05 - SLO - 101 – R24.3
05-1G460K – 0515000032– 2606
20.xx.201.131
June 2015

Project Scope Summary Report
(Major Damage – Permanent Restoration)

Request for Amendment into the 2014 SHOPP and Provide Project Approval

On Route 101 in San Luis Obispo County
Near San Luis Obispo
At Santa Fe Undercrossing

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:

Duane Holdridge
for Jamie Lupo, *ACTING DIVISION CHIEF, CENTRAL REGION RIGHT OF WAY*

APPROVAL RECOMMENDED:

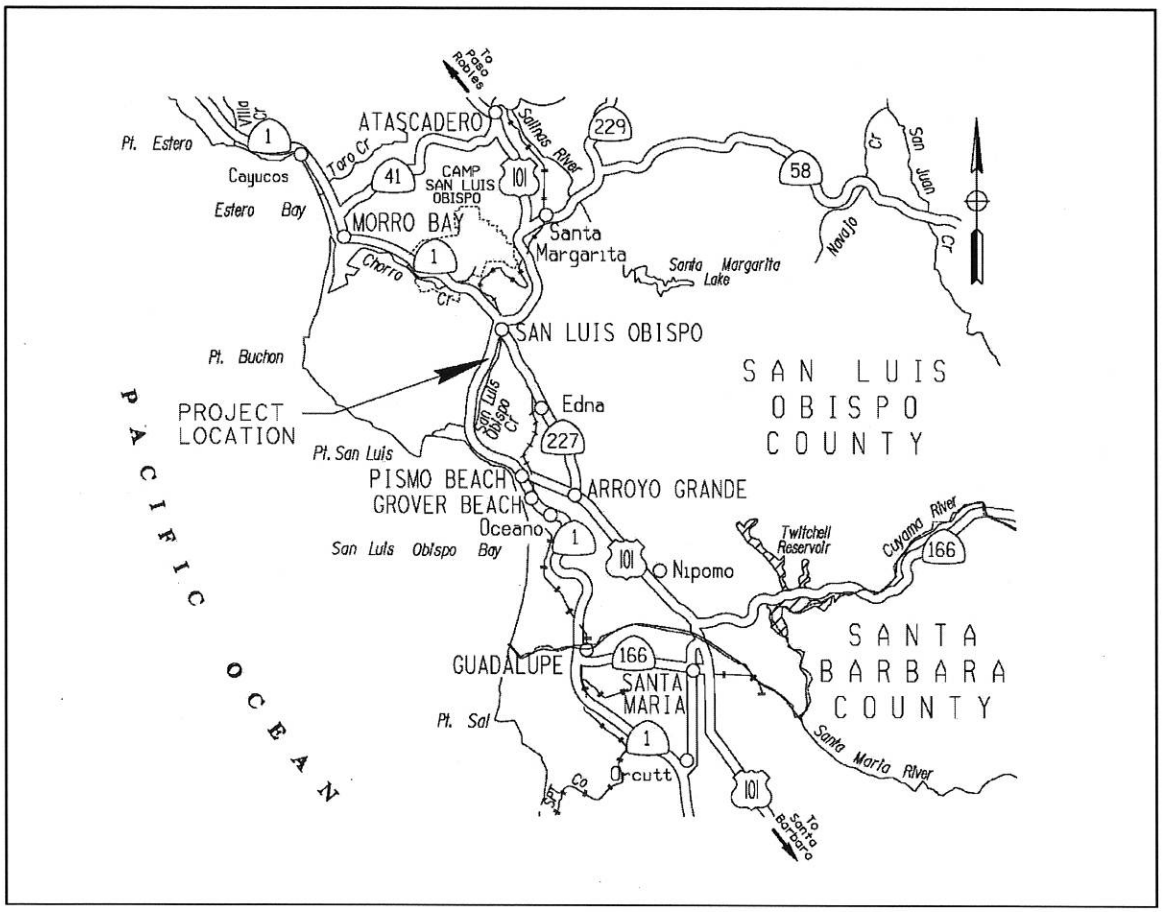
David Beard
David Beard, *PROJECT MANAGER*

APPROVED:

Timothy M. Gubbins, *DISTRICT 5 DIRECTOR*

6/18/15
DATE

Vicinity Map



On Route 101 in San Luis Obispo County
Near San Luis Obispo
At Santa Fe Undercrossing

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.

Kari Bhana — *REGISTERED CIVIL ENGINEER*

5/22/15 — *DATE*

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1. INTRODUCTION AND BACKGROUND

Project Description:

The proposed project on U.S. Route 101 (US 101) in San Luis Obispo County (Attachment A) involves replacement of all four bridge rails of the northbound and southbound Santa Fe Undercrossing (UC) Bridges (Br. Nos. 49-0115R/L) with standard bridge rails while widening each bridge by approximately two feet to provide the standard outside shoulder width. Additionally, minor work will be done on each bridge deck to repair unsound areas discovered during recent inspections.

Project Limits	05-SLO-101-R24.3
Number of Alternatives	1
Programmable Project Alternative	Build Alternative
Capital Outlay Support	$ 934,000 (Current Unescalated)
Capital Outlay Construction	$ 1,091,000 (Current Unescalated)
Capital Outlay Right of Way (R/W)	$ 40,503 (Current Unescalated)
Funding Source	State Highway Operation and Protection Program (SHOPP) 201.131 (Major Damage – Permanent Restoration)
Funding Year	2015/16
Type of Facility	Four-Lane Freeway
SHOPP Project Output	2 Locations
Anticipated Environmental Determination or Document	Categorical Exemption (CEQA) Categorical Exclusion (NEPA)
Legal Description	In San Luis Obispo County near San Luis Obispo at Santa Fe UC
Project Development Category	5

2. RECOMMENDATION

It is recommended that this Project Scope Summary Report (PSSR) be approved and that the project be amended into the 2014 SHOPP and begin Plans, Specifications, and Estimates (PS&E) in the 2015/16 fiscal year.

3. PURPOSE AND NEED

Purpose:

The purpose of this project is to ensure the safety and reliability of the US 101 corridor by replacing the existing bridge rails of the northbound and southbound Santa Fe UC structures with standard railing and by widening the outside shoulders to the standard width.

Need:

The project is needed because the inside shoulder bridge rail of the northbound Santa Fe UC was destroyed during a single vehicle trailer-tractor truck collision on October 8, 2014. This rail and the remaining rails on both the northbound and southbound bridges are not of a current standard type and the outside shoulder on each bridge does not meet the current width standard.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

4A. Roadway Geometric Information

		Existing	Proposed	Minimum Design Standards
Facility Location	**Post Mile**	R24.3	R24.3	N/A
Minimum Curve Radius	**Radius**	4,450 ft	4,450 ft	2,100 ft
Through Traffic Lanes	**Number of Lanes**	4	4	N/A
	Lane Width	12 ft	12 ft	12 ft
	Type (Flexible, Rigid, or Composite)	Rigid	Rigid	N/A
Paved Shoulder Width	**Left - inside shoulder**	5 ft	5 ft-5 in	5 ft
	Right - outside shoulder	8 ft	10 ft	10 ft
Median Width	**Width**	46 ft	46 ft	62 ft
Shoulder is a Bicycle Lane	**Yes/No Width**	No	No	N/A
Other Bicycle Lane Width	**Width**	N/A	N/A	N/A
Bicycle Route	**Yes/No**	No	No	N/A
Facilities Adjacent to the Roadbed	**Code Width**	N/A	N/A	N/A

Remarks:

At the project location, US 101 is a rural, rolling, divided four-lane freeway with a posted speed limit of 65 miles per hour (mph) and is closed to bicycle traffic. The proposed design speed for this project is 70 mph. This project will not correct the median width outside the current minimum design standard. See Section 6B for further discussion.

4B. Condition of Existing Facility

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
Others	N/A	N/A	N/A

2) Bicycle Path Data

Deficiency	Location (Station, post mile limits or other reference points)
N/A	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)	Std (ft)	Prop (ft)	Yes/No	Exist (ft)	Std (ft)	Prop (ft)	Yes/No	Yes/No	Yes/No	#
Santa Fe UC 49-0115R	37	39	39.4	Yes	17.1	15	17.1	No	Yes	No	-
Santa Fe UC 49-0115L	37	39	39.4	Yes	15.1	15	15.1	No	Yes	No	-

Remarks:

Both Santa Fe UC Bridges currently have Type 1 Barrier Railing, which the Department used from 1959 to 1975. This type railing does not meet the National Cooperative Highway Research Project (NCHRP) Report 350 criteria for bridge rails. Therefore, all four bridge rails will be upgraded to standard and the current proposed rail type for both structures is Concrete Barrier Type 732 (Modified). The final barrier type selection will be based on the visual impact assessment and aesthetic recommendation.

4D. Traffic Data

Present Year AADT (2013) 64,400 Present Year DHV (2013) 6,400
Construction Year AADT (2016) 65,902 Construction Year DHV (2016) 6,426
20 Year AADT (2036) 75,913 20 Year DHV (2036) 6,602
D 58.8% T 9.0%
T.I. (10-Year) 12.5 (Outside Lanes)/8.0 (Shoulder)
T.I. (20-Year) 13.5 (Outside Lanes)/8.5 (Shoulder)

Traffic Safety Analysis January 20, 2015

The collision rates for the three-year period from January 10, 2010 through December 31, 2012 for the project location are compared to the statewide averages for similar facilities in the table below.

Location	No. of Collisions			Actual Rates (Coll/MVM)			Average Rates (Coll/MVM)		
	FAT	INJ	TOT	FAT	F+I	TOT	FAT	F+I	TOT
US 101 PM R24.060 to R24.559	1	6	29	0.028	0.20	0.82	0.011	0.21	0.59

The data for this segment of mainline US 101 indicates that while the combined fatality and injury rate is 5% lower than the average rate for similar facilities, the fatality collision rate per million vehicle miles (Coll/MVM) is 155% higher than the average and the total collision rate is 39% higher than the average.

Of the 29 collisions reported, 16 involved single vehicles and 13 were multi-vehicle. The primary collision factors were speeding (13 collisions), improper turn (8 collisions), and alcohol (2 collisions). The types of collisions included 8 rear ends, 3 overturns, 2 sideswipes, and 14 hit objects; these objects were primarily other vehicles (12 collisions) and the median barrier (7 collisions).

The Traffic Safety Analysis gives no indication that any specific roadway feature has contributed to the frequency or severity of collisions occurring on this segment of US 101. Likewise, the evaluation has shown no locations of collision concentration. Therefore, there are no corrective strategy recommendations to make.

5. CORRIDOR AND SYSTEM COORDINATION

For the section that includes the proposed project, the federal functional classification of US 101 is "Other Freeway or Expressway". The route is part of the National Highway System (NHS) and the Interregional Road System (IRRS), and is designated a High Emphasis and Focus Route. It has been identified as a Non-Interstate Strategic Highway Corridor Network (STRAHNET) route and is a designated route on the National Truck Network. This section of US 101 is eligible for designation as a

Scenic Highway under the State Scenic Highway Program.

The Transportation Concept Report (TCR) is the long-term planning document developed by Caltrans District 5 for US 101. The TCR evaluates current and projected conditions along the route, establishes a 20- to 25-year planning concept and an ultimate planning concept for how the corridor should operate, and recommends long- and short-term improvements to achieve those concepts. The most recent US 101 TCR, dated December 2014, proposes the following corridor vision and concept goals:

- Optimize system efficiency through improvements that encourage mode-shifts and a reduction of single occupancy vehicle travel
- Increase opportunities for improved multimodal options through transit, rail, and bicycle improvements and through support for development of parallel road networks to provide alternative travel options
- Improve safety and operations by managing access and reducing conflict points
- Provide for a sustainable transportation system through asset management and life-cycle cost considerations
- Support reliable travel
- Freeway with capacity of four to six lanes (2035 year concept)
- Freeway with capacity of up to six lanes (Ultimate Concept – beyond 2035)

With the exception of the Ultimate Concept of six lanes, the project as proposed is compatible with the route concept envisioned in the TCR.

6. ALTERNATIVES

6A. Rehabilitation strategy:

The Santa Fe UC Bridges, which were built in 1963, feature continuous reinforced concrete box girders on 3-column bents with spread footings and open end diaphragm abutments. The most recent Bridge Inspection Report from July 2014 revealed that bridges are in generally good condition with the exception of deck cracking on both bridges, most prevalently over the bents and near the abutments. Both decks were treated with methacrylate in 2003 and inspection reports have noted that since that time, it does not appear as though the deck cracking has significantly progressed.

On October 8, 2014, a semi-truck with trailer was traveling northbound approaching the right bridge when it collided with the bridge approach median guardrail. The vehicle eventually came to rest on the structure abutted against the inside railing and ignited, destroying the bridge rail. Design Information Bulletin (DIB) 79, "Design Guidance and Standards for Roadway Rehabilitation Projects and Certain Other Projects", specifies that Permanent Restoration projects may only be returned to the condition that existed prior to the damage if there is no structure involvement. DIB 79 further states that any bridge rail within the project limits that does not meet NCHRP Report 350 criteria are to be identified and upgraded or replaced by the project and that if bridge rail is being replaced, the shoulders shall be widened to current standard shoulder width. Since all four barrier rails are Type 1, a now nonstandard rail, it was proposed that all railings be replaced to bring them up to current standards and that the shoulders be widened as well.

Draft PS&E plans (Attachment B) have been developed by Structure Maintenance Design. The proposed work will involve removal of the existing concrete barriers and replacement with modified Type 732 concrete barriers, approximately 375 total feet for the right bridge and 330 total feet for the left bridge. In addition, since the outside shoulder of each bridge is a nonstandard width of 8 feet, both outside barrier rails have been designed with an additional 2 feet of bridge deck to increase the shoulders to a standard width of 10 feet.

In January 2015, Structure Maintenance and Investigations (SM&I) conducted a deck sounding and visual inspection of the bridge decks at the request of the Structure Construction Division. The inspection confirmed that the methacrylate application was still functioning as intended and identified some minor unsound areas on both decks, approximately 1.5 square feet for the left bridge and 10 square feet for the right bridge. Authorization to repair these areas as part of this project was subsequently granted.

6B. Design exceptions:

Michael Janzen, Headquarters (HQ) Design Office of Project Support, has been consulted regarding the existing nonstandard advisory median width in the vicinity of the bridges. The scope of this project is to replace the existing and damaged bridge rails, bringing them up to current standards. In addition to this work, the shoulder widths will also be widened to current standards. As this project only addresses the bridge superstructure and not the freeway as part of a larger project, it is not expected to document or address widening the existing nonstandard advisory median width from 46 feet to 62 feet to meet the current standard. David Fapp, Design II Office Chief, and Ron Kraemer, Design Manager, have reviewed the project and concur.

6C. Environmental compliance:

The project as proposed can be cleared with a Categorical Exemption/Categorical Exclusion Determination (Attachment C) provided the description of work and incorporated measures will ensure the project will have no environmental impacts. Highlighted measures include bridge rail aesthetics, nesting bird exclusion, hazardous waste testing and monitoring, and the use of environmentally sensitive area fencing for purposes of avoiding any special status plants or wildlife.

6D. Hazardous waste:

The project will involve excavation of naturally occurring asbestos (NOA) and testing will be done to determine the concentration of NOA within the excavation limits. Project excavation will generate approximately 50 cubic yards of NOA-containing material to be disposed of. A potential disposal site has been identified within the project limits adjacent to the outside shoulder just north of the northbound bridge; the material will be buried a minimum of one foot deep and will be covered with native soil.

Aerially deposited lead, asbestos-containing materials, lead-containing paint, treated wood waste, and yellow thermoplastic traffic stripe have been identified as possible hazardous materials that may be present at the project location. A site investigation and testing will be performed to confirm the presence of any hazardous materials. The materials identified are routine construction issues that will be handled by including the appropriate standard special provisions in the construction contract.

6E. Other agencies involved:

As described, the project will not affect any riparian areas or jurisdictional waters. The project will not require permits from the California Department of Fish and Wildlife or U.S. Army Corps of Engineers, nor will it require a Federal Clean Water Act Section 401 Water Quality Certification from the Regional Water Quality Control Board. No other permits or regulatory approvals are anticipated to be necessary.

6F. Material and/or disposal site:

Any material and/or disposal sites will be the responsibility of the Contractor.

6G. Highway planting and irrigation:

Planting on this project will consist of erosion control which will provide slope stabilization and site restoration. All disturbed areas will receive a compost blanket and hydroseed. Additional measures may be implemented to further

ensure soil retention and promote vegetative cover. There is no need for irrigation on this project.

6H. Roadside design and management

There are no roadside management items currently included in the project and a review by the Traffic Safety Division resulted in no roadside design element recommendations.

6I. Storm water compliance:

Per the Storm Water Data Report (SWDR) (Attachment D), this project is exempt from further consideration of Treatment Best Management Practices (BMPs). The project will maintain the original line and grade, hydrologic capacity, and purpose of the facility. Because the work proposed disturbs less than 0.25 acre of soil, the project will require a Water Pollution Control Plan (WPCP). Temporary Construction Site BMPs will concentrate on sediment control, soil stabilization, materials handling, and waste management.

6J. R/W and utility issues:

As shown in the R/W Data Sheet (Attachment E), no permanent acquisitions or temporary construction easements will be required for this project. A review of the permit database indicates that underground oil, gas, water, fiber optic, and telecommunication lines as well as overhead electrical and telecommunication lines are present in or adjacent to the project area. Since there are no utility facilities present in the bridges themselves, it is anticipated that all utilities can be either avoided or protected in place.

6K. Railroad involvement:

There are no railroad tracks in the project vicinity so no railroad involvement will be required.

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

The existing metal barrier railing element will be removed and salvaged. It is not anticipated that there will be any other materials of significant amounts which would be economically and logistically advantageous to recycle or salvage.

6M. Prolonged temporary ramp closures:

Prolonged ramp closures are not anticipated as part of the stage construction activities.

6N. Recycled materials:

Rubberized hot mix asphalt (RHMA) was considered for this project but due to the small quantity required and mobilization costs for asphalt rubber production equipment, it was not considered economically feasible. The current quantity estimate for hot mix asphalt (HMA) is 44 tons, which is well below the 1000 ton threshold requiring an exception for not using RHMA. The Crumb Rubber Usage Reporting Memorandum was completed and sent to HQ Pavement Program on June 4, 2015.

6O. Local and regional input:

Since this is a restoration project and will not be constructing any new or drastically altered highway features, there is no expectation of any objections or comments from local or regional agencies or the general public.

6P. Damage cost abatement:

In cases such as this, where the project was initiated by damage caused by a truck collision, it is typical for the Department to pursue abatement from the at-fault party. At this point in the process, an accident log has not yet been created, therefore HQ has not been provided with the costs associated with the damage to initiate a claim. Once the repairs have been completed, the Area Maintenance Supervisor will provide the Support Analyst with the police report and accident log number. The Support Analyst will complete and validate the accident log, which will trigger the recoveries process in HQ.

6Q. Other alternatives considered:

The "no build" alternative proposes to leave the existing bridge rails in place as is with no modifications. This alternative is unacceptable because the northbound inside barrier rail is severely damaged and must be repaired to ensure the safety of the traveling public.

7. TRANSPORTATION MANAGEMENT

7A. Transportation Management Plan

All projects are required to include a Transportation Management Plan (TMP) (Attachment F) to address potential impacts to traffic flow during construction. Considerable traffic impacts are anticipated as a result of this project.

In order to replace the bridge rails, traffic staging will be required. During the first stage of construction, both northbound and southbound traffic will be shifted to the outside shoulder of each bridge while the inside barrier rails are being

edge of temporary traveled way to separate the traffic lanes from the approximately 10-foot wide Stage 1 work area.

At the start of the second stage, traffic will be shifted to the just completed inside shoulder of each bridge while the outside barrier rails are being replaced. As in Stage 1, each bridge will be striped to provide a 2-foot inside shoulder and two 12-foot travel lanes. Temporary railing (Type K) will be used at the outside edge of temporary traveled way to separate the traffic lanes from the approximately 12-foot wide Stage 2 work area.

To help manage the stage construction concept for this project, the TMP includes a public awareness campaign, portable changeable message signs, Construction Zone Enhanced Enforcement Program (COZEEP) for night work, and advanced notification of planned lane closures via the Department's Highway Conditions website. The TMP also includes a requirement that the contractor must coordinate construction activities with the adjacent Los Osos Valley Road project and a provision that no two consecutive ramps can be closed at a time, inclusive of other projects.

7B. Vehicle Detection Systems

Per the 2007 Central Coast Intelligent Transportation Systems (ITS) Implementation Plan and 2010 Caltrans District 5 Traffic Management Branch Deployment Status, no proposed vehicle detection systems and no ITS elements are identified within the project limits.

8. ENVIRONMENTAL DETERMINATION/DOCUMENT

The Environmental Determination for this project is Categorically Exempt (California Environmental Quality Act (CEQA)) and Categorically Excluded (National Environmental Policy Act (NEPA)).

Date Approved: 04/23/2015

9. PROJECT ESTIMATE

Structure Estimate – *Br No. 49-0115R/L*	Yes/No	Estimate
Replace (Br. No. 51-0215R/L)	No	
Rehabilitate	Yes	
Deck	Yes	$ 4,200
Superstructure	No	
Substructure	No	
Joints	No	
Bearings	No	

Other	No	
Scour Correction	No	
Painting	No	
Rail Replacement (without widening)	No	
Rail Replacement and Widening	Yes	$ 302,430
Strengthen	No	
Seismic Retrofit	No	
Vertical Clearance Adjustment	No	
Drainage Rehabilitation	No	
Mobilization		$ 34,000
Subtotal		**$ 340,630**

District Estimate	Yes/No	Estimate
Traffic Control	Yes	$ 89,400
Pavement (including remove and replace)	Yes	$ 49,600
Stage Construction	Yes	$ 111,500
Bridge Approach Guardrail (includes remove)	Yes	$ 80,000
Drainage Adjustment and Rehab	No	
Rock Slope Protection	No	
Highway Planting and Erosion Control	Yes	$ 26,600
Roadside Management	No	
Environmental Compliance	Yes	$ 13,800
Storm Water Compliance	Yes	$ 10,000
Minor Items		$ 38,100
Mobilization		$ 41,900
Supplemental		$ 31,100
State Furnished		$ 118,800
Subtotal		**$ 610,800**

Right of Way Estimate	Yes/No	Estimate
Acquisition	No	
Mitigation	Yes	$ 38,003
State Share of Utilities	Yes	$ 2,500
Other	No	
Total		**$ 40,503**

Totals	Estimate
Structure Subtotal	$ 340,630
5% Contingency	$ 17,370
Structure Total	**$ 358,000**
District Subtotal	$ 610,800
20% Contingency	$ 122,200

District Total	**$ 733,000**
Right of Way Total	**$ 40,503**
TOTAL PROJECT ESTIMATE	**$ 1,131,500**

10. FUNDING/PROGRAMMING

Funding

The proposed project is a candidate for amendment into the 2014 SHOPP for delivery in the 2015/16 fiscal year. See the table on the following page for the Capital Outlay Support and Project Estimate. See Section 9 for the cost estimate.

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

Programming

Fund Source	Fiscal Year Estimate								
20.XX.201.131	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Future	Total
Component	In thousands of dollars ($1,000)								
PA&ED Support			0						0
PS&E Support			418						418
R/W Support			22						22
Construction Support			494						494
R/W			43						43
Construction			1091						1091
Total			2068						2068

The support cost ratio is 82%.

11. SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Year)
APPROVE PID	M010	06/22/2015
PROGRAM PROJECT	M015	06/22/2015
PA & ED	M200	06/22/2015
BRIDGE SITE DATA ACCEPTED	M221	06/29/2015
PS&E TO DISTRICT OFFICE ENGINEER	M377	09/09/2015
DRAFT STRUCTURES PS&E	M378	03/11/2015
R/W CERTIFICATION	M410	08/17/2015
READY TO LIST	M460	11/24/2015
FUND ALLOCATION	M470	01/21/2016

READY TO LIST	M460	11/24/2015
FUND ALLOCATION	M470	01/21/2016
HQ ADVERTISE	M480	02/11/2016
AWARD	M495	04/04/2016
APPROVE CONTRACT	M500	04/18/2016
CONTRACT ACCEPTANCE	M600	11/18/2016
END PROJECT	M800	09/22/2017

12. RISKS

A Risk Register (Attachment G) has been prepared by the Project Development Team (PDT) to assess, respond to, and monitor identified project risks that may occur throughout the life of the project. The Risk Register is a tool to help the PDT take the appropriate measures to minimize adverse impacts to the project scope, schedule, or cost. However, the Risk Register cannot identify all risks in advance of occurrence for a project, as some risks are unknown. Risks specific to this project include the risk of schedule delay due to a prolonged NOA and hazardous materials testing process, the risk of conflicts with concurrently occurring adjacent projects, and the risk of affecting traffic under the structure due to the need for falsework.

The current cost estimate and schedule do not include quantitative impacts to costs and/or schedule for the risks identified in the Risk Register.

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

Structure Construction Field Review	Andy Gill	Date	11/18/2014
Bridge Maintenance Field Review	Nick Semander	Date	01/06/2015
HQ SHOPP Program Advisor	Gerald Kracher	Date	05/07/2015
HQ Design Office of Project Support	Michael Janzen	Date	05/05/2015
District Safety Review	Steve Talbert	Date	05/20/2015
Constructability Review	Pat Connally	Date	06/08/2015

15. PROJECT PERSONNEL

David Beard	Project Manager	(805) 549-3016

Kari Bhana	Project Engineer	(805) 542-4772
Jason Wilkinson	Environmental Manager	(805) 542-4663
Yvonne Hoffmann	Environmental Planner	(805) 542-4759
Michael Lee	Structure Branch Chief	(916) 227-2442
Tim Powell	Structure Project Engineer	(916) 227-8156
Marshall Garcia	R/W Project Delivery	(805) 549-3471

16. ATTACHMENTS (19 Pages)

A. Location Map (1)
B. Draft PS&E Structure Plans (8)
C. Categorical Exemption/Categorical Exclusion Determination Form (3)
D. Storm Water Data Report (SWDR) Cover Sheet (1)
E. Right of Way (R/W) Data Sheet (3)
F. Transportation Management Plan (TMP) (1)
G. Risk Register (1)
H. Final Document Distribution List (1)