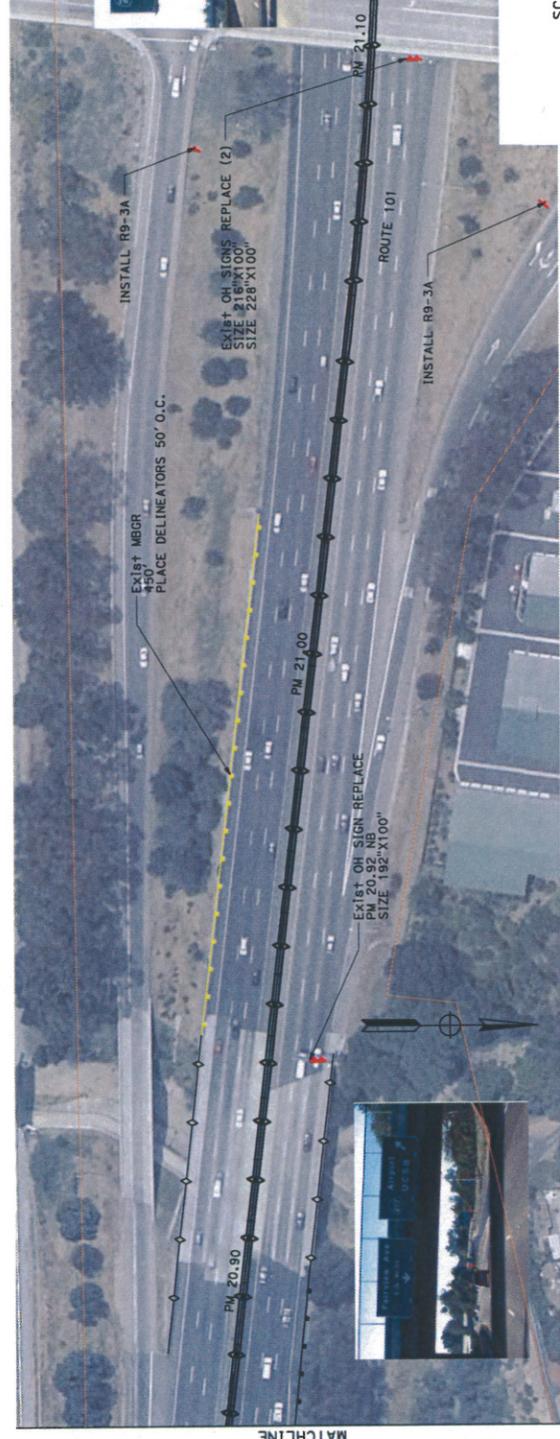
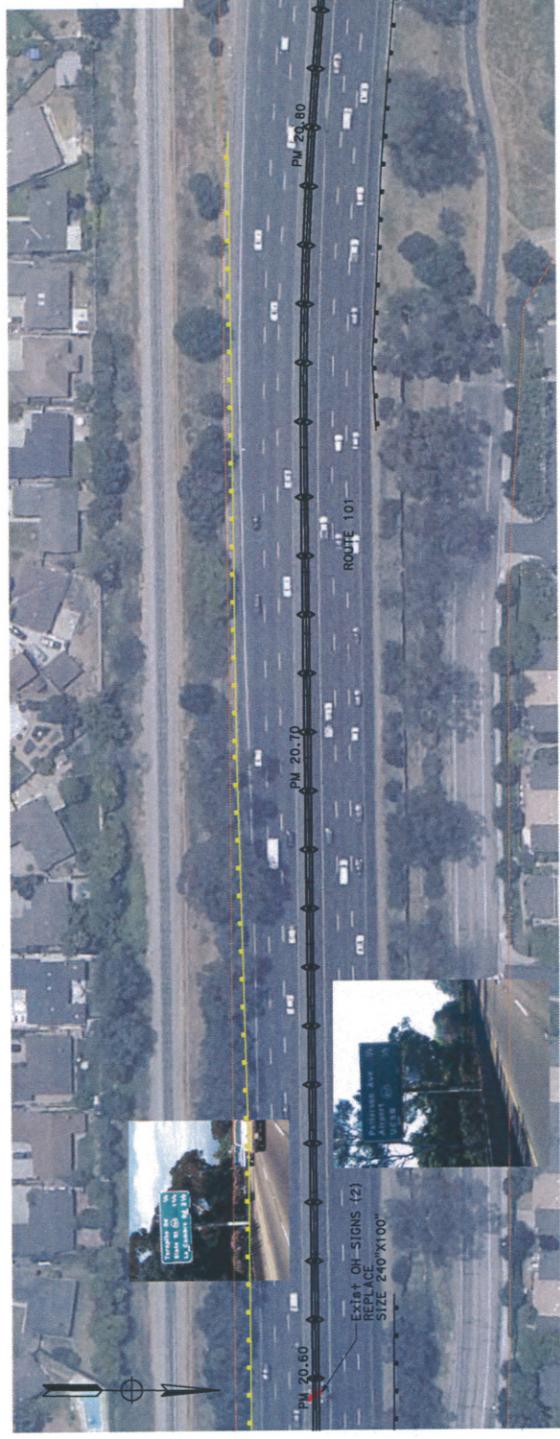
BORDER LAST REVISED: 7/2/2010

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	STEVE WYATT	CHECKED BY	DATE REVISED
Caltrans			BRIAN FULLER	
			DESIGNED BY	REVISOR

DIST	COUNTY	ROUTE	POST MILES	SHEET NO.	TOTAL SHEETS
5	SB	101	13.0/22.8		



REGISTERED CIVIL ENGINEER DATE: _____
 PLANS APPROVAL DATE: _____
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR CONSEQUENCES OF THIS PLAN SHEET.



PSR-PR
L-15
 SCALE: 1" = 50'

PROJECT NUMBER & PHASE: UNIT 1450

UNIT 1450

RELATIVE BORDER SCALE IS IN INCHES

0 1 2 3

USERNAME: a133700
 DWF FILE: 50568 (04)15.dgn

BORDER LAST REVISED 7/2/2010

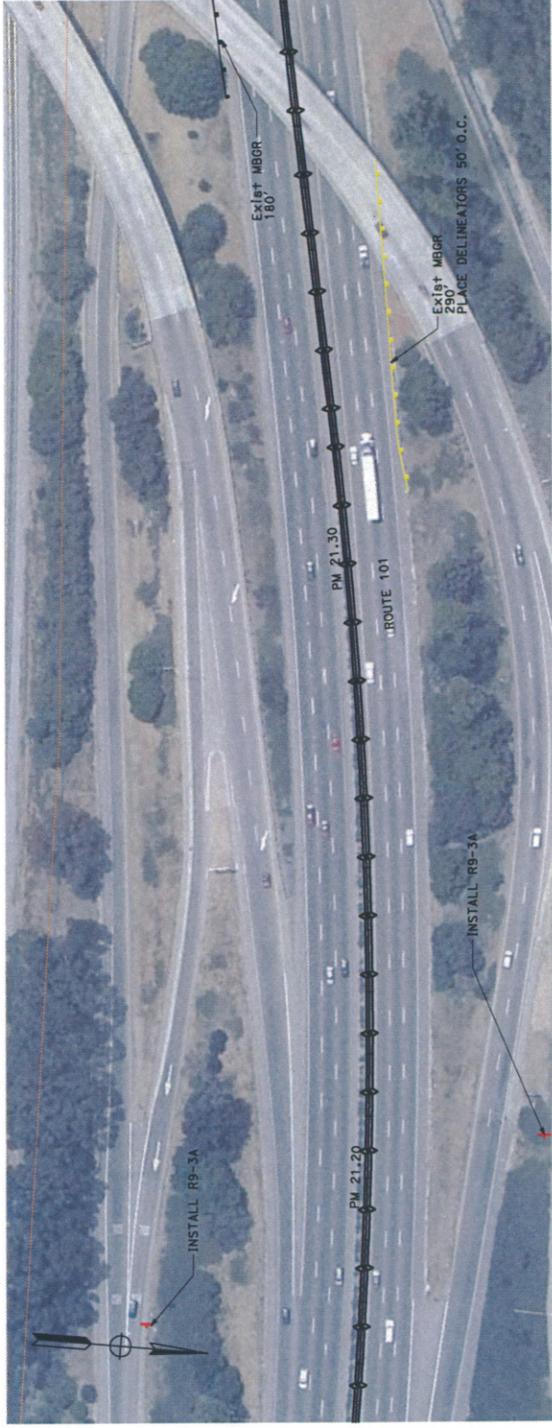
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	STEVE WYATT	CHECKED BY	DATE REVISED
	DESIGNED BY	BRIAN FULLER	REVISD BY	



Dist	County	Route	Sheet No.	Total Project	Sheet No.
5	SB	101	13.0/22.8		



REGISTERED CIVIL ENGINEER DATE
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS
 OR AGENTS SHALL NOT BE RESPONSIBLE FOR
 COPIES OF THIS PLAN SHEET.



MATCHLINE



MATCHLINE

PSR-PR
L-16

SCALE: 1" = 50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	STEVE WYATT	CHECKED BY	DATE REVISED
	DESIGNED BY	BRIAN FULLER	REVISOR	

Dist*	COUNTY	ROUTE	POST MILES	TOTAL	TOTAL
5	SB	101	13.07/22.8	PROJECT	SHEET
			DATE	NO. TOTAL	
			13.07/22.8	13.07/22.8	

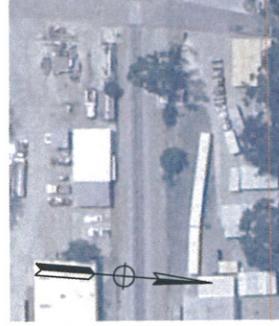
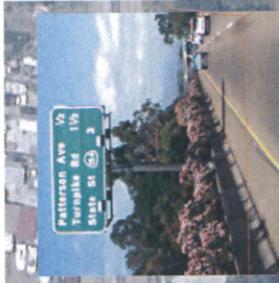
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

DESIGNED BY

CHECKED BY

DATE REVISED



PSR-PR
L-17

SCALE: 1" = 50'



UNIT 1450

PROJECT NUMBER & PHASE

0513000085 K

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	STEVE WYATT	CHECKED BY	DATE REVISED
	DESIGNED BY	BRIAN FULLER	REVISOR BY	

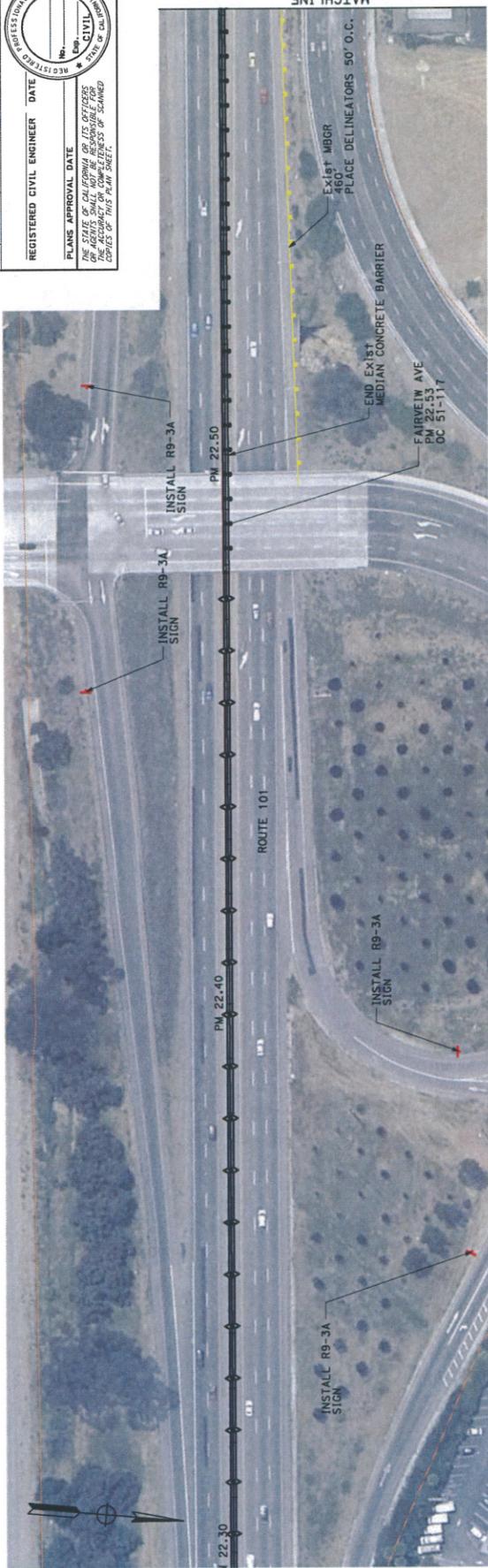
USERNAME => b133700
DGN FILE => 5058610ec17.dgn

BORDER LAST REVISED 7/2/2010

DIRT	COUNTY	ROUTE	TOTAL PROJECT MILES	SHEET NO.	TOTAL SHEETS
5	SB	101	13.0/22.8		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
 No. _____
 CIVIL
 STATE OF CALIFORNIA
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR CORRECTIONS OF THIS PLAN SHEET.



**PSR-PR
L-18**

SCALE: 1" = 50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	STEVE WYATT	CHECKED BY	DATE REVISED
	DESIGNED BY	BRIAN FULLER	REVISOR	

C. Right of Way Data Sheet

Memorandum

To: David Beard

Date: 7/25/2013

Attn: Brian Fuller

File: CD 05 EA 1F320K Alt BUILD
Co SB RTE 101

Steve Wyatt

DESCRIPTION:

The project intends to replace aging overhead guide sign panels, add reflective delineation to existing concrete median barrier and metal beam guardrail, install "no

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 5/22/2013

The following assumptions and limiting conditions were identified:

Appraisal

Utility

The permit record indicates the presence of extensive underground utility facilities in the project area, however, the Project Engineer indicates, on the "RIGHT OF WAY DATA SHEET REQUEST FORM", that there are no utility involvements, no utility relocations are necessary, and no positive-location of utility facilities will be required. If utility relocations prove to be necessary: these utility relocations will need to be coordinated with construction, the schedule for this project will need to be extended and the estimated costs for utilities will increase. Positive Location of high-risk facilities in the project area may be determined to be necessary. This project proposes to replace overhead guide sign panels, add reflective delineation to existing concrete median barrier and metal beam guardrail, install "no pedestrian" signs at the entrances to all on and off ramps, and install lighting. Comply with USA alert requirements at all project locations, including at construction sign locations.

Right of Way Lead Time will require a minimum of 1 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.

CONNIE SHELLOOE, Sr. Right of Way Agent
San Luis Obispo Field Office
(805) 549-3471

Right Of Way Cost Estimate

	Current Year 2013	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2015
Acquisition:	\$0	25%	5%	\$0
Mitigation:	\$0	25%	5%	\$0
State Share of Utilities:	\$0	25%	5%	\$0
Expert Witness:	\$0	25%	5%	\$0
Relocation Assistance:	\$0	25%	5%	\$0
Demolition and Clearance:	\$0	25%	5%	\$0
Title and Escrow:	\$0	25%	5%	\$0
Ad Signs:	\$0	25%	5%	\$0
Total Current Value:	\$0			\$0

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

Estimated Construction Contract Work (CCW):

R/W LEAD TIME/Mo. 1

Cost Break Down	
Pot Hole	
Mitigation	
Land	
Bank	
Permit Fees	

RR Involvement

Railroad Facilities or Right of Way Affected?	no
Const/Maint Agreement:	no
Service Contract:	no
Right of Entry:	no
Clauses:	no
Estimated Lead-time	0 mon

Parcel Data

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

of Excess Parcels:

Misc R/W Work

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

Utilities

U4-1: Owner Expense
U4-2: State Expense, Conventional no Fed Aid
U4-3: State Expense, Freeway no Fed Aid
U4-4: State Expense, both with Fed Aid
U5-7: Utility verification, no relocation/potholing
U5-8: Utility verification, w/ some relocation/potholing
U5-9: Utility verifications, relocation/potholing required

EA: 05-1F320K

ALT: BUILD

Parcel Area

Total R/W Required:	
Total Excess Area:	

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

General Description of Utility Involvement:

Highway 101 is designated freeway/expressway in the project area.

Is there a significant effect on assessed valuation:

Were any previously unidentified sites with hazardous waste or material found:

Are RAP displacements required:

of single family: # of muliti-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:

Railroad Liaison Agent:

sah

7/24/2013

Utilty Relocation Coordinator:

Robert H. Davis

6/10/2013

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.

Connie Shellooe

CONNIE SHELLOOE
Sr. Right of Way Agent, Right of Way

Date

ENTERED PMCS

7/25/2013

BY: Patrick Mason

D. CE

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

05 - SB - 101	13.0/22.8	1F320 [0513000085]	N/A
---------------	-----------	-----------------------	-----

Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project) /Project No.	Federal-Aid Project No. (Local project)/ Proj. No.
----------------------------------	----------	--------------------------------------	--

PROJECT DESCRIPTION:
 The project proposes to replace and install signs along U.S. 101 in Santa Barbara County, beginning at post mile 13.0 near Milpas Street in the City of Santa Barbara and ending at post mile 22.8 near Fairview Avenue in the City of Goleta. The project also proposes to install overhead guide sign panels, replace and upgrade delineation for metal beam guardrail and concrete barrier, replace and install signs and new lighting. Approximately 12 electroliers will be selectively installed. The purpose of the project is to improve the safety of night time driving conditions in the corridor. All work will be conducted 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.

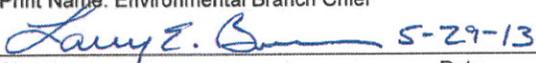
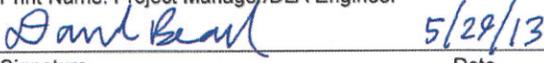
CALTRANS CEQA DETERMINATION (Check one)

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

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

Categorically Exempt. Class 1 (PRC 21084; 14 CCR 15300 et seq.)

Categorically Exempt. 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])]

Larry Bonner Print Name: Environmental Branch Chief  Signature Date	David Beard Print Name: Project Manager/DLA Engineer  Signature Date
---	---

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b) (<http://www.fhwa.dot.gov/hep/23cfr771.htm> - sec. 771.117).

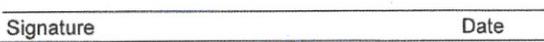
In non-attainment or maintenance areas for Federal air quality standards, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to [42 USC 7506\(c\)](#) and [40 CFR 93.126, 40 CFR 93.127, 40 CFR 93.128](#).

CALTRANS NEPA DETERMINATION (Check one)

23 USC 326: The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2010, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

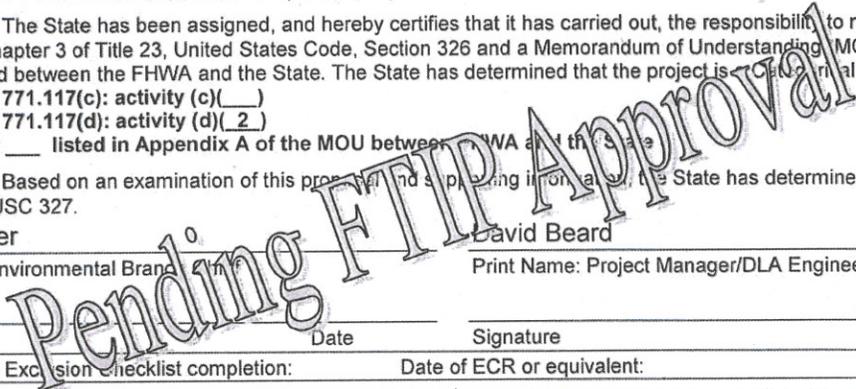
- 23 CFR 771.117(c): activity (c) (___)
- 23 CFR 771.117(d): activity (d) (2)
- Activity ___ listed in Appendix A of the MOU between FHWA and the State

23 USC 327: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under 23 USC 327.

Larry Bonner Print Name: Environmental Branch Chief  Signature Date	David Beard Print Name: Project Manager/DLA Engineer  Signature Date
---	---

Date of Categorical Exclusion Checklist completion: _____ Date of ECR or equivalent: _____

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if 23 USC 327 project; §106 commitments; §4(f); §7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions).



CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Biology

- No tree removal or tree trimming is currently anticipated, however, if tree removal or trimming are required, this work will need to be conducted between September 1 and February 15 to avoid impacting nesting birds.

- If tree removal or tree trimming are required during the breeding season, before any trees can be removed, please contact Caltrans District Biologist at (805) 542-4684 or the District Construction Liaison at (805) 542-4663. A qualified biologist shall conduct a focused nest survey for active migratory bird and raptor nests in the trees to be removed or trimmed. If an active bird nest is found in a tree proposed to be removed or trimmed, Caltrans will coordinate with the California Department of Fish and Wildlife to determine an appropriate buffer based on the habits and needs of the species. The nest area shall be avoided until the nest is vacated and the juveniles have fledged.

E. 6 PAGE COST ESTIMATE

PLANNING COST ESTIMATE



Dist-Co-Rte: 05-SB-101
 PM: PM 13.0/22.8
 EA: 05-1F320K
 Program Code: 40.50.201.010

PROJECT DESCRIPTION:

Limits: On route 101 in Santa Barbara between postmile 13.0 and 22.8

Proposed Improvement: It is proposed to replace overhead sign panels, install R9-3a signs at the entrance to all on and off ramps, install reflective delineation on existing metal beam guardrail and install reflective panel delineation on the existing median concrete or thrie beam barrier from postmile 13.0 to postmile 22.8 on the Route 101 in Santa Barbara County. This project is funded from the Highway Safety Improvement Program (201.010) in the 2014/2015 fiscal year.

(Scope of Work)

Alternative: Build

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	Total of Sections 1 - 10 shown above	\$	1,039,000
TOTAL STRUCTURES ITEMS		\$	0
	SUBTOTAL CONSTRUCTION COSTS	\$	1,039,000
	TOTAL RIGHT OF WAY ITEMS (Not Escalated)	\$	0
	TOTAL PROJECT CAPITAL OUTLAY COSTS	\$	1,039,000

Reviewed by
 District Program Manager:

 (Signature)

7/31/2013

 (Date)

Approved by Project Manager:

 (Signature)

8/7/2013

 (Date)

Phone Number:

(805) 549-3016

Form revised 12/01/09

PLANNING COST ESTIMATE



Dist-Co-Rte: 05-SB-101
 PM: PM 13.0/22.8
 EA: 05-1F320K
 Program Code: 40.50.201.010

II. ROADSIDE ITEMS

<u>Section 6 Planting and Irrigation</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
	1	LS	\$5,000	\$5,000	
Subtotal Planting and Irrigation Section:					\$5,000

<u>Section 7: Roadside Management and Safety Section</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Subtotal Roadside Management and Safety Section:					\$0

TOTAL SECTIONS 1 thru 7 \$791,500

NOTE: Extra lines are provided for items not listed; use additional lines as appropriate.

PLANNING COST ESTIMATE



Dist-Co-Rte: 05-SB-101
 PM: PM 13.0/22.8
 EA: 05-1F320K
 Program Code: 40.50.201.010

III. ROADWAY ADDITIONS

Section 8 - Minor Items

				<u>Item Cost</u>	<u>Section Cost</u>
(Subtotal Sections 1 thru 7)	<u>\$791,500</u>	x	<u>0.05</u> (5 to 10%)	=	<u>\$39,575</u>
					TOTAL Minor Items: <u>\$39,575</u>

Section 9 - Roadway Mobilization

(Subtotal Sections 1 thru 8)	<u>\$831,075</u>	x	<u>0.10</u> (10%)	=	<u>\$83,108</u>
					TOTAL Roadway Mobilization: <u>\$83,108</u>

Section 10 - Supplemental Work & Contingencies

Supplemental Work

(Subtotal Sections 1 thru 8)	<u>\$831,075</u>	x	<u>0.05</u> (5 to 10%)	=	<u>\$41,554</u>
------------------------------	------------------	---	---------------------------	---	-----------------

Contingencies

(Subtotal Sections 1 thru 8)	<u>\$831,075</u>	x	<u>0.10</u> (**%)	=	<u>\$83,108</u>
------------------------------	------------------	---	----------------------	---	-----------------

Supplemental Work & Contingencies: \$124,661

TOTAL ROADWAY ADDITIONS Sections 8 thru 10: \$247,344

TOTAL ROADWAY ITEMS: \$1,038,844

(Subtotal Sections 1 thru 10)

Estimate Prepared
by:

Brian Fuller

(Print or Type Name)

Phone: 805-549-3104

07/01/13

(Date)

Estimate Checked
by:

Mike O'Neal

(Print or Type Name)

Phone: 805-549-3489

07/01/13

(Date)

****Use appropriate percentage per PDPM, Part 3 Chapter 20.**

<http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm> - pdpm

PLANNING COST ESTIMATE



Dist-Co-Rte: 05-SB-101
 PM: PM 13.0/22.8
 EA: 05-1F320K
 Program Code: 40.50.201.010

II. STRUCTURE ITEMS

	STRUCTURE			
	No. 1	No. 2	No. 3	
Bridge Name	_____	_____	_____	
Structure Type	_____	_____	_____	
Width (out to out) - (ft)	_____	_____	_____	
Span Length - (ft)	<u>0</u>	<u>0</u>	<u>0</u>	
Total Area - ft ²	<u>0</u>	<u>0</u>	<u>0</u>	
Footing Type (pile/spread)	<u>0</u>	<u>0</u>	<u>0</u>	
Cost per ft ²	<u>0</u>	<u>0</u>	<u>0</u>	
(incl. 10 % mobilization and 20 % contingency)				
Total Cost for Structure	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	
SUBTOTAL STRUCTURES ITEMS _____				\$0
(Sum of Total Cost for Structures)				
Railroad Related Costs (Not incl. in R/W Est)	_____	_____	_____	<u>\$0</u>
	_____	_____	_____	<u>\$0</u>
SUBTOTAL RAILROAD ITEMS _____				\$0
TOTAL STRUCTURES ITEMS _____				\$0
(Sum of Structures items plus Railroad Items)				

COMMENTS:

No Structure items.

Estimate Prepared by: _____ Phone: _____ 0/0/00
 (Print or Type Name) (Date)

(If appropriate, attach additional pages as backup)

PLANNING COST ESTIMATE



Dist-Co-Rte: 05-SB-101
 PM: PM 13.0/22.8
 EA: 05-1F320K
 Program Code: 40.50.201.010

III. RIGHT OF WAY ITEMS

No. of years for Escalation = ██████████

	Current Values	Rate	Escalation		Escalated
		(%)	<u>Factor</u>		Values
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$0	5.0	1.00	-	\$0
B. Utility Relocation (State Share)	\$0	5.0	1.00	-	\$0
C. Relocation Assistance	\$0	5.0	1.00	-	\$0
D. Clearance/Demolition	\$0	7.0	1.00	-	\$0
E. Title and Escrow Fees	\$0	4.0	1.00	-	\$0
TOTAL RIGHT OF WAY** ITEMS=	<u>\$0</u>				<u>\$0</u> (Escalated Value)

Anticipated Date of Right of Way Certification: 0/0/00
 (Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work

Right of Way Branch Cost Estimate for Work* _____ \$0

* This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items

COMMENTS:

All utilities to be protected in place. No R/W takes or easements required.

Estimate Prepared by: _____

(Print or Type Name)

Phone: _____

0/0/00
(Date)

(If appropriate, attach additional pages and backup including Right of Way Data Sheet and Environmental Mitigation and Compliance Cost Estimate Sheet).

Memorandum

*Flex your power!
Be energy efficient!*

To: BRIAN FULLER
Project Engineer

Date: April 25th, 2013

File: 05-SB-101
(PM 13.0/22.8)
EA-1F320K (0513000085)

From: XAVIER ALFARO
Transportation Engineer (Electrical)
Central Region Electrical Design

Subject: Project Study Report Review for Electrical Work.

The Electrical Design Branch has reviewed the Project Study Report. The following electrical estimate work is recommended:

Highway Lighting (PM 14.41 and PM 14.51):

Install twelve highway lighting poles along South Bound Route 101 between Carrillo St SB on-ramp and Castillo St SB off-ramp as recommended by our Traffic Safety department. Trench approximately 800 feet, install 120/240 Volt single phase service cabinet as well as pull boxes, conduit and associated lighting conductors are included in this estimate at a total estimated cost of \$130,000.

Sign Lighting replacement:

Replace a total of 81 existing 175 watt Mercury Vapor (MV) sign lighting fixtures with 85 watt Induction Sign Lighting (ISL) fixtures at a total estimated cost of \$110,000.

Total Estimated Cost = \$240,000

These recommendations are subject to change due to any modifications or changes in the overall project scope or design, or based on any further recommendations provided by other departments. If you have any questions or need additional information please contact me at (805) 549-3460.

cc: Ali Bakhoud
Daniel Vo

Memorandum

DATE: May 16, 2013

TO: Steve Wyatt,
Senior Design Engineer-

FROM: Mohammed Qatami

RE: 05-1F320K-SB-101-13.0/22.8

SUBJECT: Preliminary Traffic Design Cost Estimate.

We are sending you our preliminary traffic cost estimate for the above-mentioned Project.

It should be noted that this estimate is based on information available to us at this time.

Any further changes in the plan would affect this estimate.

The estimate does not include contingency fund, Maintain traffic and traffic control system fund.

The cost is as follows:

Sign Item	\$ 324,499.62
Construction Area signs Items	\$10,000.00
Total	\$334,500.00

If you have any questions, please call Fawzi Yaghmour at (805)-542-4730 or David Black (805) 542-4712

Traffic Design
Fawzi Yaghmour

F. STORMWATER DATA REPORT



Dist-County-Route: 05 - SB - 101
 Post Mile Limits: 13.0/22.8
 Project Type: Replace Overhead Guide Signs & Barrier Delimitation
 Project ID (or EA): 05-1300-0085-K (05-1F320-K)
 Program Identification: SHOPP 201.010
 Phase: PID
 PA/ED
 PS&E

Regional Water Quality Control Board(s): CENTRAL COAST, REGION 3

- | | | |
|---|------------------------------|--|
| 1. Is the project required to consider incorporating Treatment BMPs? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 2. Does the project disturb 5 or more acres of soil? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 3. Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 4. Does the project potentially create permanent water quality impacts? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 5. Does the project require a notification of ADL reuse | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

If the answer to any of the preceding questions is "Yes", prepare a Long Form - Storm Water Data Report.

Estimate Construction Start Date: 05/01/2015 Construction Completion Date: 08/01/2015
 Separate Dewatering Permit (if yes, permit number) Yes Permit # _____ No
 Erosivity Waiver Yes Date: _____ No

This Short Form - Storm Water 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.

Brian Fuller 8/5/2013
 Brian Fuller, Registered Project Engineer Date

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

Marissa Nishikawa 8/6/2013
 (Stamp Required for PS&E only) FOR Marissa Nishikawa, Regional SW Coordinator or Designee Date

G. TRANSPORTATION MANAGEMENT PLAN

H. FINAL DISTRIBUTION LIST

Point here for instructions

CENTRAL REGION PROJECT REPORT DISTRIBUTION LIST

Division	Project	D5	D6	D9	D10
FAWA	Designated technical projects only. Refer to Stewardship Agreement	Dominic Hoang	Dominic Hoang	Dominic Hoang	Dominic Hoang
HQ Division of Design	All Projects	Design Report Routing	Design Report Routing	Design Report Routing	Design Report Routing
HQ Division of Engineering Serv	All Projects	Division of Engineering Services (electronic copy OK)	Division of Engineering Services	Division of Engineering Services (electronic copy OK)	Division of Engineering Services
HQ Environmental	All Projects	Bob Pavlik	Bob Pavlik	Bob Pavlik	Bob Pavlik
HQ Maintenance	HA22	Bob Wansell	Ron Jones	Ron Jones	Ron Jones
	HA31	Roger Hunter	Roger Hunter	Roger Hunter	Roger Hunter
	HA42	Gerald Kracher	Gerald Kracher	Gerald Kracher	Gerald Kracher
	STPA	Patricia Dickinson	Patricia Dickinson	Patricia Dickinson	Patricia Dickinson
HQ Traffic Operations	HB4N, HB4C	Matthew Friedman	Matthew Friedman	Matthew Friedman	Matthew Friedman
HQ Traffic Ops/Traffic Safety Pgm	HB1	Robert Peterson	Robert Peterson	Robert Peterson	Robert Peterson
HQ Traffic Ops/Traffic Safety Pgm	HB711	Darold Heikens	Darold Heikens	Darold Heikens	Darold Heikens
HQ SHOPP Program Advisor	For other prog	HQ Advisors List	HQ Advisors List	HQ Advisors List	HQ Advisors List
Project Manager	All Projects	Project Manager	Project Manager	Project Manager	Project Manager
Design Manager	All Projects	Design Manager	Design Manager	Design Manager	Design Manager
Resident Engineer	All Projects	Resident Engineer	Resident Engineer	Resident Engineer	Resident Engineer
District Maintenance	All Projects	Lance Gorman	John Liu	Craig Holste	Alvin Mangindin
	D6 Eastern Kern	Kelly McClain	Craig Holste	Craig Holste	
	SHOPP	Jacques Van Zeveren	Joel Aguilar	Ferry Ervelp	Wilmar Kim
District Traffic Management	All Projects	Romano Verengia			
District Traffic Safety	Mon/SCr	Steve Talbert			
District Traffic Safety	SLO	David Chesebro			
District Traffic Safety	SB/SBt	Debra Lander			
Region Materials	All Projects	Susan Schilder	John Voortman	Dave Dillion	Dave Dillion
Region Environmental	All Projects	Susan Schilder	Susan Schilder	Susan Schilder	Susan Schilder
Region Right of Way	All Projects	Cecilia Sillioe	Mike Dumas	Nancy Escallier	Michael Rodrigues
District Planning	All Projects	Claudia Espino	Steve Curti	Brad Mettam	Ken Baxter

Point here for instructions

CENTRAL REGION PROJECT REPORT DISTRIBUTION LIST

District/Program/Office	Project/Type	D5		D9		D10	
		No. Copy	Name	No. Copy	Name	No. Copy	Name
PPM	All Projects	1	Linda Araujo	1	Linda Araujo	1	Andrea Nason
District Surveys	All Projects	0	Hanna Kassels (electronic copy only)	0	Hanna Kassels (electronic copy only)	0	Hanna Kassels (electronic copy only)
	All Projects	1	Jeremy Wilstead	0	Hanna Kassels (electronic copy only)	0	Hanna Kassels (electronic copy only)
	Mon/SO/SBI	1	Bob Franks	0	Hanna Kassels (electronic copy only)	0	Hanna Kassels (electronic copy only)
	SB/SLO	1	Nick Katan	0	Hanna Kassels (electronic copy only)	0	Hanna Kassels (electronic copy only)
HQ DES/OPPM	Proj w/Structures	1	Andrew T S Tan	1	Andrew T S Tan	1	Peggy Lim
District Records	All Projects	0	Beverly Connolly (electronic copy only)	0	PM Gas Districts copy per Craig Holste	1	Beverly Connolly (electronic copy only)
	TOTAL	5		20		19	
PJD Technical Support		Last Revised 11-20-12		Report Changes to Randy Perkins			

I. RISK MANAGEMENT PLAN

Project Risk Management Plan

District: 05 EA: 1F320_

County: Santa Barbara Route: 101 PM: 13.0/22.8

Purpose

This document describes how Risk Management will be structured and performed on this project. The risk management plan includes methodology, roles and responsibilities, budgeting, timing, risk categories, definitions of risk probability and impact, probability and impact matrix, reporting formats, and tracking. The Caltrans Project Risk Management Handbook will be utilized as primary reference and guideline.

APPROVED BY:


Project Manager


Date

Roles and Responsibilities

Project Manager responsibilities include:

- ◆ Incorporate the resources and time required to execute the Risk Management Plan in the project budget and schedule
- ◆ Develop, distribute and implement this Risk Management Plan
- ◆ Develop and update the Risk Register with the support of the Project Team and incorporate it into the workplan
- ◆ Coordinate with the risk owners to monitor risks and implement risk response strategies

Project Manager Support or Risk Officer responsibilities include:

- ◆ Support the Project Manager in developing and updating the Risk Management Plan and the Risk Register
- ◆ Maintain updates to the Risk Management Plan and the Risk Register
- ◆ Maintain a list of risk and response strategies of all the projects in the district
- ◆ Update the Sample Risk List and the lessons learned database (<http://pd.dot.ca.gov/pm/PMPI/LessonsLearned/index.asp>).

Project Team responsibilities include:

- ◆ Identify the risk and describe it
- ◆ Assess the probability that a risk will occur and specify the criteria used to assess the probability
- ◆ Assess the impact of risks on project cost, time, scope, and quality objectives, and specify the criteria used to assess the impact
- ◆ Help identify the risk owners and assist in developing the risk response strategies (Project Team members may be assigned as "Risk Owner")
- ◆ Perform the risk response steps assigned
- ◆ Assist the PM in activities associated with Risk Monitoring and Control

Risk Owner responsibilities include:

- ◆ Develop and/or update the assigned risk response strategy
- ◆ Monitor the risk assigned and inform PM of any threats or opportunities to the project. This includes monitoring the risk trigger and informing the PM, if the risk becomes a real event.

Risk Register

The attached Risk Register documents the identified risks, the assessment of their root causes, areas of the project affected (WBS elements), the analysis of their likelihood of occurring and impact if they occur and the criteria used to make those assessments and the overall risk rating of each identified risk by objective (e.g. cost, time, scope and quality). (Appendix D, Project Risk Management Handbook). Importantly, it includes the risk triggers, response strategies for high priority risks, and the assigned risk owner who will monitor the risk.

Risk Identification Methods Used

The risk breakdown structure (Appendix B, Project Risk Management Handbook) and Sample Risk List (Appendix C, Project Risk Management Handbook) will be used as reference tools to help the PDT identify and categorize risks.

Risk Analysis Methods Used

Qualitative Risk Analysis attempts to rank the risks into high, medium and low risk categories based on their probability of occurring and impact on an objective. (The objective with the most impact, at a minimum).

This project will X will not _____ use qualitative risk analysis
 This project will _____ will not X use District RM Web tool

Quantitative Risk Analysis attempts to estimate the risk that the project and its phases will finish within objectives taking into account all identified and quantified risks, estimates the contingency needed for cost and schedule and identifies the best decisions using decision tree analysis. (See *Project Risk Management Handbook* for additional information and when to use Quantitative Risk Analysis).

This project will X will not _____ use quantitative cost risk analysis
 This project will X will not _____ use quantitative schedule risk analysis
 This project will _____ will not X use decision tree analysis
 This project will _____ will not X use other quantitative methods

Period of Risk Management Meetings and Full Review of Project Risk

Meetings for the purpose of discussing and making decisions on Project risk will be held:

Weekly _____ Bi-Weekly _____ Monthly _____ Other PDT Meetings, Report Circulation

The risk management identification, analysis and response planning process shall occur during project initiation document (PID). A full review and update of risk register will occur at the beginning of each subsequent phase of the project.

Budget Allocated for Risk Management

Staff allocated and assigned for risk management activities include:

PMSU Chief	@	<u> 4 </u>	Hrs
Risk Officer	@	_____	Hrs
PM	@	<u> 16 </u>	Hrs
Environmental	@	<u> 4 </u>	Hrs
Design	@	<u> 4 </u>	Hrs
R/W	@	_____	Hrs
DES/Structure	@	_____	Hrs
Construction	@	<u> 4 </u>	Hrs
Traffic Operations	@	_____	Hrs
Maintenance	@	_____	Hrs
	@	_____	Hrs
Total:		<u> 32 </u>	Hrs

32 Hrs. × \$ 105 /Hr =

A total of \$ 3,360 is allocated for Risk Management on this project.

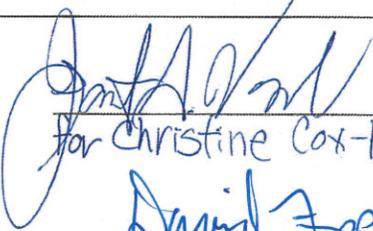
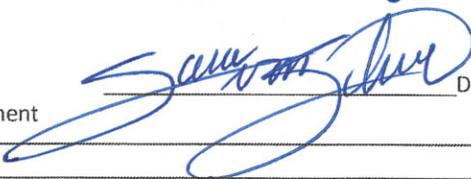
STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS)

Form PM-001/CR (Rev. 1/8/13)

The risk register is to be approved and signed-off by the deputies listed below for all scalability levels. By signing this form, you are certifying that you have reviewed the risks documented in the register and agree that they have been managed to the extent possible by the PDT.

<u>Project Information</u>	
District – EA/EFIS	05-1F320/0513000085
Project Description	Replace Overhead Guide Signs and Barrier Delineation
Project Risk Manager (Same as PM for Risk Level 1&2 Projects)	<u>David Beard</u>
Raul Martinez , Project Manager (PM)	

<u>PA&ED (Required)</u>	
CHRISTINE COX-KOVACEVICH Chief, Central Region Environmental	 Date: 8-23-13
<i>for</i> BRIAN EVERSON Chief, Central Region Project Development	 Date: 8/28/13
SARA VON SCHWIND Deputy District Director, Program/Project Management	 Date: 9.11.13

<u>Prior to PS&E (Required)</u>	
MARK DER MATOIAN Chief, Central Region Construction	N/A _____ Date: _____
NICK DUMAS Acting Chief, Central Region Right of Way	N/A _____ Date: _____
CHRISTINE COX-KOVACEVICH Chief, Central Region Environmental	N/A _____ Date: _____
BRIAN EVERSON Chief, Central Region Project Development	N/A _____ Date: _____
SARA VON SCHWIND Deputy District Director, Program/Project Management	N/A _____ Date: _____
Project Manager	N/A _____ Date: _____

PROJECT RISK MANAGEMENT PLAN

Dist - E.A		Co-Rte-PM		Project Name				Project Manager		Telephone Number		Date	Version/Draft				
05-1F320		SB-101-13.0/22.8		Replace Overhead Sign Panels, Upgrade Delineation and Add Lighting				David Beard		(805) 549-3016		8/1/2013	PA&ED				
Priority	PROJECT RISK MANAGEMENT PLAN																
	Identification					Qualitative Analysis			OPTIONAL Quantitative Analysis			Risk Response Plan		Monitoring and Control			
	Status	ID #	Date Identified Project Phase	Functional Assignment	Threat/Opportunity Event	Risk Trigger	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact (\$ or days)	Effect (\$ or days)	Strategy	Response Actions including advantages and disadvantages	Responsibility (Risk Manager)	Last date changes made to risk and Comments
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)=(12)x(13)	(15)	(16)	(17)	(18)
Active	E1	PA&ED	Environmental	A policy change or scope change causes the Coastal Commission or City of SB staff to declare that the project requires a Coastal Permit	Agency staff informs us that the project is not exempt from Permit requirements	Schedule	Low	High		30%	365	110	Avoidance	Monitor scope to stay within the description that agencies use for their exemptions	Matt Fowler	8/1/2013	
Active	PM1	PS&E	Project Management	Requests for additional items of work result in scope creep	Additional work is included in the reports or plans	Scope Cost	Moderate	Low		50%	\$ 50,000	\$ 25,000	Avoidance	Focus on keeping the project within its original scope, during all project reviews and team meetings	David Beard	8/1/2013	
Active	PM2	PS&E	Project Management	Added workload or time requirements because of new direction, policy, or statute	Notified by management that a new direction, policy or statute has been introduced	Schedule Cost	Moderate	Low		50%	30	15	Mitigation	Stay informed of changes being considered and prepare the team to make necessary project changes in advance	David Beard	8/1/2013	
Active	PM3	PS&E	Project Management	Project is delayed due to losing critical staff at crucial point of the project	Notified by management that staff members are leaving their position or are being transferred	Schedule	High	Moderate		70%	90	63	Mitigation	Consider staffing needs of functional units when creating the workplan, and review resources as needed Use team meetings to keep everyone informed of project issues, so that new team members can catch up quickly	David Beard	8/1/2013	
Active	PM4	PS&E	Project Management	Project is delayed because key functional unit staff are not available for specialty design work	Notified by functional managers that staff members are leaving their position or are being transferred	Schedule	High	Moderate		70%	90	63	Avoidance	Consider staffing needs of functional units when creating the workplan, and review resources as needed Inform functional managers of the accelerated schedule demands so that they can plan for the workload.	David Beard	8/1/2013	
Dormant	C1	Construction	Construction	Inaccurate contract time estimates	Contractor progress does not match estimate	Schedule	Moderate	Moderate		50%	60	30	Acceptance	Manage and coordinate with Contractor during construction and apply liquidated damages if necessary	Alan Haag	8/1/2013	
Dormant	C2	Construction	Project Management	Public awareness/support for signs and lighting changes	Additional outreach becomes necessary	Cost	Low	Low		30%	\$ 10,000	\$ 3,000	Avoidance	Plan for advanced public outreach before construction	David Beard	8/1/2013	