

05-Mon-1 PM 39.8/74.6
05-1F680-0514000046-2534
20.xx.201.121
Project ID: 0514000046
June 2015

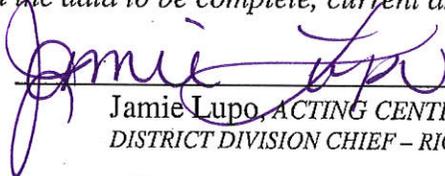
**CAPITAL PREVENTIVE MAINTENANCE
PROJECT REPORT
To
Request Programming in the 2016 SHOPP**

On Route 1

Between Torre Canyon Bridge

And San Luis Avenue

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



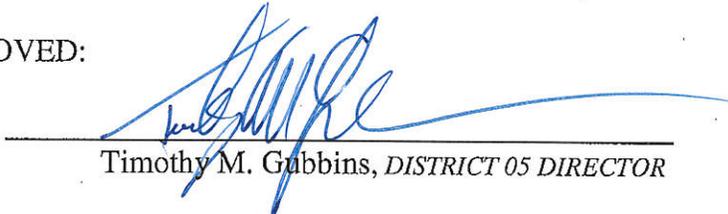
Jamie Lupo, ACTING CENTRAL REGION
DISTRICT DIVISION CHIEF - RIGHT OF WAY

APPROVAL RECOMMENDED:



Dave Rasmussen, PROJECT MANAGER

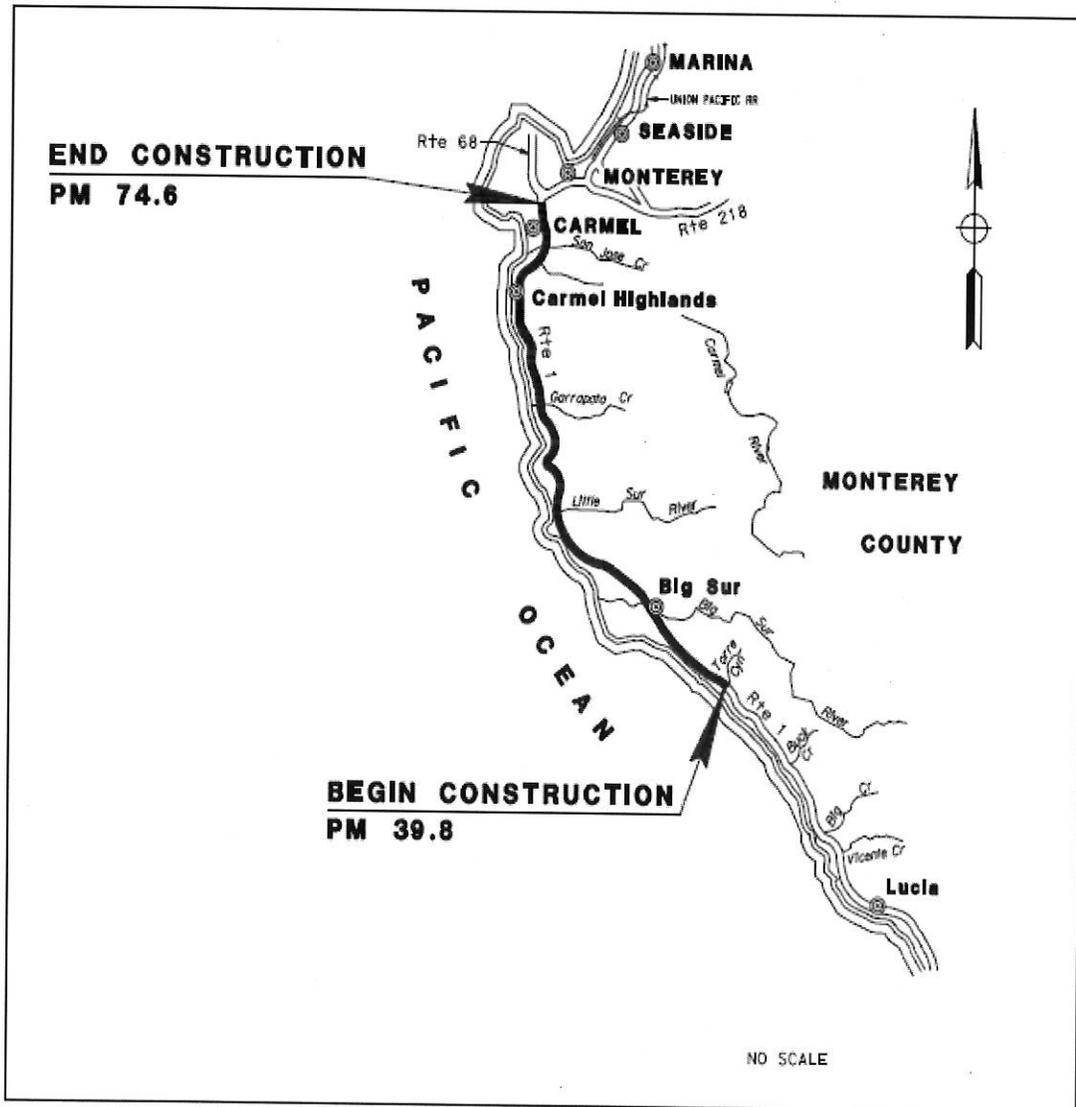
APPROVED:



Timothy M. Gubbins, DISTRICT 05 DIRECTOR

6/16/15
DATE

Vicinity Map



This capital preventive maintenance 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.

Marcia F. Vierra
MARCIA F. VIERRA, PE

5/19/15
DATE



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1. INTRODUCTION AND BACKGROUND

Project Description:

This project is on Route 1 in Monterey County, from Torre Canyon Bridge Near Big Sur to San Luis Avenue in Carmel and is entirely within the Carmel - San Simeon Highway Historic District. The existing highway consists predominantly of asphalt concrete lanes and shoulders. This project proposes to repave the lanes, shoulders and turnouts with an overlay of 0.15 feet thick of Rubberized Hot Mixed Asphalt Concrete (RHMA). Approaches to the bridge and viaduct decks will be cold planed to conform the asphalt surfacing at the bridge deck edges. This project will also include minor locations of surface deformation repairs a depth of 4" along with upgrading four Americans with Disabilities Act (ADA) curb ramps. Some newer drainage inlets may need to be raised to meet the higher elevation of the new roadway surfacing. Historic rock masonry inlets and headwalls will not be modified. Pavement will be cold planed and replaced in areas requiring no adjustment to the final pavement elevations such as near inlets and historic structures. Existing dike will be replaced. Existing Metal Beam Guard Rail will be adjusted for height or replaced. The new guardrail attachments will be mounted to metal anchor posts where inappropriate to connect to historic structures. Centerline and edgeline rumble strips will be added throughout the project as appropriate. Shoulder backing is proposed to not exceed a five foot wide disturbed soil area adjacent to the existing pavement. See Attachment A for location.

Project Limits	05-Mon-1 PM 39.8/74.6
Current Capital Outlay Support Estimate	\$3,762,000
Current Capital Outlay Construction Estimate	\$17,350,000
Current Capital Outlay Right-of-Way Estimate	\$25,000
Funding Source	20.xx.201.121
Funding Year	2019/20
Type of Facility	2 lane conventional highway with 5 lanes from PM 72.5 to 74.6 (Unconstructed Freeway Agreement PM 72.3 to 74.6)
Number of Structures	None impacted
SHOPP Project Output	72.1 lane-miles
Anticipated Environmental Determination or Document	Mitigated Negative Declaration (MND) for the California Environmental Quality Act (CEQA), and a Categorical Exclusion (CE) for National Environmental Policy Act (NEPA)
Legal Description	In Monterey County near Big Sur from Torre Canyon Bridge to San Luis Avenue in Carmel.
Project Development Category	Category 4B

2. RECOMMENDATION

It is recommended that this Project Report be approved and authorization be granted to program the project in the 2016 SHOPP.

3. PURPOSE AND NEED STATEMENT

Purpose:

The purpose of this project is to extend the service life and improve the ride quality of the existing pavements on Route 1 which is a principal arterial in Monterey County that runs north and south.

Need:

The asphalt concrete travel lanes and shoulders are exhibiting moderate cracking and raveling. If left uncorrected, both the travel lanes and shoulders will continue to experience accelerated deterioration.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

4A. Roadway Geometric Information

Location (Post Miles)	Min. Curve Radius (ft)	Through Traffic Lanes			Paved Outside Shoulder Width		Median Width	Bike / Ped Path Separated from the Roadbed	Add'l Paved Width for Bicycle Lane or Other Bridge Slab Work
		No. of Lanes	Lane Width	Type	Left	Right		Work Required?	# Slabs
39.8/44.5	170	2	12'	Flexible	0'	0'	N/A	N/A	N/A
44.5/46.3	500	2	11'-12'	Flexible	0' - 4'	0' - 4'	N/A	N/A	N/A
46.3/46.6	900	2	12'	Flexible	0'	0'	N/A	N/A	N/A
46.6/49.1	600	2	12'	Flexible	4'	4'	N/A	N/A	N/A
49.1/52.4	1000	2	11'	Flexible	4'	4'	N/A	N/A	N/A
52.4/53.9	5000	2	12'	Flexible	4'	4'	N/A	N/A	N/A
53.9/56.0	270	2	12'	Flexible	0'	0'	N/A	N/A	N/A
56.0/57.7	160	2	12'	Flexible	4'	4'	N/A	N/A	N/A
57.7/61.3	200	2	12'	Flexible	0'	0'	N/A	N/A	N/A
61.3/65.4	500	2	12'	Flexible	2.5' - 4'	2.5' - 4'	N/A	N/A	N/A
65.4/67.2	1200	2	12'	Flexible	0'	0'	N/A	N/A	N/A
67.2/69.0	600	2	12'	Flexible	0' - 4'	0' - 4'	N/A	N/A	N/A
69.0/70.4	300	2	12'	Flexible	4'	4'	N/A	N/A	N/A
70.4/72.1	3300	2	10'	Flexible	4'	4'	N/A	N/A	N/A
72.1/72.6	950	2	12'	Flexible	4'	4'	N/A	N/A	N/A
72.6/72.8	800	2	12'	Flexible	8'	8'	N/A	N/A	N/A
72.8/72.9	800	2	12'	Flexible	4'	2'	3' - 9'*	N/A	N/A
72.9/73.9	900	3	12'	Flexible	4' - 8'	2' - 4'	N/A	N/A	N/A
73.9/74.6	1000	4	12'	Flexible	4'	2' - 4'	N/A	N/A	N/A

* raised, no inside shoulder

Remarks: This project has been identified and developed as a Capital Preventive Maintenance (CAPM) candidate per Design Information Bulletin 81-01. As such, the scope of the project does not intend to change and/or upgrade existing geometric features.

4B. Condition of Existing Facility:

(1) Travel Way Data

The following values are averaged for the project. See Attachment C for each homogeneous section of freeway mainline lanes.

10	PMS Category
0.3	Priority Classification
139	International Roughness Index (IRI)
Flexible	Pavement type (Rigid/Flexible)
N/A	3rd Stage Cracking %
6.3	Alligator B Cracking %
N/A	Faulting
1.3	Patching %
N/A	Joint Spalls
None	Rutting
None	Pumping
None	Bleeding
N/A	Corner Breaks %
None	Raveling

Locations(s) of subsurface or ponded surface-water problem: none identified

Deflection Study Results: No deflection studies were conducted.

(2) Pedestrian Facility Data

Facility Type and Location(s)	Meets ADA Standards?	If Facility does not meet ADA Standards, what feature(s) are not ADA compliant?	Status of Each Noncompliant Location
ADA Curb Ramps: Two Curb Ramps at Rio Road - NE cor. intersection PM Rt. 72.6	No	1" lip on curb at ramp	Will not be corrected as part of this project. EA 05-0R510 and 05-0L570 are scheduled to construct these ramps prior to this project's construction
ADA Curb Ramps: Two Curb Ramps at Rio Road- NE cor. intersection PM Lt. 72.6	No	Two missing ramps	Will not be corrected as part of this project. EA 05-0R510 and 05-0L570 are scheduled to construct these ramps prior to this project's construction
ADA Curb Ramps: Two Curb Ramps at Rio Road- SE cor. intersection PM Lt. 72.6	No	Two missing ramps	Will not be corrected as part of this project. EA 05-0R510 and 05-0L570 are scheduled to construct these ramps prior to this project's construction
ADA Curb Ramps: One Curb Ramp at Ocean Avenue- NE cor. intersection PM Rt. 73.8	No	One missing ramp	Will not be corrected as part of this project. EA 05-0R510 is scheduled to construct this ramp prior to this project's construction
ADA Curb Ramps: Missing Ramps at Pedestrian Island at Ocean Avenue PM Lt. 73.8	No	Island requires 2 ramps for passage.	Will be corrected as part of this project.
ADA Curb Ramps: One Curb Ramp at Ocean Avenue - SE cor. intersection PM Rt. 73.8	No	One missing ramp	Will be corrected as part of this project.
ADA Curb Ramps: One Curb Ramp at Ocean Avenue - SW cor. intersection PM Lt. 73.8	No	One missing ramp	Will be corrected as part of this project.
ADA Curb Ramps: Two Curb Ramps at Carpenter Street – SE cor. intersection PM Rt. 74.5	No	Two missing ramps	Will not be corrected as part of this project. EA 05-0R510 is scheduled to construct these ramps prior to this project's construction
ADA Curb Ramps: Two Curb Ramps at Carpenter Street – SW cor. intersection PM Lt. 74.5	No	Two missing ramps	Will not be corrected as part of this project. EA 05-0R510 is scheduled to construct these ramps prior to this project's construction

Remarks: None

4C. Structure Information

No overhead structures are present. No structures are proposed for modification or replacement.

4D. Traffic Data**Future Volumes – Design and Construction Year 2016**

Post Mile Location		Design Hourly Volume (DHV)	Average Daily Traffic (ADT)	% Trucks
From	To	2016	2016	2016
39.8	46.6	654	3,706	1.0%
46.6	63	663	4,551	0.7%
63	68.3	620	4,822	1.5%
68.3	71.2	1,224	11,042	2.6%
71.2	72.6	1,554	14,251	2.6%
72.6	72.9	1,306	14,190	2.6%
72.9	73.8	3,176	34,191	3.9%
73.8	74.6	3,213	43,634	3.5%

Remarks: none

Safety Review Date: May 7, 2015 - The following safety review construction recommendations were made: 1) HQ needs to approve use of metal anchor posts, and 2) Centerline rumble strips should be added throughout the project limits.

5. CORRIDOR AND SYSTEM COORDINATION

This project is within Segments 12 and 13 of the Transportation Concept Report (TCR) for Route 1 in Monterey County. The project limits have a route concept of LOS D, 2-lane conventional highway on the Freeway and Expressway system. The TCR recommended actions for these two segments include: 1) standard lane widths and 4-foot minimum shoulders where possible, 2) minimize and consolidate access, 3) evaluate operational improvements including turn-outs and channelization for turning, 4) accommodate Coastal Commission trail in right of way, as circumstances require and 5) implement Coast Highway Management Plan (CHMP) actions.

Since this project is a roadway surfacing preventative maintenance project, there are funding limitations that prevent proposed capital improvements. This project proposes standard lane widths and will perpetuate existing turn-outs and channelization. However there is currently no funding source for capital improvements such as: shoulder widening, changes to access, operational improvements, or separate coastal trails. With regard to the CHMP actions, most require capital expenditures however this project will incorporate actions: B-2.1 alternative finishes to any proposed guardrail installations, and C-3.3 upgrade facilities for ADA compliance.

There are several projects within the same project limits:

- EA 05-0R510 - This project will install ADA Curb Ramps in Monterey and Santa Cruz Counties on multiple Routes, at multiple locations anticipated to be constructed prior to the construction of this CAPM project
- EA 05-0L570 - This project will widen the highway to install a truck climbing lane and curb returns with ADA Curb Ramps from Rio Road to Carmel Valley Road in Monterey County anticipated to be constructed prior to the construction of this CAPM project.
- EA 05-1A000- This project will widen the highway and install guardrail at various locations from Hurricane Point to Rocky Creek Viaduct in Monterey County. It is currently in the Project Approval and Environmental Document (PA&ED) phase.
- EA 05-1C9901 – This is a Worker Safety Improvements Project at various locations in Monterey County. It is currently in the PA&ED phase.

6. ALTERNATIVES

6A. CAPM strategy:

The CAPM preferred alternative strategy is a 0.15' Rubberized Hot Mix Asphalt (HMA) overlay project. Bridge approaches require cold planing to a depth of 0.15 feet and repaving. Bridge decks with existing asphalt overlays will require cold planing to maximum depth of 0.15 feet and repaving. No overlay work is proposed over exposed concrete bridge decks. Pavement failure areas will be removed to a depth of 4" and repaved with HMA (Type A) prior to receiving the new overlay thickness. See Attachments B for typical cross section.

Enhancements

The following Design Information Bulletin 81-01 recommended enhancements have been incorporated into this project:

- Upgrade existing Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS) where existing MBGR cannot be raised to 29 inches. Utilize freestanding anchor blocks where existing bridge parapets cannot be connected directly to with standard connections, and at low speed locations MGS anchor posts and strengthened rail will be utilized for historic structures.
- Asphalt Safety Edge and shoulder backing at the edge of pavement will be placed as appropriate.
- Upgrade pedestrian curb ramp needs to current standards as follows: PM 73.8 Ocean Avenue –2 ramps in pedestrian island and one ramp each at the southwest and southeast corners

Date of Traffic Operational Review Report - May 12, 2014.

The Traffic Operational Review Report had additional recommendations related to items (headwalls and trees) in the Clear Recovery Zone but since they were not related to Wet Pavement Collisions are therefore not appropriate to fund as enhancements to CAPM projects and should be recommended for projects with alternative funding.

6B. Environmental compliance:

This project is entirely within the Carmel - San Simeon Highway Historic District. Measures may be required to protect the contributing resources (hand laid rubble masonry features.) Measures may be required to protect special status plant species including; installation of temporary Environmentally Sensitive Areas (ESA) fencing, limiting staging and storage areas to existing pullouts and currently paved locations, and limiting soil import/removal at locations where such plants may be found. A Mitigated Negative Declaration (MND) is anticipated for CEQA compliance, and a Categorical Exclusion (CE) is anticipated for NEPA compliance. See Attachment D for the Preliminary Environmental Assessment Report (PEAR).

6C. Hazardous waste disposal site required? If yes, where are sites?

Naturally occurring asbestos, yellow thermoplastic paint might be present in the area as well as treated wood waste. Should the pending Initial Site Assessment indicate hazardous materials, a hazardous waste disposal site may be necessary. If so, it would be a requirement of the contractor to determine which disposal site(s) to be used per the special provisions.

6D. Other agencies involved (permits/approvals from Fish and Game, Corps of Engineers, Coastal Commission, etc.):

Permits will be needed from United States Fish and Wildlife Service, California Fish and Game, the California Coastal Commission. 401, 404, and 1600 permits will required, issued by the RWQCB, Army Corps of Engineers and Department of Fish and Game, respectively.

6E. Material and/or disposal site need and availability?

Not required.

6F. Roadside design and management

Within the limits of the Big Sur Coast Highway Management Plan (SLO-1-71.4 to Mon-1-72.3) construction features are to be consistent with the Management Plan intent and current practices as follows:

- Metal beam guard rail, including metal posts, will be stained to provide a rustic brown appearance.
- Vegetation Control (Minor Concrete) will not to be used.

Outside the limits of the Big Sur Coast Highway Management Plan:

- Staining of metal beam guard rail is not anticipated, but has been included in cost estimate as is anticipated to be required with the Coastal Permits.
- Vegetation Control (Minor Concrete) will be used where appropriate and approved by maintenance.

6G. Right of way and utility issues:

Permits to enter may be necessary for environmental studies. This route is a conventional highway with the exception of the most northerly 2.3 miles that is designated as a freeway, from Postmile 72.3 to Postmile 74.6. Utility covers/lids may require adjustments to grade and excavation requirements for replacement of guardrail may impact utilities. See Attachment E for Right of Way Data Sheet.

6H. Railroad involvement:

There will be no railroad involvement. No railroad facilities are near the State's right of way.

6I. Recycled materials: None

6J. Local and regional input:

Not applicable for this type and scale of project.

6L. What are the consequences of not doing this entire project?

If this CAPM project is not constructed, the pavement will continue to deteriorate at an accelerated rate. This will result in much higher annual maintenance costs, and would likely require a full rehabilitation, at a much higher cost, in the near future.

7. TRANSPORTATION MANAGEMENT

7A. TRANSPORTATION MANAGEMENT PLAN

This project will require a Traffic Management Plan (TMP) to minimize and manage traffic delays during construction operations of the project. Night work is anticipated to minimize disruptions. Lane closures may be necessary. Signing, including portable changeable message signs and a Public Awareness Campaign will be used to inform the public of current and upcoming construction activities. See Attachment H for Transportation Management Plan. Additionally, Traffic Control may utilize Temporary K rail for working on bridge approach railing.

7B. Vehicle Detection Systems

Existing Traffic Counting loops under the northbound and southbound lanes will require reconstruction at Post Mile 62.9 and Post Mile 74.6. Additionally there are traffic signal loops at four intersections; Rio Road at Post Mile 72.6, Carmel Valley Road at Post Mile 72.9, Ocean Avenue at Post Mile 73.8 and Carpenter Street at Post Mile 74.6 that will require reconstruction. The above loops will require reconstruction due to the proposed cold planing and re-paving at these locations.

8. PROJECT ESTIMATEPavement Work

	<u>Lane Miles</u>	<u>Number</u>	<u>Estimate</u>
Total Lane-Miles of CAPM Work	<u>72.1</u>		
Digouts ⁽¹⁾ (10.4% of length, 4" deep)	<u>8.0</u>		\$ 2,053,000
Flexible Overlay of Flexible Pavement and shoulder backing (recycle not included) ⁽²⁾	<u>72.1</u>		<u>\$8,035,000</u>
OGFC	<u>0</u>		_____
Rigid Pavement Work (list appropriate work type: grind, slab replacement, spall repair, rout and seal random cracks, joint seal, etc.)	<u>0</u>		_____
Ramps	<u>0</u>	<u>0</u>	_____
OC/UC and Bridge Approaches (list appropriate work type: grind, replace, etc.) <u>cold plane conforms</u>		<u>39 ea</u>	\$ <u>64,000</u>
Other (list work required) <u>Dike Replacement, Inlet Adjustment</u>	<u>4.2</u>		\$ <u>331,000</u>
Subtotal			<u>\$10,483,000</u>

Notes:

1. Cost to remove and replace localized failed areas.
2. Include cost of shoulder backing material for increased thickness at shoulder edge, as needed.

Non-Pavement Work - Does the Project Include?:

	<u>Yes/No</u>	<u>Estimate</u>
Railroad Agreements	<u>No</u>	_____
Traffic Control	<u>Yes</u>	\$ <u>360,000</u>
Rumble Strips (center and edge)	<u>Yes</u>	\$ <u>111,000</u>
Superelevation/Cross Slope Correction	<u>No</u>	_____
Traffic Stripes and Pavement Markings (includes removal)	<u>Yes</u>	(see below)
Paint	<u>Yes</u>	\$ <u>386,000</u>
Thermoplastic	<u>Yes</u>	\$ <u>21,000</u>
Pavement Markers	<u>Yes</u>	\$ <u>66,000</u>
Midwest Guardrail (stained incl. treated post disposal)	<u>Yes</u>	\$ <u>1,443,000</u>
Terminal End Sections-Anchor Block/End Treatments	<u>Yes</u>	\$ <u>616,000</u>
Stormwater	<u>Yes</u>	\$ <u>20,000</u>
Other - Adjust Inlets to Grade	<u>Yes</u>	\$ <u>33,000</u>
Other - Replace vehicle detection loops	<u>Yes</u>	\$ <u>150,000</u>
Other - ADA ramps	<u>Yes</u>	\$ <u>40,000</u>

Other – Survey Monuments	<u>Yes</u>	<u>\$ 18,000</u>
Other – Maintain Traffic	<u>Yes</u>	<u>\$ 90,000</u>
Other – Construction Area Signs	<u>Yes</u>	<u>\$ 21,000</u>
Other – Portable Message Signs	<u>Yes</u>	<u>\$ 60,000</u>
Other - TMP	<u>Yes</u>	<u>\$ 5,000</u>
Other – Public Awareness Campaign	<u>Yes</u>	<u>\$ 10,000</u>
Other – RE office	<u>Yes</u>	<u>\$ 45,000</u>
Other – COZEEP	<u>Yes</u>	<u>\$ 230,000</u>
Other – Mitigation Capital	<u>Yes</u>	<u>\$ 250,000</u>
Subtotal		<u>\$3,975,000</u>
<u>Totals</u>		<u>Estimate</u>
Pavement Work Subtotal		<u>\$10,483,000</u>
Non-Pavement Work Subtotal		<u>\$ 3,975,000</u>
Sum of Subtotals		<u>\$14,458,000</u>
20% Contingency		<u>\$ 2,892,000</u>
TOTAL PROJECT ESTIMATE		<u>\$17,350,000</u>

9. FUNDING/PROGRAMMING

This project is proposed for programming in the 2016 SHOPP (20.xx.201.121) Capital Preventative Maintenance (CAPM) Program. It has been determined that this project is eligible for federal-aid funding.

Capital Outlay Support and Project Estimates

Fund Source	Fiscal Year Estimate							
	Prior	2016/17	2017/18	2018/19	2019/20	2020/21	Future	Total
20.xx.201.121								
Component	In thousands of dollars (\$1,000)							
PA&ED *		\$858						\$858
PS&E*			\$1,427					\$1,427
Right-of-Way Support*			\$41					\$41
Construction Support*					\$2,828			\$2,828
Right-of-Way**			\$31					\$31
Construction**					\$24,335			\$24,335
Total		\$858	\$1,499	\$0	\$27,163	\$0	\$0	\$29,520

Support categories are the same as those identified by SB45. Support costs escalated at 7%. Construction capital escalated at 7%. [All support costs (*) divided by the sum of the escalated Construction capital (**) and the escalated R/W capital (**).] The support cost ratio is 21%.

10. SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
PID APPROVAL	M010	June 15, 2015
CIRCULATE DED & DPR EXTERNALLY	M120	July 1, 2017
PA & ED	M200	May 1, 2018
RIGHT OF WAY CERTIFICATION	M410	Sep 1, 2019
READY TO LIST	M460	Feb 1, 2020
APPROVE CONTRACT	M500	Sep 1, 2020
CONTRACT ACCEPTANCE	M600	Sep 1, 2021

11. RISKS

Currently there are two identified risks for this project. 1) Due to the environmentally sensitive areas, the project schedule could be delayed if impacts cannot be avoided. 2) The required Coastal Development Permit conditions may indicate undergrounding of utilities is required which would significantly impact the cost and schedule.

See Attachment I for Risk Management Plan.

12. FHWA COORDINATION

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

13. PROJECT REVIEWS

Scoping team field review		Date	<u>April 7, 2014</u>
See Scoping Team Field Review Attendance Roster – Attachment F.			
District Program Advisor	<u>Kelly McClain</u>	Date	<u>April 30, 2015</u>
Headquarters SHOPP Program Advisor	<u>Leo Mahserelli</u>	Date	<u>April 29, 2015</u>
District Maintenance	<u>Kelly McClain</u>	Date	<u>April 30, 2015</u>
Headquarters Design Coordinator	<u>Paul Gennaro</u>	Date	<u>May 19, 2015</u>
Project Manager	<u>Dave Rasmussen</u>	Date	<u>May 18, 2015</u>
District Safety Review	<u>Mark Ballentine</u>	Date	<u>May 7, 2015</u>
Constructability Review	<u>Berkeley Lindt</u>	Date	<u>May 1, 2015</u>

14. PROJECT PERSONNEL

Dave Rasmussen	Project Manager	(805) 549-3677
John Fouche	Design Manager	(805) 549-3330
Marcia Vierra	Project Engineer	(805) 549-3508
Larry Bonner	Environmental Manager	(805) 549-3337
Marshall Garcia	Right of Way Project Coordinator	(805) 549-3471