Project Scope Summary Report
(Structure Rehabilitation)
To

Request Programming in the 2016 SHOPP

On Route 135

In Santa Barbara County

At The San Antonio Creek Bridge No. (51-0006)

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

Suzie Holdridge
for JAMIE LUPO, ACTING *CENTRAL REGION DIVISION CHIEF, RIGHT OF WAY*

APPROVAL RECOMMENDED:

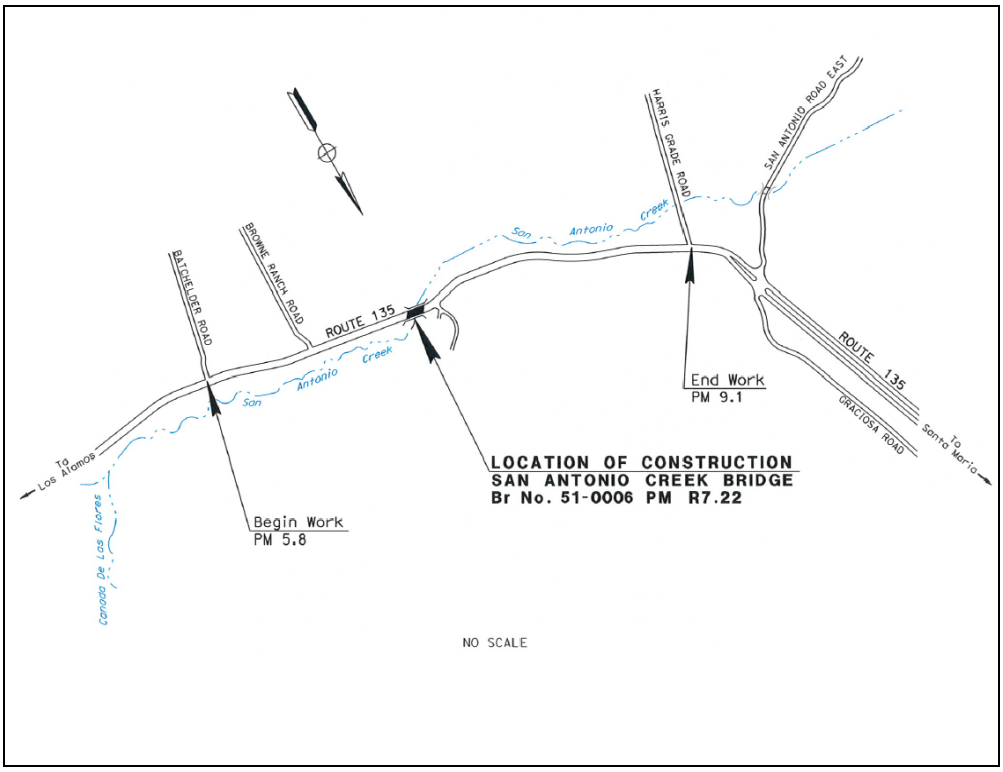
KATHY DIGRAZIA, *PROJECT MANAGER*

APPROVED:

TIMOTHY M. GUBBINS, *DISTRICT DIRECTOR*

6/10/15
DATE

Vicinity Map



This project scope summary 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.

6/2/15

REGISTERED CIVIL ENGINEER *DATE*

REGISTERED PROFESSIONAL ENGINEER
AMIR SAEDI
No. C56083
Exp. 12/31/16
CIVIL
STATE OF CALIFORNIA

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1. INTRODUCTION AND BACKGROUND

Project Description:

The project is located in Santa Barbara County on State Route (SR) 135 at Post Mile R7.2 seven miles west of Los Alamos. The scope of work consists of constructing Anchor Piles on both northbound (NB) and southbound (SB) direction through the roadway lanes at the abutments and reinforce columns below deck with a total of six column shells to withstand a credible future seismic event and complete seismic retrofit of this bridge which spans San Antonio Creek.

This project will be funded from the 20.XX.201.113 Bridge Seismic Restoration program in the 2016 State Highway Operation and Protection Program (SHOPP). Construction is proposed to be funded in the 2019/20 fiscal year. See the cost estimate for specific work items included in the project.

Project Limits	05-SB-135 PM R7.2	
Number of Alternatives	2	
Alternative Recommended for Programming	1	
	Current Cost Estimate:	**Escalated Cost Estimate:**
Capital Outlay Support	$ 2,293,000	$ 2,567,000
Capital Outlay Construction	$ 1,550,000	$ 1,978,000
Capital Outlay Right-of-Way	$ 114,000	$ 132,000
Funding Source	20.XX.201.113	
Funding Year	2019/20	
Type of Facility	2-Lane Bridge	
SHOPP Project Output	1 Bridge	
Anticipated Environmental Determination or Document	CEQA: MND/ NEPA: CE	
Legal Description	In Santa Barbara County near Los Alamos at San Antonio Creek Bridge	
Project Development Category	Category 4B	

2. RECOMMENDATION

It is recommended that this Project Scope Summary Report (PSSR) be approved and that the project be programmed in the 2016 SHOPP.

3. PURPOSE AND NEED

Purpose:
The Project proposes to improve serviceability and stability of the bridge structure to prevent a bridge collapse during the maximum credible seismic event.

Need:
The Structure Replacement and Improvement Needs Report (STRAIN) and the Office of Earthquake Engineering have identified the need to seismically retrofit this bridge. The bridge is seismically deficient, and has "insufficient capacity to resist earthquake loading". See Attachment I for the STRAIN Report.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

4A. Roadway Geometric Information

		Existing	Proposed	Minimum RRR Standards
Facility Location	Post Mile	R7.2	R7.2	N/A
Minimum Curve Radius	Radius (ft)	1,750	1,750	N/A
Through Traffic Lanes	Number of Lanes	2	2	N/A
	Lane Width (ft)	12	12	12
	Type (Flexible, Rigid, or Composite)	Rigid	Rigid	N/A
Paved Shoulder Width	Left (ft)	N/A	N/A	N/A
	Right (ft)	4.33	4.33	8
Median Width	(ft)	N/A	N/A	N/A
Shoulder is a Bicycle Lane	(Y/N)-Width (ft)	N	N	N/A
Other Bicycle Lane Width	Width (ft)	N/A	N/A	N/A
Bicycle Route	(Y/N)	N	N	N/A
Facilities Adjacent to the Roadbed	Code-Width (ft)	N/A	N/A	N/A

Remarks:
SR 135 does not provide a bike path or lane, and is designated as an Alternative Bicycle Route within the project limits.

4B. Condition of Existing Facility (Repeat for each homogeneous segment):

1) 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
Sidewalks:	N/A	N/A	N/A
Curb Ramps:	N/A	N/A	N/A
Crosswalks:	N/A	N/A	N/A
Driveways:	N/A	N/A	N/A
Shared bicycle/ pedestrian path:	N/A	N/A	N/A

2) Bicycle Path Data

Deficiency	Location
N/A	

4C. Structures Information

Structures	Width Between Curbs			Replace Bridge Railings	Vertical Clearance			Work Identified in STRAIN	Replace Bridge Approach Rail	Replace Bridge Approach Slab	
Name Number	Exist (ft)	RRR Std (ft)	Prop (ft)	(Y/N)	Exist (ft)	RRR Std (ft)	Prop (ft)	(Y/N)	(Y/N)	(Y/N)	#
51-0006	32.7	44.0	32.7	N	N/A	N/A	N/A	Y	Y	N	

This Bridge was built in 1964.

4D. Traffic Data

Present Year AADT* (2013)	1,630	Present Year DHV*	160
Construction Year AADT (2020)	1,621	Construction Year DHV	160
10-Year AADT (2030)	1,632	10-Year DHV	159
20-Year AADT (2040)	1,617	20-Year DHV	158
Directional Split (D)	57.8% NB / 42.2% SB	% Trucks	13.0%-20.5%
Traffic Index (T.I.) (10-Year)	8.5	ESAL* (10-Year)	450,769
T.I. (20-Year)	9.0	ESAL (20-Year)	901,539
T.I. (40-Year)	10.0	ESAL (40-Year)	1,803,077

*AADT (Annual Average Daily Traffic), DHV (Design Hourly Volume), ESAL (Equivalent Single Axle Loads)

A Safety Field-Review was conducted on December 23, 2014. According to the Traffic Accident Surveillance and Analysis System (TASAS) there have been two collisions with property damage only for the three year period (January 2010-December 2012). The locations of collisions were at the entrance to highway from private driveways.

The collisions history does not indicate any significant safety concerns at the project location. The bridge rail end treatments do not meet current crash test standards and will be upgraded to crash Test-Level 3 devices or better. The headquarters (HQ) Program Advisor has agreed to include additional estimated $60,000 to upgrade all 4 bridge rail end treatments.

5. CORRIDOR AND SYSTEM COORDINATION

For the section that includes the proposed project, SR 135 begins at the junction of US 101 at Los Alamos and continues westerly through rolling terrain to its junction with SR 1. Traffic ranges from commuter to local.

The proposed project is in conformance with the current Transportation Concept Report (TCR). The proposed seismic retrofit would not result in any incompatibility to future improvement to the facility.

6. ALTERNATIVES

There is one proposed build design Alternative:

Alternative 1:

This alternative proposes seismic retrofit of the bridge structure. The seismic strategy is to construct Anchor Piles on both NB and SB direction through the roadway lanes at both abutments and to reinforces the columns. These retrofit measures are to prevent collapse of the structure during a maximum credible seismic event. All the proposed work is expected to be within State Right of Way. No design exception is required for any non-standard design feature. Paul Gennaro, Project Delivery Coordinator, confirmed this project would not be expected to correct or document existing nonstandard features. The current estimated cost for this alternative is $ 1,550,000.

Alternative 2:

No Build.

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

There are no significant hazardous waste concerns for this project. Removal of pavement sections painted with yellow thermoplastic paint may require special handling instructions. Replacement of the existing end treatments of bridge rail may require handling and possible disposal of treated wood waste depending on quantities generated from the project. The nearest site accepting these materials is Clean Harbors, at 2500 W. Lokern Road, Buttonwillow.

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

Coordination with other agencies will likely include Army Corps of Engineers (404 Permit); Regional Water Quality Control Board (401 Certification); California Department of Fish and Wildlife (1602 Permit); Informal consultation W/ U.S. Fish and Wildlife Service (Letter of Concurrence).

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

There will be some excess material which will be either dispersed on site or become the contractor's property. Materials considered to be hazardous would not be significant and will be disposed of by the contractor as directed in the Standard Specifications.

6D. Highway planting and irrigation:

Mitigation planting is anticipated for this project.

6E. Stormwater compliance:

This project will not change the line, grade, or hydraulic capacity of the facility. Per the Construction General Permit this project is classified as routine facility maintenance and will require the preparation and execution of a Water Pollution Control Program (WPCP), during construction. This project will not add any new impervious surfaces, and thus does not have the potential to adversely impact water quality.

6F. Right of way and utility issues:

No right of way or utility issues are anticipated for this project.

6G. Railroad involvement:

No Railroad involvement is anticipated for this project.

6H. Salvaging and recycling of hardware and other non-renewable resources:

No salvaging and recycling of hardware and other non-renewable resources is anticipated for this project.

6I. Prolonged temporary ramp closures:

There are no ramps on this project.

6J. Recycled materials:

There are no recyclable materials on this project.

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

There is a risk of bridge collapse during a maximum credible seismic event.

6L. List all alternatives studied, cost, reasons not recommended, etc.:

No other build alternatives were considered for this project.

7. TRANSPORTATION MANAGEMENT PLAN (TMP)

The project will require a full closure for a period of up to four weeks. This period could be shortened by contractor working full weeks. The vehicle and bicycle traffic will be detoured to US101 for this stage of construction. Other construction activities are mostly below deck and will require short time lane closures. The TMP will include Public awareness Campaign, Changeable Message Signs, Construction Area Signs, and Construction Zone Enhanced Enforcement Program (COZEEP).

8. ENVIRONMENTAL DETERMINATION/DOCUMENT

The anticipated environmental approvals would be a California Environmental Quality Act (CEQA) Mitigated Negative Declaration and a National Environmental Policy Act (NEPA) Categorical Exclusion, which is anticipated to be approved by July 2018; this determination is based on the risks as noted in the risk register. See Attachment B for the Environmental Determination/Document.

9. PROJECT ESTIMATE

Structure Estimate – *51-0006*

	Yes/No	Estimate
Replace	No	
Rehabilitate	No	
Deck	No	
Superstructure	No	
Substructure	No	
Joints	No	
Bearings	No	
Scour Correction	No	
Painting	No	
Widening	No	
Rail Replacement (without widening)	No	
Strengthen	No	
Seismic Retrofit	Yes	485,597
Vertical Clearance Adjustment	No	
Drainage Rehabilitation	No	
Other	No	
Time Related Overhead 10%		48,560
Mobilization		59,351
25% Contingency		148,377
Structure Total		**741,884**
80% Forecasted Structure Total		**848,000**

District Estimate

	Yes/No	Estimate
Traffic Control	Yes	30,000
Construction Roadside Signs	Yes	15,000
Pavement Delineation and Striping	Yes	5,000
Transportation Management Plan (PCMS x 2)	Yes	75,000
TMP (Public Information)	Yes	50,000
TMP (COZEEP)	Yes	15,000
Pavement (include remove and replace)	Yes	80,000
Bridge Approach Slab	No	
Bridge Approach Guardrail	Yes	60,000
Drainage Adjustment and Rehab	Yes	10,000
Rock Slope Protection	No	
Utility Relocation	No	
Railroad Agreement	No	
Right of Way	No	
Mitigation and Compliance Cost Estimate (MCCE)	Yes	90,930
Stormwater Compliance	Yes	30,000
Roadside Management	No	
Clearing and Grubbing	Yes	20,000
Minor Items	Yes	15,570
Supplemental	Yes	30,000
District Subtotal	526,500	
20% Contingency	105,300	
10% Mobilization		70,200
District total		**702,000**
Structure total		**848,000**
TOTAL CURRENT PROJECT ESTIMATE		**1,550,000**

10. FUNDING/PROGRAMMING

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

Capital Outlay Support and Project Estimates

Fund Source	Fiscal Year Estimate							
20.XX.201.113	Prior	2016/17	2017/18	2018/19	2019/20		Future	Total
Component	In thousands of dollars ($1,000)							
PA&ED Support		676						676
PS&E Support				1,228				1,228
Right-of-Way Support				23				23
Construction Support					640			640
Right-of-Way				132				132
Construction					1,978			1,978
Total		676		1,383	2,618			4,677

Construction capital has been escalated at 5% per year. Right of Way capital cost has been escalated 5% per year. Support costs has been escalated at 3% per year. The support cost ratio is 122%.

11. SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
PROGRAM PROJECT	M015	July 1, 2016
BEGIN ENVIRONMENTAL	M020	Sep 1, 2016
CIRCULATE DPR & DED EXTERNALLY	M120	Jan 1, 2018
PA & ED	M200	July 1, 2018
PROJECT PS&E	M377	Nov 1, 2019
DRAFT STRUCTURES PS&E	M378	Nov 1, 2019
RIGHT OF WAY CERTIFICATION	M410	Sep 1, 2019
READY TO LIST	M460	Mar 1, 2020
AWARD	M495	Sep 1, 2020
APPROVE CONTRACT	M500	Sep 1, 2020
CONTRACT ACCEPTANCE	M600	Oct 1, 2021
END PROJECT	M800	Oct 1, 2022

12. RISKS

A Risk Management Plan (RMP) has been prepared for the project. The RMP identifies several high, moderate and low risks that could possibly affect scope, schedule, or cost of the project.

All identified risks are given specific risk response plans and assigned to appropriate risk managers who will monitor and control the risks.

The primary risks for this project involve:

- Potential for impacts to sensitive species
- Potential need for wetland delineation and mitigation
- Construction schedule could be constrained by permits to enter the creek and by nesting birds.

13. 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.

14. PROJECT REVIEWS

Project Manager	Kathy DiGrazia	Date	12/04/2014
Bridge Program Advisor	Diana Campbell	Date	07/02/2014
Design Manager	Jim Perano	Date	02/02/2015
District Safety Review		Date	01/30/2015
Headquarters Design Coordinator	Paul Gennaro	Date	02/19/2015
Constructability Review		Date	02/19/2015
Other		Date	

15. PROJECT PERSONNEL

Kathy DiGrazia	*Project Manager*	(805) 549-3003	Kathy.digrazia@dot.ca.gov
Jim Perano	*Design Manager*	(805) 549-3438	Jim.perano@dot.ca.gov
Amir Saedi	*Project Engineer*	(805) 549-3678	amir.saedi@dot.ca.gov
Mike Downs	*Structures*	(805) 227-9365	michael.downs@dot.ca.gov
Jeff Sims	*Structures Manager*	(916) 227-8497	jeff.sims@dot.ca.gov
Greg Thornton	*Structure Project Engineer*	(916) 227-8499	greg.thornton@dot.ca.gov
Andy Gill	*Structures Const.*	(805) 692-6832	andy.gill@dot.ca.gov
Diana Campbell	*HQ Bridge Program Advisor*	(916) 227-2442	diana.campbell@dot.ca.gov
Marshall Garcia	*Right of Way*	(805) 549-3471	Marshall.garcia @dot.ca.gov
Mike Finegan	*Geotech*	(805) 549-3194	mike.finegan@dot.ca.gov
Shayne Sandeman	*Traffic Management*	(805) 594-6196	shayne.sandeman@dot.ca.gov
Jason Wilkinson	*Environmental Manager*	(805) 549-3337	jason.wilkinson@dot.ca.gov
Veronika Pesinova	*Planner/Generalist/Env.*	(805) 542-4663	veronika.pesinova@dot.ca.gov
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Nick Tatarian	*Surveys*	(805) 441-8581	nick.tatarian@dot.ca.gov
Lyn Wickham	*Hydraulics*	(805) 549-3670	lyn.wickham@dot.ca.gov
Pete Riegelhuth	*NPDES Coordinator*	(805) 549-3375	pete.riegelhuth@dot.ca.gov
Christine C Kahn	*Planning*	(805) 549-3598	christine.kahn@dot.ca.gov

16. ATTACHMENTS (Number of Pages)

A. Vicinity Map (Title Sheet)
B. Environmental Determination/Document
C. Right of Way Data Sheet
D. Advanced Planning Study (Structures)
E. APS Transmittal Memo (Structures)
F. Storm Water Data Report
G. Transportation Management Plan
H. Risk Management Plan
I. Structure Replacement and Improvement Needs (STRAIN)
J. Final Distribution List

INDEX OF PLANS

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

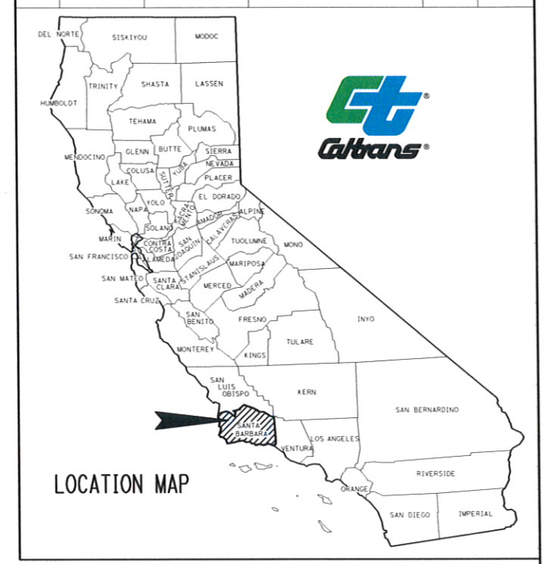
PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

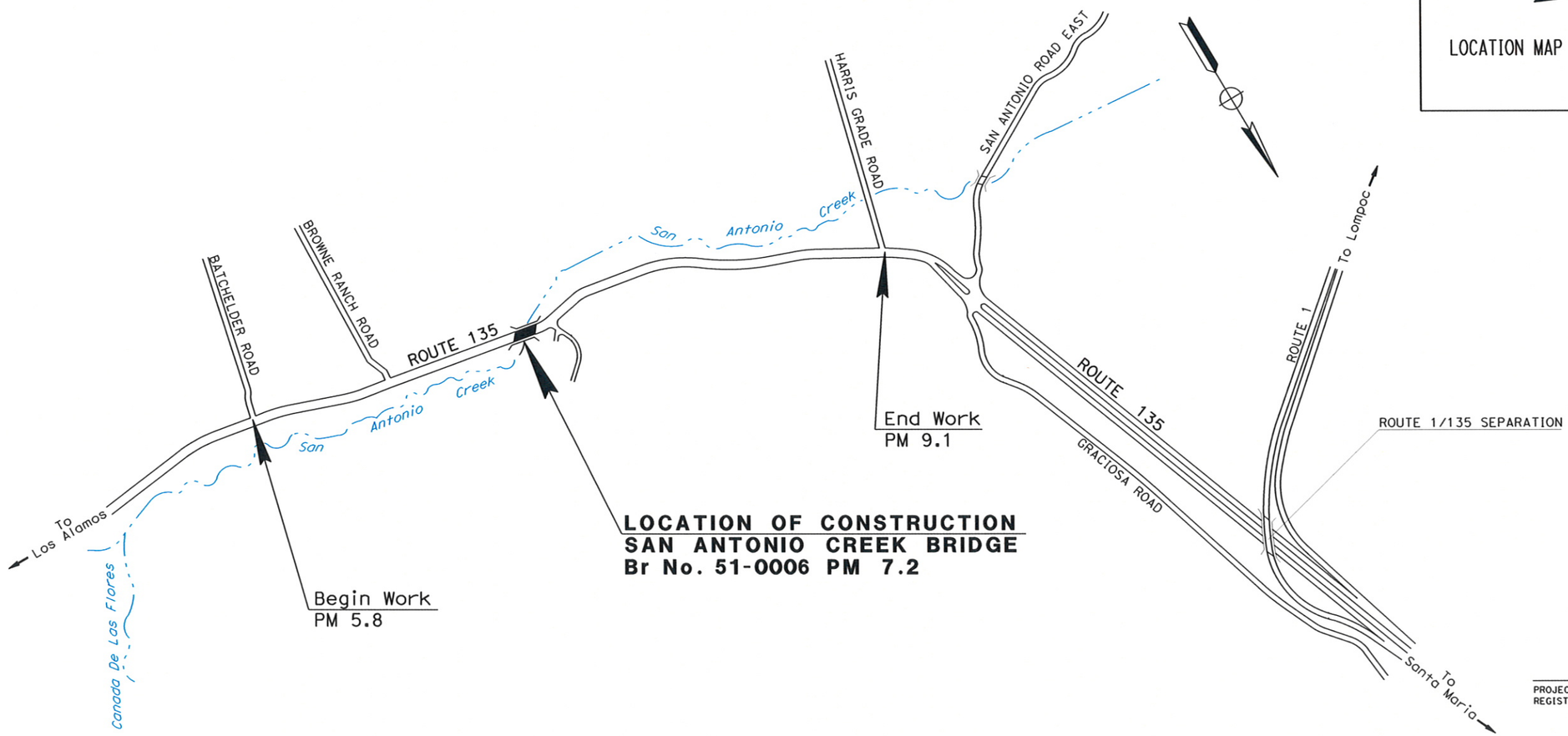
IN SANTA BARBARA COUNTY
NEAR LOS ALAMOS
AT SAN ANTONIO CREEK BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	135	7.2		



LOCATION MAP



NO SCALE

PROJECT ENGINEER REGISTERED CIVIL ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — AMIR SAEDI — No. 56083 — Exp. 12-31-14 — CIVIL — STATE OF CALIFORNIA

PLANS APPROVAL DATE

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

CONTRACT No.	05-1F8304
PROJECT ID	0514000065

DATE PLOTTED => 07-APR-2014
TIME PLOTTED => 11:26
LAST REVISION 03-20-14

PROJECT MANAGER: ROCHELLE VIERRA
DESIGN ENGINEER: JAMES R. PERANO

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

ATTACHMENT A

Mini-Preliminary Environmental Analysis Report

Project Information

District: **5** County: **SB** Route: **135** PM: **R7.2**
EA: **05-1F830K** EFIS Project ID: **0514000065K**
Project Title: **San Antonio Creek Bridge**
Project Manager: **Kathy DiGrazia** Phone # 805-543-4718
Project Engineer: **Amir Saedi** Phone # 805-549-3678
Environmental Office Chief: **Janet Newland** Phone # 805-542-4691

Project Description

The project is located in Santa Barbara County on Route 135 at post mile R7.2, seven miles west of Los Alamos. The project proposes to construct anchor piles on both the northbound (NB) and southbound (SB) roadway lanes at the abutments. The project will also reinforce six column shells below deck in San Antonio Creek to withstand a credible future seismic event.

The project includes construction of access roads; trenching, grading, and other ground disturbance; riparian vegetation and tree (willows) removal; and work in the San Antonio Creek channel. No utility relocation is proposed, and the project will not require realignment or acquisition of additional right of way.

Purpose and Need

Purpose: The Project proposes to improve serviceability and stability of the bridge structure to prevent a bridge collapse during the maximum credible seismic event.

Need: The Structure Replacement and Improvement Needs Report (STRAIN) and the Office of Earthquake Engineering have identified the need to seismically retrofit this bridge. The bridge is seismically deficient, and has "insufficient capacity to resist earthquake loading".

Anticipated Environmental Approval[1]

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)

[1] If the anticipated environmental document is an EIR and/or EIS, the preparation of a standard PEAR is recommended to avoid unanticipated costs and project delays.

ATTACHMENT B

PSR Summary Statement
In order to identify environmental issues, constraints, costs, and resource needs, a Mini-PEAR was prepared for the project. Potential disposal, staging, and borrow sites will need to be identified in the PA&ED phase for complete environmental review. Field studies were not conducted and technical studies have been deferred to the PA&ED phase.

The California Department of Transportation would act as the lead agency for NEPA/CEQA (National Environmental Policy Act/California Environmental Quality Act) environmental approval process. Caltrans will serve as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S. Code 327. The anticipated environmental document for the proposed project is a Mitigated Negative Declaration (CEQA) and a Categorical Exclusion (NEPA). This document level has been selected based upon a preliminary review of the potential resources within the project limits, which indicates the project does not have the potential for significant impacts.

The estimated time to obtain environmental approval is 22 months from the start of PA/ED. It is anticipated that environmental studies would begin after project preliminary maps and permits to enter are completed. Draft and final environmental documents would be anticipated in 16 months and 22 months, respectively.

Special Considerations

Biology
The proposed project is not anticipated to have significant biological impacts. According to the California Natural Diversity database, a number of plant and animal species of special concern were identified in the general area of the project. Field studies and additional research will have to be conducted to determine the presence or absence of listed species in the Project Impact Area (PIA) that includes both direct and indirect impacts.

Required Permits:

- ACOE 404 Nationwide Permit,
- RWQCB 401 Certification
- CDFW 1602 Streambed Alteration Agreement.

A Biological Opinion and 2081 Incidental Take Permit may be required from USFWS and CDFW.

Contract Special Provisions:
If construction occurs during the migratory bird nesting season (February 15-September I), Sections 14-6.03 & 14- 6.02 of the 2010 Standard Specifications will cover potential issues with any active nests near the project area and Standard Special Provision 14-6.08 & 14-6.07 will be included to cover the other species mentioned above. Pre-construction surveys will be necessary as well as environmental awareness training for all construction personnel prior to any construction activities.

Assumptions:

- A Mitigated Negative Declaration will be required under CEQA and a Categorical Exclusion will be required completed for NEPA
- Will require informal Section 7 consultation for impacts to least Bell's vireo and CTS
- Will avoid wetlands within the project area
- Will not result in impacts to least Bell's vireo, California least tern, western snowy plover, and Swainson's hawk

Risk Assessment:

Risk Statement	Risk Probability	Risk Impact
If the project scope changes requiring additional site reviews, additional hours may be required negatively affecting the project scope.	2	Schedule-Low Cost - Low
If the project cannot be designed to minimize impacts to CTS and least Bell's vireo or the USFWS does not concur with the request for informal Section 7 consultation, then formal Section 7 consultation will be required with the USFWS during the 0 phase, negatively impacting the schedule and scope (hours) for the project.	2	Schedule-Medium Cost-Medium
If wetlands are found and the project cannot be designed to avoid impacts to the wetlands, additional hours will be required to prepare a wetlands delineation report, negatively affecting the scope (hours) of the project in the 0 phase. Additional funding (cost) will need to be made available for wetland mitigation in the 1 phase.	2	Schedule-Low Cost-Medium
If vegetation removal during construction cannot be done outside of the bird nesting season, construction could be delayed until nesting birds have fully left the nest, which would lead to a negative impact on the schedule and cost (construction delays) for the project.	3	Schedule-High Cost-High
If CNPS special status plant species are found within the PIA, mitigation will be required, negatively impacting the cost of the project.	3	Schedule-Very Low Cost – Very Low

Cultural resources

There are no cultural resources located in the project APE and the San Antonio Creek Bridge is a Category 5 bridge (not eligible for listing in the National Register of Historic Places). Cultural studies will be conducted and based on the preliminary study only a Screening Undertaking Memo should be required.

Floodplain

The proposed project is located within the floodplain of San Antonio Creek. A Location Hydraulic Study will be required for the project.

Noise

The proposed project will not result in long term noise impacts. Temporary noise and vibration associated with construction equipment is anticipated. There is one sensitive receptor (2412 CA-135) south of SR 135 that may be temporarily impacted during construction. A combination of minimization measures with equipment noise control and administrative measures will be implemented to minimize construction related noise and vibration impacts.

Visual Resources
The proposed project has potential visual impacts due to site disturbance and vegetation removal related to construction activities and a Visual Impact Assessment will be required.

Water Quality and Storm Water Runoff
The proposed project is not expected to result in long term impacts on water quality. A Water Quality Assessment (WQA) will be required to address any potential physical, chemical, or biological impacts to water quality within the project area. The WQA will determine the feasibility of incorporating permanent treatment or structural Best Management Practices (BMPs) into the project. The WQA will also address any critical temporary BMPs that must be incorporated into the Storm Water Pollution Prevention Plan (SWPPP) or the Water Pollution Control Plant (WPCP) to eliminate any potential nonstorm water discharges during construction. Temporary impacts on water quality and storm water runoff during construction are anticipated but will be minimized by incorporating appropriate BMPs into the SWPPP or WPCP.

Other Resources
The proposed project will not impact the following resources: land use, growth, farmlands/timberlands, community, hazardous waste, paleontology, air quality, geology, soils, topography, cumulative impacts, and climate change.

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

Janet A. [illegible] Date: 4-2-15
Environmental Office Chief

[illegible] Date: 4-2-2015
Project Manager

☐ Headquarters Coordinator's Class of Action Concurrence has been obtained (e-mail concurrence is attached)—required for environmental documents only and not CEs.

REQUIRED ATTACHMENTS:

Attachment A: PEAR Environmental Studies Checklist

Rev. 11/08

Environmental Studies for PA&ED Checklist					
	Not anticipated	Memo to file	Report required	Risk* L M H	Comments
Land Use	☒	☐	☐		
Growth	☒	☐	☐		
Farmlands/Timberlands	☒	☐	☐		
Community Impacts	☒	☐	☐		
Community Character and Cohesion	☒	☐	☐		
Relocations	☒	☐	☐		
Environmental Justice	☒	☐	☐		
Utilities/Emergency Services	☒	☐	☐		
Visual/Aesthetics	☐	☐	☒	L	
Cultural Resources:	☐	☐	☒	L	
Archaeological Survey Report	☐	☐	☒	L	
Historic Resources Evaluation Report	☒	☐	☐		
Historic Property Survey Report	☒	☐	☐		
Historic Resource Compliance Report	☒	☐	☐		
Section 106 / PRC 5024 & 5024.5	☒	☐	☐		
Native American Coordination	☒	☐	☐		
Finding of Effect	☒	☐	☐		
Data Recovery Plan	☒	☐	☐		
Memorandum of Agreement	☒	☐	☐		
Other:	☐	☐	☐		
Hydrology and Floodplain	☒	☐	☐		
Water Quality and Stormwater Runoff	☐	☐	☒	L	
Geology, Soils, Seismic and Topography	☒	☐	☐		
Paleontology	☒	☐	☐		
PER	☒	☐	☐		
PMP	☒	☐	☐		
Hazardous Waste/Materials:	☐	☐	☐		
ISA (Additional)	☐	☐	☒	L	
PSI	☒	☐	☐		
Other:	☐	☐	☐		
Air Quality	☒	☐	☐		
Noise and Vibration	☒	☐	☐		
Energy and Climate Change	☒	☐	☐		
Biological Environment	☐	☐	☐		
Natural Environment Study	☐	☐	☒	L	
Section 7:	☐	☐	☒	L	
Formal	☒	☐	☒	M	
Informal	☐	☐	☒	L	
No effect	☒	☐	☐	L	
Section 10	☒	☐	☐	L	

Environmental Studies for PA&ED Checklist					
	Not anticipated	Memo to file	Report required	Risk* L M H	Comments
USFWS Consultation	☐	☐	☒	L	
NMFS Consultation	☒	☐	☐	L	
Species of Concern (CNPS, USFS, BLM, S, F)	☐	☐	☒	L	
Wetlands & Other Waters/Delineation	☒	☐	☐	L	
404(b)(1) Alternatives Analysis	☒	☐	☐	L	
Invasive Species	☒	☐	☐	L	
Wild & Scenic River Consistency	☒	☐	☐	L	
Coastal Management Plan	☒	☐	☐	L	
HMMP	☒	☐	☐	L	
DFG Consistency Determination	☒	☐	☐	L	
2081	☒	☐	☐	L	
Other:	☐	☐	☐		
Cumulative Impacts	☒	☐	☐		
Context Sensitive Solutions	☒	☐	☐		
Section 4(f) Evaluation	☒	☐	☐		
Permits:					
401 Certification Coordination	☐	☐	☒	L	
404 Permit Coordination, IP, NWP, or LOP	☐	☐	☒	L	
1602 Agreement Coordination	☐	☐	☒	L	
Local Coastal Development Permit Coordination	☒	☐	☐		
State Coastal Development Permit Coordination	☒	☐	☐		
NPDES Coordination	☒	☐	☐		
US Coast Guard (Section 10)	☒	☐	☐		
TRPA	☒	☐	☐		
BCDC	☒	☐	☐		

State of California Business, Transportation and Housing Agency

Memorandum

To: Kathy DiGrazia
PPM - SLO

Attn Amir Saedi
Design - SLO
James Perano
Design - SLO

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

Date: 11/13/2014

File: **CD** 05 **EA** 1F830K **Alt** NA
Co SB **RTE** 135

DESCRIPTION:
Bridge Seismic Retrofit

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 10/30/2014

The following assumptions and limiting conditions were identified:

Appraisal

Utility
Comply with USA alert requirements, including at construction sign locations. Avoid and protect in place all existing utility facilities in the project area.

Right of Way Lead Time will require a minimum of 6 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

ATTACHMENT C

EA: 05-1F830K CO/RTE/PM-PM (Rte 1 and Rte 2) : SB/135/R7.2-7.2 & //- Request Date: 10/30/2014
ALT: NA Revised Date:

Right Of Way Cost Estimate

	Current Year 2014	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2018
Acquisition:	$0	25%	5%	**$0**
Mitigation:	$113,663	25%	5%	**$131,579**
State Share of Utilities:	$0	25%	5%	**$0**
Expert Witness:	$0	25%	5%	**$0**
Relocation Assistance:	$0	25%	5%	**$0**
Demolition and Clearance:	$0	25%	5%	**$0**
Title and Escrow:	$0	25%	5%	**$0**
Ad Signs:	$0	25%	5%	**$0**
Total Current Value: If RW Cost Est fields are blank, Costs = $0	$113,663			**$131,579**

Estimated Construction Contract Work (CCW): R/W LEAD TIME/Mo. 6

Cost Break Down

Pot Hole

Mitigation

Land	
Bank	82,083
Permit Fees	8,847

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

Parcel Data

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

# of Excess Parcels:

Utilities

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

Misc R/W Work

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

EA: 05-1F830K ALT: NA

Parcel Area

Total R/W Required:
Total Excess Area:

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

General Description of Utility Involvement:

In Santa Barbara County on SR135 near the 135/1 interchange, this project is to correct the potential seismic problems on the San Antonio Bridge (BR#51-006) structure. High-risk and high-cost facilities exist in the project area. Positive Location of these facilities may be determined to be necessary. Any Positive-Location work is to be done at the discretion of the Project Designer. The Project Engineer indicates, on the "RIGHT OF WAY DATA SHEET REQUEST FORM", that there are no utility involvements, no utility relocations are necessary, and no positive-location of utility facilities will be required. Positive location of the underground facilities is recommended. It is assumed that utility relocations will not be necessary. It is assumed that the construction contractor will avoid and protect in place all existing buried and aerial utility facilities in the project area. Utility verifications should be be sent to the companies with known facilities in the area. This will help inform the Project Engineer's decision as to whether high-risk facilities are in conflict with the proposed project.

Is there a significant effect on assessed valuation: No

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

Are RAP displacements required: No

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

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required: No

Are there potential relinquishments or abandonments: No

Are there any existing or potential airspace sites: No

Are environmental mitigation parcels required: Yes

Data for evaluation provided by:

Estimator:

Railroad Liaison Agent:

Utiltiy Relocation Coordinator: Robert H. Davis 11/7/2014

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.

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

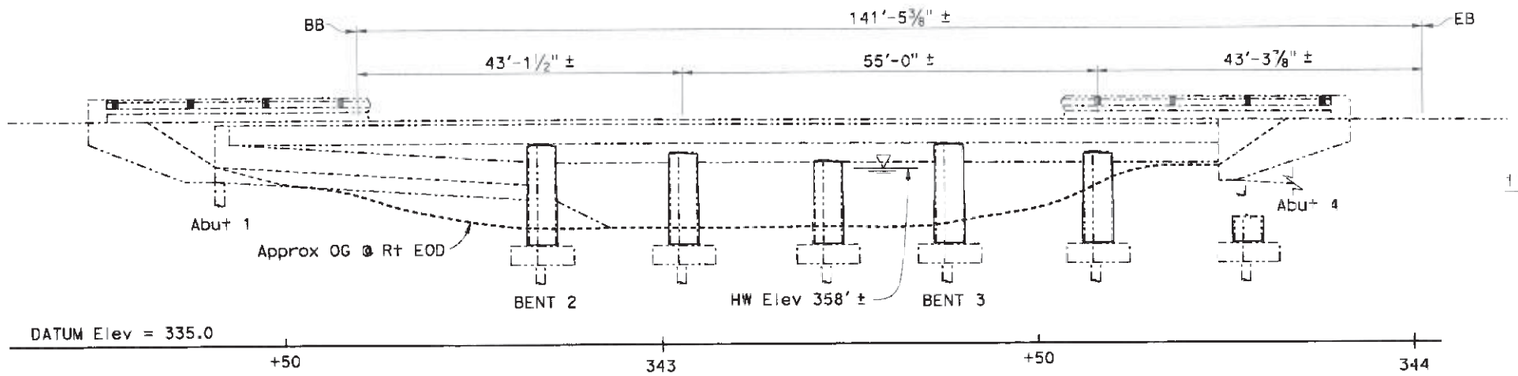
Date

ENTERED PMCS 11/13/2014

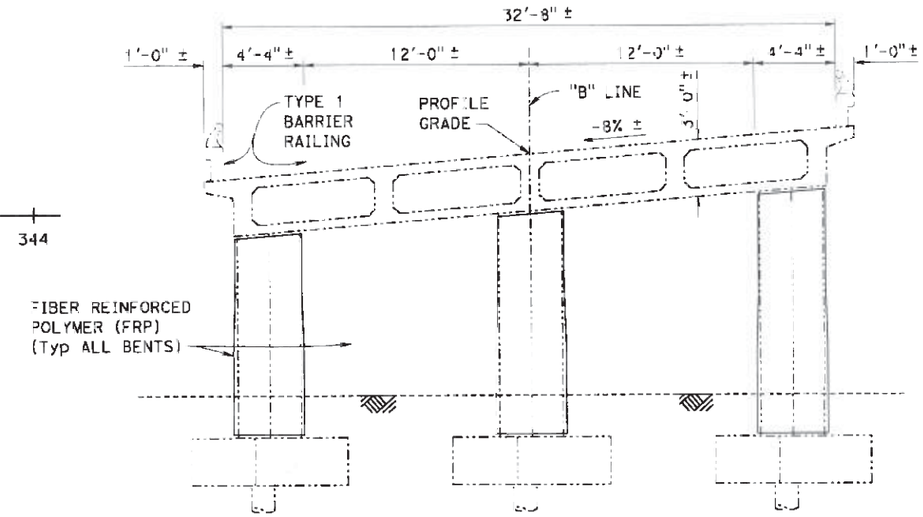
BY: Danny Millsap

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF STRUCTURES

DIST	COUNTY	ROUTE	POST MILE
05	SB	135	7.22



ELEVATION
1" = 10'

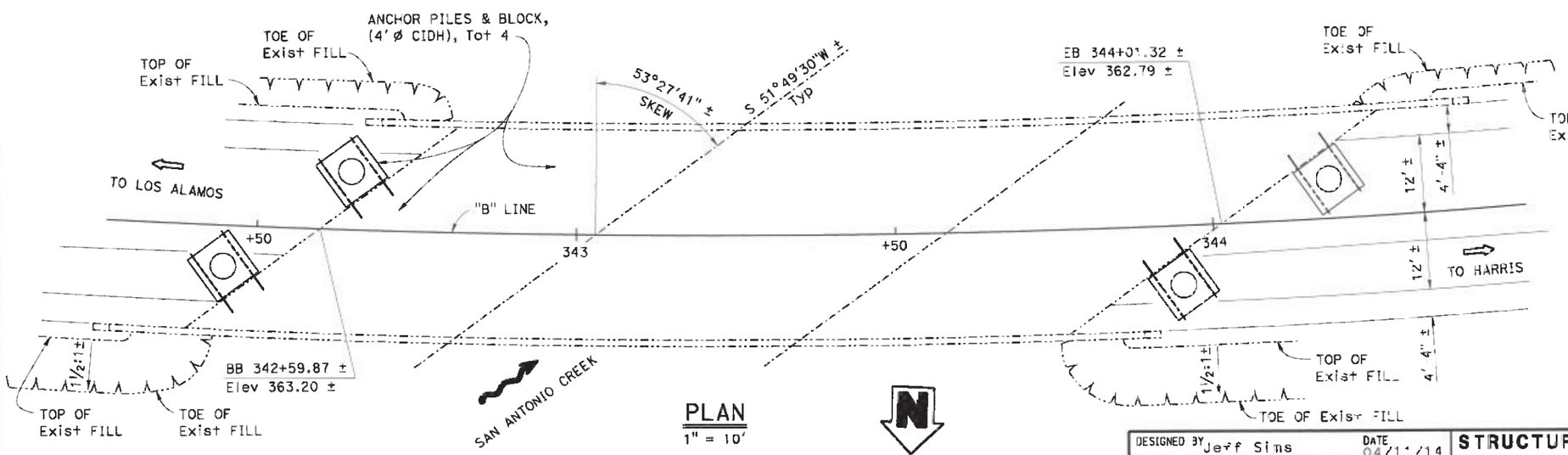


TYPICAL SECTION
¼" = 1'-0"

NOTES:

1. Bridge closed to traffic during Anchor Pile & Block construction Detour to be used.

-·-·- Indicates existing structure



PLAN
1" = 10'

DATE OF ESTIMATE	03/19/15
BRIDGE REMOVAL	
STRUCTURE DEPTH	3.00
LENGTH	141.45
WIDTH	34.67
AREA	4,904
COST/SQFT INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	$172.91
TOTAL COST	$848,000.00
WORKING DAYS	90 to 150

DESIGNED BY Jeff Sims	DATE 04/11/14	STRUCTURE DESIGN BRANCH 1
DRAWN BY Jia Tang	DATE 04/11/14	
CHECKED BY Greg Thornton	DATE 5/29/14	
APPROVED Jeff Sims	DATE 05/30/14	

ORIGINAL SCALE IN INCHES 0 1 2 3

PLANNING STUDY

SAN ANTONIO CREEK BRIDGE

UNIT: 3576	BRIDGE No. 51-0006
SCALE: AS SHOWN	PROJECT No. 0514000065 & PHASE: 0

FILE => 51-0006.dgn

CONTRACT No.: X

USERNAME => s134925 DATE PLOTTED => 24 FEB 2015 TIME PLOTTED => 08:43

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 08-09-10)

ATTACHMENT D

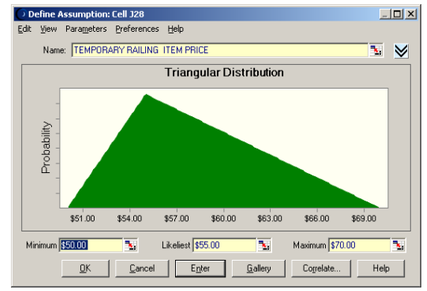
PROBABILISTIC STRUCTURE COST ESTIMATE

[ ] GENERAL PLAN ESTIMATE [x] ADVANCE PLANNING ESTIMATE

Revised - May 15, 2014

		IN EST:	2/25/2015
		OUT EST:	3/19/2015
BRIDGE NAME:	SAN ANTONIO CREEK BRIDGE		
BRIDGE NUMBER:	51-0006	**DISTRICT:**	05
TYPE:	CIP/PS BOX GIRDER	**CO:**	SB
CU:	05	**RTE:**	135
EA:	05-1F830K	**PM:**	7.22
PROJECT ID:	0514000065	**DEPTH**	3
		LENGTH	141
DESIGN SECTION:	1	**WIDTH**	35
# OF STRUCTURES IN PROJECT :	1	**AREA**	4,904
		EST. NO.	2
PRICES BY :	PKH	**COST INDEX:**	465
PRICES CHECKED BY :		**DATE:**	3/18/2015
QUANTITIES BY:	GREG THORNTON	**DATE:**	3/19/2015

INPUT



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	192003 STRUCTURE EXCAVATION (BRIDGE)		CY	116	$60.00	$118.00	$200.00	$13,688
2	193003 STRUCTURE BACKFILL (BRIDGE)		CY	78	$200.00	$280.00	$340.00	$21,840
3	490607 48" CIDH CONCRETE PILING	4'-0" DIA	LF	272	$190.00	$440.00	$690.00	$119,680
4	510053 STRUCTURAL CONCRETE, BRIDGE		CY	31	$1,500.00	$2,000.00	$2,500.00	$62,000
5	520102 BAR REINFORCING STEEL (BRIDGE)		LB	68,363	$1.19	$1.70	$2.30	$116,217
6	750501 MISCELLANEOUS METAL (BRIDGE)		LB	819	$6.00	$8.00	$10.00	$6,552
7	550111A COMPOSITE COLUMN CASING		SQFT	705	$120.00	$200.00	$380.00	$141,000
8	153302 CORE CONCRETE (2")	2" DIA	LF	20	$125.00	$231.00	$350.00	$4,620
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
						SUBTOTAL		$485,597

Comments

Combined High Strength Rods (1 1/2" Dia) 88 LF or 156 LB with Miscellaneou
Metal (Bridge) (663 LB) for a total of 819 LB.
The suggested working days is between 110 to 190. This project is located
within San Antonio Creek, it could be seasonal work due to high water.

TIME RELATED OVERHEAD	10%	$48,560
MOBILIZATION	10%	$59,351
SUBTOTAL BRIDGE ITEMS		$593,508
CONTINGENCIES	25%	$148,377
SUBTOTAL		$741,884

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM
BRIDGE REMOVAL						

BRIDGE REMOVAL LUMP SUM PRICE INCLUDES TRO, MOBILIZATION AND CONTINGENCY

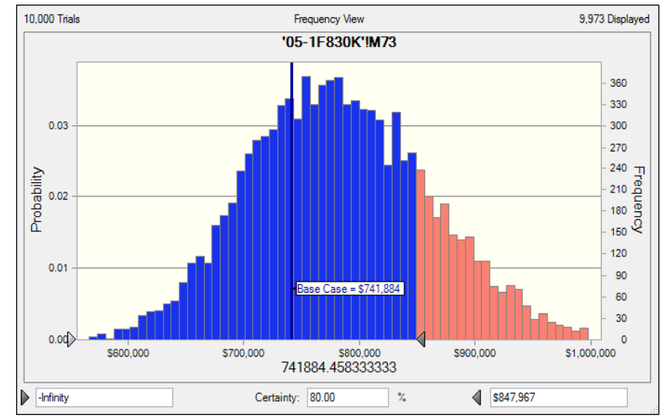
Notes

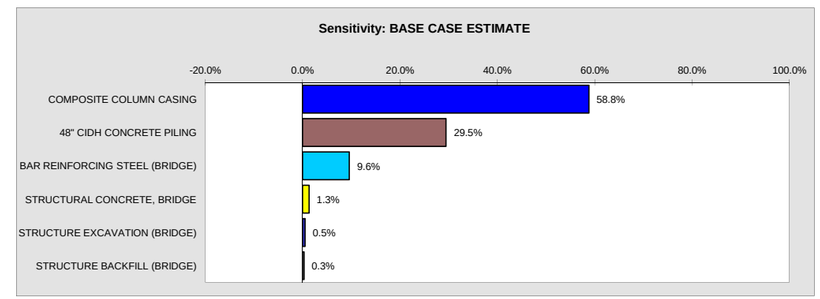
Highlighted cells represent the quantities and prices that are included in the model.
Base Case Estimate is the sum of the Quantity multiplied by "Likeliest" Item Price

BASELINE ESTIMATE TO ASSUMED MIDPOINT OF CONSTRUCTION	
BASE CASE ESTIMATE	$741,884

OUTPUT

The estimate ranges generated below were prepared using Crystal Ball software. Crystal Ball software automatically calculates and records the results of thousands of different "what if" cases. Analysis of these scenarios reveals to you the range of possible outcomes, their probability of occurring, the inputs that most impact your model, and where you should focus your efforts.





Percentiles:	Forecast values
0%	$553,467
10%	$685,790
20%	$715,138
30%	$738,334
40%	$758,869
50%	$779,131
60%	$799,524
70%	$821,974
80%	$847,967
90%	$885,211
100%	$1,046,691

Recommended Range

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, THE DES-STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

80% FORECAST VALUE = $848,000.00

***80% Forecast Value Escalated Budget Estimate to Assumed Midpoint of Construction**

Years Beyond Midpoint	Escalation Rate	Escalated Budget Est.
1	2.70%	$871,000
2	2.90%	$896,000
3	2.00%	$914,000
4	1.90%	$931,000
5	1.90%	$949,000

* Escalated structure cost is provided for information only, actual construction costs may vary. Escalated structure costs provided do not replace Departmental policy to update cost estimates annually. Escalation rates used are based on Global Insight data posted at http://www.dot.ca.gov/hq/oppd/costest/data.htm. Web page updated May 2014.

80 % Forecast		
BRIDGE COST PER SQUARE FOOT	=	$173
BRIDGE REMOVAL	=	

Bridge Cost per Square Foot and/or Bridge Removal costs modeled independently. Their 80% Forecast Values Provided for informational purposes only.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: JAMES PERANO
PROJECT DEVELOPMENT, DESIGN 1, BRANCH A
DISTRICT 05

Date: December 17, 2014

File: 05-SB-135-PM R7.2
05-1F830K
0514000065
San Antonio Creek Bridge

From: JEFF SIMS 12/17/2014
Bridge Design Branch 1
Office of Bridge Design North
Structure Design
Division of Engineering Services

Subject: Advance Planning Study Transmittal

Attached is the Advance Planning Study for the above referenced project as submitted to the Division of Engineering Services by your request memo dated April 9, 2014.

The forecast structure cost, including time related overhead, mobilization and contingencies, is as follows:

Structure Name	Br. No.	Estimated Cost
San Antonio Creek Bridge	51-0006	$843,000
	Total Cost =	$843,000

The following table summarizes the projected total structure cost based on a variable escalation rate. The escalated structure cost is provided for informational purposes only and does not replace annual cost updates as required by Department policy.

Years Beyond Midpoint	Escalated Cost
1	$866,000
2	$891,000
3	$909,000
4	$926,000
5	$944,000

ATTACHMENT E

This Advance Planning Study and associated cost estimate is based on the following assumptions:

1. Single direction traffic control shall be used for construction of anchor piles.

2. The estimated working days are considered to be at a preliminary level of accuracy and without regard to specific information related to construction staging, closure pours, settlement periods, procurement of material, existing or future utilities, permits, traffic information, environmental constraints, specific seasonal work, etc.)

If you have any questions or if you need additional information regarding this study, please contact **Greg Thornton** at (916) 227-8499 or **Jeff Sims** at (916) 227-8497.

Attachments

c: GUDMUND SETBERG, Bridge Design Office Chief
MICHAEL DOWNS, Technical Liaison Engineer
TOM OSTROM, Supervising Bridge Engineer, Office of Earthquake Engr Analysis & Research
QUINCY WONG, Branch Chief, Bridge Architecture & Aesthetics
PETE WHITFIELD, Office Chief, Structure Maintenance & Investigations
KEVIN WALL, Program Advisor, Structure Maintenance & Investigations
JOHN BABCOCK, Structure Construction Assistant Deputy Division Chief
JEFF ABERCROMBIE, Supervising Bridge Engineer, Cost Manager District 05, 06, 10S
REZA MAHALLATI, Office Chief, Geotechnical Services North
STEVE NG, Office Chief, Structure Hydraulics and Hydrology

Dist-County-Route: 05-SB-135
Post Mile Limits: R7.2
Project Type: Seismic Retrofit- Structure Rehab
Project ID (or EA): 05-1400-0065-K (05-1F830K)
Program Identification: 201.113
Phase: ☒ PID
☐ PA/ED
☐ PS&E

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

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

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

Estimate Construction Start Date: 08/15/2020 Construction Completion Date: 08/01/2021

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.

1/29/15

Amir Saedi, Registered Project Engineer *Date*

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

2/2/2015

[Stamp Required for PS&E only) FOR ~~*Andrew Pochwatka*~~, *Regional SW Coordinator or Designee* *Date*
JAMES ESPINOSA

ATTACHMENT F

DISTRICT 5

TRANSPORTATION MANAGEMENT PLAN DATA SHEET/CHECKLIST

District / EA / EFIS: 05/1F830K (0514000065)
Project Engineer: Amir Saedi
Date Prepared: 12/22/2014

Co.-Rte-PM: SB-135-R7.2
Description: San Antonio Creek Bridge Retrofit
Working Days: 130-210

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

	Required	Recommended	Not required	COMMENTS
1.0 Public Information				
1.1 Public Awareness Campaign	x			Estimate btwx $8000-$14,000.
1.2 Other Strategies				
2.0 Motorist Information Strategies				
2.1 Changeable Message Signs - Portable	x			Estimate $52,000-$84,000
2.2 Construction Area Signs	x			
2.3 Highway Advisory Radio (fixed and mobile)			x	
2.4 Planned Lane Closure Web Site	x			Construction to provide information to TMC
2.5 Caltrans Highway Information Network (CHIN)			x	Construction to provide information to TMC
3.0 Incident Management				
3.1 COZEEP (during k-rail moving & work in live traffic)	x			Estimate $10,000-$20,000
3.2 Freeway Service Patrol			x	
4.0 Traffic Management Strategies				
4.1 Lane/Ramp Closures Charts	x			To be provided during PS&E -
4.2 Total Facility Closure			x	
4.3 Coordination with adjacent construction	x			
4.4 Contingency Plan	x			Standard SSP
4.4.1 Material/Equipment Standby			x	Contruction/Contractor to provide
4.4.2 Emergency Detour Plan			x	Contruction/Contractor to provide
4.4.3 Emergency Notification Plan			x	Contruction/Contractor to provide
4.5 Speed Limits				
4.6 Other Strategies:				
Special Days: tbd				
5.0 Anticipated Delays				
5.1 Lane Closure Review Committee (for anticipated delays over 30 minutes)				
5.2 Planned freeway closures				
5.3 Minimal delay anticipated - no further action required	☐ yes	☐ no	If no, explain additional measures on attached sheet.	
6.0 Placement of CMS				Per RE

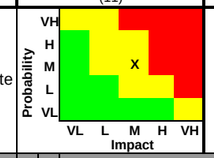
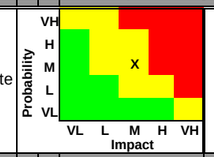
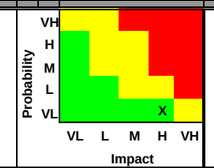
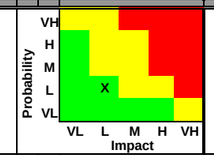
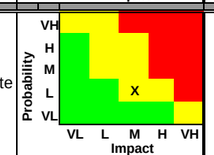
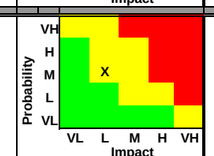
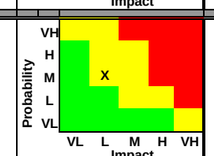
Shayne Sandeman
District 5 TMP Coordinator

ATTACHMENT G

PROJECT RISK REGISTER

Dist - E.A	PI	Co-Rte-PM	Project Name	Project Manager	Telephone Number	Date	Version/Draft
05-1F830	0514000065	SB-135-R7.2	San Antonio Creek Seismic Retrofit	Kathy DiGrazia	(805) 542-4718	6/1/2015	PID

PROJECT RISK MANAGEMENT PLAN

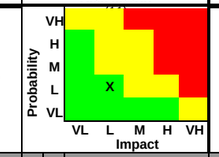
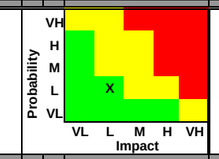
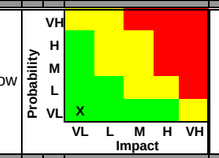
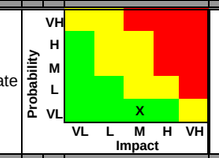
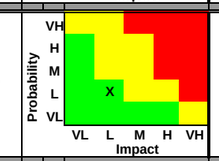
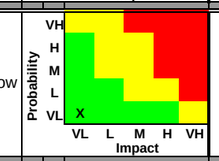
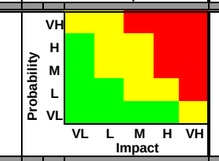
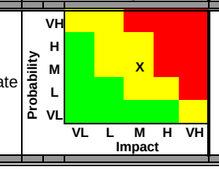
	Identification						Qualitative Analysis				OPTIONAL Quantitative Analysis				Risk Response Plan		Monitoring and Control	
Priority	Status	ID #	Date Identified Project Phase	Functional Assignment	Risk (Threat/Opportunity)		Type	Probability	Impact	Risk Matrix	Probability (%)	Impact (%)	Impact ($ or days)	Effect ($ or days)	Strategy	Response Actions including advantages and disadvantages	Responsibilty (Risk Manager)	Last date changes made to risk and Comments
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(13A)	=(12)x(13)x(	(15)	(16)	(17)	(18)
	Active	1	1/28/2015 PID	PM	Support Costs will increase due to rising ICRP rates		Cost	Moderate	Moderate						Acceptance	Support have been escalated to the program year using typical percentage rates. PM will monitor costs throughout project and process PCR's as necessary.	PM	1/28/2015 Added to Risk Register
	Active	2	1/28/2015 PID	Structures	Estimated number of working days for Structure work may change as design is further developed. This could result in construction support cost increases.		Cost	Moderate	Moderate						Acceptance	Construction support costs will be updated by PCR if necessary in the year prior to delivery.	PM / Design / Construction	1/28/2015 Added to Risk Register
	Active	3	1/28/2015 PID	Structures	Single direction traffic control is not feasible causing a change in scope to manage traffic. This could change construction methods.		Scope Cost Schedule	Very Low	High						Acceptance	Ensure traffic handling and/or stage construction is discussed during constructability reviews.	PM	1/28/2015 Added to Risk Register
	Active	4	1/28/2015 PID	Right of Way	Unknown utilities may be discovered.		Schedule	Low	Low						Acceptance	Utilities will be identified during field surveys early in PA&ED. Utility work is not on the critical path, therefore impact is very low.	Design	1/28/2015 Added to Risk Register
	Active	5	1/28/2015 PID	Environmental	Environmental impacts are significant requiring preparation of a higher level document.		Schedule Cost	Low	Moderate						Avoidance Acceptance	Strive to minimize impacts to a level of non-significance. Process cost and schedule program change requests if necessary	Design / PM	1/28/2015 Added to Risk Register
	Active	6	1/28/2015 PID	Environmental	If the project connot be designed to minimize impacts to CTS and least Bells' vireo, or the USFWS does not concur with the request for informal Section 7 consultation, then formal Section 7 consultation will be required during the 0-phase.		Schedule	Moderate	Low						Acceptance	Potential for early delivery. Of PA&ED.	PM	1/28/2015 Added to Risk Register
	Active	7	1/28/2015 PID	Environmental	If wetlands are found and the project cannot be designed to avoid impacts to the wetlands, additional hours will be required to prepare a wetlands delineation report. Additional R/W capital funding may be needed for wetland mitigation.		Cost Schedule	Moderate	Low						Acceptance	Conduct wetland delineation.	Environmental	1/28/2015 Added to Risk Register

ATTACHMENT H

PROJECT RISK REGISTER

Dist - E.A	PI	Co-Rte-PM	Project Name	Project Manager	Telephone Number	Date	Version/Draft
05-1F830	0514000065	SB-135-R7.2	San Antonio Creek Seismic Retrofit	Kathy DiGrazia	(805) 542-4718	6/1/2015	PID

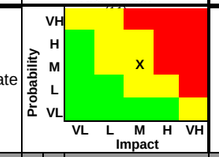
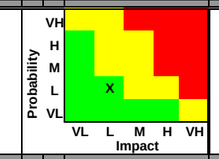
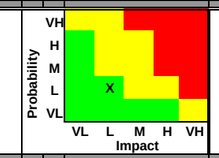
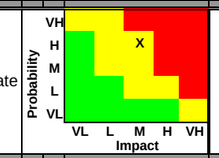
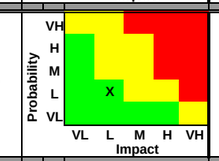
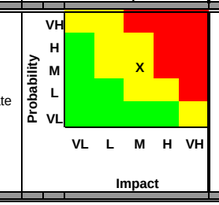
PROJECT RISK MANAGEMENT PLAN

	Identification					Qualitative Analysis				OPTIONAL Quantitative Analysis				Risk Response Plan		Monitoring and Control	
Priority	Status	ID #	Date Identified Project Phase	Functional Assignment	Risk (Threat/Opportunity)	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact (%)	Impact ($ or days)	Effect ($ or days)	Strategy	Response Actions including advantages and disadvantages	Responsibilty (Risk Manager)	Last date changes made to risk and Comments
	Active	8	1/28/2015 PID	Environmental	The project is not expected to have significant impacts, but species of special concern may be found within the Project Impact Area.	Cost Schedule	Low	Low						Mitigation	Field studies and additional research will be conducted to determine the presence or absence of listed species in the Project Impact Area.	Environmental	1/28/2015 Added to Risk Register
	Active	9	1/28/2015 PID	Environmental	A Biological Opinion and 2081 Incidental Take Permit may be required from USFWS and CDFW.	Schedule	Low	Low						Acceptance	Schedule may need to be adjusted.	Environmental / PM	1/28/2015 Added to Risk Register
	Active	10	1/28/2015 PID	Environmental	California Native Plant Society (CNPS) special plant species may be found in the project impact area and mitigation may be required.	Cost	Very Low	Very Low						Mitigation	Mitigation may be required.	Environmental	1/28/2015 Added to Risk Register
	Active	11	1/28/2015 PID	Hydraulics	Project is located within the San Antonio Creek floodplain. A Location Hydraulic Study will be required. If there is an impact to the floodplain, project cost and/or schedule may be impacted.	Scope Cost Schedule	Very Low	Moderate						Mitigation	PDT to evaluate impacts and a determine appropriate course of action.	PM	1/28/2015 Added to Risk Register
	Active	12	1/28/2015 PID	Landscape Architecture	There are potential visual impacts.	Cost	Low	Low						Acceptance	A Visual Impact Assessment will be conducted.	Landscape Architecture	1/28/2015 Added to Risk Register
	Active	13	1/28/2015 PID	Environmental	Cultural resources will be discovered.	Cost	Very Low	Very Low						Acceptance	Cultural studies will be conducted and a Screening Undertaking Memo may be required. An Archaeological Survey Report will be prepared.	Environmental	1/28/2015 Added to Risk Register
	Retired	14	1/28/2015 PID	Environmental	Water Quality Assessment may require permanent treatment or structural Best Management Practices be incorporated into the project.	Cost									Water Quality Assessment will be conducted.	Environmental	1/28/2015 Added to Risk Register. 4/14/2015, Risk Retired, not needed per Pete Riegelhuth.
	Active	15	1/28/2015 PID	Design	Bridge Rail end treatments may be added to the project which potentially could trigger other necessary work.	Cost	Moderate	Moderate						Mitigation	Determine additional impacts early during PA&ED. PDT to consider requests for additional work. PM to work with Program Advisors to determine if costs are acceptable.	Design / PM	1/28/2015 Added to Risk Register

PROJECT RISK REGISTER

Dist - E.A	PI	Co-Rte-PM	Project Name	Project Manager	Telephone Number	Date	Version/Draft
05-1F830	0514000065	SB-135-R7.2	San Antonio Creek Seismic Retrofit	Kathy DiGrazia	(805) 542-4718	6/1/2015	PID

PROJECT RISK MANAGEMENT PLAN

	Identification					Qualitative Analysis				OPTIONAL Quantitative Analysis				Risk Response Plan		Monitoring and Control	
Priority	Status	ID #	Date Identified Project Phase	Functional Assignment	Risk (Threat/Opportunity)	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact (%)	Impact ($ or days)	Effect ($ or days)	Strategy	Response Actions including advantages and disadvantages	Responsibilty (Risk Manager)	Last date changes made to risk and Comments
	Active	16	1/28/2015 PID	Design	There may be a request to repair the roadway approaches.	Cost	Moderate	Moderate						Mitigation	Determine need and impacts early during PA&ED. PDT to consider requests for additional work. If additional funding is needed, PM to work with Program Advisors to determine if costs are acceptable.	Design / PM	1/28/2015 Added to Risk Register
	Active	17	1/28/2015 PID	Design	Additional drainage work may be required.	Cost	Low	Low						Mitigation	Determine need and impacts early during PA&ED. PDT to consider requests for additional work. If additional funding is needed, PM to work with Program Advisors to determine if costs are acceptable.	Design / PM	1/28/2015 Added to Risk Register
	Active	18	2/2/2015 PID	Structures	Structures schedule has been shortened to avoid 4th quarter delivery. There is a risk that Structures PS&E will be late.	Schedule	Low	Low						Acceptance	Structures schedule has been shorted frominitially requested 18 months to negotiated 14 months. If needed, Design can prepare the Bridge Site submittal during PA&ED (2 months prior to M200) and submit by PA&ED.	Design / Structures	2/2/2015 Added to Risk Register
	Active	19	4/3/2015 PID	Env	If vegetation removal during construction cannot be done outside of the bird nesting season, construction could be delayed until nesting birds have fully left the next.	Schedule	High	Moderate						Avoidance	As the project nears RTL, it will be necessary to carefully plan the construction work windows around nesting season and creek restrictions.	PM	4/3/2015 Added to Risk Register
	Active	20	5/27/2015 PID	Right of Way	Although not expected, if property rights are needed and not discovered early on, there may be a delay in R/W Cert.	Schedule	Low	Low						Acceptance	Temporary and permanent R/W needs should be reassessed early in the PA&ED phase, and should take into consideration all construction activity needs.	Design / Right of Way	5/27/2015 Added to Risk Register
	Active	21	6/1/2015 PID	Project Manager	Support costs may increase. The original bottom's up workplan generated a 144% support:capital cost ratio. The workplan has been modified to decrease hours, and additional risks have been added to this risk register.	Cost	Moderate	Moderate					0	Acceptance	Project Manager will monitor project progress, risks, and expenditures regularly and prepare a PCR if necessary to increase support costs prior to 100% expenditure or any component. The workplan will be reassessed prior to the beginning of each new phase.	PM	Added to Register 6/1/2015

STRUCTURE REPLACEMENT AND IMPROVEMENT NEEDS REPORT

District : 05

Bridge Number : **49C0469** Total Length: 43.9 Permit Rating: Suff Rating :
Feat Intersected: STATE ROUTE 227 Total Width : 2.2 Rail Rating : NNNN Approach Width:
Stucture Name : CROWN HILL POC Location : 05-SLO-227-0.87-ARGD

Item	Recom. Date	Project Type	Urgency Factor	Cost	Status	Tech. rank
1	07/01/2002	AD - ADA Compliance Work	6 years	$50,000	0-Proposed	23.66

Project Details :

1 This structure has been identified as needing Americans with Disabilities Act (ADA) compliance work. Consult the District ADA coordinator for information on required modifications.

Bridge Number : **51 0006** Total Length: 43.1 Permit Rating: PPPPP Suff Rating : 91.00
Feat Intersected: SAN ANTONIO CREEK Total Width : 10.6 Rail Rating : 0010 Approach Width: 10.1
Stucture Name : SAN ANTONIO CREEK Location : 05-SB-135-R7.22

Item	Recom. Date	Project Type	Urgency Factor	Cost	Status	Tech. rank
1	07/01/2001	70 - Seismic-Retrofit	2 years	$228,500	1-Initiated	0.88

Project Details :

1 Non-ductile columns, possible liquefaction. Priority 4. Final Score 0.875.

Bridge Number : **51 0008** Total Length: 8.8 Permit Rating: PPPPP Suff Rating : 81.10
Feat Intersected: SAN ANTONIO CREEK Total Width : 21.9 Rail Rating : 0000 Approach Width: 21.9
Stucture Name : SAN ANTONIO CREEK Location : 05-SB-101-67.41

Item	Recom. Date	Project Type	Urgency Factor	Cost	Status	Tech. rank
1	02/10/1984	62 - Railing-Upgrade	2 years	$68,880	8-Ten Year Plan	1.84

Project Details :

1 F1-10 / F2-0 / F3-5 / Rail Type-NONE

Bridge Number : **51 0009R** Total Length: 8.5 Permit Rating: PPPPP Suff Rating : 85.10
Feat Intersected: SAN ANTONIO CREEK Total Width : 13.7 Rail Rating : 0010 Approach Width: 10.4
Stucture Name : SAN ANTONIO CREEK Location : 05-SB-101-67.09

Item	Recom. Date	Project Type	Urgency Factor	Cost	Status	Tech. rank
1	02/10/1984	62 - Railing-Upgrade	2 years	$67,240	8-Ten Year Plan	1.72

Project Details :

1 F1-03 / F2-0 / F3-1 / Rail Type-MBBR

ATTACHMENT I