

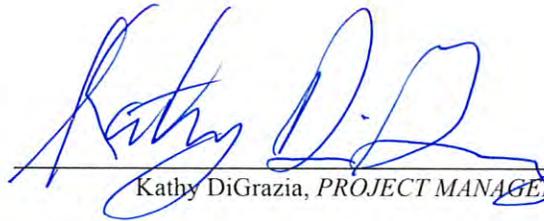
**Project Study Report
To
Request for Programming in the 2016 SHOPP**

On Route 41

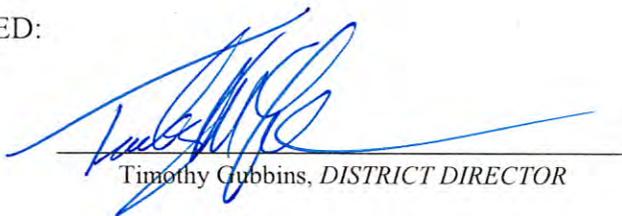
Between San Gabriel Rd

And US 101 Southbound Ramps

APPROVAL RECOMMENDED:

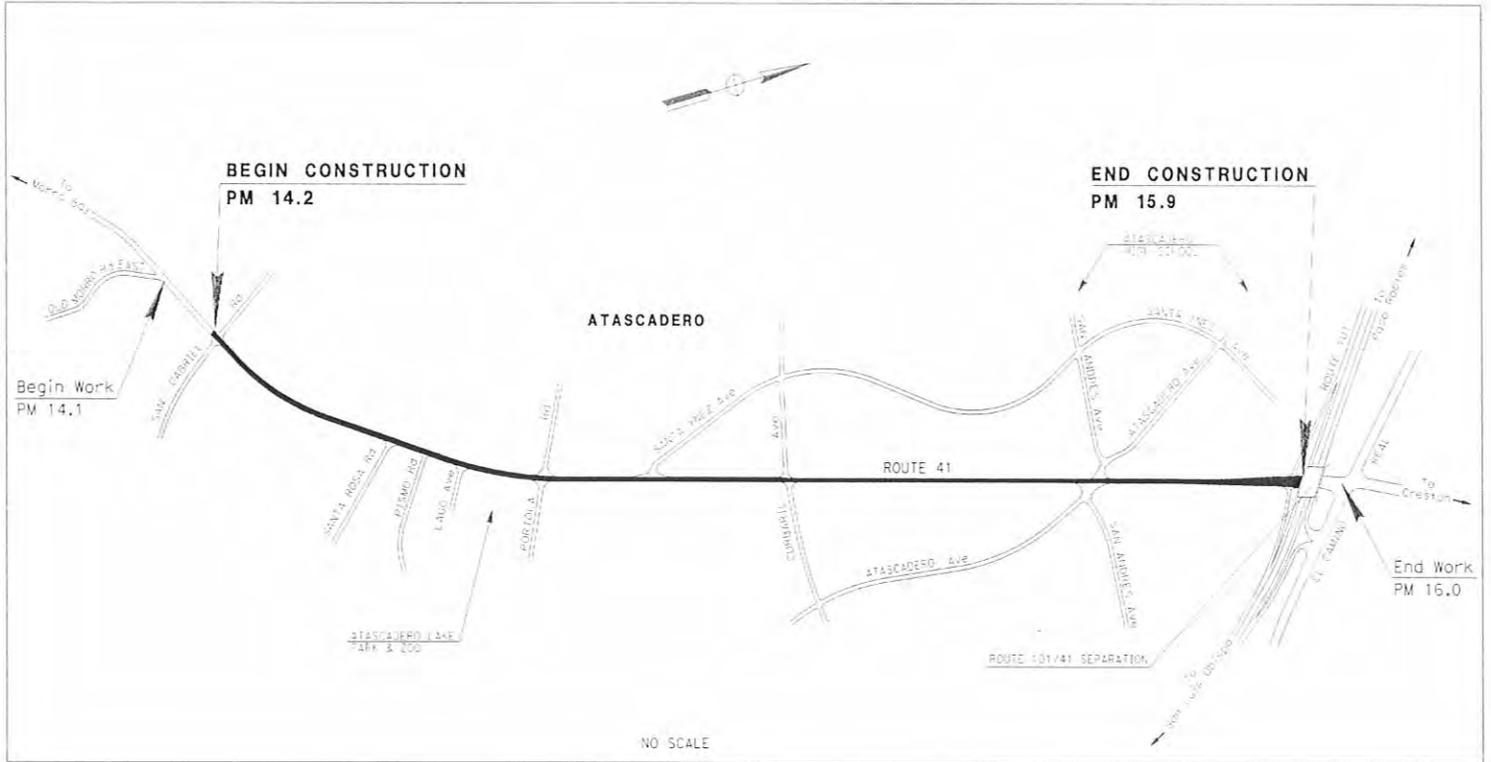

Kathy DiGrazia, *PROJECT MANAGER*

APPROVED:

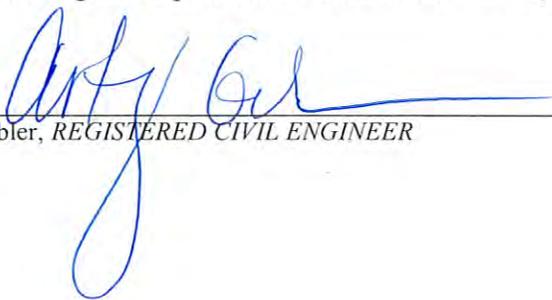

Timothy Gubbins, *DISTRICT DIRECTOR*

6/16/15
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.



Curtis Gubler, REGISTERED CIVIL ENGINEER

6/08/2015
DATE



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1. INTRODUCTION

Project Description:

This project intends to construct pedestrian facilities within State right-of-way along Route 41(Morro Rd) in the City of Atascadero from San Gabriel Rd to the Highway 101/41 Separation. Work involved is constructing or reconstructing curb ramps and driveways which do not meet the requirements of the Americas with Disabilities Act (ADA). The project will also construct sidewalks and other pedestrian walkways to provide a pedestrian pathway that is also compliant with the ADA. This work will include placement of Accessible Pedestrian Signals (APS) at intersections. Some existing open channels that are in conflict with proposed pedestrian facilities will be converted to underground pipe culverts. A small amount of roadway widening to ultimate build will occur along some short segments to construct sidewalks at short gaps.

This project will add or replace 32 curb ramps, 38 APS units, and up to 7,500 linear feet (LF) of sidewalk or other pedestrian walkways, including ADA compliant shoulders, which requires modifying or rebuilding 43 driveways or driveway aprons, and building 10 new driveways. In addition, 1,500 LF of underground pipe culvert and 1,100 tons of Rubberized Hot Mix Asphalt (RHMA) pavement will be placed to facilitate the placement of pedestrian facilities.

Project Limits	05 – SLO – 41 14.2/15.9	
Number of Alternatives	3	
Programmable Project Alternative	Preferred Alternative	
	Current Cost Estimate:	Escalated Cost Estimate:
Capital Outlay Support	\$3,942,000	\$4,383,000
Capital Outlay Construction	\$2,054,000	2,622,000
Capital Outlay Right-of-Way	\$128,000	\$163,000
Funding Source	20.XX.201.361	
Funding Year	2020	
Type of Facility	2 & 3 Lane Conventional Highway	
Number of Structures	0	
SHOPP Project Output	126 ADA Units	
Anticipated Environmental Determination or Document	CE/CE	
Legal Description	In San Luis Obispo County in the City of Atascadero from San Gabriel Road to Route 101/41 Separation	
Project Development Category	Category 5	

2. BACKGROUND

The District 5 ADA Pedestrian Infrastructure Program Advisor has determined that a project is needed that meets the qualification for the Program. Conceptual Approval was obtained from the HQ Program Manager on 4/5/2013.

This project is located within a commercial zone of the City of Atascadero, where approximately half of the lots have been developed. Most of the developed lots have sidewalks, driveways, curbs and gutters. Virtually all of the undeveloped lots and a few of the lots developed in the past do not have sidewalks, driveways, curbs and gutters, nor any facilities intended for pedestrians other than non-ADA compliant shoulder. Many of the undeveloped lots and a few of the older developed lots have open drainage channels in front of the parcel and running alongside the roadway. Major drainage flows at most of the developed lots have been routed using underground pipe culvert. The City generally requires landowners or developers to make roadway, pedestrian and drainage improvements as part of its permitting process and requirements for development. Currently, there are no private developments planned or in progress for undeveloped lots within the project limits.

The City has initiated a project to build a multi-purpose path from San Gabriel Road to Portola Rd on the southbound side of Route 41. The multi-purpose path will be outside the state's right-of-way, except at the start and end terminus where it ties back in to the street system. Since the multi-purpose path will be designed to ADA standards, the proposed project will not include pedestrian facilities on the southbound side of Route 41 in that section. The northbound side within the limits of the multi-purpose path was not included, due to program budget constraints. While, it is ideal to have pedestrian facilities on both sides, this section is generally less traveled than the other sections, and the City's proposed multi-purpose path will be adequate for pedestrian accessibility needs at this time.

A few members of the Project Development Team (PDT) met with the City Public Works Director on 1/30/2014 at the Atascadero City Hall to discuss the scope of this project. The City's preference was that facilities closest to US 101 and downtown Atascadero be given higher priority. This was especially true of the first block, which extends from US 101 to Atascadero Ave.

The City is embarking on a Corridor Study to determine if the configuration of the ultimate build-out should remain as is described in the Caltrans 2004 Transportation Concept Report. The PDT will continue to work with the City to incorporate their suggestions when feasible, and within the constraints of the ADA funding program.

This Project Initiation Document provides conceptual approval of the proposal and a recommendation to program the project into the 2016 State Highway Operation and Protection Program (SHOPP). A project report will serve as final approval of the proposal.

3. PURPOSE AND NEED

Purpose:

This project was initiated to remove ADA barriers by providing accessible pedestrian facilities, in compliance with the Americans with Disabilities Act (ADA), and Caltrans Design Information Bulletin (DIB) 82-05.

Need:

There are gaps in the existing sidewalk which constrain pedestrians to use the roadway shoulder, which does not meet ADA standards, due to excessive cross slope. Many of these locations also lack transitions from existing sidewalk to shoulder that provide a path to the shoulder. Some existing pedestrian facilities, such as at driveways and curb ramps, are not in compliance with current ADA standards.

4. DEFICIENCIES

A compliance survey was done by "ADA Accrediting and Consulting" in December 2010. They cataloged missing curb ramps and deficiencies related to slopes, grades, and widths of the existing pedestrian facilities in the corridor.

Subsequently, Caltrans Design and other staff conducted several field reviews and verified many of the issues presented by the ADA consultant. The identified deficiencies are summarized below:

- There are approximately 30 locations where the sidewalk ends mid-block without a curb ramp that would allow all pedestrians access to the shoulder.
- Some intersections have corners that have non-compliant curb ramps.
- 9 curb ramps and 10 pedestrian pads have nonstandard features.
- The sidewalk clear width and/or cross slope is nonstandard at 43 driveways.
- There are 7,500 LF of gaps in sidewalk. This does not include the segment from San Gabriel Rd to Portola Rd, as there are no sidewalks south of Portola Rd.
- Pedestrian push buttons do not meet the newer requirements of APS units.
- Sidewalk obstructions exist at spot locations that limit the clear width available for all pedestrians.

5. CORRIDOR AND SYSTEM COORDINATION

In 1930, the counties of Fresno, Kings, Kern, and San Luis Obispo considered organizing a joint highway district to construct a shortcut connecting Fresno with the Pacific Ocean at Morro Bay. The resulting roadway was added to the State Highway system in 1935 and designated as Route 125. In 1934, the state sign route system was established, and, after a number of changes in alignment, the route was designated as State Route 41.

Route 41 is designated a multi-lane conventional undivided highway. From San Gabriel Rd to Portola Rd, Route 41 is a two lane highway. From Portola Rd to just south of US 101, Route 41 consists of a through lane in each direction with a two way left turn lane (TWLTL, also known as a center lane). Several right turn channelization and left turn channelization

lanes exist at intersections within the project limits. Route 41 is classified as a principal arterial within the project limits. Immediately south of the project, Route 41 is classified a minor arterial.

The Caltrans 2004 Route 41 Transportation Concept Report (TCR) for PM 14.2 to 15.9 (Segment 3) recommends the segment be widened to a 4-lane conventional highway while retaining the existing two-way left turn lane, and includes improvements such as standard shoulder widths and Class II bike lanes.

The Preferred Alternative is compatible with the current TCR, however, the City of Atascadero is embarking on a new Corridor Study to determine their needs for the ultimate build facility.

Currently, there are minimal existing regional transit and/or local transit services along the SR 41 corridor, however, Runabout, a transit service, provides complementary ADA paratransit service.

6. ALTERNATIVES

6A. Viable Alternative

The Preferred Alternative is similar to the rejected Ultimate Build-Out Alternative, but constructs significantly less roadway widening and replaces considerably less open channels with culverts.

The Preferred Alternative is a viable solution for the primary ADA deficiencies. The following design features will remove the primary deficiencies:

- Construct 5,400 LF of sidewalks or other pedestrian walkways where the length of gaps in sidewalk is small, to eliminate the need for mid-block curb ramps at 24 of 30 locations.
- Reconstruct 2,100 LF of outside shoulder to ADA standards for use as pedestrian facility.
- Construct 6 mid-block curb ramps where the length of gap in sidewalk is large, and where sidewalk will not be constructed, to provide access to the shoulder for all pedestrians.
- Construct 17 new curb ramps at intersections.
- Reconstruct 9 existing curb ramps at intersections.
- Reconstruct or modify 43 driveways or driveway aprons to provide standard sidewalk clear width and/or cross slope.
- Construct approximately 10 new driveways where new sidewalk is built.
- Install 38 Accessible Pedestrian Signal units.
- Relocate obstructions or construct additional walkway where clear width is nonstandard.

Right-of-Way:

Based on preliminary mapping, it is anticipated that no permanent parcels will be required. There will be a need for approximately 39 temporary construction easements (TCE's) to provide access for construction workers to and around the work sites. Once surveys have been established and the right-of-way line delineated accurately needs will be re-assessed. The Right-of-Way datasheet (Attachment C) provides details on the costs and assumptions for right-of-way and utility needs.

Utilities:

It is expected that there will be some conflicts with privately owned utilities, such as power poles, guy wires, fire hydrants, and mailboxes, as well as State run facilities, which may require relocation due to clear width standards. In addition, there are many water meters, manholes, underground vaults, pull boxes, and gas meters that may need to be reset when the pedestrian facilities are reconstructed. There are 25 ramps proposed at signalized intersections, and these have potential for conflict with the traffic signal loops, conduits and ground level traffic signal boxes, or traffic controller boxes above ground. However, there is some flexibility in design of ADA curb ramps and other pedestrian facilities, which will allow avoidance of relocating some utilities.

Environmental Summary:

Environmental Planning anticipates preparing a Categorical Exemption under California Environmental Quality Act (CEQA) and a Categorical Exclusion under National Environmental Policy Act (NEPA) during the Project Approval and Environmental Document (PA&ED) phase. This determination is based on the assumption that the project can be modified sufficiently to avoid any potentially significant impacts and to avoid regulatory coordination with other agencies. The primary studies will include biological surveys for protected species and a visual impact evaluation. Permits to Enter could be required for the surveys; if necessary Design would request the permits no later than November 1 of the first year of PA&ED to allow sufficient time for them to be approved. Potential disposal, staging, and borrow sites will need to be identified in the PA&ED phase for complete environmental review. No permits are anticipated.

The following assumptions were made in order to determine the schedule and document type:

- No new right-of-way will be required.
- Biological surveys can be completed during the first year of PA&ED.
- No biological consultation will be required.
- Wetlands can be avoided.
- There are no potentially significant impacts.
- There would be no Section 106 procedures required.
- Construction methods will not add impacts not already considered.
- Environmental risks have already been incorporated into the Risk Register.

Comprehensive environmental details are located in the Preliminary Environmental Assessment Report (Attachment D).

Hazardous Waste

While the Aerially Deposited Lead (ADL) level in the soil is unknown, the project estimate was calculated assuming all excavation would be classified as Type Z-2 for hazardous waste levels of ADL. Soil investigations will take place in the PA&ED phase. If the excavated soil is not hazardous, it can be used for embankment.

This project may have minor amounts of striping for crosswalks, stop bar striping, or edge of traveled way striping, but it is anticipated that yellow striping will not be removed.

Disposal Site:

The work involves removal of existing concrete requiring no special handling provisions and can be disposed of at the local landfill or any other facility of the contractor's choosing. It is anticipated that this project will not have surplus soil, unless tests show a concentration that categorizes the soil as a hazardous waste for ADL, and the soil cannot be reused on this project or transported to another project.

Storm Water:

Per the Storm Water Data Report (Attachment E), this project is exempt from further consideration of treatment Best Management Practices (BMPs). This project disturbs less than 1 acre of soil, so it is not subject to the Construction General Permit. The project will require a Water Pollution Control Program (WPCP). Temporary construction site BMPs will be implemented to eliminate or reduce discharge of pollutants related to temporary construction activities.

Transportation Management Plan:

The preliminary Transportation Management Plan (TMP) checklist (Attachment F) identifies the following strategies that should be included in the project:

- Public awareness campaign
- Construction area signs
- Lane closure chart(s)
- Lane closure website
- Portable changeable message signs
- No lane closures during special days (i.e. Colony Days, Hot August Nights & Mid-State Fair)
- Use of Construction Zone Enhanced Enforcement Program (COZEEP) as directed by the engineer
- Contingency plan
- Coordination with adjacent construction

Design Standards & Exceptions:

The intent of the project is to construct ADA compliant facilities; however, the scope of this project does not include replacing large segments of existing nonstandard sidewalk. Where proposed facilities connect to existing facilities, short segments of new sidewalk may not meet ADA standards. This will allow new sidewalk to conform to existing sidewalk. This issue was discussed with the Headquarters Design Reviewer on 5/13/2014.

In areas where the pedestrian facility is on the shoulder, or directly adjacent to it, the following standards apply.

- For the type of roadway facility, the standard right shoulder width is 8 feet. Existing right shoulders at non-widened segments are 6 feet wide.
- Standard outside shoulder cross slope should be 2%-5%. The shoulders that will be rebuilt to allow access to all pedestrians will be designed at 1.5% cross slope to allow for construction tolerances.

A Mandatory Design Exception Fact Sheet for non-standard shoulder width and cross slope was approved and signed on 06/08/2015.

B. Rejected Alternatives

The No-Build alternative was rejected since it would not meet the need of the project to eliminate deficiencies in the pedestrian facilities.

The Ultimate Build-Out Alternative was originally considered for this project, but was rejected due to estimated construction costs of \$3.8 million, not including right-of-way costs. Many of the features of this alternative are comparable to the recommended Preferred Alternative. However, the basic difference in alternatives is the extent of roadway widening and amount of open channels replaced with culverts. The Ultimate Build-Out Alternative would widen the existing roadway to a 4-lane conventional highway with existing two-way left turn lane with standard shoulder widths and Class II bike lanes and include curb, gutter, and sidewalks with the back of walk adjoining the right-of-way line, in accordance with the current Transportation Concept Report (2004). This would substantially increase paving, earthwork, and require replacement of all longitudinal open channel drainage with underground pipe culverts. In the Ultimate Build-Out Alternative there would be no need to reconstruct some segments of the shoulders to bring them into ADA compliance for use as a pedestrian facility, where longer segments of sidewalk gaps exist.

7. COMMUNITY INVOLVEMENT

Discussions have been held with the City about their multi-purpose path project, and to identify their preferred priority in the scoping of this project. Additionally, the City is embarking on a Corridor Study to determine the configuration of their preferred ultimate build-out. The PDT Team will continue to work with the City to incorporate their suggestions when feasible, and within constraints of the ADA program funding.

In subsequent phases, property owners will be involved in the acquiring of temporary or permanent easements and due to loss of parking in State right-of-way. Property and business owners should also be contacted regarding construction activities such as driveway and sidewalk reconstruction.

8. ENVIRONMENTAL DETERMINATION/DOCUMENT

This project is anticipated to be Categorically Exempt under the California Environmental Quality Act (CEQA) and to obtain a Categorical Exclusion under the National Environmental Policy Act (NEPA).

9. FUNDING/PROGRAMMING

The proposed project is a candidate for programming into the 2016 SHOPP to be funded in the ADA Curb Ramps program (201.361) for delivery in the 2019/20 fiscal year. The current non-escalated estimated Construction Capital project cost is \$2,054,000 (January 2015).

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

The proposed estimated resources for this project are summarized below:

Capital Outlay Support and Project Estimates

Fund Source	Fiscal Year Estimate						
	Prior	2016/17	2017/18	2018/19	2019/20	Future	Total
Component	In thousands of dollars (\$1,000)						
PA&ED Support		827					827
PS&E Support			1,333				1,333
Right-of-Way Support			1,082				1,082
Construction Support					1,141		1,141
Right-of-Way			163				163
Construction					2,622		2,622
Total		827	2,578		3,763		7,168

Note: Support categories are the same as those identified by SB45. Construction Capital escalated at 5% per year. Support Costs escalated at 6% for FY 2016/17 and 3% every year thereafter. The support cost ratio is 157% (All Support costs divided by the sum of the escalated Construction and Right-of-Way Capital).

10. SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
PROGRAM PROJECT	M015	7/01/2016
BEGIN ENVIRONMENTAL	M020	9/01/2016
PA & ED	M200	12/01/2017
PROJECT PS&E	M377	10/01/2019
RIGHT-OF-WAY CERTIFICATION	M410	10/01/2019
READY TO LIST	M460	02/01/2020
AWARD	M495	08/15/2020
APPROVE CONTRACT	M500	09/15/2020
CONTRACT ACCEPTANCE	M600	09/15/2021
END PROJECT	M800	10/01/2022

11. RISKS

Below is a summary of risks that are either a high probability or greater and/or would be a high impact to the project or greater. Additionally, any impact that has a moderate probability and a moderate project impact has been included in the summary. For a complete list of identified risks, and their management strategies, see the Risk Register (Attachment G).

The City of Atascadero is embarking on a Corridor Study to determine their needs for the ultimate build facility. It is assumed their study will be completed by July, 2016 in time to begin preliminary studies in the PA& ED phase. If their study is delayed, there is a risk that the final alternative for PA&ED may be delayed. Furthermore, the corridor study may prompt the City to request project changes to our initial alternative including, but not limited to, location of pedestrian facilities, aesthetics, or landscaping. There is a risk or opportunity that the outcome of their study and their requests may cause a higher or lower cost alternative. There is also a risk that requested changes will cause a delay.

Since topographic surveys are not completed during the Project Initiation Document (PID) phase, and right-of-way is not tied down, there is a risk that more right-of-way than anticipated will be required. There is a risk that unknown utilities may be impacted.

There are two known wetlands sites within the project limits. These sites are not impacted with the project scope. However, there is a risk that additional wetland sites will be identified. If the project design impacts wetlands, an environmental document must be prepared, and the project must include wetland establishment thus increasing support and capital costs. The project includes new components that weren't evaluated during the PID phase due to a potential change in right-of-way needs. This could result in impacts that are more than what was anticipated, and may require an environmental document.

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. No FHWA action required.

13. PROJECT REVIEWS

District Program Advisor	<u>Dario Senior</u>	Date	<u>12/03/2014</u>
Headquarters SHOPP Program Advisor	<u>Marcella Wiebke</u>	Date	<u>12/12/2014</u>
Project Manager	<u>Kathy DiGrazia</u>	Date	<u>12/03/2014</u>
District Safety Review	<u>Paul McClintic</u>	Date	<u>01/12/2015</u>
Headquarters Design Reviewer	<u>Mike Janzen</u>	Date	<u>01/07/2015</u>
Constructability Review		Date	<u>01/13/2015</u>

14. PROJECT PERSONNEL

Kathy DiGrazia, Project Manager	805-542-4718
James Perano, Design Manager	805-549-3438
Curtis Gubler, Project Engineer	805-549-3389
Dario Senior, District ADA Advisor	805-503-9374
Marshall Garcia, Right-of-Way	805-549-3471
Paula Huddelston, Environmental	805-549-3063
Isaac Leyva, Hazardous Waste	805-549-3196
John Papathakis, Storm Water	805-549-3375

15. ATTACHMENTS

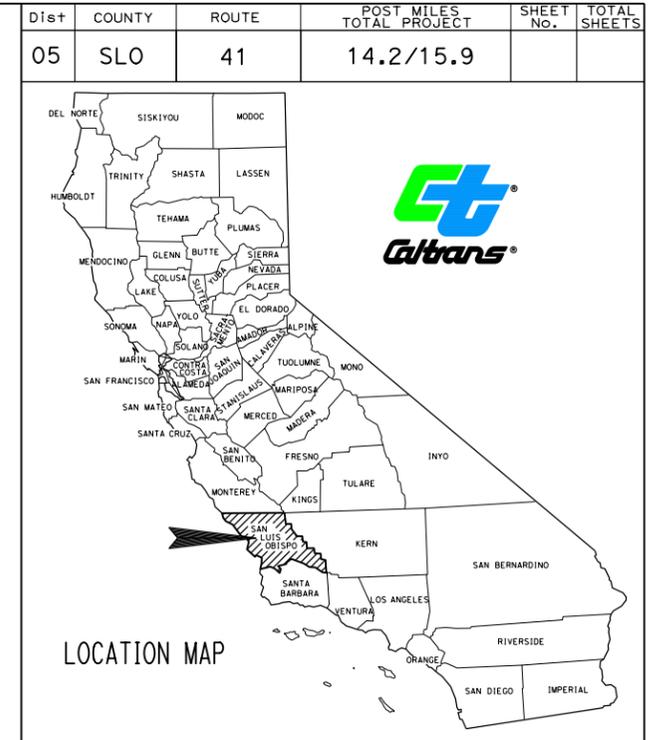
- A. Preliminary Plans
- B. Preliminary Cost Estimate
- C. Right-of-Way Data Sheet
- D. Preliminary Environmental Assessment Report
- E. Storm Water Data Report Cover
- F. Transportation Management Plan
- G. Risk Register
- H. Document Distribution List

INDEX OF PLANS

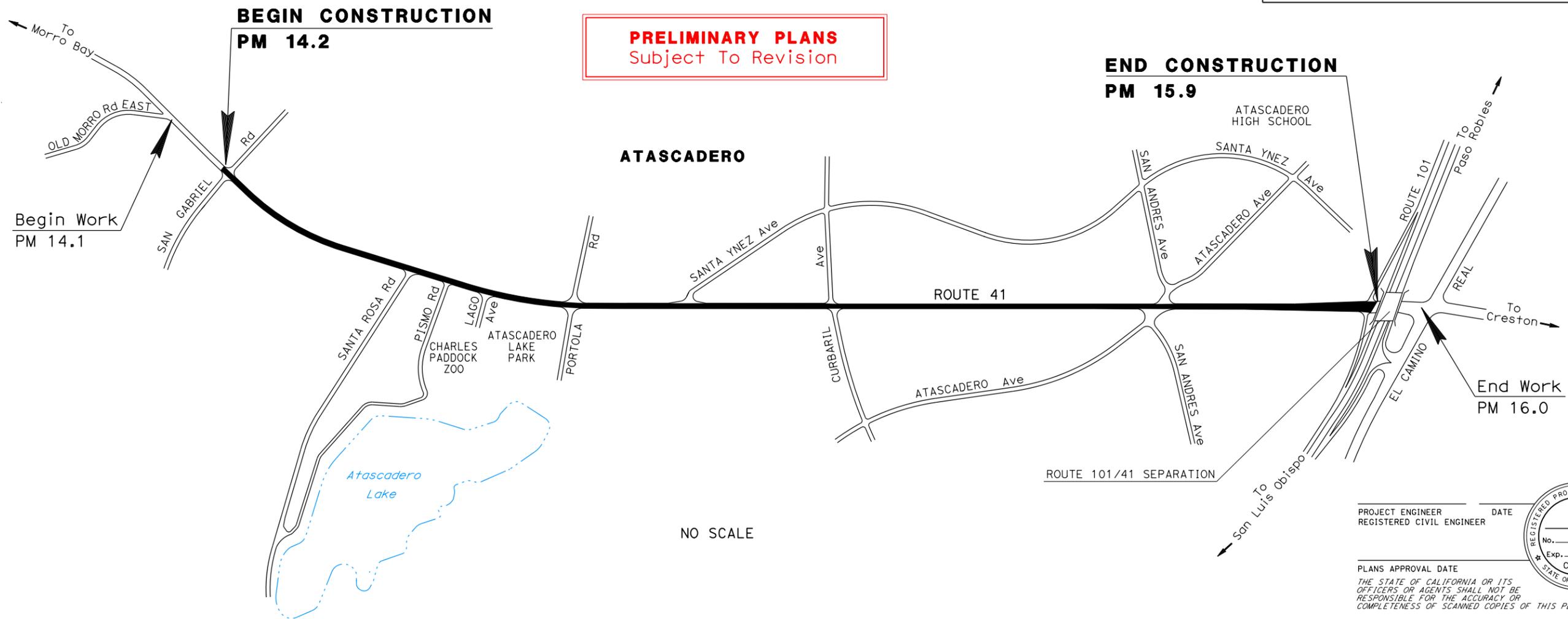
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY**

**IN SAN LUIS OBISPO COUNTY
 IN THE CITY OF ATASCADERO
 FROM SAN GABRIEL ROAD
 TO ROUTE 101/41 SEPARATION**

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010



PRELIMINARY PLANS
 Subject To Revision



PROJECT MANAGER
 KATHY DIGRAZIA
 DESIGN ENGINEER
 JAMES R. PERANO

NO SCALE

PROJECT ENGINEER _____ DATE _____
 REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE _____
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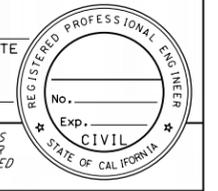
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 PROJECT ID **0514000040**

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 LAST REVISION 01-27-15

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05	SLO	41	14.2/15.9		

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- LEGEND**
- NW, NE, SE, SW QUADRANT RELATIVE TO HWY
 - N, E, S, W DIRECTION RELATIVE TO HWY
 - PROPOSED OR REPLACEMENT SIDEWALK
 - PROPOSED OR MODIFIED DRIVEWAY
 - PROPOSED ADA CURB RAMP OR LANDING



LAYOUT SHEET 1

SCALE: 1" = 50'

L-1

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Caltrans
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FUNCTIONAL SUPERVISOR
 JAMES R. PERANO

CALCULATED-DRAWN BY
 CHECKED BY

CURTIS GUBLER
 T.B.D.

REVISED BY
 DATE REVISED

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SLO	41	14.2/15.9		

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LAYOUT SHEET 2

SCALE: 1" = 50'

L-2

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05	SLO	41	14.2/15.9		

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LAYOUT SHEET 3

SCALE: 1" = 50'

L-3

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SLO	41	14.2/15.9		

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LAYOUT SHEET 4

SCALE: 1" = 50'

L-4

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05	SLO	41	14.2/15.9		

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LAYOUT SHEET 5

SCALE: 1" = 50'

L-5

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 T.B.D.

REVISED BY
 DATE REVISED

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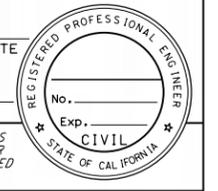
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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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LAYOUT SHEET 7

SCALE: 1" = 50'

L-7

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Preliminary Cost Estimate

Project ID: 05-1F630

Type of Estimate : PSR
 Program Code : 201.361
 Project Limits : SLO-41-PM 14.2/15.9
 Description: Construct ADA compliant facilities (sidewalks, driveways and curb ramps)
 Scope : To bring pedestrian facilities in line with ADA standards.
 Alternative : Preferred Alternative

	Current Cost	Escalated Cost
ROADWAY ITEMS	\$ 2,054,500	\$ 2,622,120
STRUCTURE ITEMS	\$ -	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 2,054,500	\$ 2,622,120
RIGHT OF WAY	\$ 128,084	\$ 163,472
TOTAL CAPITAL OUTLAY COST	\$ 2,183,000	\$ 2,786,000
PAVED SUPPORT	\$ -	\$ -
PS&E SUPPORT	\$ -	\$ -
RIGHT OF WAY SUPPORT	\$ -	\$ -
CONSTRUCTION SUPPORT	\$ -	\$ -
TOTAL CAPITAL OUTLAY SUPPORT COST*	\$ -	\$ -
TOTAL PROJECT COST	\$ 2,200,000	\$ 2,800,000

If Project has been programmed enter Programmed Amount \$ -

Date of Estimate (Month/Year) Month / Year
4/29 / 2015

Estimated Date of Construction Start (Month/Year) 8 / 2020

Number of Working Days 140 Working Days

Estimated Mid-Point of Construction (Month/Year) Month / Year
10 / 2020

Number of Plant Establishment Days 0 Days

Estimated Project Schedule

PID Approval 04/01/15
 PA/ED Approval 12/01/17
 PS&E 08/01/19
 RTL 12/01/19
 Begin Construction 08/01/20

Approved by Project
Manager


Kathy DiGrazia, Project Manager

5-22-2015 (805) 542-4718

Date Phone

I. ROADWAY ITEMS SUMMARY

Section		Cost
1	Earthwork	\$ 85,800
2	Pavement Structural Section	\$ 977,900
3	Drainage	\$ 106,100
4	Specialty Items	\$ 2,000
5	Environmental	\$ 19,000
6	Traffic Items	\$ 249,000
7	Detours	\$ -
8	Minor Items	\$ 28,800
9	Roadway Mobilization	\$ 73,500
10	Supplemental Work	\$ 61,400
11	State Furnished	\$ 40,100
12	Contingencies	\$ 410,900
13	Overhead	\$ -
TOTAL ROADWAY ITEMS		\$ 2,054,500

Estimate Prepared By Curtis Gubler 5/14/2015 (805) 549-3389
 Curtis Gubler, Project Engineer Date Phone

Estimate Reviewed By James R. Perano 5/18/15 (805) 549-3438
 James Perano, Design Manager Date Phone

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
160101	Clearing & Grubbing	LS		x	=	\$	-
170101	Develop Water Supply	LS		x	=	\$	-
190101	Roadway Excavation	CY		x	=	\$	-
190103	Roadway Excavation (Type Y) ADL	CY		x	=	\$	-
190105	Roadway Excavation (Type Z-2) ADL	CY	374	x	200.00	=	\$ 74,800
192037	Structure Excavation (Retaining Wall)	CY		x	=	\$	-
193013	Structure Backfill (Retaining Wall)	CY		x	=	\$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x	=	\$	-
194001	Ditch Excavation	CY		x	=	\$	-
198010	Imported Borrow	CY	157	x	70.00	=	\$ 10,990
198007	Imported Material (Shoulder Backing)	TON		x	=	\$	-

TOTAL EARTHWORK SECTION ITEMS	\$	85,800
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SECTION 2: MAJOR ROADWAY ITEMS

Item code		Unit	Quantity		Unit Price (\$)		Cost
150771	Remove Asphalt Concrete Dike	LF		x	=	\$	-
150860	Remove Base and Surfacing	CY		x	=	\$	-
153103	Cold Plane Asphalt Concrete Pavement	SQYD		x	=	\$	-
153123	Remove Concrete (HMA & PCC)	SQYD	3,560	x	50.00	=	\$ 178,000
250401	Class 4 Aggregate Subbase	CY		x	=	\$	-
260203	Class 2 Aggregate Base	CY	556	x	80.00	=	\$ 44,480
290201	Asphalt Treated Permeable Base	CY		x	=	\$	-
365001	Sand Cover	TON		x	=	\$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x	=	\$	-
374492	Asphaltic Emulsion (Polymer Modified)	TON		x	=	\$	-
3750XX	Screenings (Type XX)	TON		x	=	\$	-
377501	Slurry Seal	TON		x	=	\$	-
390095	Replace Asphalt Concrete Surfacing	CY		x	=	\$	-
390300	Hot Mix Asphalt, SuperPave (Type A)	TON		x	=	\$	-
390136	Minor Hot Mix Asphalt	TON		x	=	\$	-
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON	1,176	x	120.00	=	\$ 141,120
393003	Geosynthetic Pavement Interlayer	SQYD		x	=	\$	-
39405X	Shoulder Rumber Strip (HMA, Type XX Inden	STA		x	=	\$	-
394071	Place Hot Mix Asphalt Dike	LF		x	=	\$	-
394090	Place Hot Mix Asphalt (Misc. Area)	SQYD		x	=	\$	-
397005	Tack Coat	TON		x	=	\$	-
401000	Concrete Pavement	CY		x	=	\$	-
401108	Replace Concrete Pavement (Rapid Strength	CY		x	=	\$	-
404092	Seal Pavement Joint	LF		x	=	\$	-
404094	Seal Longitudinal Isolation Joint	LF		x	=	\$	-
413112A	Repair Spalled Joints (Polyester Grout)	SQYD		x	=	\$	-
413115	Seal Existing Concrete Pavement Joint	LF		x	=	\$	-
420102	Groove Existing Concrete Pavement	SQYD		x	=	\$	-
420201	Grind Existing Concrete Pavement	SQYD		x	=	\$	-
731502	Minor Concrete (Misc. Const)	CY		x	=	\$	-
731530	Minor Concrete (Textured Paving)	SQFT		x	=	\$	-
731521	Minor Concrete (Sidewalk)	CY	252	x	450.00	=	\$ 113,400
731516	Minor Concrete (Driveway)	CY	194	x	600.00	=	\$ 116,400
731504	Minor Concrete (Curb & Gutter)	CY	321	x	450.00	=	\$ 144,450
	ADA Curb Ramps	EA	32	x	7,500.00	=	\$ 240,000

TOTAL STRUCTURAL SECTION ITEMS	\$	977,900
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SECTION 3: DRAINAGE

Item code		Unit	Quantity	Unit Price (\$)	Cost
150206	Abandon Culvert	LF	x	= \$	-
150805	Remove Culvert	LF	x	= \$	-
150820	Modify Inlet	EA	x	= \$	-
152430	Adjust Inlet	LF	x	= \$	-
155003	Cap Inlet	EA	x	= \$	-
193114	Sand Backfill	CY	x	= \$	-
510502	Minor Concrete (Minor Structure)	CY	x	= \$	-
510512	Minor Concrete (Box Culvert)	CY	x	= \$	-
62XXXX	24" APC Pipe	LF	1,515	x 70.00 = \$	106,050
64XXXX	XXX" Plastic Pipe	LF	x	= \$	-
65XXXX	XXX" RCP Pipe	LF	x	= \$	-
66XXXX	XXX" CSP Pipe	LF	x	= \$	-
68XXXX	Edge Drain	LF	x	= \$	-
69XXXX	XXX" Pipe Downrain	LF	x	= \$	-
70XXXX	XXX" Pipe Inlet	LF	x	= \$	-
70XXXX	XXX" Pipe Riser	LF	x	= \$	-
70XXXX	XXX" Flared End Section	EA	x	= \$	-
703233	Grated Line Drain	LF	x	= \$	-
72XXXX	Rock Slope Protection (Type and Method)	CY	x	= \$	-
721420	Concrete (Ditch Lining)	CY	x	= \$	-
721430	Concrete (Channel Lining)	CY	x	= \$	-
729010	Rock Slope Protection Fabric	SQYD	x	= \$	-
750001	Miscellaneous Iron and Steel	LB	x	= \$	-
XXXXXX	Additional Drainage	LS	x	= \$	-
XXXXXX	Some Item		x	= \$	-

TOTAL DRAINAGE ITEMS	\$	106,100
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SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity	Unit Price (\$)	Cost
070012	Progress Schedule (Critical Path Method)	LS	x	= \$	-
150662	Remove Metal Beam Guard Railing	LF	x	= \$	-
150668	Remove Terminal Systems	EA	x	= \$	-
1532XX	Remove Barrier (<i>Insert Type</i>)	LF	x	= \$	-
153250	Remove Sound Wall	SQFT	x	= \$	-
190110	Lead Compliance Plan	LS	1	x 2,000.00 = \$	2,000
49XXXX	CIDH Concrete Piling (<i>Insert Diameter</i>)	LF	x	= \$	-
510060	Structural Concrete (Retaining Wall)	CY	x	= \$	-
510133	Class 2 Concrete (Retaining Wall)	CY	x	= \$	-
510524	Minor Concrete (Sound Wall)	CY	x	= \$	-
5110XX	Architectural Treatment (<i>Insert Type</i>)	SQFT	x	= \$	-
511048	Apply Anti-Graffiti Coating	SQFT	x	= \$	-
5136XX	Reinforced Concrete Crib Wall (<i>Insert Type</i>)	SQFT	x	= \$	-
518002	Sound Wall (Masonry Block)	SQFT	x	= \$	-
520103	Bar Reinf. Steel (Retaining Wall)	LB	x	= \$	-
80XXXX	Fence (<i>Insert Type</i>)	LF	x	= \$	-
832001	Metal Beam Guard Railing	LF	x	= \$	-
839310	Double Thrie Beam Barrier	LF	x	= \$	-
839521	Cable Railing	LF	x	= \$	-
83954X	Transition Railing (<i>Insert Type</i>)	EA	x	= \$	-
8395XX	Terminal System (Type CAT)	EA	x	= \$	-
8395XX	Alternative Flared Terminal System	EA	x	= \$	-
8395XX	End Anchor Assembly (<i>Insert Type</i>)	EA	x	= \$	-
839561	Rail Tensioning Assembly	EA	x	= \$	-
839XXX	Crash Cushion (<i>Insert Type</i>)	EA	x	= \$	-
83XXXX	Concrete Barrier (<i>Insert Type</i>)	LF	x	= \$	-
XXXXXX	Some Item		x	= \$	-

TOTAL SPECIALTY ITEMS	\$	2,000
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SECTION 5: ENVIRONMENTAL**5A - ENVIRONMENTAL MITIGATION**

Item code	Unit	Quantity	Unit Price (\$)	Cost
Biological Mitigation	LS	x	= \$	-
071325 TEMPORARY REINFORCED SILT FENCE	LF	x	= \$	-
071325 Temporary Fence (Type ESA)				
<u>Subtotal Environmental</u>				\$ -

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
200001 Highway Planting	LS	x	= \$	-
20XXXX XXX" (Insert Type) Conduit (Use for	LF	x	= \$	-
20XXXX Extend XXX" (Insert Type) Conduit	LF	x	= \$	-
201700 Imported Topsoil	CY	x	= \$	-
2030XX Erosion Control (Type ___)	SQYD	x	= \$	-
203021 Fiber Rolls	LF	x	= \$	-
203026 Move In/ Move Out (Erosion Control)	EA	x	= \$	-
204099 Plant Establishment Work	LS	x	= \$	-
204101 Extend Plant Establishment (X Years)	LS	x	= \$	-
208000 Irrigation System	LS	x	= \$	-
208304 Water Meter	EA	x	= \$	-
209801 Maintenance Vehicle Pullout	EA	x	= \$	-
XXXXXX Some Item				
<u>Subtotal Landscape and Irrigation</u>				\$ -

5C - NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
074016 Construction Site Management	LS	x	= \$	-
074017 Prepare WPCP	LS	x	= \$	-
074019 Prepare SWPPP	LS	x	= \$	-
074023 Temporary Erosion Control	SQYD	x	= \$	-
074027 Temporary Erosion Control Blanket	SQYD	x	= \$	-
074028 Temporary Fiber Roll	LF	x	= \$	-
074032 Temporary Concrete Washout Facility	EA	x	= \$	-
074033 Temporary Construction Entrance	EA	x	= \$	-
074035 Temporary Check Dam	LF	x	= \$	-
074037 Move In/ Move Out (Temporary Erosion Cont	EA	x	= \$	-
074038 Temp. Drainage Inlet Protection	EA	x	= \$	-
074041 Street Sweeping	LS	x	= \$	-
074042 Temporary Concrete Washout (Portable)	LS	x	= \$	-
XXXXXX Temporary Construction Site BMP items	LS	1	x 19,000.00 = \$	19,000

Supplemental Work for NPDES

(These costs are not accounted in total here but under Supplemental Work on sheet 7 of 11).

066595 Water Pollution Control Maintenance Sharing ¹	LS	x	= \$	-
066596 Additional Water Pollution Control**	LS	x	= \$	-
066597 Storm Water Sampling and Analysis***	LS	x	= \$	-
XXXXXX Some Item				

Subtotal NPDES (Without Supplemental Work) \$ 19,000

¹Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

TOTAL ENVIRONMENTAL	\$ 19,000
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SECTION 6: TRAFFIC ITEMS**6A - Traffic Electrical**

Item code	Unit	Quantity	Unit Price (\$)	Cost
150760 Remove Sign Structure	EA	x	= \$	-
151581 Reconstruct Sign Structure	EA	x	= \$	-
152641 Modify Sign Structure	EA	x	= \$	-
5602XX Furnish Sign Structure	LB	x	= \$	-
5602XX Install Sign Structure	LB	x	= \$	-
56XXXX XXX" CIDHC Pile (Sign Foundation)	LF	x	= \$	-
860090 Maintain Existing Traffic Management	LS	x	= \$	-
860810 Inductive Loop Detectors	EA	9	1,000.00 = \$	9,000
86055X Lighting & Sign Illumination	LS	x	= \$	-
8607XX Interconnection Facilities	LS	x	= \$	-
8609XX Traffic Monitoring Stations	LS	x	= \$	-
860XXX Signals & Lighting	LS	x	= \$	-
8611XX Ramp Metering System (Location X)	LS	x	= \$	-
8611XX Ramp Metering System (Location X)	LS	x	= \$	-
86XXXX Fiber Optic Conduit System	LS	x	= \$	-
Accessible Pedestrian Signal	EA	38	x 2,500.00 = \$	95,000
Relocate Traffic Signal Pullboxes	EA	3	x 8,000.00 = \$	24,000
Subtotal Traffic Electrical				\$ 128,000

6B - Traffic Signing and Striping

Item code	Unit	Quantity	Unit Price (\$)	Cost
120090 Construction Area Signs	LS	1	x 8,000.00 = \$	8,000
150701 Remove Yellow Painted Traffic Stripe	LF	x	= \$	-
150710 Remove Traffic Stripe	LF	x	= \$	-
150713 Remove Pavement Marking	SQFT	x	= \$	-
150742 Remove Roadside Sign	EA	x	= \$	-
152320 Reset Roadside Sign	EA	x	= \$	-
152390 Relocate Roadside Sign	EA	x	= \$	-
566011 Roadside Sign (One Post)	EA	x	= \$	-
566012 Roadside Sign (Two Post)	EA	x	= \$	-
560XXX Furnish Sign Panels	SQFT	x	= \$	-
560XXX Install Sign Panels	SQFT	x	= \$	-
82010X Delineator (Class X)	EA	x	= \$	-
84XXXX Permanent Pavement Delineation	LS	x	= \$	-
Subtotal Traffic Signing and Striping				\$ 8,000

6C - Stage Construction and Traffic Handling

Item code	Unit	Quantity	Unit Price (\$)	Cost
120100 Traffic Control System	LS	1	x 88,000.00 = \$	88,000
120120 Type III Barricade	EA	x	= \$	-
120143 Temporary Pavement Delineation	LF	x	= \$	-
12016X Channelizer	EA	x	= \$	-
128650 Portable Changeable Message Signs	LS	1	x 25,000.00 = \$	25,000
129000 Temporary Railing (Type K)	LF	x	= \$	-
129100 Temp. Crash Cushion Module	EA	x	= \$	-
129099A Traffic Plastic Drum	EA	x	= \$	-
839603A Temporary Crash Cushion (ADIEM)	EA	x	= \$	-
XXXXXX Some Item				
Subtotal Stage Construction and Traffic Handling				\$ 113,000

TOTAL TRAFFIC ITEMS	\$ 249,000
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SECTION 7: DETOURS

Include constructing, maintaining, and removal

Item code	Unit	Quantity	Unit Price (\$)	Cost
0713XX Temporary Fence (Type X)	LF		x = \$	-
07XXXX Temporary Drainage	LS		x = \$	-
120143 Temporary Pavement Delineation	LF		x = \$	-
1286XX Temporary Signals	EA		x = \$	-
129000 Temporary Railing (Type K)	LF		x = \$	-
190101 Roadway Excavation	CY		x = \$	-
198001 Imported Borrow	CY		x = \$	-
198050 Embankment	CY		x = \$	-
250401 Class 4 Aggregate Subbase	CY		x = \$	-
260201 Class 2 Aggregate Base	CY		x = \$	-
390132 Hot Mix Asphalt (Type A)	TON		x = \$	-
XXXXXX Some Item	LS		x = \$	-

TOTAL DETOURS	\$	-
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SUBTOTAL SECTIONS 1-7	\$	1,439,800
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SECTION 8: MINOR ITEMS**8A - Americans with Disabilities Act Items**

ADA Items	0.0%	\$	-
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8B - Bike Path Items

Bike Path Items	0.0%	\$	-
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8C - Other Minor Items

Other Minor Items	2.0%	\$	28,796
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Total of Section 1-7	\$	1,439,800	x	2.0%	= \$	28,796
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TOTAL MINOR ITEMS	\$	28,800
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SECTIONS 9: MOBILIZATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
999990 Total Section 1-8			x 5% = \$	73,430

TOTAL MOBILIZATION	\$	73,500
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SECTION 10: SUPPLEMENTAL WORK

Item code	Unit	Quantity	Unit Price (\$)	Cost
066015 Federal Trainee Program	LS		x = \$	-
066063 Traffic Management Plan - Public Informatic	LS		x = \$	-
066090 Maintain Traffic	LS	1	x 12,000.00 = \$	12,000
066094 Value Analysis	LS		x = \$	-
066204 Remove Rock & Debris	LS		x = \$	-
066222 Locate Existing Cross-Over	LS		x = \$	-
066670 Payment Adjustments For Price Index Fluct	LS		x = \$	-
066700 Partnering	LS	1	x 20,000.00 = \$	20,000
066866 Operation of Existing Traffic Management S	LS		x = \$	-
066920 Dispute Review Board	LS		x = \$	-
XXXXXX Some Item			x = \$	-

<i>Cost of NPDES Supplemental Work specified in Section 5C</i>	= \$	-
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Total Section 1-8	\$	1,468,600	2%	= \$	29,372
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TOTAL SUPPLEMENTAL WORK	\$	61,400
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II. STRUCTURE ITEMS

DATE OF ESTIMATE	00/00/00	00/00/00	00/00/00
Name	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX	57-XXX	57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0.00 LF	0.00 LF	0.00 LF
Total Length (Feet)	0.00 LF	0.00 LF	0.00 LF
Total Area (Square Feet)	0 SQFT	0 SQFT	0 SQFT
Structure Depth (Feet)	0.00 LF	0.00 LF	0.00 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$0.00	\$0.00	\$0.00

COST OF EACH STRUCTURE	\$0.00	\$0.00	\$0.00
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DATE OF ESTIMATE	00/00/00	00/00/00	00/00/00
Name	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX	57-XXX	57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0.00 LF	0.00 LF	0.00 LF
Total Length (Feet)	0.00 LF	0.00 LF	0.00 LF
Total Area (Square Feet)	0 SQFT	0.00 SQFT	0.0 SQFT
Structure Depth (Feet)	0.00 LF	0.00 LF	0.00 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$0.00	\$0.00	\$0.00

COST OF EACH STRUCTURE	\$0.00	\$0.00	\$0.00
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TOTAL COST OF BRIDGES	\$0.00
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TOTAL COST OF BUILDINGS	\$0.00
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TOTAL COST OF STRUCTURES¹	\$0.00
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Estimate Prepared By: _____
 XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

_____ Date

¹Structure's Estimate includes Overhead and Mobilization.
 Add more sheets if needed. Call them 9a, 9b, 9c, ..., etc

Memorandum

To: Kathy DiGrazia
PPM - SLO

Date: 1/9/2015

File: CD 05 EA 1F630K Alt REV 1

Attn: Curtis Gubler
Design - SLO
James Perano
Design - SLO

Co SLO RTE 041

DESCRIPTION:
ADA Compliant Access

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 12/3/2014

The following assumptions and limiting conditions were identified:

Appraisal

Utility

The PE indicates on the Right of Way Data Sheet Request Form, item# 5: Utility permit search completed NO (X), Utility involvement and/or relocation REQUIRED (X), Potholing required YES (X). A review of the permit database shows ten utilities are located in the project limits. High risk facilities include a 12" Chevron gas pipeline located at PM 10.8 to 41.8 and an oil pipeline at PM 15.8. Further, Southern California Gas natural gas pipelines and service are throughout the project limits. The following are buried facilities in the project limits: AT&T cable at PM 14.1, 14.5, 15, 15.9/16.1; PGE line at PM 15.1/15.6, and 15.9/16.2. Atascadero Mutual Water lines are located throughout the project limits. City of Atascadero sewer lines are at PM 14.7/16.0. Any adjustment of facilities constitutes involvement and a R/W utility process and timeline would be necessary before the project could be certified. Avoid and protect in place all existing buried and aerial utility facilities in the project area. Comply with USA alert requirements, including at construction sign locations. Utility verification may be advisable.

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: 05-1F630K CO/RTE/PM-PM (Rte 1 and Rte 2) : SLO/041/14.2-16 & //-
 ALT: REV 1

Request Date: 12/3/2014
 Revised Date:

Right Of Way Cost Estimate	Current Year 2014	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2019
Acquisition:	\$74,310	25%	5%	\$94,840
Mitigation:	\$0	25%	5%	\$0
State Share of Utilities:	\$9,750	25%	5%	\$12,444
Expert Witness:	\$0	25%	5%	\$0
Relocation Assistance:	\$0	25%	5%	\$0
Demolition and Clearance:	\$0	25%	5%	\$0
Title and Escrow:	\$44,024	25%	5%	\$56,187
Ad Signs:	\$0	25%	5%	\$0
Total Current Value:	\$128,084			\$163,472

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

Estimated Construction Contract Work (CCW): 42,500 R/W LEAD TIME/Mo. 18

Cost Break Down	
Pot Hole	7,800
Mitigation	
Land	0
Bank	0
Permit Fees	0

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	39		
# 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:	39	Totals:	0

of Excess Parcels: 0

Misc R/W Work

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

Utilities

U4-1: Owner Expense	0
U4-2: State Expense, Conventional no Fed Aid	8
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	10
U5-8: Utility verification, w/ some relocation/potholing	0
U5-9: Utility verifications, relocation/potholing required	4

EA: 05-1F630K ALT: REV 1

Parcel Area

Total R/W Required:	0
Total Excess Area:	0

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

Commercial property along Highway 41 in Atascadero. Mostly minor impact with improvements such as landscaping, fencing and asphalt.

General Description of Utility Involvement:

Route 41 is designated Conventional Highway throughout the project limits. This project will construct ADA compliant pedestrian and curb ramps and may include traffic signal and storm drain work at PM 14.2 to 16.0 in Atascadero from San Gabriel Road to the Highway 41/101 separation. For reference, project EA 402804 indicates multiple utility conflicts were present for an Interchange project at PM 15.8/16.0. The following utilities were involved: Southern California Gas, PG&E, AT&T, Atascadero Mutual Water Co., City of Atascadero, Chevron, and Phillips. The PE notes this project has been decreased since the original datasheet request (11/19/14). The presence of utilities in the project limits identified in this revised datasheet however remain the same as those identified in the original datasheet.

Is there a significant effect on assessed valuation:

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

Are RAP displacements required:

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

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required:

Are there potential relinquishments or abandonments:

Are there any existing or potential airspace sites:

Are environmental mitigation parcels required:

Data for evaluation provided by:

Estimator:	Jim Gentry	1/9/2015
Railroad Liaison Agent:	sah	12/31/2014
Utility Relocation Coordinator:	Martin Miller	12/19/2014

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 1/9/2015

BY: Danny Millsap



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



Mini Preliminary Environmental Analysis Report

Project Information

District/County/Route/Post Mile **05-SLO-41-14.2/15.9**

EA: **05-1F630** EFIS Project ID: **05 1400 0040**

Project Title: **Route 41 ADA Improvements**

Project Manager: **Kathy DiGrazia**

Phone # **542-4718**

Project Engineer: **Curtis Gubler**

Phone # **549-3389**

Environmental Branch Chief: **Jason Wilkinson**

Phone # **542-4663**

Project Description

Purpose

The purpose of this project is to bring this section of highway into ADA compliance to the extent practicable. The most severe access barriers would be considered the highest priority for planning work within budget.

Need

Access on pedestrian paths along Highway 41 in the City of Atascadero does not adequately address ADA requirements.

Description of work

Most of the work involved is constructing or replacing ADA curb ramps and sidewalks within the project limits. Accessible Pedestrian Signals will also be installed.

Anticipated Environmental Approval

CEQA

- Categorical Exemption
- Statutory Exemption
- Initial Study/Negative Declaration
- Initial Study/Mitigated Negative Declaration
- Environmental Impact Report (EIR)

NEPA

- Categorical Exclusion
- "Routine" EA/FONSI
- "Complex" EA/FONSI
- Environmental Impact Statement (EIS)

PSR Summary Statement

Environmental Planning anticipates preparing a Categorical Exemption under CEQA and a Categorical Exclusion under NEPA during PA&ED. This determination is based on the assumption that the project can be modified sufficiently to avoid any potentially significant impacts and to avoid regulatory coordination with other agencies. The primary studies will include biological surveys for protected species and a visual impact evaluation. Permits to Enter could be required for the surveys; if necessary Design would request the permits no later than November 1 of the first year of PA&ED to allow sufficient time for them to be approved. Potential disposal, staging, and borrow sites will need to be identified in the PA&ED phase for complete environmental review. No permits are anticipated.

Special Considerations

A full analysis of the following subjects will be conducted during PA&ED. The outcome of the analysis will determine the appropriate environmental documentation and could affect the project schedule.

Biology

General wildlife and botanic surveys will be required between February and July during the first year of PA&ED. If Permits to Enter are required, a request should be submitted to R/W at least 3 months in advance in order to obtain them by the required date. There are wetlands near two culverts within the project limits, PM 14.2 and PM 14.7; these should be avoided if at all possible. A seasonal nesting colony of purple martins occurs within 400 feet of San Gabriel Road and Route 41 in the riparian canopy along Atascadero Creek. This site is the only known nesting site for these birds in SLO County, and would be considered a native wildlife nursery site under CEQA. The project should avoid disturbing this sensitive natural resource during their nesting season (April to August.) In addition, any accessible pedestrian signals placed in the vicinity of the nursery site would have to be evaluated for potential impacts to the birds from noise and/or vibration.

Potential Construction Windows

Resource	Activity	Avoidance Dates
Purple martin nesting season	work at San Gabriel Rd	April through August
General bird nesting season	tree removal	February 16 through August 31

The proposed biological schedule and documentation *assume no potentially significant impacts to biological resources*. However, biological avoidance measures will likely be required in the contract, including standard Special Provisions for birds, pre-construction surveys, and construction work windows.

Visual Quality

The project could require the removal of mature trees that might be a CEQA Scenic Resource. The project should be designed to minimize tree removal to the greatest extent possible in order to reduce the risk of significant impacts. A Visual Impact Assessment will be required during PA&ED. *Design is encouraged to work closely with the Landscape Architect in order to incorporate context sensitive solutions where possible.*

Assumptions

The following assumptions were made in order to determine the schedule and document type:

- No new R/W will be required.
- Schedule accommodates biological surveys.
- No biological consultation will be required.
- Wetlands can be avoided.
- There are no potentially significant impacts.
- There would be no Section 106 procedures required.
- Construction methods will not add impacts not already considered.

Environmental risks have already been incorporated into the Risk Register.

Disclaimer

This report is not an environmental document or determination. The above information and recommendations are based on the project description provided in this report. The discussion and conclusions provided by this mini-PEAR are approximate and based on a *cursory* review of existing records, databases, and mapping tools to estimate the potential for probable environmental effects. The purpose of this report is to provide a preliminary level of environmental analysis to support the Project Initiation Document. Changes in project scope, alternatives, existing environmental conditions, and/or environmental laws or regulations will require a re-evaluation of this report.

Approval



Environmental Office Chief



Project Manager

Date: 1-30-15

Date: 1-30-2015



Dist-County-Route: 05-SLO-41
 Post Mile Limits: 14.2/16.0
 Project Type: ADA Compliant Access
 Project ID (or EA): 05-1400-0040-K (05-1F630K)
 Program Identification: 201.361 (SHOPP)
 Phase: PID
 PA/ED
 PS&E

Regional Water Quality Control Board(s): Central Coast, Region 3

- | | | | |
|----|--|------------------------------|--|
| 1. | Is the project required to consider incorporating Treatment BMPs? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 2. | Does the project disturb 5 or more acres of soil? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 3. | Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 4. | Does the project potentially create permanent water quality impacts? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 5. | Does the project require a notification of ADL reuse? <u>Not at this time.</u>
Further assessment will occur during PA&ED and PS&E. | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

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

Estimate Construction Start Date: July 1, 2019 Construction Completion Date: Nov. 1, 2019
 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.

Curtis Gubler 12/11/2019
 Curtis Gubler, Registered Project Engineer Date
 I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

Andrew Pochwatka 12/15/14
 Andrew Pochwatka, Regional SW Coordinator or Designee Date

[Stamp Required for PS&E only]

PROJECT RISK REGISTER

Dist - E.A	ID	Co-Rte-PM	Project Name	Project Manager	Telephone Number	Date	Version/Draft
05-1F630	0514000040	SLO-41-14.2/15.9	Atascadero ADA	Kathy DiGrazia	(805) 542-4718	1/16/2015	PID

PROJECT RISK MANAGEMENT PLAN																	
Priority	Identification						Qualitative Analysis			OPTIONAL Quantitative Analysis			Risk Response Plan		Monitoring and Control		
	Status	ID #	Date Identified Project Phase	Functional Assignment	Risk (Threat/Opportunity)		Type	Probability	Impact	Risk Matrix	Probability (%)	Impact (\$ or days)	Effect (\$ or days)	Strategy	Response Actions including advantages and disadvantages	Responsibility (Risk Manager)	Last date changes made to risk and Comments
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)=(12)x(13)	(15)	(16)	(17)
	Active	1	PID	PM/Design	The City of Atascadero is embarking on a Corridor Study to determine their needs for the ultimate build facility. It is assumed their study will be completed by July, 2016 in time to begin our preliminary studies. If their study is delayed, there is a risk that the final alternative for PA&ED may be delayed.		Scope Schedule	Moderate	Moderate					Acceptance	Work with the City of Atascadero during the development of their study to to incorporate their draft suggestions when feasible and within the scope of the ADA funding program.	Design	12/8/2014
	Active	2	PID	PM/Design	The City of Atascadero's Corridor Study outcomes may prompt the City to request project changes to our initial alternative including, but not limited to, location of pedestrian facilities, aesthetics, or landscaping. There is a risk or opportunity that the outcome of their study and their requests may cause a higher or lower cost alternative. There is also a risk that requested changes will cause a delay.		Scope Cost Schedule	Moderate	Moderate					Mitigation	Embark on community outreach plan early in the PA&ED phase to allow the City and the Community an opportunity to provide feedback on project features. Work with the City and with Landscape Architecture to incorporate the City's suggestions when feasible and within the existing funding availability. Potentially request additional funds from multiple potential sources to augment funding capabilities.	PM/Design	12/8/2014
	Active	3	PID	Design	As surveys were not completed during the PID phase, and R/W is not tied down, there is a risk that more R/W than anticipated will be required.		Cost Schedule	Moderate	Moderate					Avoidance	Request surveys as soon as project is programmed. Include R/W lines in survey request. Design to avoid R/W takes where possible.	Design	12/8/2014
	Active	4	PID	PM	Many existing businesses utilize the unimproved State R/W for parking. There is a risk that planned improvements may reduce or eliminate parking opportunities, causing community dissatisfaction.		Scope Schedule	Moderate	Low					Mitigation	Embark on community outreach plan early in the PA&ED phase. Work with businesses to determine their needs and accommodate where possible.	Design/PM	12/8/2014
	Active	5	PID	R/W	Landowners may be unwilling to sell.		Schedule	Moderate	Low					Avoidance	Embark on community outreach plan early in the PA&ED phase. If sellers are unwilling, redesign to avoid takes.	Design/PM	12/8/2014
	Active	6	PID	R/W	There are residences within the project limits that have fences and/or landscaping encroaching on the State R/W that may be impacted. This may cause dissatisfaction.		Schedule	Moderate	Low					Acceptance	Embark on community outreach plan early in the PA&ED phase. The standard R/W appraisal and acquisition processes will be followed. Design will take into account Context Sensation strategies.	PM / Design / R/W	1/16/2015
	Active	7	PID	PDT	There is a risk of scope creep.		Scope Cost Schedule	Very Low	Moderate					Avoidance	Focus on Purpose and Need of the ADA Program funds. Monitor project progress to ensure adherence to original scope.	PM/PDT	12/8/2014

PROJECT RISK REGISTER

Dist - E.A	ID	Co-Rte-PM	Project Name	Project Manager	Telephone Number	Date	Version/Draft
05-1F630	0514000040	SLO-41-14.2/15.9	Atascadero ADA	Kathy DiGrazia	(805) 542-4718	1/16/2015	PID

PROJECT RISK MANAGEMENT PLAN																	
Priority	Identification						Qualitative Analysis				OPTIONAL Quantitative Analysis			Risk Response Plan		Monitoring and Control	
	Status	ID #	Date Identified Project Phase	Functional Assignment	Risk (Threat/Opportunity)		Type	Probability	Impact	Risk Matrix	Probability (%)	Impact (\$ or days)	Effect (\$ or days)	Strategy	Response Actions including advantages and disadvantages	Responsibility (Risk Manager)	Last date changes made to risk and Comments
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)=(12)x(13)	(15)	(16)	(17)
Active	8	PID	Design	Large drainage facilities may be impacted causing costly improvements.		Scope	Low	Low					Avoidance	Effort will be made to avoid relocation of large drainage facilities. Will explore options for City participation in completing drainage system components prior to this project's delivery.	Design	12/8/2014	
Active	9	PID	Design	Prolonged drought may impact ability to obtain water for construction.		Schedule	Low	Moderate					Acceptance	Monitor for current drought response policies.	Design	12/8/2014	
Active	10	PID	Design	Unforeseen Design Exceptions may be required.		Schedule	Low	Low					Mitigation	Identify Design Standards and potential exceptions early in PA&ED.	Design	12/8/2014	
Active	11	PID	Traffic Electrical	There is a risk that existing electrical conduit may be too small for new cables required for APS, and new conduit must be installed.		Cost	Moderate	Very Low					Acceptance	Identify existing conditions early in the PA&ED phase.	Design	1/14/2015	
Active	12	PID	Design	There is a risk that unknown utilities may be impacted.		Schedule	Moderate	Low					Acceptance	Surveys during the PA&ED phase will be able to identify most existing utilities.	Design	1/16/2015	
Active	13	PID	Design	There is a risk that construction will require more working days than originally anticipated in the PID. This could increase construction support costs.		Cost	Moderate	Low					Acceptance	As design details are further developed during PS&E, the number of constructing working days, as well as Construction Support costs in the workplan, will be revised as necessary. A PCR may be required and should be considered in the fiscal year prior to RTL.	PM/Design/Construction	1/16/2015	
Active	14	PID	PM	There is a risk that the FTIP approval process is delayed, thus causing an overall project delay or requiring the use of State Only funds.		Schedule	Very Low	Low					Transference	PPM to update FTIP in a timely manner. PM to consider requesting State only funds if there is an FTIP delay.	PM	1/28/2015	
Active	15	PID	Design	There is a risk that Design does not submit a complete Environmental Request on Schedule. This would delay the Begin Milestone date, and potentially cause a schedule delay by missing seasonal study windows.		Schedule	Low	Low					Avoidance	Design needs to ensure they have all the required maps and descriptions prior to submittal.	Design	1/28/2015	

PROJECT RISK REGISTER

Dist - E.A		ID	Co-Rte-PM	Project Name			Project Manager	Telephone Number	Date	Version/Draft							
05-1F630		0514000040	SLO-41-14.2/15.9	Atascadero ADA			Kathy DiGrazia	(805) 542-4718	1/16/2015	PID							
PROJECT RISK MANAGEMENT PLAN																	
Priority	Identification					Qualitative Analysis			OPTIONAL Quantitative Analysis			Risk Response Plan		Monitoring and Control			
	Status	ID #	Date Identified Project Phase	Functional Assignment	Risk (Threat/Opportunity)	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact (\$ or days)	Effect (\$ or days)	Strategy	Response Actions including advantages and disadvantages	Responsibility (Risk Manager)	Last date changes made to risk and Comments	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)=(12)x(13)	(15)	(16)	(17)
	Active	16	PID	Right of Way	Permits to Enter for Environmental studies may not be obtained in a timely manner causing a schedule delay and missing seasonal study windows.	Schedule	Low	Low					Mitigation	Ensure Permits to Enter are requested in a timely manner at the beginning of Environmental Studies.	Environmental	1/28/2015	
	Active	17	PID	Environmental	Environmental Studies may determine that the project is likely to impact protected species, thus requiring species consultation. This could cause a schedule delay and support cost increases.	Schedule Cost	Very Low	Moderate					Avoidance	Modify schedule. Consider beginning basemaps prior to PA&ED if necessary to maintain overall schedule.	Design	1/28/2015	
	Active	18	PID	Environmental	There are two known wetlands sites within the project limits. These sites are not impacted with the project scope. However, there is a risk that additional wetland sites will be identified.	Scope	Low	High					Avoidance	Every effort will be made to avoid wetland impacts. This may result in a more circuitous pedestrian alignment.	Design	1/16/2015	
	Active	19	PID	Environmental	If the project design impacts wetlands, an environmental document must be prepared.	Scope Schedule	Moderate	Very High					Avoidance	Modify project improvements to avoid impacts. If not possible to avoid, then accept risk.	Design	1/16/2015	
	Active	20	PID	Environmental	If the project design impacts wetlands, the project must include wetland establishment thus increasing support and capital costs.	Scope Cost	Moderate	Moderate					Avoidance	Modify project improvements to avoid impacts. If not possible to avoid, then accept risk.	Design	1/28/2015	
	Active	21	PID	Environmental	Aerially Deposited Lead may exist on-site.	Cost Schedule	Very Low	Moderate					Acceptance	Initiate Hazardous Waste studies early in the PA&ED phase.	Design	12/8/2014	
	Active	22	PID	Environmental	Project includes new components that weren't evaluated during the PID phase due to a change in scope. This could result in impacts that are more than what was anticipated, and may require an environmental document	Cost Schedule	Moderate	Very High					Mitigation	Avoid new components that will cause impacts to the extent possible. Adjust schedule and cost to accommodate revised scope if deemed justified.	Design	12/8/2014	

	<u>Contact</u>	<u>Division / Program / Office</u>	<u>Copies</u>
1	Design Report Routing	HQ Division of Design	1
2	Marcella Wiebke	HQ ADA Program Advisor	1
3	Division of Engineering Services	HQ Division of Engineering Services	5
4	Rick Guevel	HQ Transportation Programming	1
5	Bob Pavlik	HQ Environmental	1
8	Kathy DiGrazia	Project Manager	1
9	James Perano	Design Manager	2
10	Tim Campbell	Resident Engineer	1
11	Lance Gorman	District Maintenance	1
12	Kelly McClain	District Maintenance	1
13	Jacques Van Zeventer	District Traffic Management	1
14	Steve Talbert	District Traffic Safety	1
15	Mohammed Qatami	Region Traffic Design	1
16	Paul McClintic	District Traffic Operations	1
17	Doug Lambert	Region Materials	1
18	Susan Schilder	Region Environmental	1
19	Dennis Reeves	Region Landscape	1
20	Connie Shellooe	Region Right of Way	1
21	Claudia Espino	Distict Planning	1
22	Linda Araujo	PPM	1
23	Jeremy Villegas	Surveys	1
24	Nick Tatarian	Surveys	1
25	Pat Duty	District Records	1*

* Electronic copy only