Project Study Report

To

Request for Programming in the SHOPP

On Route 129

Between 0.1 mile west of Carlton Road

And 0.2 mile east of Carlton Road

APPROVAL RECOMMENDED:

Doug Hessing

DOUG HESSING, PROJECT MANAGER

APPROVAL RECOMMENDED:

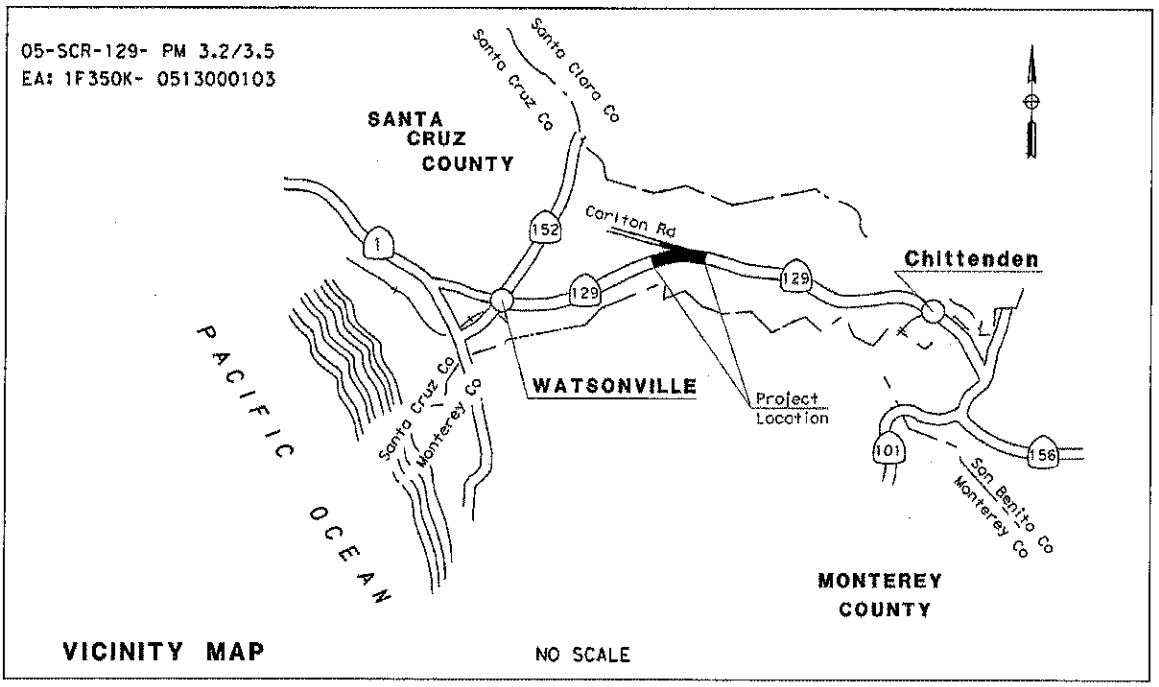
DEB L. LARSON, DISTRICT PROGRAM ADVISOR

APPROVED:

TIMOTHY M. GUBBINS,
DISTRICT 5 DIRECTOR

9/15/14
DATE

Vicinity Map



This project study 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.

JAMES ESPINOSA, *REGISTERED CIVIL ENGINEER* — *DATE* 8/20/14

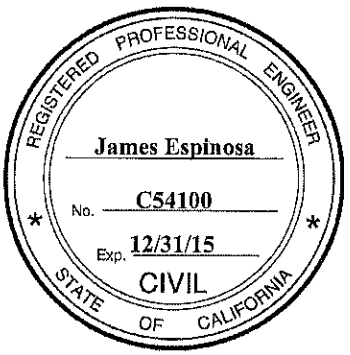


Table of Contents

1. INTRODUCTION

This project is located in Santa Cruz County on State Route 129 (SR-129) from PM 3.2 to PM 3.5. The project proposes to improve the safety of SR-129 by constructing a new intersection at Carlton Road west of the existing intersection and reconfiguring the adjacent private road access to reduce conflict points. A left-turn channelization and storage lane would be constructed on SR-129 at the new intersection. The proposed improvements would reduce the number of collisions at this location. The current estimated project's costs for the two "Build" alternatives are $218,000 for right of way and $1,682,000 for construction. This project falls into Project Development Category 4A and will be funded under the 20.10.201.010 SHOPP Safety Improvements Program.

Project Limits	05-SCr-129 PM 3.2/3.6
Number of Alternatives	2
Alternative Recommended for Programming	1
Current Capital Outlay Support Estimate	$1,905,000
Current Capital Outlay Construction Estimate	$1,682,000
Current Capital Outlay Right-of-Way Estimate	$218,000
Funding Source	20.XX.201.010
Funding Year	2017/2018
Type of Facility	2-Lane Conventional highway
Number of Structures	0
SHOPP Project Output	31 collisions reduced over the project life
Anticipated Environmental Determination or Document	Mitigated Negative Declaration/Categorical Exclusion
Legal Description	Construct storage lane and realign intersection.
Project Development Category	Category 4A

2. BACKGROUND

This project was initiated by District 5's Traffic Safety Branch. The project location was identified as part of a 'Table C' report having a high collision concentration. A Table C Report is an analysis tool used to identify concentrations of collisions on freeways, expressways, and conventional highways in 0.2 mile increments. Concurrence was received from the Headquarters Division of Traffic Operations, Office of Traffic Safety Program.

The District Multifunctional Safety Review Committee completed an electronic review of the proposed project on November 21, 2012. The Conceptual Report was approved on February 1, 2013.

Santa Cruz County's Department of Public Works was contacted early in the programming process, and was informed that the realignment of Carlton Road would involve their right of way. On September 26, 2013, Caltrans attended a meeting with the Santa Cruz County Department of Public Works to address the project's scope and right of way issues. Plans with the proposed improvements and the proposed right of way were shown to Public Works' officials. It was agreed that a joint meeting would be held with the property owner of the affected parcel to discuss the impact of the project to the parcel. The County representatives showed support for the project. A cooperative agreement would be developed with Santa Cruz County to relinquish the realigned section of Carlton Road to the County.

A Constructability Review meeting was held on April 10, 2014. The Team discussed constructability issues regarding Alternative 1. The Team agreed on considering a second alternative (Alternative 2) to be evaluated along with Alternative 1 during this stage of the project. Alternative 2 would include reconfiguring the adjacent private road access to reduce conflict points present in Alternative 1.

State Route 129 within the project's limits is a 2-lane conventional highway (minor arterial) with 12-foot lanes and 8-foot shoulders. There is a horizontal curve of about 2000 feet at the existing intersection of SR-129 and Carlton Road. There is a private road located just east of the existing intersection. An agricultural well is located south of SR-129 within a close proximity to the proposed right of way at PM 3.25.

There are no existing pedestrian facilities within project limits. The highway survey inventory for design speed designates this segment of SR-129 at 55 mph.

Carlton Road intersects with SR-129 at approximately PM 3.45. It is a county road that is used as an access to State Route 152. The posted speed on Carlton Road is 40 mph.

3. PURPOSE AND NEED

Purpose:
The purpose of this project is to reduce the number and severity of collisions at this location.

Need:
The proposed project location is experiencing a pattern of left-turn and rear-end collisions.

4. DEFICIENCIES

Carlton Road traffic accesses SR-129 at the intersection in two places approximately 300 feet apart. The private road access to Carlton Road and SR-129 is between these two points creating multiple access points within close proximity.

A Traffic Investigation revealed a pattern of collisions related to left turns to and from Carlton Road or the adjacent private road. The addition of a left turn pocket and median acceleration lane would require widening of SR-129 at this location.

Traffic
The Design Hourly Volume (DHV) and the Average Daily Traffic (ADT) values within project limits for SR-129 are shown in the tables below.

Table 1- 05-SCr- 129 - PM 1.4 to PM 3.35

Year	2012
DHV	1,075
AADT	10,000

Trucks in ADT: 15.3% 10 Years TI: 11
Directional Split: 59.7% 20 Years TI: 12
Design Speed (V): 55 mph

Table 2- 05-SCr- 129 - PM 3.35 to PM 7.2

Year	**2012**
DHV	800
AADT	8,800

Trucks in ADT: 17.8% 10 Years TI: 11
Directional Split: 59.7% 20 Years TI: 12.5
Design Speed (V): 55 mph

Collision Analysis
The summary of the selective collision data from the Traffic Accident Surveillance and Analysis System (TASAS), Table "B", for the 5-year period from January 1, 2006 to December 31, 2010 in Table 3 below reveals that the actual rate of fatalities and injuries in the segment under consideration is significantly higher than the average for similar roadways throughout the State. This collision period was used to calculate the Safety Index for this project.

TABLE 3 – Collision Rate per Million Vehicle Miles

Location	**Actual**			**Average**		
	Fatal	**F+I**	**Total**	**Fatal**	**F+I**	**Total**
Route 129	0.00	0.42	1.19	0.011	0.28	0.62

Over the 5-year period, there were a total of 20 reported collisions, which included 7 injuries. Four occurred under wet conditions and 8 occurred while dark conditions existed. The rate of collisions that have occurred during the time period is higher than the average for similar facilities throughout the State. The proposed improvements would meet the minimum threshold for Safety Index (SI) calculations.

5. CORRIDOR AND SYSTEM COORDINATION

State Route 129 within the project limits is classified as a 2-lane conventional highway. The SR-129 Transportation Concept Report (TCR) divides SR-129 in Santa Cruz County into two segments (A, B). The intersection of State Route 129 and Carlton Road is the point separating segment A and B.

State Route 129 (also called Riverside Drive) within Santa Cruz County starts at Route 1 in Watsonville, and continues east until it reaches the San Benito/Santa Cruz County line. State Route 129 continues in San Benito County until it ends at SR-129/US-101 junction. State Route 129 is a commercial and recreational route. A high percentage of trucks utilize this route as a means to get to Route 101 from the Watsonville area. This is a Surface Transportation Assistance Act (STAA) Terminal Access Route for trucks. The Surface Transportation Assistance Act of 1982 allows large trucks to operate on routes that are part of the National Network.

The proposed safety improvements are compatible with the future concept and strategies and do not in any way preclude any plans to improve or hinder the operation of the facility.

6. ALTERNATIVES

A. Viable Alternatives

Alternative 1:
This alternative proposes to construct a new intersection approximately 350 feet west of the existing intersection. Carlton Road would be realigned to form a T-intersection with State Route 129, and the old intersection would be removed. The existing portion of Carlton Road from the new intersection to the westbound access from SR-129 would be removed. The new configuration would allow access to SR-129 from the private road.

Alternative 2:
This alternative proposes to construct a new intersection approximately 350 feet west of the existing intersection and reconfiguring the adjacent private road access to reduce conflict points. Carlton Rd would be realigned to form a T-intersection with SR-129, and the old intersection would be removed. The existing portion of Carlton Road from the private road to the westbound access from SR-129 would be removed. The left turn from SR-129 eastbound to the private road would be eliminated along with the left and right

turn from the private road to SR-129. The new intersection would allow access to SR-129 from the private road north of old Carlton Road.

For Alternatives 1 and 2, the roadbed on the westbound SR-129 would be widened. The project proposes to construct a left-turn channelization and storage lane at the new intersection. There is an existing private agricultural well south of SR-129 that might be impacted by the widening. Also, there are a total of 5 utility poles along SR-129 and Carlton Road that might be in conflict and need to be relocated.

The construction of the new intersection would impact an existing 18" cross-culvert located at PM 3.27, and consequently it would be abandoned. The project proposes to place two 24" alternative pipe culverts (APC) to replace the abandoned culvert and to improve drainage at the intersection. The locations and sizes of the culvert pipes may change as the project progresses and more information becomes available. This project lies within a very large floodplain of known depth of 1 foot. A Location Hydraulic Study would need to be performed.

This project would acquire farmland, and consultation and coordination with the National Conservation Service would be needed. Construction and right of way cost is estimated at $1,900,000.

B. Rejected Alternatives

Alternative 3 – Roundabout:
This alternative proposed the construction of a new intersection with a roundabout. This intersection would be at approximately 350 feet west of the existing intersection. Carlton Rd would be realigned to intersect with the roundabout, and the old intersection would be removed. The roadbed of SR 129 would be widened to construct a left turn and storage lane at the private road east of the proposed intersection. This alternative was rejected as the cost exceeded the available funding.

Alternative 4 – No Build:
This alternative would not meet the purpose and need.

C. Analysis of Proposals

This project has followed the Traffic Operation Policy Directive 13-02 Intersection Control Evaluation, Step One. The objective of Step One evaluation activities is to identify access solution concepts meriting further consideration. Project Development Team had thorough discussions about the best way to configure this intersection. As a result, two alternatives were developed and considered in this Project Study Report.

Except for the Carlton Road connection, no modifications are proposed on the westbound side of centerline. Michael Janzen, HQ Design Reviewer, concurs that such a design would not be obligated to correct or document nonstandard features on the westbound side. No nonstandard features are proposed on the eastbound side including the left-turn

channelization. The scope and cost of both Alternative 1 and Alternative 2 produce a fundable Safety Index. Rubberized hot mix asphalt is not recommended for this project due to the low quantity.

7. COMMUNITY INVOLVEMENT

A meeting was held with the landowner on 6/11/2014. The main objective of the meeting was to discuss the impacts on the adjacent farmland and its operations, and to identify the best alternative to be recommended for programming. The two Build Alternatives were discussed with the landowner who expressed his concerns and objectives. The landowner wants to keep access to SR-129 at the driveway, and he supports removing part of Carlton Road from SR-129 up to the new intersection. These ideas will be fully evaluated and will be implemented as much as possible. Caltrans will keep the landowner updated with any changes to the scope of work.

8. ENVIRONMENTAL DETERMINATION/DOCUMENT

Based on the Preliminary Environmental Analysis Report (PEAR), the anticipated environmental document for this project will be a Mitigated Negative Declaration/Categorical Exclusion. This document level has been selected based on potential impacts to California Red-legged Frog which is anticipated to be mitigated below the threshold of significance as defined by CEQA. The California Department of Transportation (Caltrans) would act as the lead agency under NEPA/CEQA (National Environmental Policy Act/California Environmental Quality act). Caltrans will serve as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S. Code 327. The estimated time to obtain environmental approval is 23 months from the start of environmental studies. Final environmental document would be anticipated by June 1, 2016.

It is anticipated that multiple environmental studies and reports will be required for this project including (but not limited to): archeology survey report, natural environmental study, hazardous waste studies and farmland site assessment and evaluation. It is currently estimated that biology will be the critical path for the delivery of the Environmental Document.

Biology

Due to the potential for impacts to Endangered, Threatened or Special Status Species, Plant/wildlife, surveys during the appropriate season will be required. Field studies and additional research will have to be conducted to assess the types of impact and what action would be required.

Hazardous Waste

The proposed project involves soil disturbance and possible soil export. An Initial Site Assessment would be required.

Water Quality

The proposed project has the potential of having a short-term water quality impact. To minimize impacts to water quality, proper and accepted engineering practices and Best Management Practices (BMP's) would be incorporated.

9. FUNDING/PROGRAMMING

It has been determined that this project is eligible for federal-aid funding.

Capital Outlay Support and Project Estimates

Fund Source	Fiscal Year Estimate							
20.XX.201.010	Prior	2013/14	2014/15	2015/16	2016/17	2017/18	Future	Total
Component	In thousands of dollars ($1,000)							
PA&ED Support			$543					$543
PS&E Support					$674			$674
Right-of-Way Support					$309			$309
Construction Support						$508		$508
Right-of-Way						$277		$277
Construction						$2,045		$2,045
Total			$543		$983	$2,830		$4,356

Construction Capital is escalated at 5% per year.
Support cost is escalated at 3% per year. The support cost ratio is 87%.

10. SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
PROGRAM PROJECT	M015	9/12/2014
BEGIN ENVIRONMENTAL	M020	11/03/2014
BEGIN PROJECT REPORT	M040	09/15/2014
APPROVE DPR	M100	09/25/2015
CIRCULATE DPR & DED EXTERNALLY	M120	12/01/2015
PA & ED	M200	07/01/2016
PS&E TO DOE	M377	11/08/2017
REG R/W	M225	09/27/2016
RIGHT OF WAY CERTIFICATION	M410	03/29/2018
READY TO LIST	M460	03/29/2018
HEADQUARTERS ADVERTISE	M480	04/23/2018
AWARD	M495	06/27/2018
APPROVE CONTRACT	M500	07/11/2018
CONTRACT ACCEPTANCE	M600	11/12/2019
END PROJECT	M800	02/17/2021

11. RISKS

A Risk Management Plan (RMP) has been prepared for this project. The RMP is identifies several risks that could possibly delay the completion of the project. These risks

vary from moderate to low. All identified risks are given specific risk response plans and assigned to appropriate risk managers to monitor and control the risks.

There are some risks associated with acquiring right of way and relocating utility poles, and the probability of occurring is moderate to low and the impact on schedule is moderate. The unresolved Buy America issues with the utility companies are a risk with low probability of occurring and high impact.

12. 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.

13. DISTRICT CONTACTS

The following individuals may be contacted for information pertaining to this Project Study Report:

Doug Hessing..... (805) 549-3386
Project Manager

Matt C Fowler..... (805) 542-4603
Environmental

Marshall Garcia..... (805) 549-3471
Right of Way

James Espinosa..... (559) 243-3537
Design Manager

Atif Abdalla..... (559) 243-3538
Project Engineer

14. PROJECT REVIEWS

Scoping team field review		Date
District Program Advisor	DEB L. LARSON	Date 02/01/13
Headquarters SHOPP Program Advisor	ROBERT PETERSON	Date 01/03/13
District Maintenance	TOM BARNETT	Date
Headquarters Design Reviewer	MICHAEL JANZEN	Date 9/26/13
Project Manager	DOUG HESSING	Date 9/26/13
FHWA		Date
District Safety Review	MARK BALLENTINE	Date 02/01/13
Constructability Review		Date 4/10/14
Other	MARSHALL GARCIA, Right of Way	Date 5/22/14

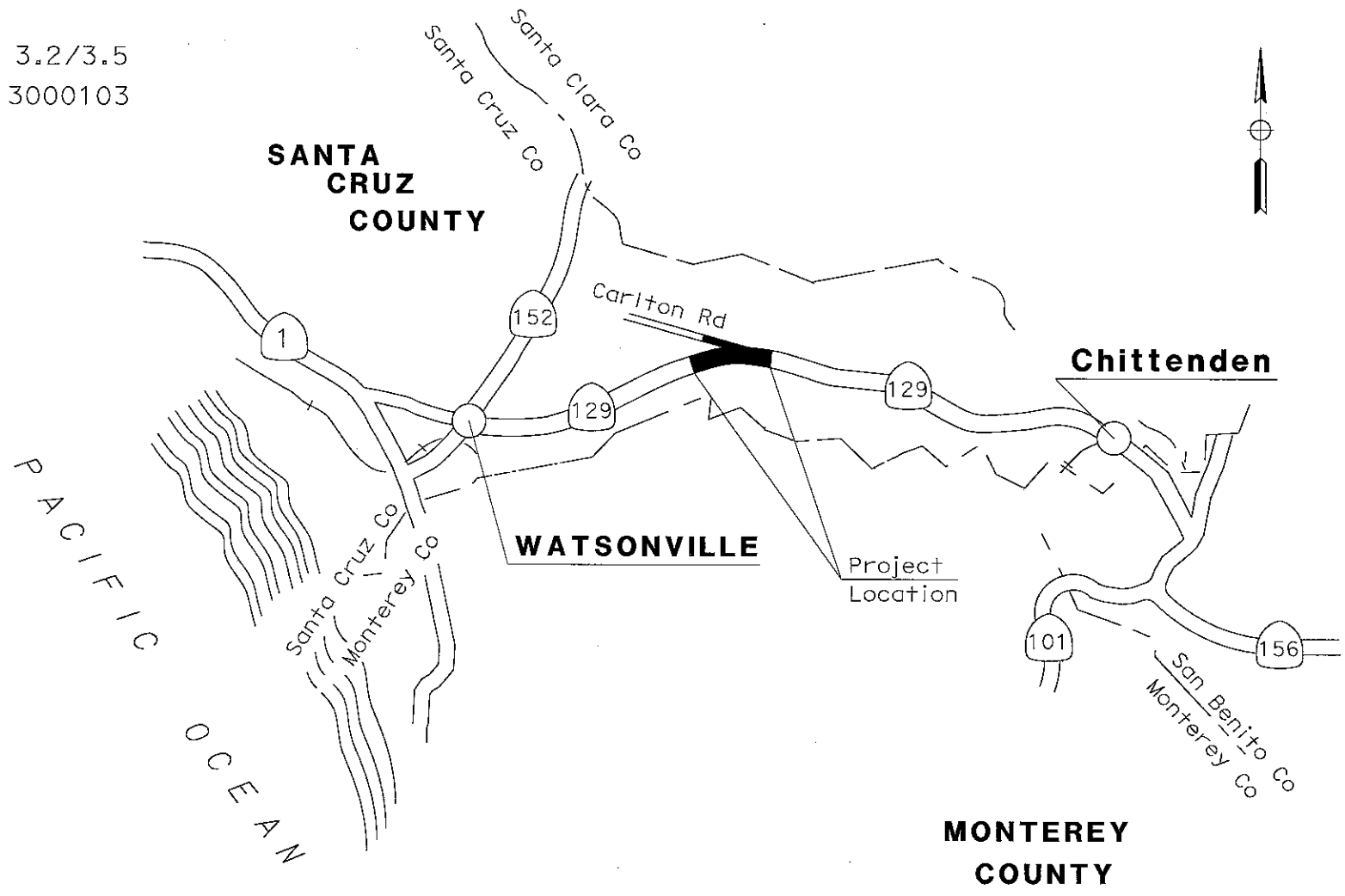
15. ATTACHMENTS

A. Vicinity Map
B. Layouts/Typical Cross Sections
C. Preliminary Cost Estimates
D. Preliminary Environmental Analysis Report
E. R/W Data Sheet
F. Traffic Management Plan Checklist
G. Storm Water Data Report
H. Risk Management Plan

16. DISTRIBUTION LIST

C: HQ Division of Design (2) – Design Report Routing
HQ Division of Engineering Services (5)
HQ Environmental – Bob Pavlic
HQ Traffic Ops/Traffic Safety Pgm – Mathew Friedman
Project Manager – Doug Hessing
Design Manager – Jim Espinosa
Resident Engineer – (Held by Design Manager)
District Maintenance – Lance Gorman
Kelly Mcclain
District Traffic Safety – Frank Boyle
Region Traffic Design – Mohammed Qatami
District Traffic Operations – Paul McClintic
Region Materials – Eric Karlson
Region Environmental – Susan Schilder-Thomas
Region Right of Way – Marshall Garcia
District Planning – Claudia Espino
Region Landscape – Dennis Reeves
PPM – Linda Araujo
Surveys – Hanna Kassis (Electronic)
Jeremy Villegas
Bob Fredricks
HQ DES/OPPM – Andrew T S Tan
District Records – Pat Duty
Region Records – Victoria Pozuelo

05-SCR-129- PM 3.2/3.5
EA: 1F350K- 0513000103



VICINITY MAP

NO SCALE

ATTACHMENT A

LEGEND:

1- Remove existing pavement

CURVE DATA

No. ⊕	R	Δ	T	L
1	2014′	45°45′30"	850.00′	1608.67′
2	154′	61°56′45"	92.43′	166.50′
3	5297′	02°35′44"	120.00′	239.96′

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCr	129	3.2/3.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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153+25.57

674.43′

S57°16′9"E155

CARLTON Rd

"B" LINE

EXIST COUNTY R/W

EXIST COUNTY R/W

UTILITY POLE

BC 160+00

UTILITY POLE

EC 161+66.50

CARLTON Rd

EXIST COUNTY R/W

EXIST COUNTY R/W

UTILITY POLE

UTILITY POLE

Rte 129 139+25.29=
CARLTON Rd 163+42.45

EXIST HEADWALL

NEW R/W

EP

175.96′

S4°40′36"W

NEW R/W

EXIST COUNTY R/W

EXIST R/W

Sta 133+66.7
END APPROACH TAPER
Beg LEFT TURN
CHANNELIZATION
Beg BAY TAPER

Sta 129+26.69
Beg WIDENING
Beg APPROACH TAPER

ROUTE 129

"A1" LINE

"A1" LINE

EXIST R/W

EXIST R/W

NEW R/W

UTILITY POLE

AG WELL

24" ALTERNATIVE
PIPE CULVERT (APC)
Sta 138+50

24" ALTERNATIVE
PIPE CULVERT (APC)
Sta 140+50

MATCH SHEET L-2

2568.58′
N74°28′43"E

BC 132+15.22

Preliminary Design

ALTERNATIVE 1
LAYOUT
L-1

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED => 18-AUG-2014 | TIME PLOTTED => 14:11

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCr	129	3.2/3.5		

REGISTERED CIVIL ENGINEER DATE

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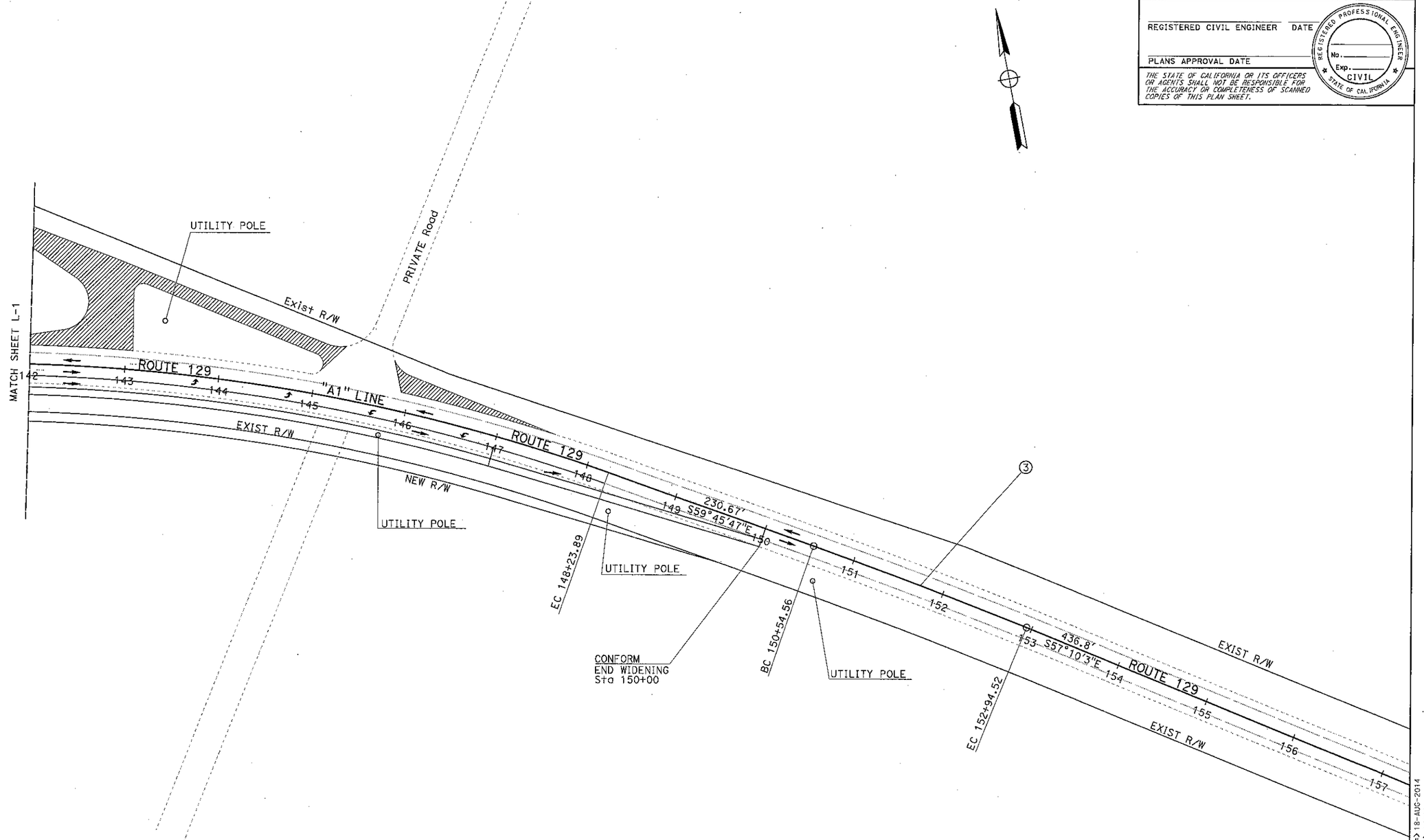

ALTERNATIVE 1
LAYOUT
L-2

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CALCULATED/ DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 00000000001

LEGEND:

1- Remove existing pavement

1- Cold Plane AC Pavement

CURVE DATA

No.	R	Δ	T	L
1	2014′	45°45′31"	850.01′	1608.68′
2	154′	61°56′45"	92.43′	166.50′
3	5297′	02°35′44"	120.00′	239.96′
4	75′	41°41′52"	28.56′	54.58′

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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153+25.57

674.43′

S57°16′9"E155

EXIST COUNTY R/W

CARLTON Rd

"B" LINE

EXIST COUNTY R/W

Beg REALIGN CARLTON Rd
Sta 08+24 "B" LINE

UTILITY POLE

BC 160+00

"B" LINE 161+28.44 =
"C" LINE 10+00

CARLTON Rd "C" LINE

EXIST COUNTY R/W

Beg COLD PLANE AC
Sta 2+10.4 "C" LINE

UTILITY POLE

EC 161+66.50

EC 11+06.39

NEW R/W

EXIST R/W

UTILITY POLE

Rte 129 139+25.29=
CARLTON Rd 163+42.45

EXIST HEADWALL

NEW R/W

EP

ETW

S4°40′36"W 175.96′

EXIST R/W

Sta 133+66.7
END APPROACH TAPER
Beg LEFT TURN
CHANNELIZATION
Beg BAY TAPER

Sta 129+26.69
Beg WIDENING
Beg APPROACH TAPER

ROUTE 129

"A1" LINE

EXIST R/W

NEW R/W

UTILITY POLE

AG WELL

24" ALTERNATIVE
PIPE CULVERT (APC)
Sta 138+50

24" ALTERNATIVE
PIPE CULVERT (APC)
Sta 140+50

MATCH SHEET L-2

2566.58′
N74°28′43"E

BC 132+15.22

Preliminary Design

ALTERNATIVE 2
LAYOUT
L-1

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05	SCr	129	3.2/3.5		

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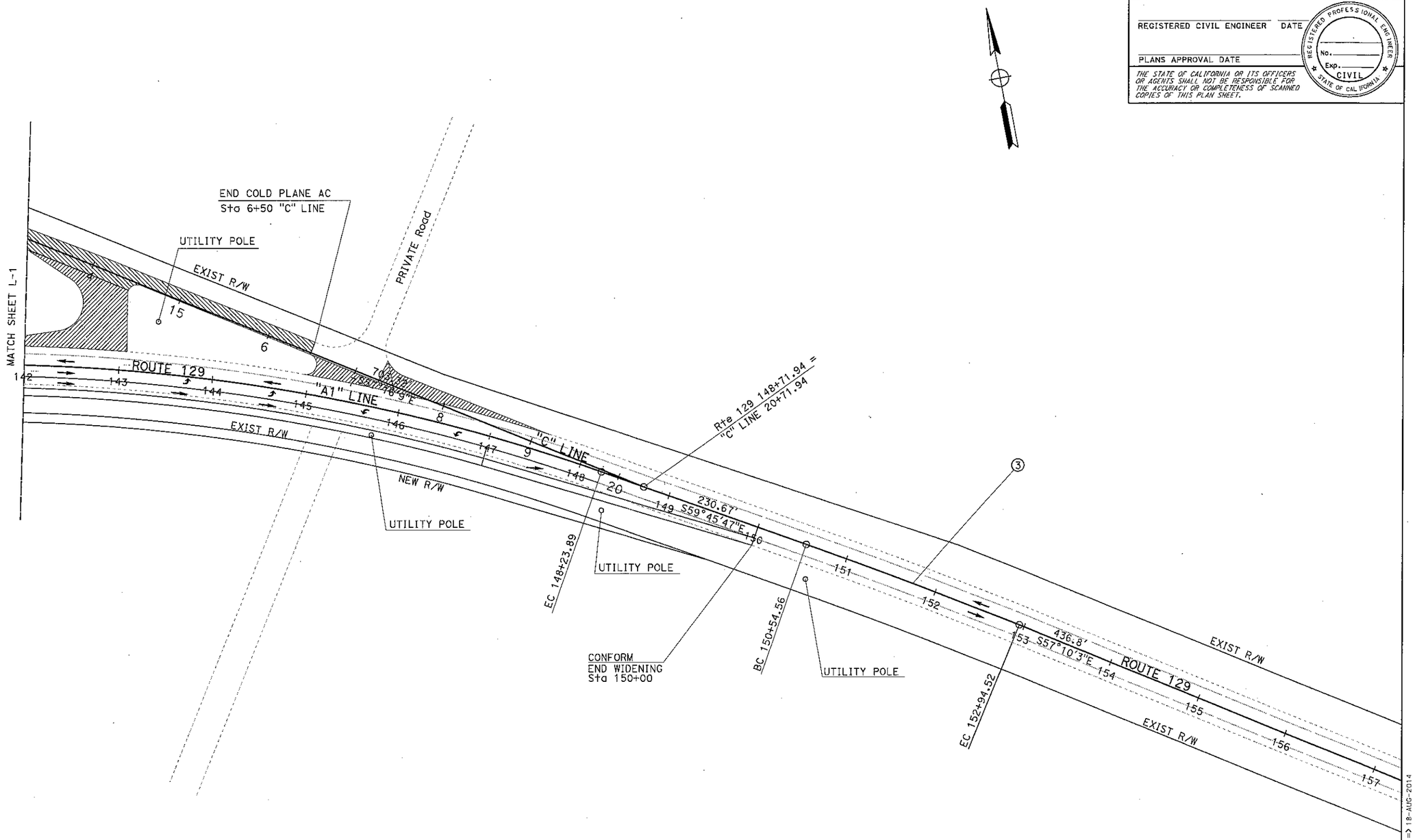

ALTERNATIVE 2
LAYOUT
L-2

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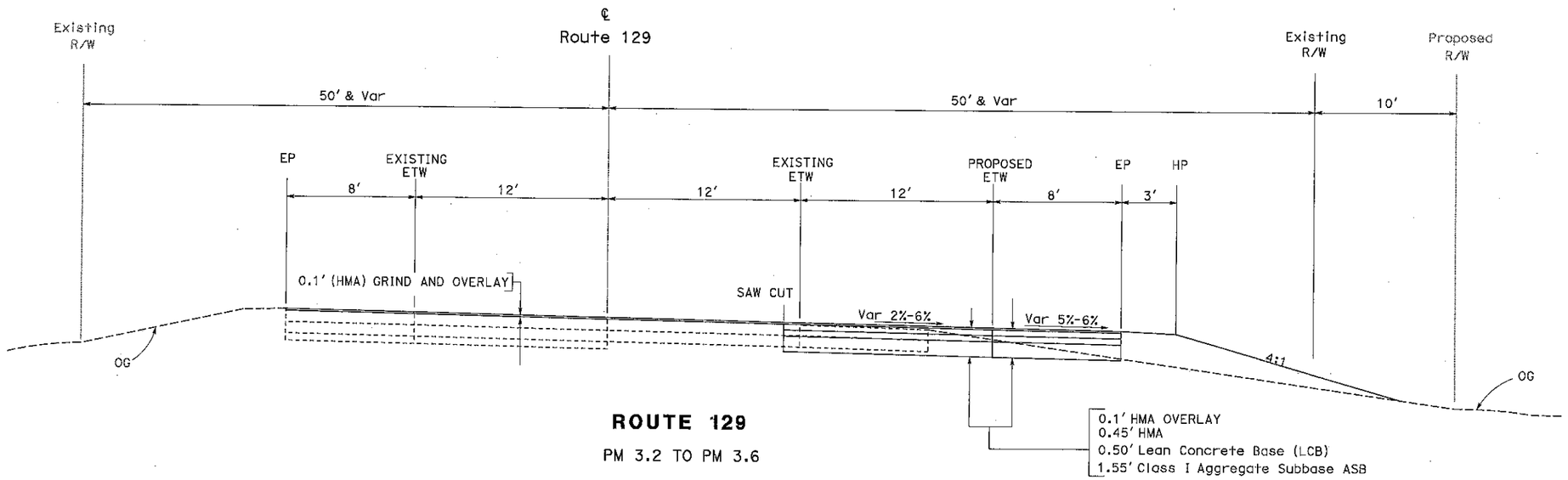
DESIGN DESIGNATION (Route 129)
PM 1.4 to PM 3.35

	2012	2039
AADT	10,000	15,158
DHV	1,075	1,545
D= 59.7%		
T= 15.3%		
V= 55 MPH		

DESIGN DESIGNATION (Route 129)
PM 3.35 to PM 7.2

	2012	2039
AADT	8,800	13,842
DHV	800	1,237
D= 59.7%		
T= 17.8%		
V= 55 MPH		



ROUTE 129

PM 3.2 TO PM 3.6

TYPICAL CROSS SECTIONS

X-1

NO SCALE

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Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED => 18-JUL-2014 | TIME PLOTTED => 10:18

BORDER LAST REVISED 7/2/2010 | USERNAME => s134449 | DGN FILE => 51F350ca001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

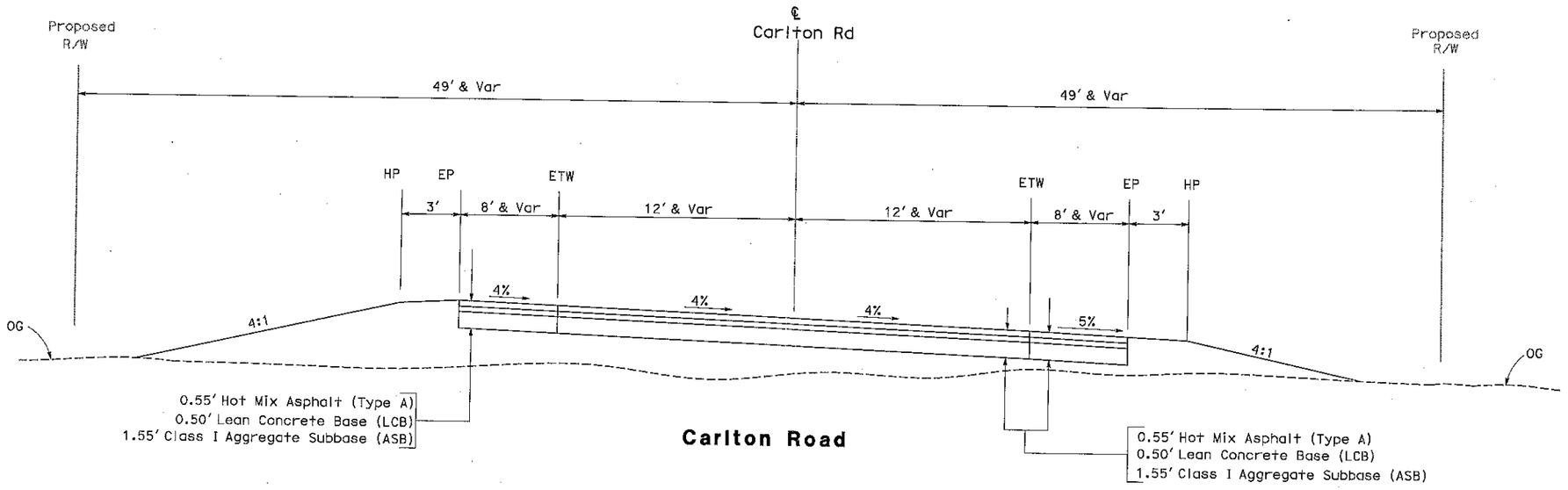
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCr	129	PM 3.2/3.5		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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



Carlton Road

TYPICAL CROSS SECTIONS

NO SCALE

X-2

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED => 18-JUL-2014 | TIME PLOTTED => 10:18

BORDER LAST REVISED 7/2/2010 | USERNAME => s134449 | DGN FILE => 51F350ca002.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

PLANNING COST ESTIMATE

Dist-Co-Rte: 05-SCr-129
PM: PM 3.2/3.5
EA: 05-1F350K
Program Code: 20.10.201.010

PROJECT DESCRIPTION: Alternative 1

Limits: PM 3.2 to PM 3.5

Proposed Improvement: (Scope of Work)
Move Carlton intersection approximately 360 feet west of current location. Construct a left-turn channelization and storage lane on SR-129 at the new intersection. Remove part of Carlton Road from SR-129 up to the new intersection.

Alternative: 1

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	**Total of Sections 1 - 10 shown above**	$ 1,719,000
TOTAL STRUCTURES ITEMS		$ 0
SUBTOTAL CONSTRUCTION COSTS		$ 1,719,000
TOTAL RIGHT OF WAY ITEMS (Not Escalated)		$ 217,000
TOTAL PROJECT CAPITAL OUTLAY COSTS		$ 1,900,000

Reviewed by District Program Manager: (Signature) 9/5/2014 (Date)

Approved by Project Manager: (Signature) 9/4/14 (Date)

Phone Number: 805 549 3386

Form revised 12/01/09

ATTACHMENT C

PLANNING COST ESTIMATE

Dist-Co-Rte: 05-SCr-129
PM: PM 3.2/3.5
EA: 05-1F350K
Program Code: 20.10.201.010

I. ROADWAY ITEMS

Section 1 - Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	2,000	CY	$40	$80,000	
Roadway Excavation, Haz Waste	575	CY	$200	$115,000	
Imported Borrow	4,000	CY	$13	$52,000	
Clearing & Grubbing	1	LS	$5,000	$5,000	
Develop Water Supply	1	LS	$0	$0	
Cold Plane Asphalt Concrete	7,000	SQYD	$4	$24,500	
Stepped Slopes and Slope			$0	$0	
Remove Asphalt ConcretePavement	500	CY	$15	$7,500	
			$0	$0	
				Subtotal Earthwork:	$284,000

Section 2 - Pavement Structural Section*						
PCC Pvmt	**Depth**	0	CY	$0	$0	
PCC Pvmt	**Depth**	0	CY	$0	$0	
Asphalt Concrete		3,000	Ton	$100	$300,000	
Lean Concrete Base		1,200	CY	$158	$189,600	
Cement-Treated Base		0	CY	$0	$0	
Class I Aggregate Subbase (ASB)		3,700	CY	$30	$111,000	
Treated Permeable Base		0	CY	$0	$0	
Aggregate Subbase		0	CY	$0	$0	
Pavement Reinforcing Fabric		0	SF	$0	$0	
Edge Drains		0	FT	$0	$0	
					$0	
				Subtotal Pavement Structural Section:		$600,600

Section 3 - Drainage				
24" Alternative Pipe Culvert	2	LS	$12,000	$24,000	
Storm Drains	0	LS	$0	$0	
Pumping Plants	0	LS	$0	$0	
Project Drainage	0	LS	$0	$0	
Minor Concrete (Minor Structure)	5	CY	$3,200	$16,000	
				Subtotal Drainage:	$40,000

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

PLANNING COST ESTIMATE

Dist-Co-Rte: 05-SCr-129
PM: PM 3.2/3.5
EA: 05-1F350K
Program Code: 20.10.201.010

Section 4 - Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Retaining Walls	0	SF	$0	$0	
Noise Barriers	0	EA	$0	$0	
Barriers and Guardrails	0	LF	$0	$0	
Equipment/Animal Passes	0	EA	$0	$0	
Water Pollution Control	1	LS	$20,000	$20,000	
Hazardous Waste Investigation and/or Mitigation Work	0	LS		$0	
Environmental Compliance Plan	1	LS	$2,000	$2,000	
Resident Engineer Office Space	1	LS	$12,000	$12,000	
				$0	
			Subtotal Specialty Items:		$34,000
Section 5 - Traffic Items					
Lighting	0	LS	$0	$0	
Thermoplastic Traffic Stripe	5,000	LS	$2	$10,000	
Remove Thermoplastic Traffic Stripe	0	LS	$0	$0	
Construction Area Signs	1	LS	$6,000	$6,000	
Overhead Sign Structures	0	EA	$0	$0	
Roadside Signs	5	EA	$2,500	$12,500	
Traffic Control Systems	1	LS	$25,000	$25,000	
Transportation Management Plan	1	LS	$4,000	$4,000	
Changeable Portable Message Sign	2	EA	$12,000	$24,000	
Temporary Traffic Stripe	7,500	LF	$1	$7,500	
Maintain Traffic	1	LS	$15,000	$15,000	
Staging	0	LS	$0	$0	
				$0	
			Subtotal Traffic Items:		$104,000

PLANNING COST ESTIMATE

Dist-Co-Rte: 05-SCr-129
PM: PM 3.2/3.5
EA: 05-1F350K
Program Code: 20.10.201.010

II. ROADSIDE ITEMS

Section 6 Planting and Irrigation	Quantity	Unit	Unit Price	Item Cost	Section Cost
Highway Planting	0	LS	$0	$0	
Replacement Planting	0	LS	$0	$0	
Irrigation Modification	0	LS	$0	$0	
Relocate Existing Irrigation	0	LS	$0	$0	
Facilities	0	LS	$0	$0	
Irrigation Crossovers	0	LS	$0	$0	
				$0	
			Subtotal Planting and Irrigation Section:		$0

Section 7: Roadside Management and Safety Section	Quantity	Unit	Unit Price	Item Cost	Section Cost
Vegetation Control Treatments	0	LS	$0	$0	
Gore Area Pavement	0	LS	$0	$0	
Pavement beyond the gore area	0	LS	$0	$0	
Miscellaneous Paving	0	LS	$0	$0	
Erosion Control	1	LS	$15,000	$15,000	
Slope Protection	0	LS	$0	$0	
Side Slopes/Embankment Slopes	0	LS	$0	$0	
Maintenance Vehicle Pull outs Off-freeway Access (gates, stairways, etc.) Roadside Facilities (Vista Points, Transit, Park & Ride, etc)	0	LS	$0	$0	
Relocating roadsice facilities/features	0	LS	$0	$0	
				$0	
			Subtotal Roadside Management and Safety Section:		$15,000

TOTAL SECTIONS 1 thru 7 $1,077,600

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

PLANNING COST ESTIMATE

Dist-Co-Rte: 05-SCr-129
PM: PM 3.2/3.5
EA: 05-1F350K
Program Code: 20.10.201.010

III. ROADWAY ADDITIONS

Section 8 - Minor Items

					Item Cost	Section Cost
(Subtotal Sections 1 thru 7)	$1,077,600	x	0.10 (5 to 10%)	=	$107,760	
				TOTAL Minor Items:		$107,760

Section 9 - Roadway Mobilization

(Subtotal Sections 1 thru 8)	$1,185,360	x	0.10 (10%)	=	$118,536	
				TOTAL Roadway Mobilization:		$118,536

Section 10 - Supplemental Work & Contingencies

Supplemental Work						
(Subtotal Sections 1 thru 8)	$1,185,360	x	0.10 (5 to 10%)	=	$118,536	
Contingencies						
(Subtotal Sections 1 thru 8)	$1,185,360	x	0.25 (**%)	=	$296,340	
				Supplemental Work & Contingencies:		$414,876
				TOTAL ROADWAY ADDITIONS Sections 8 thru 10:		$641,172
				TOTAL ROADWAY ITEMS:		$1,718,772
				(Subtotal Sections 1 thru 10)		

Estimate Prepared by: Atif Abdalla (Print or Type Name) Phone: 559-243-3538 6/9/14 (Date)

Estimate Checked by: Jim Espinosa (Print or Type Name) Phone: 559-243-3537 6/16/14 (Date)

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

http://www.dot.ca.gov/hq/oppd/pdpm/pdpm_n.htm - pdpm

PLANNING COST ESTIMATE

Dist-Co-Rte: 05-SCr-129
PM: PM 3.2/3.5
EA: 05-1F350K
Program Code: 20.10.201.010

II. STRUCTURE ITEMS

	STRUCTURE No. 1	No. 2	No. 3	
Bridge Name				
Structure Type				
Width (out to out) - (ft)				
Span Length - (ft)	0	0	0	
Total Area - ft^2	0	0	0	
Footing Type (pile/spread)	0	0	0	
Cost per ft^2 (incl. 10 % mobilization and 20 % contingency)	0	0	0	
Total Cost for Structure	$0	$0	$0	

SUBTOTAL STRUCTURES ITEMS **$0**
(Sum of Total Cost for Structures)

Railroad Related Costs (Not incl. in R/W Est)				$0
				$0

SUBTOTAL RAILROAD ITEMS **$0**

TOTAL STRUCTURES ITEMS **$0**
(Sum of Structures items plus Railroad Items)

COMMENTS:

Estimate Prepared by: Atif Abdalla (Print or Type Name) Phone: 559-243-3538 6/9/14 (Date)

(If appropriate, attach additional pages as backup)

PLANNING COST ESTIMATE

Dist-Co-Rte: 05-SCr-129
PM: PM 3.2/3.5
EA: 05-1F350K
Program Code: 20.10.201.010

III. RIGHT OF WAY ITEMS

No. of years for Escalation = 0

	Current Values	Rate (%)	Escalation Factor		Escalated Values
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	$134,813	5.0	1.00	-	$134,813
B. Utility Relocation (State Share)	$75,000	5.0	1.00	-	$75,000
C. Relocation Assistance	$0	5.0	1.00	-	$0
D. Clearance/Demolition	$2,750	7.0	1.00	-	$2,750
E. Title and Escrow Fees	$4,629	4.0	1.00	-	$4,629
TOTAL RIGHT OF WAY** ITEMS=	$217,192				$217,192 (Escalated Value)

Anticipated Date of Right of Way Certification: 3/15/18
(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:

Estimate Prepared by: Atif Abdalla (Print or Type Name) Phone: 559-243-3538 6/9/14 (Date)

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

PLANNING COST ESTIMATE

Dist-Co-Rte: 05-SCr-129
PM: PM 3.2/3.5
EA: 05-1F350K
Program Code: 20.10.201.010

PROJECT DESCRIPTION: Alternative 2

Limits: PM 3.2 to PM 3.5

Proposed Improvement: (Scope of Work)
Move Carlton intersection approximately 360 feet west of current location. Construct a left-turn channelization and storage lane on SR-129 at the new intersection.

Alternative: 2

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	**Total of Sections 1 - 10 shown above**	$ 1,733,000
TOTAL STRUCTURES ITEMS		$ 0
SUBTOTAL CONSTRUCTION COSTS		$ 1,733,000
TOTAL RIGHT OF WAY ITEMS (Not Escalated)		$ 211,000
TOTAL PROJECT CAPITAL OUTLAY COSTS		$ 1,900,000

Reviewed by District Program Manager: (Signature) 9/5/2014 (Date)

Approved by Project Manager: (Signature) 9/15/14 (Date)

Phone Number: 805 549 3368

Form revised 12/01/09

PLANNING COST ESTIMATE

Dist-Co-Rte: 05-SCr-129
PM: PM 3.2/3.5
EA: 05-1F350K
Program Code: 20.10.201.010

I. ROADWAY ITEMS

Section 1 - Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	1,800	CY	$40	$72,000	
Roadway Excavation, Haz Waste	575	CY	$200	$115,000	
Imported Borrow	4,200	CY	$13	$54,600	
Clearing & Grubbing	1	LS	$5,000	$5,000	
Develop Water Supply	1	LS	$0	$0	
Cold Plane Asphalt Concrete	7,500	SQYD	$4	$26,250	
Stepped Slopes and Slope Rounding (Contour Grading)			$0	$0	
			$0	$0	
			$0	$0	
			Subtotal Earthwork:		$272,850

Section 2 - Pavement Structural Section*		Quantity	Unit	Unit Price	Item Cost	Section Cost
PCC Pvmt	Depth	0	CY	$0	$0	
PCC Pvmt	Depth	0	CY	$0	$0	
Asphalt Concrete		3,200	Ton	$100	$320,000	
Lean Concrete Base		1,350	CY	$150	$202,500	
Cement-Treated Base		0	CY	$0	$0	
Class I Aggregate Subbase		4,100	CY	$24	$98,400	
Treated Permeable Base		0	CY	$0	$0	
Aggregate Subbase		0	CY	$0	$0	
Pavement Reinforcing Fabric			SQYD	$0	$0	
Edge Drains		0	FT	$0	$0	
					$0	
				Subtotal Pavement Structural Section:		$620,900

Section 3 - Drainage	Quantity	Unit	Unit Price	Item Cost	Section Cost
24" Alternative Pipe Culvert	2	LS	$12,000	$24,000	
Storm Drains	0	LS	$0	$0	
Pumping Plants	0	LS	$0	$0	
Project Drainage	0	LS	$0	$0	
Minor Concrete (Minor Structure)	5	CY	$3,200	$16,000	
			Subtotal Drainage:		$40,000

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

PLANNING COST ESTIMATE

Dist-Co-Rte: 05-SCr-129
PM: PM 3.2/3.5
EA: 05-1F350K
Program Code: 20.10.201.010

Section 4 - Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Retaining Walls	0	SF	$0	$0	
Noise Barriers	0	EA	$0	$0	
Barriers and Guardrails	0	LF	$0	$0	
Equipment/Animal Passes	0	EA	$0	$0	
Water Pollution Control	1	LS	$20,000	$20,000	
Hazardous Waste Investigation and/or Mitigation Work		LS		$0	
Environmental Compliance Plan	1	LS	$2,000	$2,000	
Resident Engineer Office Space	1	LS	$12,000	$12,000	
				$0	
			Subtotal Specialty Items:		$34,000

Section 5 - Traffic Items					
Lighting	0	LS	$0	$0	
Thermoplastic Traffic Stripe	5,000	LS	$2	$10,000	
Remove Thermoplastic Traffic Stripe	0	LS	$0	$0	
Construction Area Signs	1	LS	$6,000	$6,000	
Overhead Sign Structures	0	EA	$0	$0	
Roadside Signs	5	EA	$2,500	$12,500	
Traffic Control Systems	1	LS	$25,000	$25,000	
Transportation Management Plan	1	LS	$4,000	$4,000	
Changeable Portable Message Sign	2	EA	$12,000	$24,000	
Temporary Traffic Stripe	7,500	LF	$1	$7,500	
Maintain Traffic	1	LS	$15,000	$15,000	
Staging	0	LS	$0	$0	
				$0	
			Subtotal Traffic Items:		$104,000

PLANNING COST ESTIMATE

Dist-Co-Rte: 05-SCr-129
PM: PM 3.2/3.5
EA: 05-1F350K
Program Code: 20.10.201.010

II. ROADSIDE ITEMS

Section 6 Planting and Irrigation	Quantity	Unit	Unit Price	Item Cost	Section Cost
Highway Planting	0	LS	$0	$0	
Replacement Planting	0	LS	$0	$0	
Irrigation Modification	0	LS	$0	$0	
Relocate Existing Irrigation	0	LS	$0	$0	
Facilities	0	LS	$0	$0	
Irrigation Crossovers	0	LS	$0	$0	
				$0	
			Subtotal Planting and Irrigation Section:		$0

Section 7: Roadside Management and Safety Section	Quantity	Unit	Unit Price	Item Cost	Section Cost
Vegetation Control Treatments	0	LS	$0	$0	
Gore Area Pavement	0	LS	$0	$0	
Pavement beyond the gore area	0	LS	$0	$0	
Miscellaneous Paving	0	LS	$0	$0	
Erosion Control	1	LS	$15,000	$15,000	
Slope Protection	0	LS	$0	$0	
Side Slopes/Embankment Slopes	0	LS	$0	$0	
Maintenance Vehicle Pull outs					
Off-freeway Access (gates, stairways, etc.)					
Roadside Facilities (Vista Points, Transit, Park & Ride, etc)	0	LS	$0	$0	
Relocating roadsice facilities/features	0	LS	$0	$0	
				$0	
			Subtotal Roadside Management and Safety Section:		$15,000

TOTAL SECTIONS 1 thru 7 $1,086,750

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

PLANNING COST ESTIMATE

Dist-Co-Rte: 05-SCr-129
PM: PM 3.2/3.5
EA: 05-1F350K
Program Code: 20.10.201.010

III. ROADWAY ADDITIONS

Section 8 - Minor Items

					Item Cost	Section Cost
(Subtotal Sections 1 thru 7)	$1,086,750	x	0.10 (5 to 10%)	=	$108,675	
				TOTAL Minor Items:		$108,675

Section 9 - Roadway Mobilization

(Subtotal Sections 1 thru 8)	$1,195,425	x	0.10 (10%)	=	$119,543	
				TOTAL Roadway Mobilization:		$119,543

Section 10 - Supplemental Work & Contingencies

Supplemental Work

(Subtotal Sections 1 thru 8)	$1,195,425	x	0.10 (5 to 10%)	=	$119,543	

Contingencies

(Subtotal Sections 1 thru 8)	$1,195,425	x	0.25 (**%)	=	$298,856	
				Supplemental Work & Contingencies:		$418,399
				TOTAL ROADWAY ADDITIONS Sections 8 thru 10:		$646,616
				TOTAL ROADWAY ITEMS:		$1,733,366
				(Subtotal Sections 1 thru 10)		

Estimate Prepared by: Atif Abdalla (Print or Type Name) Phone: 559-243-3538 6/9/14 (Date)

Estimate Checked by: Jim Espinosa (Print or Type Name) Phone: 559-243-3537 6/16/14 (Date)

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

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

PLANNING COST ESTIMATE

Dist-Co-Rte: 05-SCr-129
PM: PM 3.2/3.5
EA: 05-1F350K
Program Code: 20.10.201.010

II. STRUCTURE ITEMS

	STRUCTURE No. 1	No. 2	No. 3
Bridge Name			
Structure Type			
Width (out to out) - (ft)			
Span Length - (ft)	0	0	0
Total Area - ft^2	0	0	0
Footing Type (pile/spread)	0	0	0
Cost per ft^2 (incl. 10 % mobilization and 20 % contingency)	0	0	0
Total Cost for Structure	$0	$0	$0

SUBTOTAL STRUCTURES ITEMS **$0**
(Sum of Total Cost for Structures)

Railroad Related Costs (Not incl. in R/W Est)				$0
				$0

SUBTOTAL RAILROAD ITEMS **$0**

TOTAL STRUCTURES ITEMS **$0**
(Sum of Structures items plus Railroad Items)

COMMENTS:

Estimate Prepared by: Atif Abdalla (Print or Type Name) Phone: 559-243-3538 6/9/14 (Date)

(If appropriate, attach additional pages as backup)

PLANNING COST ESTIMATE

Dist-Co-Rte: 05-SCr-129
PM: PM 3.2/3.5
EA: 05-1F350K
Program Code: 20.10.201.010

III. RIGHT OF WAY ITEMS

No. of years for Escalation = [redacted]

	Current Values	Rate (%)	Escalation Factor		Escalated Values
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	$129,813	5.0	1.00	-	$129,813
B. Utility Relocation (State Share)	$75,000	5.0	1.00	-	$75,000
C. Relocation Assistance	$0	5.0	1.00	-	$0
D. Clearance/Demolition	$2,750	7.0	1.00	-	$2,750
E. Title and Escrow Fees	$3,486	4.0	1.00	-	$3,486
TOTAL RIGHT OF WAY** ITEMS=	$211,049				$211,049
					(Escalated Value)

Anticipated Date of Right of Way Certification: 3/15/18
(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:

Estimate Prepared by: Atif Abdalla (Print or Type Name) Phone: 559-243-3538 6/9/14 (Date)

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

June 17, 2014

Preliminary Environmental Analysis Report

Project Information

District 5 County SCR Route 129 Post Mile 3.2/3.6 EA 1F350K
Project ID#: 05130000103
Project Title: 129 Carlton Rd.

Project Manager:	Doug Hessing	Phone #:	805-549-3386
Design Manager:	Jim Espinosa	Phone #:	559-243-3537
Design Engineer:	Atif Abdalla	Phone #:	559-243-3538
Environmental Manager:	Matt Fowler	Phone #:	805-542-4603
Environmental Planner:	Michael H. Thomas	Phone #:	805-549-3023

PSR Summary Statement

The anticipated environmental document for this project will be a Mitigated Negative Declaration/Categorical Exclusion. This document level has been selected based on potential impacts to California Red-legged Frog which is anticipated to be mitigated below the threshold of significance as defined by CEQA. The California Department of Transportation (Caltrans) would act as the lead agency under NEPA/CEQA (National Environmental Policy Act/California Environmental Quality Act). Caltrans will serve as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S. Code 327. The estimated time to obtain environmental approval is 23 months from the start of environmental studies. Assuming a start date of July 1, 2014 environmental studies would begin October 2014 after project preliminary maps and permits to enter are completed. Final environmental document would be anticipated by May 1, 2016.

It is anticipated multiple environmental studies and reports will be required for this project including (but not limited to): archaeology survey report, natural environment study, hazardous waste studies and farmland site assessment and evaluation. It is currently estimated that biology will be the critical path for the delivery of the environmental document.

Project Description

The California Department of Transportation (Caltrans),proposes to improve the safety of State Route 129 at Carlton Rd, from PM 3.2 to PM 3.6. Project proposes to construct a new intersection at Carlton Rd and construct a left turn and storage lane on SR 129 west of the intersection

Purpose and Need

Purpose

The proposed project would improve the safety and reduce the number of collisions on this section of Route 129.

ATTACHMENT D

Need

This location of SR-129 was identified in a 'Table C Report', as having a concentration of collisions. A pattern of 'Left Turn' and 'Rear End' collisions exist at this location

Description of Work

From PM 3.2 to PM 3.6 the project proposes to realign Carlton Rd. and construct a new intersection at Carlton Rd and construct a left turn and storage lane on SR 129 west of the intersection.

Alternatives

Alt 1

Carlton Rd will be realigned to form a T-intersection with Highway 129, approximately 350 feet west of the existing intersection and the old intersection will be removed. State Route 129 will also be widened to construct a left turn and storage lane at the new intersection.

Alt 2

This alternative proposes to construct a new intersection approximately 350 feet west of the existing intersection and reconfiguring the adjacent private road access to reduce conflict points. Carlton Rd would be realigned to form a T-intersection with State Route129, and the old intersection would be removed. The left turn from SR-129 southbound to the private road would be eliminated along with the right turn from the private road to SR-129. The new intersection would allow access toSR-129 for the private road north of old Carlton Road.

No Build

The No Build project would not accomplish the Purpose and Need. The unsafe conditions would still exist at this location.

Funding

☒**State** ☒**Federal**

This project is proposed to be programmed into 2014 SHOPP with funding from the 20.XX.201.010 Safety Improvements Program in the 2017/2018 fiscal year.

Anticipated Environmental Approval

CEQA	NEPA
☐ **Categorical Exemption/Statutory Exemption**	☒ **Categorical Exclusion (☒6004/☐6005)**
☐ **Negative Declaration/Mitigated ND(☒Appendix G)**	☐ **Finding of No Significant Impact**
☐ **Environmental Impact Report**	☐ **Environmental Impact Statement**

Anticipated Environmental Schedule

Total Time for Environmental Approval	23 Months
Start Date	July 1, 2014
Begin Environmental	10/1/2014
Draft Environmental Document	11/1/2015
Final Environmental Document	5/1/2016
PA&ED*	7/1/2016

**PA&ED is generally 1 month following the FED date*

Assumptions and Risks

Risks to the project have been defined in accordance with the Project Risk Management Handbook, May 2, 2007, Second Edition, Rev 0:

Assumptions:

- No Archeological, Paleontological or Historic Resources are discovered
- No presence of Hazardous Waste
- There are no significant impacts to Endangered, Threatened or Special Status species
- Approved and Adequate Mapping is submitted by October 1st, 2014
- Permits to Enter are granted for any Private Property, Construction Easement or R/W Acquisition for Environmental Studies to capture any constrained survey windows
- Impacts to Farmland will not be significant

Risks:

- Archeological, Paleontological or Historic Resources are discovered requiring further studies extending project schedule by 12-24 months
- Presence of Hazardous Waste requiring mitigation and notification to the public increasing costs by $200 per cubic yd of export
- Presence and/or impacts to Endangered, Threatened or Special Status Species requiring consultation with resource agencies extending project schedule by 12 months and/or additional mitigation costs
- Permits to Enter are not granted in time to capture survey windows extending schedule up to 12 months
- Approved and Adequate Mapping is not submitted to capture survey windows extending schedule up to 12 months
- Impacts to Farmland will be significant requiring additional resources and mitigation measures. Schedule impacts can be 6-12 months

Mitigation

Known mitigation costs, which were determined during the creation of this document, are listed in the respective categories below. Further studies may reveal the need for additional mitigation, which would be added to the cost of the project and included in an updated Mitigation Cost Compliance Estimate Form.

Right of Way Capital (050)

- Fish and Wildlife Doc Review Fee $2,200

Construction Capital (042)

- Lead Compliance Plan $ 2,000
- Disposal Fee-ADL export @ $200 per yd

Disclaimer

This report is not an environmental document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in this report. The estimates and conclusions provided are approximate and are based on cursory analysis of probable effects. This report is to provide a preliminary level of environmental analysis to supplement the Project Initiation Document. Changes in project scope, alternatives, or environmental laws will require a reevaluation of this report.

Review and Approval

I confirm that environmental cost, scope, and schedule have been satisfactorily completed and that the PEAR meets all Caltrans requirements. Also, if the project is scoped as a routine EA, complex EA, or EIS, I verify that the HQ DEA Coordinator has concurred in the Class of Action.

Approved by:

Environmental Manager — Date: 06/19/14

Environmental Office Chief — Date: 6-24-14

Project Manager — Date: 6-24-14

Environmental Technical Reports or Studies Required

Required--requires analysis including field surveys, database searches, report, or memo to file and brief explanation in the environmental document.
Not Required–Issue is not applicable to the proposed project.
Possible Critical Path–Major issue that has the potential to drive the schedule and determine the length of time to reach PA&ED (can be more than one major issue).

	Required	Clearance Memo Received	Not Required	Possible Critical Path
Biology		☐		☐
Endangered Species (Federal)	☒		☐	
Endangered Species (State)	☒		☐	
Species of Concern (CNPS, USFS, BLM, S, F)	☒		☐	
Wetland Delineation	☐		☒	
Natural Environment Study	☒		☐	
Biological Assessment (USFWS, NMFS, State)	☐		☒	
Cultural Resources				☐
ASR	☒		☐	
HRER	☐		☒	
HPSR/HRCR	☐		☒	
Screening Memo	☒	☐	☐	
SHPO Concurrence	☐		☒	
Native American Coordination	☐		☒	
Finding of Effect Document	☐		☒	
Treatment Plan & MOA	☐		☒	
Hazardous Waste		☐		☐
ISA	☒		☐	
PSI	☐		☒	
ADL	☐		☒	
Air Quality Analysis		☐		☐
Hot Spot Analysis	☐		☐	
MSAT	☐		☐	
Noise Study	☐	☒	☐	☐
Water Quality	☐	☒	☐	☐
Community Impact Assessment				☐
Environmental Justice	☒		☐	
Growth Related Impacts	☒		☐	
Cumulative Impacts	☐		☒	☐
Farmland	☒		☐	☐
Visual Resources		☐		☐
Scenic Resource Evaluation	☒		☐	
Visual Impact Assessment	☐		☒	
Floodplain Evaluation	☒		☐	☐
Paleontology	☐		☒	☐
Section 4(f) Evaluation	☐		☒	☐
Wild and Scenic River Consistency	☐		☒	☐
Geology	☒		☐	☐
Topology	☒		☐	☐
Soils	☒		☐	☐
Greenhouse Emissions	☒		☐	☐

Permits Anticipated for Construction

	Required	Not Required
401 Permit Coordination (discharge into navigable waters)	☐	☒
404 Permit Coordination (discharge into waters of the US including wetlands)	☐	☒
☐ - Nationwide		
☐ - Individual		
1600 Permit (Streambed Alteration)	☐	☒
City/County Coastal Permit Coordination	☐	☒
State Coastal Permit Coordination	☐	☒
NPDES Coordination	☐	☒
US Coast Guard (Section 10)	☐	☒
State 2081 Permit (State only incidental take of threatened or endangered species)	☐	☒

Discussion of Technical Review

Biology

Due to the potential for impacts to Endangered, Threatened or Special Status Species, plant/wildlife surveys during the appropriate season will be required. Field studies and additional research will have to be conducted to assess the types of impact and what action would be required. A Natural Environment Study will be required.

Cultural Resources

Cultural resources studies supporting the project will be conducted in accordance with the January 1, 2004 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council for Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (hereafter, the Programmatic Agreement). There are not any known cultural resources and Phase I and Phase II studies and not foreseen

Hazardous Waste

The proposed project involves soil disturbance and possible export. A Initial Site Assessment will be required

Air Quality Analysis

The proposed project is located within the North Central Coast Air Basin. According to 40 CFR Section 93.126 Table 2, this project is exempt from the requirement that a conformity determination be made. No further study is needed

Noise Study

The proposed project would not increase traffic, there are not any sensitive receptors in the area. It is not considered a Type 1 project. No further study is required.

Water Quality

The proposed project has the potential of having short-term water quality impact, however by incorporating proper and accepted engineering practices and BMP's the proposed project will not have significant impacts to water quality. No further study is required

Community Impact Assessment

The Right of Way acquisition will need to be discussed due to the impact to farmland.

Cumulative Impacts

A Cumulative Impacts analysis will be required for this project

Farmland

The project will be acquiring Farmland and a Site Assessment/Land Evaluation will be needed. Coordination and consultation will be needed with the Natural Resource Conservation Service

Visual Resources

The project would not affect the existing visual character, scenic views, or introduce new light or glare into the setting. Not adverse visual impacts are expected as a result of the project. A memo to the project file stating no visual impacts would occur is recommended.

Floodplain Evaluation

The project is located in a 100 year floodplain based on FEMA Floodplain Mapping. A Location Hydraulic Study will be required.

Paleontology

The project has little potential for encountering paleontological resources since the area of construction has been previously disturbed by farming. Additionally, the soils are of recent Quaternary deposits. Therefore, there are no expected impacts anticipated to paleontological resources from the above-mentioned project.

Section 4(f) Evaluation

There are no Section 4(f) resources within the project limits

Wild and Scenic River Consistency

There are no Wild and Scenic Rivers within the project limits

Geology

A geotechnical investigation will be required at the site to determine engineering properties of local soil and rock, including depth of soil profile, hydraulic conductivity, and relative density

Topology

A geotechnical investigation will be required at the site to determine engineering properties of local soil and rock, including depth of soil profile, hydraulic conductivity, and relative density

Soils

A geotechnical investigation will be required at the site to determine engineering properties of local soil and rock, including depth of soil profile, hydraulic conductivity, and relative density

Greenhouse Emissions

A Greenhouse Emissions analysis is required for this project

Permits.

No permits are anticipated at this time

List of Preparers

Biology by Jennifer Moonjian	9/23/13
Visual by Bob Carr	9/8/13
Paleontology by Isaac Leyva	9/13/13
Hazardous Waste by Jim Tkach	9/13/13
Cultural by Krista Kiaha	9/13/13
Air, Noise, Water by Rajeev Dwivedi	9/12/13
Preliminary Environmental Analysis Report by Michael H. Thomas	10/12/13

State of California Business, Transportation and Housing Agency

Memorandum

To: Doug Hessing

Attn Atif Abdalla

Jim Espinosa

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

Date: 12/12/2013

File: CD 05 EA 1F350K Alt 1
Co SCR RTE 129

DESCRIPTION:
This project proposes to construct a new intersection approximately 350 feet from the existing intersection. Carlton Road will be realigned to form a T-intersection with

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 7/19/2013

The following assumptions and limiting conditions were identified:

Appraisal
The area of the excess parcel was estimated. It could be more or less, but not significantly so.

Utility
The datasheet request indicates that utility relocation (electric poles) will be required. The request also indicates that 4 potholes will be required. A Caltrec permit search indicates that no UG facilties have been permitted in this area. It is not clear which facilities are to be potholed. There is a private agriculture well on the south side of 129. This suggests the presence of private UG irrigation lines, however, it is not known where the lines travel. Moreover these potential lines are assumed to be privately owned and not subject to Caltrans' pos-loc contract. There are two electric poles and one anchor pole on Carlton Road which appear to be in conflict. It is assumed (at this time and for purposes of this estimate) that these are in easement and would be 100% state expense. These poles may also carry a communication fiber optic line. Telephone lines adjacent to Carlton Rd appear to be not in conflict. There are two electric service poles (on either side of 129) which serve the water well. The pole on the northside is in conflict; the pole on the southside is assumed to be in conflict given widening of 129 and CRZ requirements. These are typically 100% utility. It is strongly advised that design request utility verification to determine whether or not UG facilities exist adjacent to Carlton Road, or along 129, which may not be reflected in the permit record. If the project anticipates removal of the raised island at the existing intersection coordination with PGE should be required to determine how best to protect the pole inside the island. Avoid and/or protect in place all existing UG and aerial utility facilities in the project area. Comply with USA alert requirements, including at construction sign locations. It is assumed that no UG facilites exist and that no additional poles will require relocation - I.e., that the increased length of distance between poles will not require added stresses requiring additional poles. This could increase the time required for utility engineering and relocation. 18 months is estimated for planning and implementation of utility relocation AFTER conflict plans are provided to the utility owners.

Right of Way Lead Time will require a minimum of 18 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

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

ATTACHMENT E

EA: 06-1F360K CO/RTE/PM-PM (Rte 1 and Rte 2) : SCR/129/3.2-3.6 & //- Request Date: 7/19/2013
ALT: 1 Revised Date:

Right Of Way Cost Estimate

	Current Year 2013	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2015
Acquisition:	$134,613	25%	5%	$148,631
Mitigation:	$2,750	25%	5%	$3,032
State Share of Utilities:	$75,000	25%	5%	$82,688
Expert Witness:	$0	25%	5%	$0
Relocation Assistance:	$0	25%	5%	$0
Demolition and Clearance:	$0	25%	5%	$0
Title and Escrow:	$4,629	25%	5%	$5,104
Ad Signs:	$0	25%	5%	$0
Total Current Value: If RW Cost Est fields are blank, Costs = $0	$217,192			$239,454

Estimated Construction Contract Work (CCW): 0 R/W LEAD TIME/Mo. 18

Cost Break Down

Pot Hole	2,000
Mitigation	
Land	0
Bank	0
Permit Fees	2,200

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:	0		
# of Parcel Type A: less than $10,000 non-complex	3		
# of Parcel Type B: more than $10,000 non-complex	0		
# of Parcel Type C: complex, special valuation	0		
# of Parcel Type D: most complex and time consuming	0	# of Duals Needed:	0
Totals:	3	Totals:	0

# of Excess Parcels: 1

Utilities

U4-1: Owner Expense	2
U4-2: State Expense, Conventional no Fed Aid	1
U4-3: State Expense, Freeway no Fed Aid	0
U4-4: State Expense, both with Fed Aid	0
U5-7: Utility verification, no relocation/potholing	2
U5-8: Utility verification, w/ some relocation/potholing	0
U5-9: Utility verifications, relocation/potholing required	3

Misc R/W Work

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

EA: 05-1F350K ALT: 1

	Parcel Area
Total R/W Required:	2.01
Total Excess Area:	1

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

Three agricultural parcels with minimal impact to two of them. One smaller parcel is effected significantly and likely results in excess land. More than likely some impact to underground irrigation.

General Description of Utility Involvement:

SR 129 is a two lane undivided conventional highway in the project limits. This safety project alternative proposes to re-align a local road and form a T-intersection with SR129. SR129 will be widened to include an eastbound left turn and vehicle storage lane. The existing intersection will be removed. The existing intersection includes a raised island "pork chop" which contains an electric pole with multiple anchor guys.

Is there a significant effect on assessed valuation: No

Were any previously unidentified sites with hazardous waste or material found: No

Are RAP displacements required: No

# of single family: 0 # of multi-family: 0 # of business/nonprofit: 0 # of farms: 0

Sufficient replacement housing will be available without last resort housing: N/A

Are material borrow or disposal sites required: No

Are there potential relinquishments or abandonments: No

Are there any existing or potential airspace sites: No

Are environmental mitigation parcels required: Yes

Data for evaluation provided by:

Estimator:	Jim Gentry	12/12/2013
Railroad Liaison Agent:	sah	9/6/2013
Utility Relocation Coordinator:	Chris Shaeffer	9/4/2013

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

Date

ENTERED PMCS 12/12/2013

BY: Patrick Mason

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

State of California Business, Transportation and Housing Agency

Memorandum

To: Doug Hessing

Attn Atif Abdalla

Jim Espinosa

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

Date: 5/22/2014

File: CD 05 EA 15350K Alt 2
Co SCR RTE 129

DESCRIPTION:
Improve safety of SR-129 by constructing a new intersection at Carlton Road west of exisiting intersection. Adjacent private road access will be reconfigured to reduce conflict

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 4/23/2014

The following assumptions and limiting conditions were identified:

Appraisal

Utility

The datasheet request indicates that utility relocation (electric poles) will be required. The request also indicates that 4 potholes will be required. A Caltrec permit search indicates that no UG facilities have been permitted in this area. It is not clear which facilities are to be potholed. There is a private agriculture well on the south side of 129. This suggests the presence of private UG irrigation lines, however, it is not known where the lines travel. Moreover these potential lines are assumed to be privately owned and not subject to Caltrans' pos-loc contract. There are two electric poles and one anchor pole on Carlton Road which appear to be in conflict. It is assumed (at this time and for purposes of this estimate) that these are in easement and would be 100% state expense. These poles may also carry a communication fiber optic line. Telephone lines adjacent to Carlton Rd appear to be not in conflict. There are two electric service poles (on either side of 129) which serve the water well. The pole on the northside is in conflict; the pole on the southside is assumed to be in conflict given widening of 129 and CRZ requirements. These are typically 100% utility. It is strongly advised that design request utility verification to determine whether or not UG facilities exist adjacent to Carlton Road, or along 129, which may not be reflected in the permit record. If the project anticipates removal of the raised island at the existing intersection coordination with PGE should be required to determine how best to protect the pole inside the island. Avoid and/or protect in place all existing UG and aerial utility facilities in the project area. Comply with USA alert requirements, including at construction sign locations. It is assumed that no UG facilites exist and that no additional poles will require relocation - I.e., that the increased length of distance between poles will not require added stresses requiring additional poles. This could increase the time required for utility engineering and relocation. 18 months is estimated for planning and implementation of utility relocation after conflict plans are provided to the utility owners.

Right of Way Lead Time will require a minimum of 18 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.

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

EA: 05-1F350K CO/RTE/PM-PM (Rte 1 and Rte 2) : SCR/129/3.2-3.6 & //-
ALT: 2

Request Date: 4/23/2014
Revised Date:

Right Of Way Cost Estimate

	Current Year 2014	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2017
Acquisition:	$129,813	25%	5%	$150,274
Mitigation:	$2,750	25%	5%	$3,183
State Share of Utilities:	$75,000	25%	5%	$86,822
Expert Witness:	$0	25%	5%	$0
Relocation Assistance:	$0	25%	5%	$0
Demolition and Clearance:	$0	25%	5%	$0
Title and Escrow:	$3,486	25%	5%	$4,035
Ad Signs:	$0	25%	5%	$0
Total Current Value: If RW Cost Est fields are blank, Costs = $0	$211,048			$244,315

Estimated Construction Contract Work (CCW): 0 R/W LEAD TIME/Mo. 18

Cost Break Down

Pot Hole	2,000
Mitigation	
Land	0
Bank	0
Permit Fees	2,200

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:	0		
# of Parcel Type A: less than $10,000 non-complex	0		
# of Parcel Type B: more than $10,000 non-complex	2		
# of Parcel Type C: complex, special valuation	0		
# of Parcel Type D: most complex and time consuming	0	# of Duals Needed:	0
Totals:	2	Totals:	0

# of Excess Parcels: 1

Utilities

U4-1: Owner Expense	2
U4-2: State Expense, Conventional no Fed Aid	1
U4-3: State Expense, Freeway no Fed Aid	0
U4-4: State Expense, both with Fed Aid	0
U5-7: Utility verification, no relocation/potholing	2
U5-8: Utility verification, w/ some relocation/potholing	0
U5-9: Utility verifications, relocation/potholing required	3

Misc R/W Work

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

EA: 05-1F350K ALT: 2

	Parcel Area
Total R/W Required:	1.91
Total Excess Area:	1

General Description of R/W and Excess Lands Required (zoning, use, major improvements, critical or sensitive parcels, etc.):
Two irrigated row crop parcels with one excess parcel. There will likely be cost to cure damages for the irrigation systems.

General Description of Utility Involvement:
SR 129 is a two lane undivided conventional highway in the project limits. This safety project proposes to re-align a local road and form a T-intersection with SR129. SR129 will be widened to include an eastbound left turn and vehicle storage lane. Adjacent private road access will be reconfigured to reduce conflict points. The existing intersection will be removed. The existing intersection includes a raised island "pork chop" which contains an electric pole with multiple anchor guys.

Is there a significant effect on assessed valuation: No

Were any previously unidentified sites with hazardous waste or material found: No

Are RAP displacements required: No

# of single family: 0 # of multi-family: 0 # of business/nonprofit: 0 # of farms: 0

Sufficient replacement housing will be available without last resort housing: N/A

Are material borrow or disposal sites required: No

Are there potential relinquishments or abandonments: No

Are there any existing or potential airspace sites: No

Are environmental mitigation parcels required: Yes

Data for evaluation provided by:

Estimator:	Jim Gentry	5/21/2014
Railroad Liaison Agent:	sah	5/5/2014
Utiltiy Relocation Coordinator:	John T. Magorian	5/13/2014

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.

Date
ENTERED PMCS 5/22/2014
BY: Danny Millsap

Marshall Garcia
Sr. Right of Way Agent, Right of Way

DISTRICT 5
TRAFFIC MANAGEMENT PLAN CHECK LIST

District / EA: 05-1F350K
Project Engineer: Jim Espinosa
Date Prepared: 7/23/2013

Co.-Rte-PM: SCr-129-3.2/3.6
Description: Construct Intersection
Working Days: 60 days

Check each box and reference your attachments to the item(s) number(s) shown on the list.

	Required	Not required	Not Applicable	COMMENTS
1.0 Public Information				
1.1 Public Awareness Campaign	x			Include $4,000 in 066063 (TMP - Public Info.)
1.2 Other Strategies		x		
2.0 Motorist Information Strategies				
2.1 Changeable Message Signs	x			Estimate $200/day per sign.
2.2 Construction Area Signs	x			
2.3 Highway Advisory Radio (fixed and mobile)		x		
2.4 Planned Lane Closure Web Site	x			Construction to provide information to TMC
2.5 Caltrans Highway Information Network (CHIN)		x		Construction to provide information to TMC
3.0 Incident Management				
3.1 COZEEP			x	
3.2 Freeway Service Patrol			x	
4.0 Traffic Management Strategies				
4.1 Lane/Ramp Closures Charts	x			Provided during PS&E
4.2 Total Facility Closure		x		
4.3 Coordination with adjacent construction		x		
4.4 Contingency Plan	x			Pick up lane closure if queue exceeds 1.5 mi.
4.4.1 Material/Equipment Standby	x			Construction/Contractor to provide - as needed
4.4.2 Emergency Detour Plan	x			Construction/Contractor to provide - as needed
4.4.3 Emergency Notification Plan	x			Construction/Contractor to provide - as needed
4.5 SSP 12-220 and Others	x			Standard
4.6 Other Strategies:	x			
	x			
*Include $250/day in Supplemental Items 066070	x			This is in addition to any other Maintain Traffic funds.
*Monitor delays and queue length. If queue length exceeds 1.5 miles or delay exceeds 15 minutes, modify operations.	x			
* Address bicycle issues during construction.				
*Use CMS to notify of lane closures 5 working days prior to construction.	x			
	x			Coordinate with County for closures on Carlton Rd, if necessary.
5.0 Anticipate Delays				
5.1 Lane Closure Review Committee (for anticipated delays over 30 minutes)		x		
5.2 Planned freeway closures				
		x		

5.3 Minimal delay anticipated -
no further action required
provided above strategies are implemented

[x] yes [ ] no If no, explain additional measures on attached sheet.

Shayne Sandeman
District TMP Coordinator

ATTACHMENT F

APPENDIX E

Short Form - Storm Water Data Report

Dist-County-Route: 05-SCr- 129
Post Mile Limits: 3.2/3.6
Project Type: Construct Deceleration and left turn lane
Project ID (or EA): 05-1300-0103-K (05-1F350K)
Program Identification: SHOPP 201.010
Phase: ☒ PID ☐ PA/ED ☐ PS&E

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

1.	Is the project required to consider incorporating Treatment BMPs?	Yes ☐	No ☒
2.	Does the project disturb 5 or more acres of soil?	Yes ☐	No ☒
3.	Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver?	Yes ☐	No ☒
4.	Does the project potentially create permanent water quality impacts?	Yes ☐	No ☒
5.	Does the project require a notification of ADL reuse	Yes ☐	No ☒

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

Estimate Construction Start Date: TBD ≈ 2014 Construction Completion Date: TBD

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.

JE 8/5/13

JAMES ESPINOSA, Registered Project Engineer *Date*

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

(Stamp Required for PS&E only) FOR Pete Mc... 8/6/2013

MARISSA NISHIKAWA, Regional SW Coordinator or Designee *Date*

1. Project Description

- This project is located in Santa Cruz County on State Route (SR) 129 from PM 3.2 to PM 3.6. The project proposes to improve the safety and reduce the number of collisions on SR 129 at Carlton Road by constructing a new intersection approximately 350 feet west of the existing intersection. Carlton Road will be realigned to form a T-intersection with SR 129 and the old intersection will be removed. The roadbed of SR 129 will be widened to construct a left turn and storage lane at the new intersection.
- Total Disturbed Soil Area (DSA) for this project is 0.95 acres and the Net New Impervious (NNI) Area is 0.73 acres. Attached are the calculations for the DSA and the NNI Area.
- This project is located within the Pajaro River Hydrologic Unit, Watsonville Hydrologic Area, and an undefined Hydrologic Sub-Area (HSA). The HSA number is 305.10.
- The Pajaro River is the receiving water body within the project limits. The Pajaro River is on the 2010 303(d) list and is impaired by the following pollutants of concern: Boron, Chlordane, Chloride, Chlorpyrifos, DDD (Dichlorodiphenyldichloroethane), Fecal Coliform, Dieldrin, Escherichia coli (E. coli), Low Dissolved Oxygen, PCBs (Polychlorinated biphenyls), pH, Sodium and Turbidity. The Pajaro River has TMDLS set for Nitrate, Nutrients, and Sedimentation/Siltation. Caltrans is not a named stakeholder in these TMDLs.
- A 401 certification is not required for this project.
- Project is not located within a MS4 area.
- There are no drinking water reservoirs or ground water recharge facilities near this project.
- There are no existing permanent treatment BMPs or maintenance facilities located within or adjacent to this project.

2. Construction Site BMPs

- This project will require a Water Pollution Control (WPCP). A WPCP will be developed and implemented for water pollution control during construction. The WPCP will be developed by the contractor and submitted to the Resident Engineer for approval prior to the start of construction. Equipments, material storage and equipments refueling shall occur within existing un-vegetated areas in the state right-of-way as follows; If within a floodplain, at least 100 feet from concentrated flows of storm water, drainage courses, and inlets; if outside the floodplain, at least 50 feet from concentrated flow of storm water, drainage courses, and inlets, unless approved.
- Design will coordinate with Construction during PS&E to determine the appropriate selection of Construction Site BMPs to be implemented into the contract documents (e.g. separate line items and/or lump sum).
- It is anticipated that contract bid items for this project will include:
  - 130200-Prepare WPCP
  - 130100- Job Site Management.
  - 066596- Additional Water pollution Control (supplemental item)
- Approximately 1.5 % of the total project cost is being estimated for Temporary Construction Site BMPs.
- Coordination to get concurrence from Construction regarding the Construction Site BMP implementation strategy and associated quantities will occur during PS&E.

3. Required Attachments[1]

- Vicinity Map.
- Evaluation Documentation Form.
- DSA and NNI calculations.

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

Project: 0513000103-K (05-1F350K)

- Disturbed Soil Area (DSA) calculations are as follows:

For Route 129, the East Bound shoulder will be removed to build a new lane and a shoulder. The widening will be from Sta 129+26 to Sta 150+00.

DSA = ((15000-12926) feet X 8 feet) / 43,560 ft^2/Acre = 0.381 Acre

For Carlton Road The Disturbed Soil Area is taken from Microstation file to be 0.565 Acre

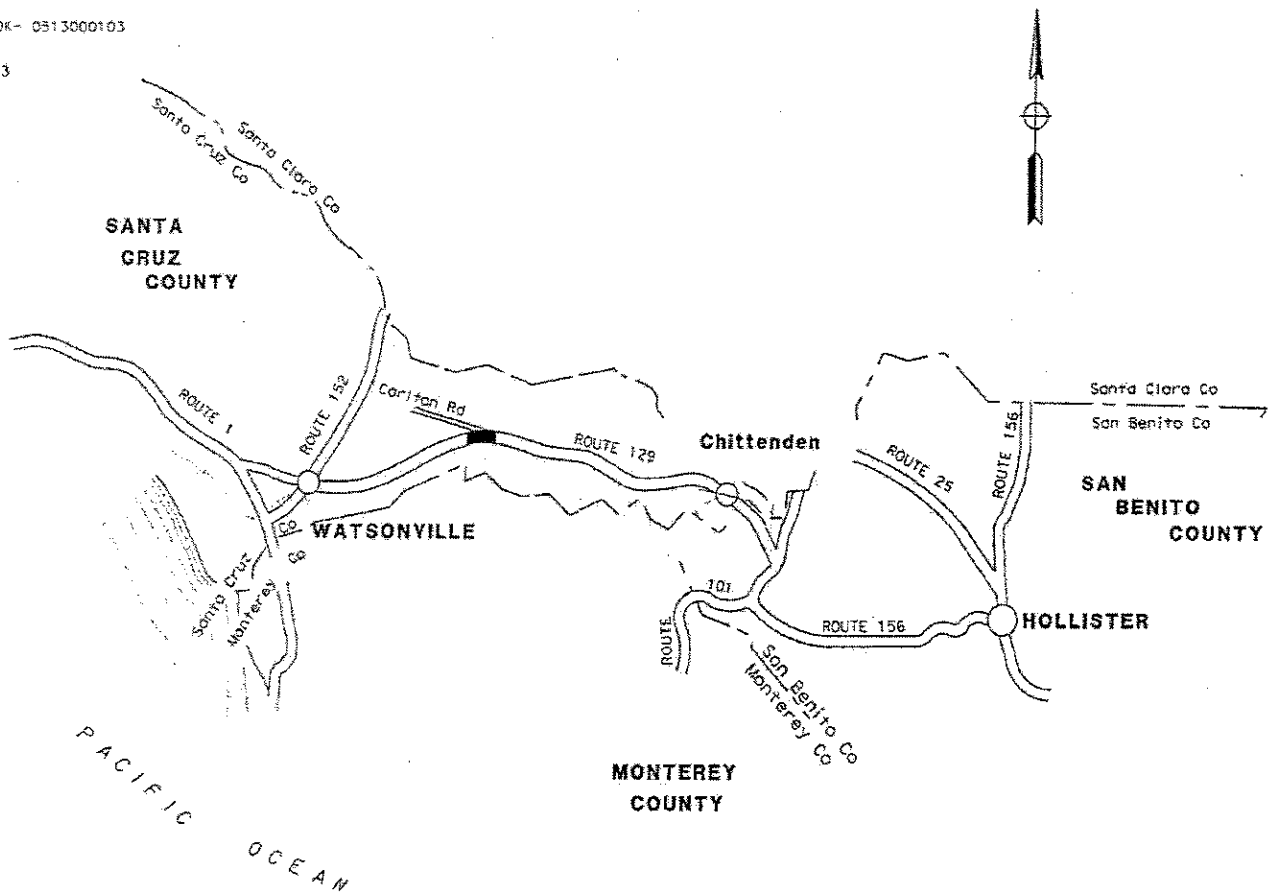
Then the total DSA = 0.381 Acre + 0.565 Acre = 0.9456 Acre

- The Net new Impervious area (NNI) is taken from Microstation.
  The NNI for Highway 129 is 0.48 Acre
  The NNI for Carlton Road is 0.25 Acre
  The total NNI is 0.73 Acre.

05-SCR-129- PM 3.25/3.5

EA: 1F350K- 0513000103

April 2013



VICINITY MAP

NO SCALE

APPENDIX E

Evaluation Documentation Form

DATE: 7/25/2013

Project ID: 05-1300-0103-K

NO.	CRITERIA	YES ✓	NO ✓	SUPPLEMENTAL INFORMATION FOR EVALUATION
1.	Begin Project Evaluation regarding requirement for consideration of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Go to 2
2.	Is this an emergency project?		✓	If Yes, go to 10. If No, continue to 3.
3.	Have TMDLs or other Pollution Control Requirements been established for surface waters within the project limits? Information provided in the water quality assessment or equivalent document. **The Pajaro River is 303(d) listed and has TMDLs. Per DNC, go to question 4.**	✓		If Yes, contact the District/Regional NPDES Coordinator to discuss the Department's obligations under the TMDL (if Applicable) or Pollution Control Requirements, go to 9 or 4. PSH *(Dist./Reg. SW Coordinator initials)* If No, continue to 4.
4.	Is the project located within an area of a local MS4 Permittee?		✓	If Yes. *(write the MS4 Area here)*, go to 5. If No, document in SWDR go to 5.
5.	Is the project directly or indirectly discharging to surface waters?	✓		If Yes, continue to 6. If No, go to 10.
6.	Is it a new facility or major reconstruction?		✓	If Yes, continue to 8. If No, go to 7.
7.	Will there be a change in line/grade or hydraulic capacity?		✓	If Yes, continue to 8. If No, go to 10.
8.	Does the project result in a net increase of one acre or more of new impervious surface?			If Yes, continue to 9. If No, go to 10. *0.73 Acre (Net Increase New Impervious Surface)*
9.	Project is required to consider approved Treatment BMPs.			See Sections 2.4 and either Section 5.5or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E.
10.	Project is not required to consider Treatment BMPs. PSH *(Dist./Reg. Design SW Coord. Initials)* JS *(Project Engineer Initials)* 8/5/13 *(Date)*	✓		Document for Project Files by completing this form, and attaching it to the SWDR.

1 *See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs*

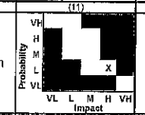
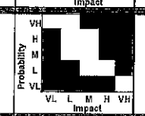
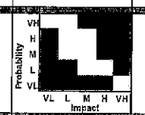
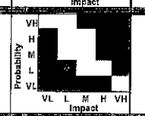
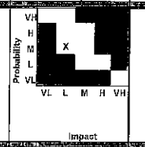
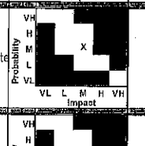
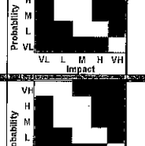
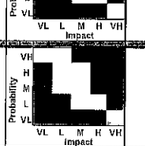
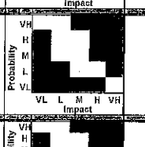
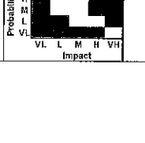
Dist - E.A 05-1F350 **Project Name** Hwy 129/Carlton Rd. Safety Improvements

Co-Rte-PM SCR 129 3.2/3.5 129 Carlton Rd Acceleration Deceleration Lanes

Date 8/20/2013

Project Mngr Doug Hessing **Telephone Number** 805/549-3386

PROJECT RISK MANAGEMENT PLAN

Identification						Qualitative Analysis				OPTIONAL Quantitative Analysis			Response Strategy		Monitoring and Control	
Priority	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	Responsible (Task 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	1		Right of Way	Delay in RTL or construction due to not having utilities relocated.	Unresolved Buy American Issues with the Utility Companies	**Schedule**	Low	High					Acceptance	This is a state wide issue that will be monitored by the R/W Utility Unit.	John Magorian	Utilities, up to 5 poles will need to be moved
				Right of Way	Fiber optics included on utility poles	complications										John Magorian	
				Environmental	Delays due to Williamson Act Complications.											Matt Fowler	
				Environmental	Potential public meeting effects on both cost and schedule											Matt Fowler	
				Environmental	County willingness to relinquish right of way		**Scope**	Low	Low						Early often communication with the County to determine what concerns they might have and way this project can benefit the county. EI Safer Roads	Matt Fowler	Put as an Environmental Risk Because It may be associated with are ability to mitigate based on the Williamson Act.
				Right of Way	Delays due to the property owner not cooperating in the project.			Moderate	Low						Communicate with the property owner to determine what concerns he might have. Depending on the position the county takes this project could be a benefit to the Area of AG land.	Connie Shellooe	Condemnation would be an option
				Environmental	Delay to the project due to Seasonal Surveys not started in the first year.			Moderate	Moderate							Matt Fowler	Work with PM to insure the schedule allows for time or update the Risk plan to discuss State only funding possibilities and implications.
				Environmental	Potential habitat for frogs, Kit Foxes and Burrowing Owls											Matt Fowler	
					Culvert												
																	
																	

ATTACHMENT H