

Project Study Report-Project Report

To

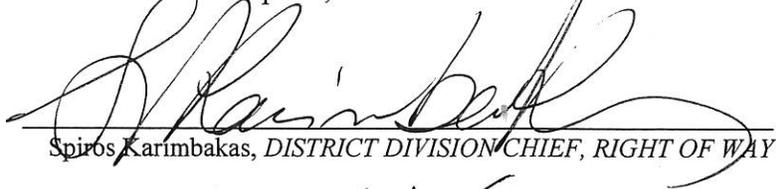
Request Programming in the 2012 SHOPP And Provide Project Approval

On Route 101

Between 1.6 miles south of Las Cruces Separation (Jct SR 1)

And 1.0 miles south of Las Cruces Separation (Jct SR 1)

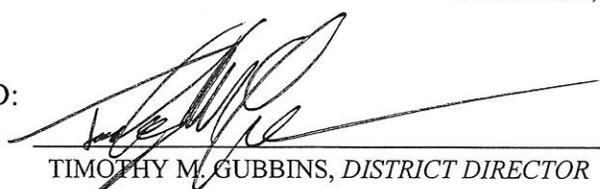
I have reviewed the right of way information contained in this report and the R/W Data Sheet attached hereto, and find the data to be complete, current and accurate:


Spiros Karimbakas, DISTRICT DIVISION CHIEF, RIGHT OF WAY

APPROVAL RECOMMENDED: 
Debra Larson, DISTRICT TRAFFIC SAFETY COORDINATOR

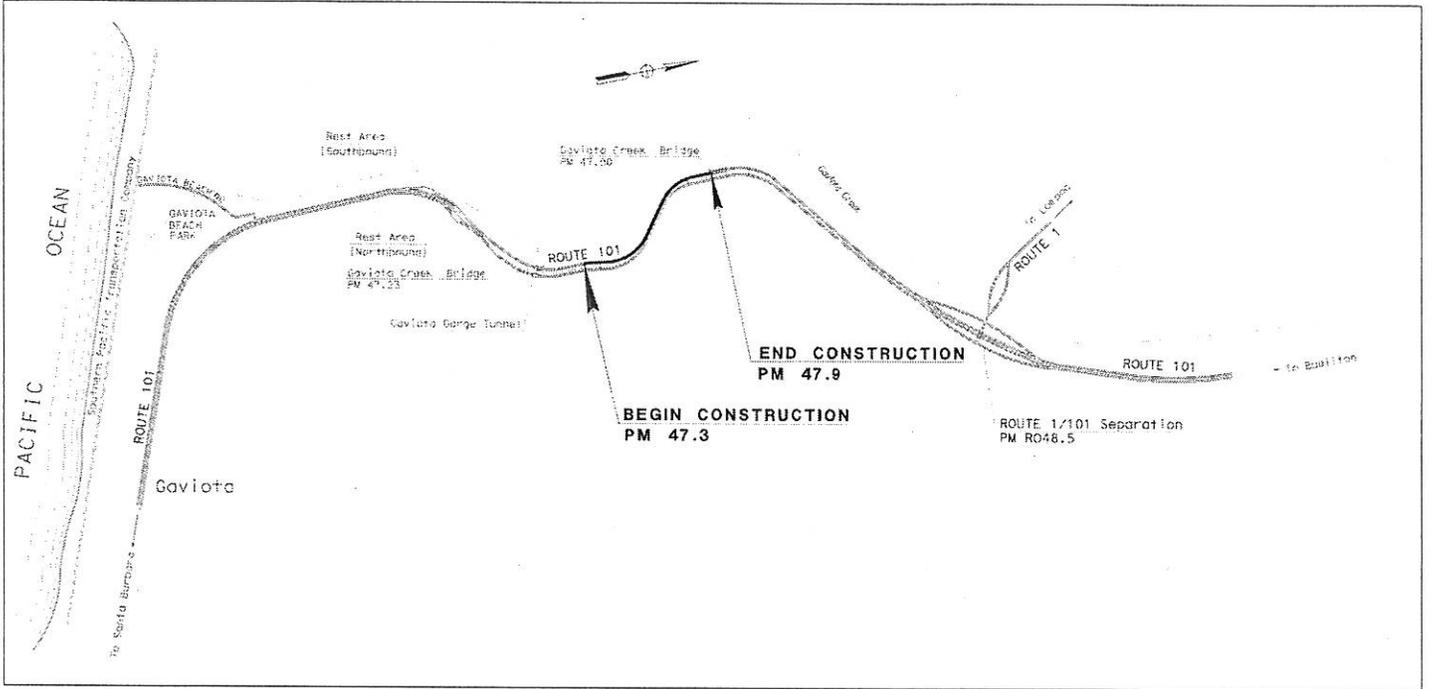

David Beard, PROJECT MANAGER

APPROVED:

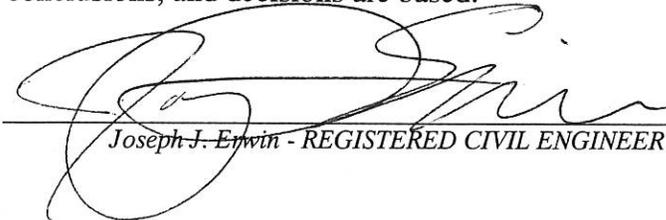

TIMOTHY M. GUBBINS, DISTRICT DIRECTOR

10/2/13
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.


Joseph J. Erwin - REGISTERED CIVIL ENGINEER

August 30, 2013
DATE

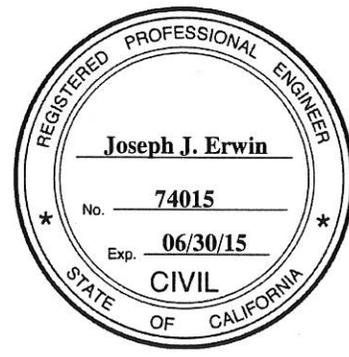


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1. INTRODUCTION

This project proposes to improve Route 101 in Santa Barbara County from 0.1 miles north of Gaviota Creek Bridge (#51-0024L) to 0.1 miles south of Gaviota Creek Bridge (#51-0023L) by installing a high friction surface treatment (HFST). The current capital construction cost estimate is \$576,752 (August 2013). There are no Right of Way costs with this project (August 2013). This project is a Safety Improvements (201.010) Project.

Project Limits	05 - SB - 101 - 47.3/47.9
Alternative Recommended for Programming	Build Alternative
Current Capital Outlay Support Estimate	\$285,000
Current Capital Outlay Construction Estimate	\$576,752
Current Capital Outlay Right-of-Way Estimate	\$0
Funding Source	State Highway Operation and Protection Program (SHOPP) - 201.010
Funding Year	2013/14
Type of Facility	Expressway
Number of Structures	0
SHOPP Project Output	Four-hundred thirty-one (431) collisions reduced over 10 years.
Environmental Determination or Document	Categorical Exemption / Categorical Exclusion
Legal Description	At Gaviota, from 1.6 miles to 1.0 miles south of Las Cruces Separation (Jct. SR 1)
Project Development Category	Category 5

2. RECOMMENDATION

It is recommended that this project be programmed into the 2012 SHOPP and approved using the following proposal to proceed into the design phase.

3. BACKGROUND

Route 101 is a north-south highway that begins in the south in Los Angeles, California and terminates in the north in Olympia, Washington. Within Santa Barbara, California, Route 101 varies from an urban freeway with closely spaced on and off-ramps to a rural expressway with access control. Route 101 is the primary north-south thoroughfare for Santa Barbara County. Prior to the 1950's, Route 101 was known as Route 2 and it was a two-lane facility. At Gaviota, it was widened to a four-lane facility in the early 1950's with the construction of the northbound lanes.

Existing terrain within and around this project is mountainous as Route 101 follows

the path of Gaviota Creek as it makes its way through the Gaviota Pass near the Pacific Ocean. The southbound lanes cross over Gaviota Creek twice near the project limits, once at postmile (PM) 47.23 and again at PM 47.90. The Gaviota Gorge Tunnel is just south of the project limits and services traffic in the northbound lanes. Multiple retaining walls and rock nets were constructed within the project limits to protect the highway through the pass. Route 101 is within the Coastal Zone and bordered by Gaviota State Park on both sides throughout the project limits.

The horizontal alignment of the southbound lanes through the project limits consists of three curves connected by two tangents and is shown in Attachment C. The southernmost curve (Curve 1) has a radius approximately along the center lane line of 1000 feet. The next curve (Curve 2) towards the north has a radius approximately along the center lane line of 702 feet and is connected to Curve 1 by a 100-foot long tangent. The northernmost curve (Curve 3) has a radius approximately along the center lane line of 698 feet and is connected Curve 2 by a roughly 590-foot tangent. Superelevation varies through the project limits with a maximum rate of 11%. Traffic lanes within the project limits are 12 feet wide. Outside shoulders are 10 feet wide and inside shoulders are 3½ feet wide. The grade in the southbound direction is descending from the interchange with Route 1 north of the project and averages roughly 2% through the project limits. The posted speed in the vicinity of the project is 55 MPH with an advisory speed of 50 MPH through Curves 1 and 2 and 45 MPH through Curve 3. According to Highway Design Manual (HDM) Figure 202.2, **Maximum Comfortable Speed on Horizontal Curves**, the side friction factor at 55 MPH is 0.13 which corresponds to a maximum comfortable speed of 50 MPH.

District 5 Traffic Safety initiated this project on June 13, 2013. There have been no meetings with any local agencies to discuss this project. Recent projects in the area include a rubberized hot mix asphalt (RHMA) overlay placed in 2011 and metal beam guardrail work in 2009.

4. PURPOSE AND NEED

Purpose:

This project proposes to reduce the number and severity of run-off-the-road collisions occurring during wet roadway conditions by placing HFST at spot locations in the southbound lanes of Route 101 through Gaviota Pass.

Need:

Traffic Collision Reports gathered by California Highway Patrol and supplied to Caltrans indicate a pattern of run-off-the-road collisions during wet roadway conditions occurring in the curves of southbound Route 101 through Gaviota Pass.

5. DEFICIENCIES

This project was initiated by District 5 Traffic Safety in response to wet roadway run-off-the-road collisions occurring in the southbound lanes of Route 101 within the project limits. Curve radii within the project limits vary from roughly 700 feet to 1000 feet. These curves are after a sustained grade down from the interchange of Routes 1 and 101.

In the one-year three month period from January 23, 2012 to April 4, 2013, fifty-two (52) collisions have occurred within the project limits as shown in the table below. Collisions have been occurring at this location at a rate twenty-seven times the statewide average. All of the collisions occurred during wet weather and sixteen (16) also involving dark conditions. Nineteen (19) of the collisions during the study period were multi-vehicle collisions with eight (8) involving injuries. There have been no collisions resulting in fatalities during the study period.

One Year and Three Month Total Collisions <i>January 23, 2012 through April 4, 2013</i>					
Total	Fatality	Injury	Multiple Vehicle	Wet Weather Conditions	Dark Conditions
52	0	8	19	52	16

One Year and Three Month Total Collisions (Collisions per Million Vehicle Miles) <i>January 23, 2012 through April 4, 2013</i>					
District-County-Route	Post Mile	Total Collision Rate	Total	F+I	Fatal
05-SB-101	47.38/47.79	Actual	7.81	1.20	0.000
		Average	0.28	0.10	0.006

6. CORRIDOR AND SYSTEM COORDINATION

6A. Regional and System Planning

Federal Classification

The high traffic volumes, strategic location, and environmental setting of Route 101 have resulted in numerous special designations by federal and state governments and their agencies. These designations and classifications provide information regarding the facility itself and its intended use. Route 101 is classified as a Principal Arterial and a Rural Other Freeway or Expressway through the project limits. It is listed as a part of the National Highway System (NHS). The Federal Highway Administration (FHWA) has designated Route 101 as a Non-Interstate Strategic Highway within the Strategic Highway Network (STRAHNET). However, the FHWA has not designated Route 101 as a High Priority Corridor within the NHS. Within the project limits, Route 101 is part of the National Network for trucks that are larger than those allowed by the Surface Transportation Assistance Act of 1982 (STAA).

State Classification

Route 101 is listed by the State of California as a part of the Interregional Road System (IRRS) as well as a part of the Freeway and Expressway System. As a subset of the IRRS, Route 101 is also designated as a High Emphasis Route. Furthermore, it is a part of a selected subset of High Emphasis Routes with a designation as a Focus

Route. Route 101 is also eligible to be a State Scenic Highway; however, it has not been officially designated at this time.

Goods Movement

Land uses around the project area are limited due to the fact that Gaviota State Park completely surrounds Route 101 within the project limits. Because of this, there are no at grade intersections or driveways accommodating large vehicles. However, Route 101 serves as the main corridor linking many of the cities within Santa Barbara County as well as major metropolitan areas outside of District 5. Truck traffic through the project limits are 11% as a percentage of Annual Average Daily Traffic (AADT).

Future Considerations

The Transportation Concept Report for Route 101 in Santa Barbara County recommends numerous actions to achieve a future Level of Service (LOS) C for the segment in which this project falls in. These improvements include:

- Implement Intelligent Transportation System components from Central Coast Deployment Plan.
- Facilitate goods movement with projects identified in the California Statewide Goods Movement Strategy.
- Construct system-wide operational improvements.
- Convert expressway sections to freeway.
- Ensure any improvements to the facility will accommodate a future 6-lane facility.

This project is compatible with the future concept of this route. Increasing the safety of the road for the traveling public and decreasing delays resulting from collisions are examples of operational improvements that could be attributed to this project.

6B. Traffic

Because this project does not need a detailed traffic study, estimated volumes from Caltrans Headquarters are used to describe the current and future conditions. These totals are shown in the following tables:

Future Volumes									
From	To	Design Hourly Volume (DHV)				Annual Average Daily Traffic (AADT)			
		2011	2013	2023	2033	2011	2013	2023	2033
SB 101 PM 33.85	SB 101 PM 48.85	4,300	4,454	5,223	5,993	28,600	30,276	38,658	47,040

The growth rate for traffic volumes is based on the model growth rates supplied by the Santa Barbara Council of Associated Governments (SBCAG) regional model. These growth rates are then adjusted to account for fluctuations between model and actual volumes counted in the field.

7. ALTERNATIVES

7A. Viable Alternatives

The only viable alternative for this project that will address the presence of run-off-the-road collisions during wet roadway conditions is to place a HFST along the southbound lanes of Route 101. This solution will cost \$576,752 (August 2013). There are no Right of Way or Environmental costs associated with this project.

Proposed Engineering Features

A 0.02' thick section of HFST will be placed within the limits of the edge of travelled way along the three curves shown in Attachment C. The HFST will consist of calcined bauxite aggregate set into a thin layer of quick setting polymer or epoxy resin binder. The HFST will increase the coefficient of friction between the pavement and vehicles negotiating the curves within the project limits. No HFST will be placed along the shoulders of Route 101. The 0.02' thickness will be obtained by placing two courses of HFST. The first course will fill and level any voids in the existing RHMA. The second course will provide a uniform surface along the travelled way.

Prior to placing the HFST, existing traffic delineation will be removed. Additionally, the existing pavement surface will be cleaned and dried before the resin binder material is applied. Any drainage features near the limits of the HFST will be protected. After the HFST has cured, the roadway will be swept of any loose aggregate and delineation will be re-applied. The process will occur when temperatures are appropriate, as the resin binder must be applied to a surface above 55 degrees Fahrenheit.

This project will not consider correcting nonstandard geometry. From discussions with Headquarters Design Reviewer Mike Janzen and Headquarters Design Coordinator Christine Inouye on May 31, 2013 and August 26, 2013, projects that only propose non-structural wearing courses are not subject to the standards of the HDM and are not expected to correct or document nonstandard features. This project will not have any new hot mix asphalt and as such will not have to consider using RHMA.

7B. Rejected Alternatives

The other alternative for this project was the no-build alternative. This was rejected because it did not address the concentration of collisions during wet weather.

8. CONSIDERATIONS REQUIRING DISCUSSION

8A. Hazardous Waste

Thermoplastic traffic stripe removed with this project may contain lead. The traffic stripe, placed in 2011, will be studied during the design phase to indicate if it is hazardous. If the presence of hazardous levels of lead is confirmed, then proper disposal methods will be specified. Regardless of whether the thermoplastic traffic stripe is hazardous or not, this project will require the contractor to produce a lead compliance plan.

8B. Value Analysis

Because this project has an estimated total cost less than \$15 million, Value Analysis is not recommended. The most cost effective alternative and design features that achieve the purpose and need were chosen as a part of the selection process during the project-scoping phase.

8C. Resource Conservation

Due to the limited nature of this project, no items have been identified yet that could potentially reuse existing resources. However, no steps will be taken during the design phase to limit the contractor from reusing materials as long as it is environmentally justifiable and meets contract specifications.

8D. Right of Way Issues

There is no right of way involvement with this project. No acquisitions or easements are required. Because there is no excavation or ground disturbance, there will be no utility relocation. There are no railroad facilities within the project limits. There will be no costs associated with obtaining permits.

8E. Air Quality Issues

The project alternative is fully compatible with the design concept and scope described in a current Regional Transportation Plan and will be programmed in the Federal Transportation Improvement Program, which has been determined to conform to the State Implementation Plan for air quality.

8F. Life Cycle Cost Analysis

According to Appendix OO of the Project Development Procedures Manual and HDM Topic 619, projects must consider the life cycle cost of various pavement structures prior to selecting a preferred pavement type. This project is exempt, however, because the type of pavement proposed is more closely associated with maintenance activities such as chip seals or methacrylate deck treatments.

9. OTHER CONSIDERATIONS AS APPROPRIATE**9A. Transportation Management**

A Traffic Management Plan (TMP) has been provided for this project and is available in Attachment H. The purpose of a TMP is to reduce delays and minimize impacts related to construction activities. Items identified in the TMP include changeable message signs for each direction, a public awareness campaign and utilizing the Construction Zone Enhanced Enforcement Program (COZEEP). Costs for individual TMP items are summarized in the attachments. It is anticipated that this project will have limited work windows with no lane closures on specific sections of Route 101 that affect the morning or evening commutes. Lane closures along Route 101 will have to be coordinated with other projects nearby along this route and on Route 154.

9B. Storm Water and Erosion Control

This project will not increase the impervious surface area or disturb any soil. A Water Pollution Control Program (WPCP) will be developed and implemented to control water pollution during construction. The WPCP will be developed by the contractor and approved by the Resident Engineer. Temporary Construction Best

Management Practices (BMPs) will be determined in design but may include Job Site Management and Drainage Inlet Protection.

10. COMMUNITY INVOLVEMENT

To date, there has been no community involvement or outreach associated with this project. Public meetings have not been held and no local agencies have been contacted.

11. ENVIRONMENTAL DETERMINATION/DOCUMENT

This project received a Categorical Exemption from the California Environmental Quality Act (CEQA) and will receive a Categorical Exclusion determination from the National Environmental Policy Act (NEPA) upon its programming in the current Federal Transportation Improvement Program. This project is exempt from Coastal Act requirements and no Coastal Development Permit will be required. This project will avoid impacts to environmental resources whenever feasible. For more information regarding the conditions of the environmental document, please refer to Attachment D.

12. FUNDING/PROGRAMMING

The proposed project will be amended into the 2012 SHOPP to be funded by the Safety Improvements Program (201.010) for delivery in the 2013/14 fiscal year. In accordance with Brent Felker's memorandum dated July 7, 2003 regarding all safety projects, a SHOPP amendment is to be prepared as soon as possible to program the project. The current estimated project cost is \$576,752 (August 2013). See Attachment F for the Project Study Report-Project Report Cost Estimate. The proposed estimated resources and funding schedule for this project are summarized in the following table. It has been determined that this project is eligible for federal-aid funding.

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					
PS&E Support			184					184
Right-of-Way Support			5					5
Construction Support			96					96
Right-of-Way Construction			577					577
Total			862					862

The support cost ratio is 49%.

13. SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
APPROVE PID	M010	09/27/2013
PA & ED	M200	09/27/2013
PROGRAM PROJECT	M015	11/01/2013
PS&E TO DOE	M377	12/20/2013
RIGHT OF WAY CERTIFICATION	M410	12/20/2013
READY TO LIST	M460	02/12/2014
PROJECT PS&E	M380	02/26/2014
AWARD	M495	05/15/2014
APPROVE CONTRACT	M500	06/05/2014
CONTRACT ACCEPTANCE	M600	08/01/2014
END PROJECT	M800	06/01/2015

14. RISKS

There are relatively few risks associated with this project due its limited scope and budget. Some examples of risks that are present are potential increase in the cost of materials and detrimental weather delaying the actual construction activities. Because the estimated cost of the project is less than \$1 million, according to Project Delivery Directive number PD-09, this project is not required to have a risk register.

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	<u>Joe Erwin, Michael O'Neal</u>	Date <u>7/1/2013</u>
District Program Advisor	<u>Deb Larson</u>	Date <u>6/13/2013</u>
Headquarters SHOPP Program Advisor	<u>Thomas Schriber</u>	Date <u>6/10/2013</u>
District Maintenance	<u>Lance Gorman, Dennis Glickman</u>	Date <u>8/30/2013</u>
Headquarters Design Coordinator	<u>Christine Inouye</u>	Date <u>7/9/2013</u>
Project Manager	<u>David Beard</u>	Date <u>7/10/2013</u>
Constructability Review		Date <u>8/30/2013</u>

17. PROJECT PERSONNEL

David Beard, Project Manager	805-549-3016
Steve Wyatt, Design Manager	805-549-3079
Joe Erwin, Project Engineer	805-549-3489
Jason Wilkinson, Environmental Planner	805-542-4663
Mark Ballentine, Traffic Safety	805-549-3024
Scott Morris, Traffic Safety	805-549-3238
Connie Shellooe, Right of Way	805-549-3471

18. ATTACHMENTS

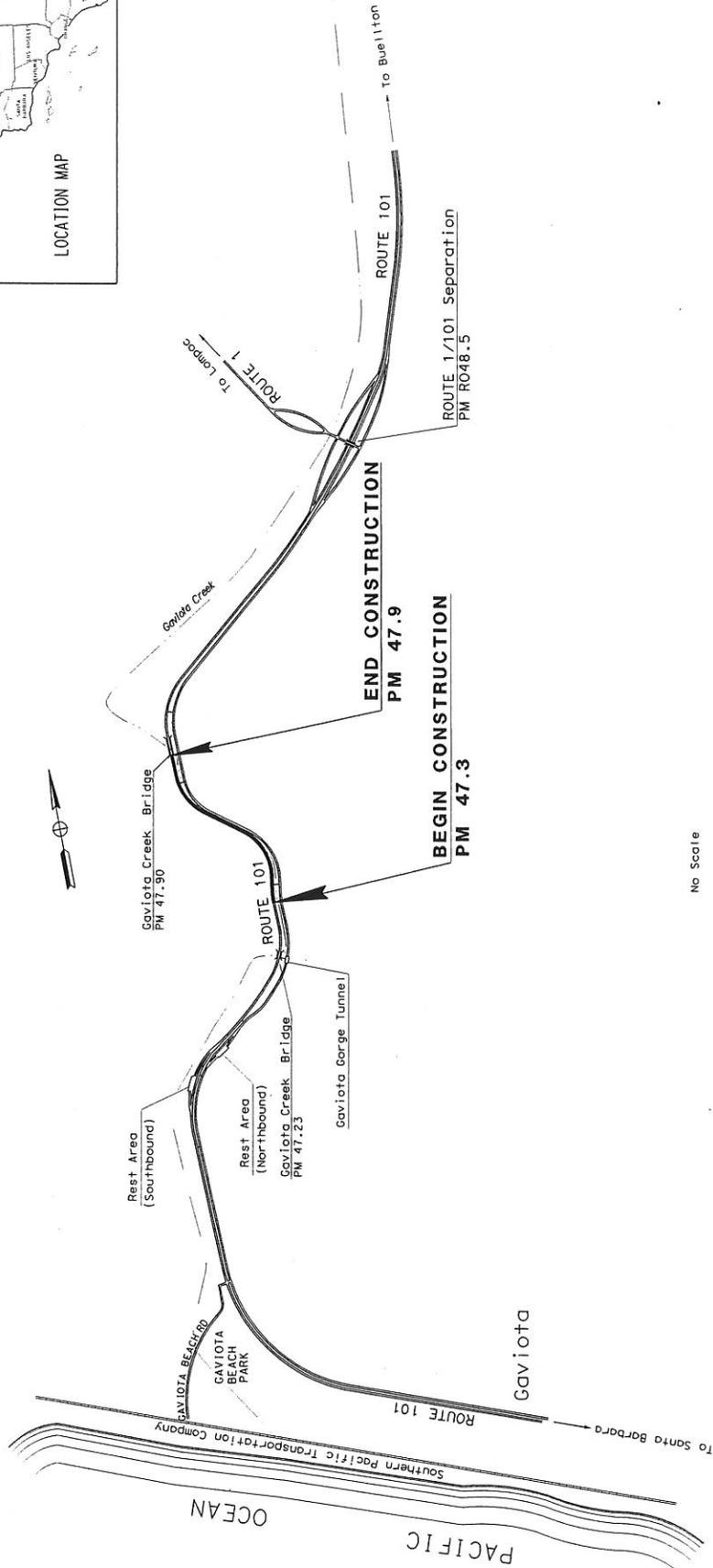
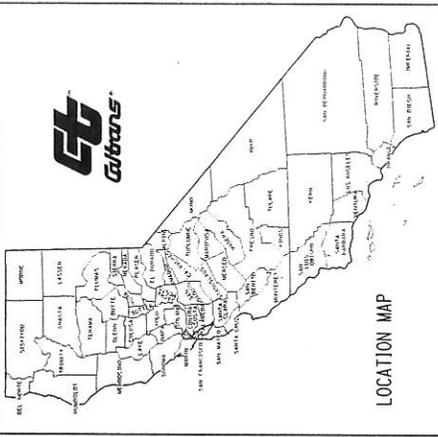
- A. Vicinity Map
- B. Preliminary Typical Cross Section
- C. Preliminary Layouts
- D. Environmental Document
- E. Right of Way Datasheet
- F. 6-Page Estimate
- G. Storm Water Data Report
- H. Traffic Management Plan
- I. Final Distribution List

INDEX OF PLANS

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY
 IN SANTA BARBARA COUNTY
 AT GAVIOTA
 FROM 1.6 MILES TO 1.0 MILES SOUTH
 OF LAS CRUCES SEPARATION (Jct. SR 1)

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
5	SB	101	47.3/47.9		



No Scale

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

ATTACHMENT A	
CONTRACT No.	05-1F480K
PROJECT ID	0514000001

DESIGN ENGINEER	JOE ERWIN
PROJECT MANAGER	DAVID BEARD

Dist	County	Route	Post Miles	Total Project	SHEET TOTAL
5	SB	101	47.3/47.9		NO. SHEETS



REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____
 I, _____, a duly Licensed Professional Engineer in the State of California, hereby certify that I am the author of the above design and that I am a duly Licensed Professional Engineer in the State of California.

CURVE	R	Δ	T	L
1	1000'	10° 10' 30"	89.03'	177.59'
2	702'	62° 00' 30"	421.83'	759.74'

ABBREVIATIONS
 HFST = HIGH FRICTION SURFACE TREATMENT

LEGEND
 AREA OF POTENTIAL EFFECT



PRELIMINARY LAYOUT
 ATTACHMENT C SCALE: 1"=100'
 L-1

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Biology

1. Materials and equipment shall be staged and stored in existing paved locations or unvegetated dirt pullouts where no potential for sensitive biological resources exists. Staging and storage areas shall be clearly delineated on project plans;
2. A Caltrans biologist shall conduct pre-construction surveys of the project limits within 14 days of the onset of construction to insure staging and storage areas have no impact to sensitive biological resources;
3. Effects to downstream habitat shall be avoided with the use of erosion and sedimentation Best Management Practices (BMPs) according to Caltrans' National Pollutant Discharge Elimination System (NPDES) permit (Caltrans 1999) and Caltrans standards according to their Best Management Practices Manual (Caltrans 2003) and to eliminate downstream transport of construction generated particulates.

Memorandum

To: David Beard

Date: 8/8/2013

Attn: Joe Erwin

File: CD 05 EA 1F480K Alt NA
Co SB RTE 101

DESCRIPTION:

This project proposes to reduce the number and severity of collisions during wet weather by improving the southbound lanes with high friction surface treatment.

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 7/15/2013

The following assumptions and limiting conditions were identified:

Appraisal

Utility

On the ROW DS request Joe Erwin PE Design II stated: 5. Utility permit search completed: NO - Utility Involvement and/or relocation: Not Required - Potholing required: NO This project is a high friction surface treatment within the travelled way and the only work to be done is to remove the existing striping, place new surface on the existing pavement and then restriping. There will be no excavation so no utility work is needed.

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 2
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):

RAW 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	0
U4-2: State Expense, Conventional no Fed Aid	0
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	
U5-8: Utility verification, w/ some relocation/potholing	
U5-9: Utility verifications, relocation/potholing required	

EA: 05-1F480K ALT: NA

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:

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

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required: No

Are there potential relinquishments or abandonments: No

Are there any existing or potential airspace sites: No

Are environmental mitigation parcels required: No

Data for evaluation provided by:

Estimator:

Railroad Liaison Agent: sah 7/24/2013

Utility Relocation Coordinator: Robert H Davis 8/7/2013

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.

Date
 ENTERED PMCS 8/8/2013
 BY: Patrick Mason

Connie Shellooe
 CONNIE SHELOOE
 Sr. Right of Way Agent, Right of Way

PLANNING COST ESTIMATE



Dist-Co-Rte: 05-SB-101
PM: PM 47.3/43.9
EA: 05-1F480K
Program Code: 20.10.201.010

PROJECT DESCRIPTION:

Limits: **Near Gaviota, from 0.1 mile north of Gaviota Creek Bridge to 0.1 mile south of Gaviota Creek Bridge**

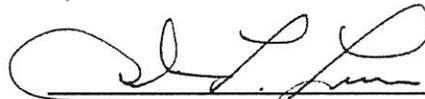
Proposed Improvement: **Place High Friction Surface Treatment (HFST)**
(Scope of Work)

Alternative: **Build Alternative**

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	Total of Sections 1 - 10 shown above	\$ <u>576,752</u>
TOTAL STRUCTURES ITEMS		\$ <u>0</u>
	SUBTOTAL CONSTRUCTION COSTS	\$ <u>576,752</u>
TOTAL RIGHT OF WAY ITEMS (Not Escalated)		\$ <u>0</u>
	TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ <u>576,752</u>

Reviewed by
District Program Manager:



(Signature)

8/15/2013

(Date)

Approved by Project Manager:

David Beart

(Signature)

8/15/13

(Date)

Phone Number:

(805) 549-3016

Form revised 12/01/09

PLANNING COST ESTIMATE



Dist-Co-Rte: 05-SB-101
 PM: PM 47.3/43.9
 EA: 05-1F480K
 Program Code: 20.10.201.010

I. ROADWAY ITEMS

<u>Section 1 - Earthwork</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			Subtotal Earthwork:		\$0
<u>Section 2 - Pavement Structural Section*</u>					
High Friction Surface Treatment	5,000	SQYD	\$60	\$300,000	
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			Subtotal Pavement Structural Section:		\$300,000
<u>Section 3 - Drainage</u>					
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			\$0	\$0	
			Subtotal Drainage:		\$0

* 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-SB-101
 PM: PM 47.3/43.9
 EA: 05-1F480K
 Program Code: 20.10.201.010

III. ROADWAY ADDITIONS

Section 8 - Minor Items

	<u>Item Cost</u>			<u>Section Cost</u>
(Subtotal Sections 1 thru 7)	<u>\$361,600</u>	x	<u>0.10</u> (5 to 10%)	= <u>\$36,160</u>
			TOTAL Minor Items:	<u>\$36,160</u>

Section 9 - Roadway Mobilization

(Subtotal Sections 1 thru 8)	<u>\$397,760</u>	x	<u>0.10</u> (10%)	= <u>\$39,776</u>
			TOTAL Roadway Mobilization:	<u>\$39,776</u>

Section 10 - Supplemental Work & Contingencies

Supplemental Work

(Subtotal Sections 1 thru 8)	<u>\$397,760</u>	x	<u>0.10</u> (5 to 10%)	= <u>\$39,776</u>
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Contingencies

(Subtotal Sections 1 thru 8)	<u>\$397,760</u>	x	<u>0.25</u> (**%)	= <u>\$99,440</u>
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Supplemental Work & Contingencies: \$139,216

TOTAL ROADWAY ADDITIONS Sections 8 thru 10: \$215,152

TOTAL ROADWAY ITEMS: \$576,752

(Subtotal Sections 1 thru 10)

Estimate Prepared by:


 (Print or Type Name)

Phone: 805-549-3489 8/9/13
 (Date)

Estimate Checked by:

Steve Wyatt, PE.
 (Print or Type Name)

Phone: 805-549-3079 8/9/13
 (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 47.3/43.9
 EA: 05-1F480K
 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)	<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:

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 47.3/43.9
 EA: 05-1F480K
 Program Code: 20.10.201.010

III. RIGHT OF WAY ITEMS

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

	Current Values	Rate	Escalation		Escalated
		(%)	Factor		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=	\$0				\$0

(Escalated Value)

Anticipated Date of Right of Way Certification: N/A
 (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: Connie Shellooe Phone: 805-549-3471 8/8/13
(Print or Type Name) (Date)

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



Dist-County-Route: 05-SB-101

Post Mile Limits: 47.3/47.9

Project Type: Safety Improvement

Project ID (or EA): 05-1400-0001-0 (05-1F4800)

Program Identification: SHOPP 202.010

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 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

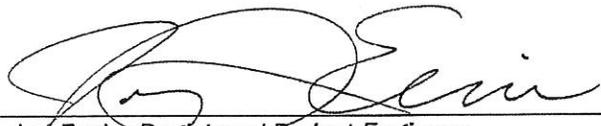
If the answer to any of the preceding questions is "Yes", prepare a Long Form - Storm Water Data Report.

Estimate Construction Start Date: June 2014 Construction Completion Date: August 2014

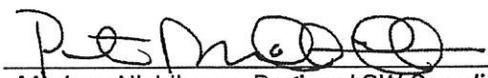
Separate Dewatering Permit (if yes, permit number) Yes Permit # _____ No

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.


 Joe Erwin, Registered Project Engineer July 16, 2013
Date

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


 Marissa Niskikawa, Regional SW Coordinator or Designee 7/17/2013
Date

[Stamp Required for PS&E only]

for

Point here for instructions

CENTRAL REGION PID/PR DISTRIBUTION LIST

Division / Program / Office	Project Type	D5	
FHWA	Designated high profile projects only. Refer to Stewardship Agreement		0
HQ Division of Design	All Projects	Design Report Routing	1
HQ Program Advisor	SHOPP	HQ Program Advisor gets one copy but do not duplicate other Advisors listed below. For Program Advisors not listed, refer to http://crweb/pjd/docs/CR_SHOPP_Program_Advisors.xlsx	1
HQ Division of Engineering Serv	All Projects	Division of Engineering Services	5
HQ Transportation Programming	STIP SHOPP	Rick Guevel	1
HQ Environmental	All Projects	Bob Pavlik	1
HQ Maintenance	HA22		1
	HA21		
	HA42, HA23		
	STIP		
HQ Traffic Operations	HB4N, HB4C		
HQ Traffic Ops/Traffic Safety Pgm	HB1	Robert Peterson	
HQ Traffic Ops/Traffic Safety Pgm	HB711		
HQ SHOPP Program Advisor	For other prog		
Project Manager	All Projects	David Beard	1
Design Manager	All Projects	Steve Wyatt	2
Resident Engineer	All Projects	Resident Engineer	1
District Maintenance	All Projects	Lance Gorman	1
	D6 Eastern Kern		0
	SHOPP	Kelly McClain	1
District Traffic Management	All Projects	Jacques Van Zeverter	1
District Traffic Safety	All Projects		0
District Traffic Safety	Mon/SCr		
District Traffic Safety	SLO		1
District Traffic Safety	SB/SBt	Scott Morris	
Region Traffic Design	All Projects	Mohammed Qatami	1
District Traffic Operations	All Projects	Paul McClintic	1
Region Materials	All Projects	Doug Lambert	1
Region Environmental	All Projects	Susan Schilder	1
Region Landscape	All Projects	Dennis Reeves	1
Region Right of Way	All Projects	Connie Shellooe	1
Distict Planning	All Projects	Claudia Espino	1
PPM	All Projects	Linda Araujo	1
District Single Focal Point	All Projects	No Copy	0
Surveys	All Projects		0
	All Projects	Jeremy Villegas	1
	Mon/SC/SBt		1
	SB/SLO	Nick Tatarian	
HQ DES/OPPM	Proj w/Structures		0
District Records	All Projects	Beverly Connolly (electronic copy only)	0
TOTAL COPIES			District 5 = 28