05 - SLO - 46 – PM 31.7/32.3
20.xx.075.600
05-1C150K 0512000070 2528
March 2014

Project Study Report-Project Development Support (PSR-PDS)

To

Request Programming for Capital Support (Project Approval and Environmental Document Phase) in the 2014 STIP

On Route 46 in San Luis Obispo County

Between Golden Hill Road, 0.5 miles west of Union Road-Paso Robles Blvd

And

Mill Road, 0.5 miles east of Union Road-Paso Robles Blvd

APPROVAL RECOMMENDED: D. Esperanza 3/28/2014
DITAS ESPERANZA, CAPITAL PROJECTS ENGINEER — *DATE*
CITY OF PASO ROBLES

APPROVAL RECOMMENDED: Richard Rosales 3-27-14
RICHARD ROSALES — *DATE*
CALTRANS PROJECT MANAGER

APPROVED: for 4.17.14
TIMOTHY M. GUBBINS, CALTRANS DISTRICT 5 DIRECTOR — *DATE*

05 - SLO - 46 – PM 31.7/32.3

This Project Study Report-Project Development Support 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.

L. Trujillo

REGISTERED CIVIL ENGINEER

02/21/2014

DATE

REGISTERED PROFESSIONAL ENGINEER

Leopoldo Trujillo

No. C63950

Exp. 9/30/14

CIVIL

STATE OF CALIFORNIA

A.

Vicinity Map

05 - SLO - 46 – PM 31.7/32.3

This Project Study Report-Project Development Support 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.

	02/21/2014
REGISTERED CIVIL ENGINEER	*DATE*

REGISTERED PROFESSIONAL ENGINEER
Leopoldo Trujillo
No. C63950
Exp. 9/30/14
CIVIL
STATE OF CALIFORNIA

Table of Contents

1. INTRODUCTION 1
2. BACKGROUND 2
3. PURPOSE AND NEED STATEMENT 6
4. TRAFFIC ENGINEERING PERFORMANCE ASSESSMENT 8
5. DEFICIENCIES 9
6. CORRIDOR AND SYSTEM COORDINATION 10
7. ALTERNATIVES 11
8. RIGHT-OF-WAY 19
9. STAKEHOLDER INVOLVEMENT 19
10. ENVIRONMENTAL DETERMINATION/DOCUMENT 19
11. FUNDING 20
    - Capital Outlay Project Estimate 20
    - Capital Outlay Support Estimate 21
12. SCHEDULE 21
13. RISKS 21
14. FEDERAL HIGHWAY ADMINISTRATION (FHWA) COORDINATION 22
15. LOCAL AGENCY CONTACTS 22
16. DISTRICT CONTACTS 23
17. PROJECT REVIEWS 24
18. ATTACHMENTS 25
    - A. Vicinity Map 25
    - B. Existing Conditions Base Map – Alternative 1 25
    - C. Overcrossing – Alternative 4 25
    - D. Half Clover-Leaf Interchange – Alternative 5 25
    - E. Preliminary Environmental Assessment Report (PEAR) 25
    - F. Preliminary Estimate of Project Cost 25
    - G. 2011 Circulation Master Plan Map 25
    - H. Preliminary Structural Report 25
    - I. Transportation Planning Scoping Information Sheet 25
    - J. Risk Register 25
    - K. Right-of-Way Data Sheets and Utility Information Sheets 25
    - L. Storm Water Data Report (Signature Cover) 25
    - M. SLOCOG Financial Constraint Commitment 25
    - N. Caltrans Final Distribution List 25

05 - SLO - 46 – PM 31.7/32.3
20.xx.075.600
05-1C150 0512000070 2528
March 2014

1. INTRODUCTION

This study identifies improvements for the State Route 46 (SR 46) / Union Road Intersection Improvement Project in the City of Paso Robles, San Luis Obispo County. The roadway improvements analyzed by this study include interim and stageable solutions to improve traffic operations at the SR 46 / Union Road and SR 46 / Airport Road intersections (project intersections). Currently, access to, from, along, and across SR 46 is limited in the project area. A total of three alternatives are considered (Alternatives 1, 4, and 5) for the Union Road intersection, ranging from a no-build alternative, to constructing a half clover-leaf interchange, along with roadway improvements to Union Road and modifications to Airport Road. The construction cost is estimated to range from $14 million (Alternative 4) to $27 million (Alternative 5). The right-of-way and utility cost is estimated to range from $2.7 million (Alternative 4) to $5.5 million (Alternative 5). For a breakdown of the costs, refer to Attachments F and K.

Project Limits	05-SLO-46-PM31.7-PM32.3
Number of Alternatives	Three (3) including No Build
Capital Outlay Support for PA&ED	$900K
Capital Outlay Construction Cost Range	$12 million to $35 million See Attachment F for details
Capital Outlay Right-of-Way Cost Range	$4 million to $10 million See Attachment K for details
Funding Source	Local / Regional (STIP)
Type of Facility	Local Interchange
Number of Structures	3
Anticipated Environmental Determination or Document	Initial Study/Mitigated Negative Declaration for CEQA and Environmental Assessment with proposed Finding of No Significant Impact for NEPA
Legal Description	On State Route 46 in San Luis Obispo County in the City of Paso Robles from Golden Hill Rd to Mill Rd
Project Development Category	3

This study was initiated by the City of Paso Robles. These operational improvements are to be funded through State Transportation Improvement Program (STIP) funding. The

proposed project should be assigned to a Project Development Category 3, since the project proposes new connections and a new interchange on a State highway that is currently an access controlled route. SR 46, within the limits of the project was made part of the California Freeway and Expressway System in 1971. The section of the project from PM 31.7 to PM 32.3 is within the Controlled Access Highway limits, so it is designated as an expressway. Since access control currently exists, expressway standards will be used for all design features on SR 46 within the entire limits of the project. According to the *Transportation Planning Fact Sheet (State Route 46 in San Luis Obispo County)*, prepared by Caltrans in 2009, the following are the route designations for SR 46:

- Focus Route
- Freeway and Expressway System
- High Emphasis Route
- Interregional Road System
- Scenic Highway System: Eligible Route
- Truck Restrictions: Terminal Access Route and SHELL Route

This report is for programming Project Approval and Environmental Document support cost only. A Project Approval & Environmental Documentation report (PA&ED), will be prepared following the approval of this PSR. The resources required from Caltrans to complete the proposed components are oversight and project approval.

2. BACKGROUND

State Route 46 is a major goods movement facility that connects the entire California Central Valley to the Central Coast and supports a variety of travel types including regional and interregional traffic. Through the project area (from Golden Hill Road to Airport Road), SR 46 is a four-lane expressway with a different combination of left and right turn channelization at the intersections. Through the Union Road section, SR 46 has two 12-foot through lanes and one 12-foot left turn lane in the eastbound and westbound directions. Each direction has a 5-foot left shoulder, and the right shoulder varies in width between 10 feet and 16 feet. The two directions of traffic are separated by a dirt median which is approximately 46 feet wide. The right-of-way on State Route 46 varies in width through the project area, being approximately 175 feet at its narrowest point and approximately 336 feet at its widest point. The nearest interchange is located at the US 101 intersection, which is approximately 10,700 feet (2.03 miles) to the west of the Union Road intersection.

The primary local streets in the vicinity of the project area include Union Road, Golden Hill Road, Airport Road, and Paso Robles Boulevard. Other local roadways connecting to State Route 46 include Mill Road and two driveways, one providing access to rural

residential properties along the south side of State Route 46 and the other providing access to an RV park along the north side of State Route 46. The Mill Road and the two driveway connections to State Route 46 are located east of and within one mile of the Union Road intersection. Below is a list of the public roads intersecting State Route 46 between US 101 and Mill Road, as well as distance from the US 101 interchange and name of the owner for each roadway.

Number	Roadway Name	Roadway Owner	Distance from US 101
1.	US 101	State of California	0 feet (0 miles)
2.	Buena Vista Drive	City of Paso Robles	3,890 feet (0.74 miles)
3.	Golden Hill Road	City of Paso Robles	8,100 feet (1.53 miles)
4.	Union Road	City of Paso Robles	10,650 feet (2.02 miles)
5.	Paso Robles Blvd	City of Paso Robles	10,650 feet (2.02 miles)
6.	Airport Road	City of Paso Robles	12,480 feet (2.36 miles)
7.	Driveway 1-RV Park (north side of SR 46)	Private	13,850 feet (2.62 miles)
8.	Driveway 2-Residential (south side of SR 46)	Private	13,850 feet (2.62 miles)
9.	Driveway 3-Residential (north side of SR 46)	Private	15,240 feet (2.89 miles)
10.	Mill Road	San Luis Obispo County	15,240 feet (2.89 miles)

Union Road is a two-lane arterial road that begins at the N River Road / 13th Street intersection and continues in a northeast direction, crossing Golden Hill Road, and connecting to SR 46 twice, once at the project location, and again approximately 6.8 miles east thereof. Between Golden Hill Road and SR 46, Union Road has a posted speed limit of 45 mph, and it has a 50 mph posted speed limit east thereof.

Golden Hill Road is a two-lane north south arterial roadway. North of SR 46, Golden Hill Road is 80 feet wide and narrows down to approximately 32 feet. South of SR 46, Golden Hill Road continues past Union Road and terminates at its intersection with Creston Road. From Union Road to basically the northern end of the road, Golden Hill Road has a posted speed limit of 45 mph.

Airport Road is a two-lane north-south divided arterial extending north from SR 46 past the Paso Robles Municipal Airport. Airport Road has no posted speed limit.

Paso Robles Boulevard is a rural 2-lane road, which provides access from SR 46 to the undeveloped area on the north. Paso Robles Boulevard is a public road and has no posted speed limit.

Mill Road is a two-lane east-west county road extending south and then immediately east from SR 46 into the agricultural area. Mill Road has no posted speed limit. Opposite from Mill Road, on the north side SR 46, is a driveway connection to a private property.

A freeway agreement between the State of California (Caltrans) and the County of San Luis Obispo (County) is currently in place and is dated August 17, 1964. The Freeway Agreement includes the section of SR 46 from US 101 to Huer Huero Creek. In it, it states that the County agrees and consents to the closing of County Roads, relocation of County roads, construction of frontage roads and other local roads, and other construction affecting County roads all as shown on the plan map dated July 1964. As mentioned above, the nearest interchange is located at the US 101 intersection, which is just over 2 miles west of the Union Road intersection.

In 2007, Caltrans, the City of Paso Robles, San Luis Obispo Council of Governments (SLOCOG), and San Luis Obispo County initiated the development of a Comprehensive Corridor Study (CCS) for a five-mile section of Highway 46 and US Highway 101 at the west end and then extending five miles to the east at Jardine Road. The corridor limits also extend north and south of the highway and include the adjacent surface street network. The SR 46 East CCS was completed in May 2009 and represents the culmination of an 18-month planning process that featured significant negotiation and collaborative decision-making between Caltrans, the City of Paso Robles, SLOCOG, and San Luis Obispo County, as well as an extensive public involvement process. To help guide the process, the CCS team identified and agreed upon three basic values:

- Provide improved access to, across and along the highway at the intersection of SR 46/Union Road.
- Moderate speeds for safety and to indicate an arrival through a community, or passage through a place worthy of note.
- Be context sensitive.

One of the principal objectives that came out of the CCS effort was the identification of a priority location within the corridor for long-term improvements and the preservation of right-of-way for future transportation needs. In the end, the CCS findings identified the intersection of Union Road and SR 46 as a "high priority location for improvement." Based on the recommendations of the CCS and its unanimous endorsement by the SLOCOG Board, Paso Robles City Council, SLO County, and Caltrans, a PSR at this location was the recommended next step. SLOCOG and the California Transportation Commission (CTC) have recently invested major amounts of highway funds into improving interregional mobility on SR 46. So the intent now is to provide some roadway improvements to improve local road circulation.

The CCS identified a range of improvements to consider in the project development process. The following is a summary of some (though not all) possible solutions and strategies available for consideration by the CCS:

- Local Road Extensions & Connections
- Grade-separated structures
  - Under/overcrossings
  - Interchanges

- Modify Access at Intersections
  - Signal Improvements
  - Right-in/Right-out only
  - Dual left-turn pockets

- Acceleration/Deceleration lanes

Additionally, to ensure that the corridor preservation plan is implemented, the expectation is that recently completed or soon to be completed local land use and transportation plans will reflect the findings and direction of the CCS. Some of these plans include:

- Caltrans Corridor System Management Plan for SR 46 – Completed June 2009
- SLOCOG Regional Transportation Plan – Fall 2010
- 2010 Draft Sustainable Community Strategy (formerly Community 2050)
- City of Paso Robles General Plan Update: Circulation Element – Completed February 2011
- County of San Luis Obispo Circulation Element Update – In Development

In July 2010 the City of Paso Robles, Caltrans District 5, and San Luis Obispo Council of Governments (SLOCOG) signed a Project Study Report Charter for the State Route 46 East/Union Road in the City of Paso Robles ("Project Charter") which was based on the CCS. The intent of the Project Charter is to document common expectations and outline a course of action for the preparation of a Project Initiation Document (PID) to address deficiencies and needed improvements near the intersection of State Route 46 East (SR 46E) and Union Road (PM 31.8).

The documents mentioned above, including the "State Route 46 East Parallel Routes Study" and the "Route 46 East Comprehensive Corridor Study", led to the preparation of the City's General Plan Circulation Element in February 2011. The Circulation Element presents the final decision on the roadway improvements to be constructed and their location. Attachment G includes a copy of the 2011 Circulation Master Plan Map, which shows the proposed locations of the roadway improvements.

In October 2011, the City and Caltrans entered into a Cooperative Agreement (No. 05-0262) in which the City agreed to prepare a Project Study Report/Project Development Support (PSR/PDS) for State Route 46 East and Union Road.

3. PURPOSE AND NEED STATEMENT

Need:

The need of this project is to address the limited access to and across SR 46 at the Union Road-Paso Robles Blvd intersection. These problems/deficiencies include:

1. Delay/poor operations at the at-grade stop controlled intersections of Union Road / SR 46 and Airport Road / SR 46 due to:
   - Existing and projected traffic volumes
   - Uncontrolled entry and exit of vehicles from at-grade intersections onto the highway (such as the westbound SR 46 left-turn movement to southbound Union Road and eastbound SR 46 left-turn movement to northbound Airport Road)
   - Merging conflicts for entry onto SR 46.

   The Union Road / SR 46 and Airport Road / SR 46 are side street stop controlled intersections. For stop controlled intersections, LOS is usually determined for the minor street turning movements as well as major-street left turns. Major-street (SR 46 in this case) through movements typically have no delay if there is no queue spillover from downstream traffic. Traffic operations at those two intersections for the existing and 2035 conditions are reported in Table 1.

Table 1: Stop-Controlled Intersection Capacity Analysis

Intersection	Approach/ Movement	2011				2035[1]			
		Weekday PM		Friday PM		Weekday PM		Friday PM	
		Delay[2]	LOS	Delay[2]	LOS	Delay[2]	LOS	Delay[2]	LOS
SR 46 / Union Rd	NB	21.8	C	34.3	D	>150	F	>150	F
	WBL	12.6	B	13.9	B	26.8	D	39.6	E
SR 46 / Airport Rd	SB	25.4	D	35.9	E	24.2	C	>150	F
	EBL	9.8	A	10.1	B	16.4	C	18.6	C

Note: [1] Year 2035 includes future approved development consistent with the City of Paso Robles General Plan
[2] Delays expressed in seconds.

Under the existing conditions, the two SR 46 left turns are able to operate at LOS B or better. The two minor streets can still maintain LOS D except for the Airport Road access during the Friday PM peak hour. In Year 2035, the operation of the

westbound left-turn on SR 46 at Union Road will deteriorate to LOS E during the Friday PM peak hour and the two minor streets will degrade to an unacceptable LOS and create excessive delays for vehicles accessing SR 46.

2. Limited access & connectivity for all travel modes between the north and south sides of SR 46.

   Due to the existing roadway configuration the north and south connectivity between the two sides of SR 46 is limited within the City of Paso Robles. Circulation and access to SR 46 is provided mainly through four north-south roads including Buena Vista Drive, Golden Hill Road, Union Road, and Airport Road. Among these locations, only Golden Hill Road allows vehicles to cross SR 46 and proceed from north to south or vice versa. In comparison, the other three streets provide either a north leg or south leg and terminate at SR 46. The Golden Hill Road and Buena Vista Drive intersections are the only locations controlled by a traffic signal. However, the signal at the Buena Vista Drive / SR 46 intersection does not control the eastbound through movements. The other two intersections are stop-controlled for the minor street approaches. Stop controlled traffic carries a lower movement priority and in this particular case northbound or southbound movements must yield to SR 46 traffic. Meanwhile, because SR 46 carries a large volume of vehicles, turning movements from these stop-controlled locations can be very difficult to make, and in some of the worst-case scenarios, these movements experience excessive delay. As such, the main access to SR 46 is limited to Golden Hill Road. Providing these additional locations where all modes can access SR 46 from both the north and south sides will improve traffic operations in this area.

   Connectivity for alternative transportation modes such as pedestrian and bicyclist is provided only at the Golden Hill Road intersection. The current configuration discourages people from using these modes by requiring longer travel distances for some trips. Therefore, it is important to the City of Paso Robles to provide facilities and connections to encourage these alternative modes of travel.

   As SR 46 traffic is expected to continue to grow, it will become more difficult for the existing roadway system to deliver the much needed access and connectivity in the City area to all modes of travel.

3. Limited access & connectivity, especially on the north side of Union Road (Paso Robles Blvd).

   Currently, the only major connection to Paso Robles Blvd is SR 46 at the Union Road intersection. Paso Robles Blvd is not connected to any other major arterials on the north side of the highway (i.e.: Dry Creek Road, Airport Road,

etc.). As previously stated, because SR 46 carries a large amount of traffic, turning movements to and from stop-controlled access points like Paso Robles Blvd are difficult to make, and in some of the worst-case scenarios, these movements experience excessive delays.

Purpose:

The purpose of the project is to improve access to, from, along, and across State Route 46 at the Union Road intersection; reduce congestion and delay, improve reliability and operations in the vicinity of the intersections of SR 46 / Union Road and SR 46 / Airport Road. One objective of this project from PM 31.7 to PM 32.3 is to improve operations and access and reduce congestion through operational and/or capacity improvements at the SR 46 / Union Road and SR 46 / Airport Road intersections. A second objective is to improve connectivity for bicycles and pedestrians across SR 46.

4. TRAFFIC ENGINEERING PERFORMANCE ASSESSMENT

Five project alternatives were analyzed to compare the impacts to SR 46 traffic operations, local connectivity, local accessibility, and local traffic circulation. A traffic operations analysis report (TOAR) was prepared to analyze the project alternatives under the five project scenarios. The TOAR was reviewed and commented on by Caltrans, and Caltrans concurred with the findings included in the final draft of the TOAR. Following are the analyzed alternatives:

- Alternative 1 – No Build Alternative
- Alternative 2 – Signalized Intersection Alternative
- Alternative 3 – Roundabout Alternative
- Alternative 4 – Overcrossing Alternative
- Alternative 5 – Half Clover-leaf Interchange Alternative

The Signalized and Roundabout Alternatives (Alternatives 2 & 3) have been since determined to be non-viable alternatives, so further discussion on them is deemed not necessary.

As expected, traffic conditions near the project area will deteriorate as time goes by. The No Build alternative would result in congestion and delay along the highway and local streets, limited and unreliable connectivity across the highway, and accessibility issues to, from, along, and across Hwy 46.

Alternative 4 would improve SR 46 traffic conditions as it eliminates the intersection with Union Road. The overcrossing provides easier access to the other side of the highway but eliminates access onto SR 46. Additional project scenarios (i.e.: 2020,

2025, etc.) need to be studied during the PA&ED phase to help develop a life span analysis for this alternative.

Alternative 5 seems to provide the best solution but would require high construction costs and additional right-of-way take. This alternative would alleviate traffic congestion and delay, improve local accessibility and connectivity, and have no significant impacts to the local intersections.

5. DEFICIENCIES

Improvements to SR 46 in the study area are critical to the operations for all modes of travel not only for regional traffic but also for local traffic. Key deficiencies that affect traffic in the study area include:

Safety

The segment of the SR 46 corridor from US 101 to Airport Road had 87 collisions between June 1, 2007 and May 31, 2010 including 28 injury collisions. The intersections on SR 46 at Union Road and Airport Road both have collision rates that are more than double the state averages.

Location – Intersection with Highway 46 (Postmile)	Number of Collisions			Actual Collision Rates (MV)			Average Collision Rates (MV)		
	Total	Fatal	Injury	Fatal	F+I	Total	Fatal	F+I	Total
Union Road/Paso Robles Blvd (31.80)	12	0	4	0.00	0.11	**0.34**	0.001	0.06	0.15
Airport Road (32.145)	10	0	4	0.00	0.14	**0.36**	0.001	0.06	0.15

Since side street vehicles experience excessive delays at times, drivers are more likely to access the mainline with inadequate gap acceptance, which can lead to an increase in collisions.

Traffic Volumes

Over the years traffic volumes have increased substantially on SR 46. This increase in volume is even more pronounced during the summertime weekend peak periods. Due to this growth, excessive delays are experienced by vehicles at the intersections of Union and Airport Roads during peak periods. In addition, the increased volumes at these uncontrolled locations discourage pedestrian and bicycle travel in this area.

System Connectivity

The current configuration of the intersections at Union Road and Airport Road is not conducive to vehicles travelling north to south and vice versa within the City of Paso Robles. These intersections also do not provide any design features that would indicate that vehicles travelling westbound on SR 46 are entering a bicycle or pedestrian friendly area that the City of Paso Robles encourages and provides in many locations throughout the city. This configuration discourages pedestrian and bicycle usage in this area.

6. CORRIDOR AND SYSTEM COORDINATION

The improvements proposed in this report are consistent with the transportation program described in "State Route 46 East Parallel Routes Study" prepared by the City of El Paso De Robles (City) in August 2008 and "Route 46 East Comprehensive Corridor Study" in the City of Paso Robles prepared by California Department of Transportation (Caltrans), District 5 in March 2009. Both of these documents led to the preparation of the City's General Plan Circulation Element prepared in March 2011, which presented the final decision on the roadway improvements to be constructed and their locations. Attachment G includes a copy of the 2011 Circulation Master Plan Map, which shows the proposed roadway upgrades and extensions.

The Circulation Element shows the existing and proposed roadway infrastructure for arterials and expressways within the city limits. One of the roads identified as a future 2-lane divided arterial is Union Road, extending from the Union Road / SR 46 intersection to Airport Road, near the Dry Creek Road intersection. Wisteria Road is also planned for upgrade to a 2-lane divided arterial, and it will be extended to connect with the new Union Road extension. Refer to Attachment G for a depiction of these proposed roadway improvements.

In June 2009, Caltrans prepared the "State Route 46 Corridor System Management Plan" (CSMP). In it, the CSMP concurred with the SR 46E CCS that enhancements to the local roadway facilities may result in improved circulation and alleviate congestion along the entire SR 46 corridor. The three roadway extensions / connections identified within the City of Paso Robles include:

- Golden Hill Road extension to Dry Creek Road, via a Huer Huero Creek bridge
- Wisteria Lane extension to Airport Road
- Union Road extension to Airport Road, via a Huer Huero Creek bridge

The CSMP also explains that by 2040 or beyond, between the US 101 / SR 46 East

interchange and Jardine Road, SR 46 will need to be widened from four lanes to six lanes. SR 46 will also need to be converted from an expressway to a freeway. The proposed improvements in this report are in conformance with the September 2009 Transportation Concept Report for the ultimate roadway improvements along SR 46.

These projects have been planned and will be designed through a coordinated effort by the City, Caltrans and the San Luis Obispo Council of Governments (SLOCOG), the County of San Luis Obispo (County) and with input from local citizens.

State Route 46 is functionally classified as a Major Arterial through the project limits. This Route is part of the Terminal Access Route for the National Network for Surface Transportation Assistance Act (STAA) and in the California Freeway and Expressway System.

The SLOCOG 2010 Regional Transportation Plan (RTP) identifies the SR 46 / Union Road intersection operational improvements as an interim improvement with a short-term timeframe. The construction cost estimated for this project is $1.5 million. Furthermore, the RTP identifies ultimate improvements at the SR 46 / Union Road intersection under its "High-Priority Projects" list. The constructions cost for this project is estimated at $43.1 million, although the timeframe is unconstrained. In addition, SLOCOG has prepared a letter documenting that during the next revision of the RTP, SLOCOG will constrain additional funding for the overcrossing alternative (refer to Attachment M).

As shown in the Alternatives attachments, the intersection improvements for this project will extend the north leg of Union Road from SR 46 to Wisteria Lane. A separate project will extend this north Union Road leg from Wisteria Lane to Airport Road. This separate project is found in the SLOCOG 2010 RTP (2010 MPO ID: NTH-RORS-005) and is constrained for the amount of $17,540,000. To enable full connectivity of Union Road from SR 46 to Airport Road, the improvements for both of these projects should be constructed concurrently.

7. ALTERNATIVES

According to the *Transportation Planning Fact Sheet (State Route 46 in San Luis Obispo County)*, prepared by Caltrans in 2009, the average speed, during a Friday PM peak period during the months of April, May & June, on westbound SR 46 from Airport Road to Union Road is 60 mph, with zero delay (free-flow speed). For the same time periods, the average speed on westbound SR 46 from Union Road to Golden Hill Road is 11 mph (with 136 seconds of delay). According to Section 100 of the Highway Design Manual (HDM), the appropriate design speed range that shall be used for expressways in urban areas is 50-70 mph. Therefore, a design speed of 70

mph will be used for all design elements (i.e.: acceleration, deceleration, turn lane lengths, etc.) along SR 46 within the limits of this project.

Multiple alternatives were investigated in connection with the preparation of this PSR-PDS document. Some of them have been eliminated (see 'non-viable alternatives' sub-section), and only two have remained as viable alternatives, in addition to the No Build Alternative.

Project Alternatives:

- Alternative 1 – No-Build Alternative
- Alternative 4 – Overcrossing Alternative
- Alternative 5 – Half Clover-leaf Interchange Alternative

A Traffic Operations Analysis Report (TOAR) was prepared for this project. Caltrans reviewed and concurred with the findings in the TOAR. The TOAR includes the results of traffic operations analysis and the respective Levels of Services of each of the alternatives. Following is the descriptions of the alternatives:

Alternative 1: No-Build Alternative

The "No-Build Alternative" assumes no improvements to the existing un-signalized intersection at SR 46 East and Union Road. Given this assumption, the intersection is forecast to operate at Level of Service (LOS) F in the forecast year 2035. In addition, the traffic from Airport Road trying to travel southbound on Union Road will find it difficult to weave and make the left-turn at Union Road due to heavy through traffic on SR 46. This alternative does not meet the need and purpose of the proposed project. Rather, it provides a basis for the analysis and evaluation of the Build Alternatives.

Design Exceptions:

The No-Build Alternative has no proposed improvements and therefore has no design exceptions.

Alternative 4: Overcrossing Alternative

In this alternative an overcrossing structure will be built over the existing State Route 46 / Union Road intersection. This alternative will be a mid-term alternative, and it is a stageable alternative to Alternative 5. This alternative includes the following elements:

- Construct a roadway overcrossing across SR 46 at the current Union Road intersection. The existing Union Road will be realigned to "T" into the overcrossing extension (i.e.: Union Road Extension) on the south side of SR

46. The Union Road Extension is designed as a four lane roadway, plus a median, with bike lanes and pedestrian walkways. The overcrossing structure is 100 feet wide and 220 feet long.

- Eliminate the existing connections to SR 46 from Union Road and Paso Robles Blvd.
- The Union Road Extension will be connected to Wisteria Lane. As part of a separate project to be built concurrent with this project, the Union Road Extension will be further extended from Wisteria Lane to Airport Road, south of Dry Creek Road.
- The Airport Road connection to SR 46 will be converted to a right-in, right-out only access.
- No connections will be provided from the new overcrossing to SR 46.
- Because the connection between Union Road and SR 46 will be eliminated with this alternative, the intersection at Golden Hill Road will remain as a full access intersection.
- Other access points from SR 46, including three driveways and Mill Road, will remain open under this Alternative.

The span of the overcrossing structure will be wide enough to accommodate the future plans to upgrade SR 46 to a 6-lane freeway. The overcrossing will be a two-span structure supported by short seat abutments on the ends and a single multi-column bent located in the median. The bent will consist of four evenly spaced 5'-6" diameter columns. The proposed roadway improvements for the Union Road overcrossing across SR 46 are designed to meet current Caltrans and AASHTO standards. All lanes are 12-foot wide with 8-foot wide outside shoulders and 2-foot wide median shoulders. A 45 mph design speed should be used for horizontal and vertical design components of the overcrossing.

It should be noted that the existing SR 46 roadway cross section within the project area is wide enough (varies from approximately 114 feet to 120 feet) to accommodate six 12-foot lanes, two 10-foot outside shoulders, and a 22-foot median (minimum width for mandatory design standards). A minimum horizontal clearance of 10 feet will be provided from the traveled way to the bridge abutments to comply with mandatory design standards. Minimum standard horizontal clearance to the multi column bent will also be provided while SR 46 remains a 4-lane facility. The vertical clearance from the SR 46 finish grade to the soffit of the structure will be a minimum of 16.5 feet.

The layout of this alternative partially satisfies the project's purpose and need, as it improves access across SR 46 at the Union Road intersection, but it does not improve access to, from, or along SR 46 as it actually eliminates the existing SR 46 access points from Union Road and Paso Robles Blvd. Due to the elimination of roadway connections from Union Road and Paso Robles Blvd to SR 46, it will also

eliminate traffic conflicts between these roadways. Pedestrian and bicycle traffic will be able to cross SR 46 more safely, as pedestrian and bike facilities will be provided on the overcrossing structure. Alternative 4 is a step towards the ultimate interchange design at this location, as shown on Alternative 5.

Although no roadway improvements are proposed on SR 46, there will be some short term and some long term impacts to SR 46. The short term impacts will be associated with construction activities of the proposed overcrossing improvements. The long term impacts will include right-of-way acquisition to accommodate the bridge abutments near the roadway shoulders, columns in the median, and maintenance of the new structure. Additionally, to accommodate the Union Road realignment on the south side of SR 46, right-of-way acquisition would be necessary. Right-of-way acquisition would also be necessary to construct the Union Road extension to Wisteria Lane. The construction cost for Alternative 4, including modifications to the Airport Road access to SR 46 and property impacts to the area currently serviced by Paso Robles Boulevard, is anticipated to be between $15M and $25M.

The project area is primarily undeveloped, designated for future development of commercial service, suburban residential and agricultural uses. It will not require relocation of housing or businesses.

Design Exceptions:

Under ultimate conditions, when SR 46 is widened to a 6-lane facility, it is possible that the column bent being proposed for the overcrossing structure will not provide adequate horizontal clearance (10-feet minimum, per Section 309.1(3) of the HDM) to the SR 46 traveled way. If this is the case, the column bent will need to be shielded by a guardrail, barrier, or crash cushion, or a design exception fact sheet will be required for this non-standard feature.

No design exceptions are anticipated for the proposed roadway improvements on the Union Road overcrossing across SR 46. All proposed improvements are designed to meet current Caltrans and AASHTO standards.

Alternative 5: Half Clover-Leaf Interchange Alternative

In this alternative, a half clover-leaf interchange (a combination of L-7 and L-8 interchange) is proposed over the existing State Route 46 / Union Road intersection. This alternative is an ultimate conditions alternative and will include the following elements:

- Construct a roadway overcrossing across SR 46 at the current Union Road intersection. The existing Union Road will be realigned to "T" into the

overcrossing extension (i.e.: Union Road Extension) on the south side of SR 46. The Union Road Extension is designed as a four lane roadway, plus a median, with bike lanes and pedestrian walkways. The overcrossing structure is 100 feet wide and 220 feet long.

- Eliminate the existing connections to SR 46 from Union Road and Paso Robles Blvd.
- Provide a westbound single-lane loop on-ramp designed for 30 mph. The ramp will have a 14-foot wide lane, with 8-foot outside shoulder and 4-foot inside shoulder.
- Provide an eastbound single-lane loop off-ramp designed for 30 mph. The ramp will have a 14-foot wide lane, with 8-foot outside shoulder and 4-foot inside shoulder.
- Provide a westbound two-lane off-ramp. The ramp will have two 12-foot wide lanes, with 8-foot outside shoulder and 4-foot inside shoulder. The ramp will be crossing the Huer Huero Creek on a separate structure 350 feet long and 26 feet wide.
- Provide an eastbound single-lane on-ramp. The ramp will have a 12-foot wide lane, with 8-foot outside shoulder and 4-foot inside shoulder. The ramp will be crossing the Huer Huero Creek on a separate structure 350 feet long and 26 feet wide.
- The intersection control for the SR 46 interchange ramps with the Union Road Extension has not been established yet. Appropriate intersection control will be determined during the PAED phase.
- The Union Road Extension will be connected to Wisteria Lane. As part of a separate project to be built concurrent with this project, the Union Road Extension will be further extended from Wisteria Lane to Airport Road, south of Dry Creek Road.
- The existing Airport Road connection to SR 46 will be eliminated.
- The Golden Hill Road connections to SR 46 will be closed or moved into a collector distributor ramp system.
- Other access points from SR 46, including three driveways and Mill Road, will be closed. They will be re-routed to alternate roadway connections.

Based on the current level of design on this project alternative, all proposed roadway improvements on SR 46, which includes the interchange ramp connectors, are designed to meet current Caltrans standards. The span of the overcrossing structure will be wide enough to accommodate the future plans to upgrade SR 46 to a 6-lane freeway. The overcrossing will be a two-span structure supported by short seat abutments on the ends and a single multi-column bent located in the median. The bent will consist of four evenly spaced 5'-6" diameter columns. The proposed roadway improvements for the Union Road overcrossing across SR 46 are designed to meet current Caltrans and AASHTO standards. All lanes are 12-foot wide with 8-foot wide outside shoulders and 2-foot wide median shoulders. A 45 mph design

speed should be used for horizontal and vertical design components of the overcrossing.

It should be noted that the existing SR 46 roadway cross section within the project area is wide enough (varies from approximately 114 feet to 120 feet) to accommodate six 12-foot lanes, two 10-foot outside shoulders, and a 22-foot median (minimum width for mandatory design standards). A minimum horizontal clearance of 10 feet will be provided from the traveled way to the bridge abutments to comply with mandatory design standards. Minimum standard horizontal clearance to the multi column bent will also be provided while SR 46 remains a 4-lane facility. The vertical clearance from the SR 46 finish grade to the soffit of the structure will be a minimum of 16.5 feet.

The layout of this alternative completely satisfies the project's purpose and need, as it improves access to, from, along, and across SR 46 at the Union Road intersection. Traffic operations will improve on both Union Road and SR 46. Pedestrian and bicycle traffic will be able to cross SR 46 more safely, as pedestrian and bike facilities will be provided on the overcrossing structure.

This alternative has the largest footprint, so it also has the largest impact to State and City right-of-way. Right-of-way acquisition would be necessary to accommodate the overcrossing structure, the new ramp connectors, the Union Road realignment on the south side of SR 46, and the new north leg improvements on the north side of SR 46. This alternative is also the most costly, and would have the largest environmental impact. The construction cost for Alternative 5, including modifications to any other existing roadway connections to SR 46 and property impacts to the area currently serviced by Paso Robles Boulevard, is anticipated to be between $30M and $40M.

No Advance Planning Study is performed as part of this PSR-PDS.

Design Exceptions:

Under ultimate conditions, when SR 46 is widened to a 6-lane facility, it is possible that the column bent being proposed for the overcrossing structure will not provide adequate horizontal clearance (10-feet minimum, per Section 309.1(3) of the HDM) to the SR 46 traveled way. If this is the case, the column bent will need to be shielded by a guardrail, barrier, or crash cushion, or a design exception fact sheet will be required for this non-standard feature.

No design exceptions are anticipated for the proposed roadway improvements on the Union Road overcrossing across SR 46. All proposed improvements are designed to meet current Caltrans and AASHTO standards.

Non- Viable Alternatives

Alternative 2: Signalized Intersection Alternative

In this alternative the intersection of SR 46 East / Union Road will be improved to be a signalized intersection. The signalized intersection is expected to be an interim alternative for providing safety and improved level of service to the turning/crossing vehicles. Pedestrian crossing will be provided for pedestrians wishing to cross SR 46. This alternative includes the following elements:

- Provide a 460-foot left turn lane and 460-foot right turn lane for the eastbound direction on SR 46. Each turn lane will also include a 120-foot bay taper. These lengths provide adequate deceleration length (435 feet) for a design speed of 70 miles per hour, using a speed reduction of 20 mph in the through lane. The remaining length (145 feet) would be for vehicle storage.
- Provide 460-foot dual left turn lanes and a 460-foot right turn lane for the westbound direction on SR 46. The turn lanes will also include a 120-foot bay taper. These lengths provide adequate deceleration length (435 feet) for a design speed of 70 miles per hour, using a speed reduction of 20 mph in the through lane. The remaining length (145 feet) would be for vehicle storage.
- Eliminate the current connection from Paso Robles Blvd.
- Realign the Union Road connection with SR 46. The south leg of the intersection will include two northbound left turn lanes and one through lane, as well as two southbound receiving lanes.
- Construct a new Union Road north leg at the SR 46 intersection. This new leg will include one southbound left turn lane and two through lanes, as well as two northbound receiving lanes.
- Provide shoulders wide enough to accommodate bike traffic on both SR 46 and Union Road.
- Provide pedestrian improvements including sidewalk, American with Disabilities Act (ADA) compliant curb ramps, pedestrian signal heads, and crosswalks at the Union Road / SR 46 intersection.

Alternative 3: Roundabout Alternative

In this alternative the intersection of SR 46 East/Union Road will be replaced by a Roundabout. The roundabout will be placed at the current SR 46 East/Union Road intersection. This alternative includes the following elements:

- This roundabout will be a four legged two-lane roundabout.
- Two lanes per direction will be maintained along both directions of SR 46.
- Eliminate the current connection from Paso Robles Blvd.

- Realign the Union Road connection with SR 46. The south leg of the intersection will include one northbound approach lane and one southbound receiving lane.
- Construct a new Union Road north leg at the SR 46 intersection. This new leg will include one southbound approach lane and one northbound receiving lane.
- The roundabout layout includes pedestrian crossings on the northbound, southbound, and eastbound approaches.
- On-street bicycle lanes are included on Union Road. Bicycle up- and down-ramps are provided before and after pedestrian crossings allowing bicyclists to bypass travel through the roundabout circulating lanes if they wish.
- For this roundabout, the eastbound SR 46 approach would require pedestrian-activated signals (such as pedestrian hybrid beacons).

Previous Alternative: Roundabout at East Location Alternative

In this alternative the intersection of SR 46 East / Union Road would be replaced by a Roundabout. Similar to Alternative 3, this roundabout would be a four legged two-lane roundabout. However, this roundabout would be placed about 250 feet east of the current SR 46 East / Union Road intersection. The lane configuration from the Union Road approaches would also be different than those proposed in Alternative 3. After review of this alternative, the City of Paso Robles decided to eliminate it as it would provide the same operational benefits as Alternative 3, but it would require significantly more right-of-way acquisition.

Previous Alternative: Left-turn Prohibition Alternative

In this alternative, left turns onto Union Road and Paso Robles Blvd from SR 46 would be eliminated, making the un-signalized intersection of SR 46 East / Union Road a right-in, right-out only facility. Left turning vehicles would need to use the Golden Hill Avenue intersection which is a signalized intersection. The intersection would need to be modified to accommodate the additional traffic due to the closure of the turn lanes at the SR 46 / Union Road intersection. After review of this alternative, the City of Paso Robles decided to eliminate it as it wouldn't fulfill the project purpose.

Previous Alternative: Tight Diamond Interchange

A tight diamond interchange was considered. However, after consultation between the City of Paso Robles and Caltrans, it was eliminated due to insufficient storage length between the ramp junctions.

8. RIGHT-OF-WAY

The right-of-way impacts associated with this project vary depending on improvements proposed by the project alternatives. Alternative 1 (No-Build) has no right-of-way impacts. Due to the Union Road realignment, Alternative 4 requires additional right-of-way acquisition along the south side of SR 46. Alternative 5 requires all the right-of-way acquisitions of Alternative 4 plus additional right-of-way necessary for the ramp connectors.

As expected, Alternative 1 requires the least right-of-way acquisition (none), and Alternative 5 (full interchange) requires the most. For additional information regarding the right-of-way impacts, see Attachments F and K.

Utilities:
Existing utilities and right-of-way limits are shown on Attachment K. Utility and right-of-way impacts will vary for each of the proposed project alternatives. The cost associated with the utility and right-of-way impacts is shown on the Right-of-Way Data Sheets, which are also found in Attachment K.

Railroad:
There are no railroad lines in the vicinity of the project.

9. STAKEHOLDER INVOLVEMENT

The parties involved in developing the purpose and need statement as well as the project alternatives were the City of Paso Robles and Caltrans. A community awareness meeting should be held in order to provide information to and solicit input from the general public concerning the project's purpose and need and the proposed project alternatives.

10. ENVIRONMENTAL DETERMINATION/DOCUMENT

The California Department of Transportation (Caltrans) is the California Environmental Quality Act (CEQA) lead agency as well as the National Environmental Policy Act (NEPA) lead agency for this project.

A Preliminary Environmental Assessment Report (PEAR) has been prepared for the proposed project and is included as Attachment E. The PEAR identified that the environmental review process will require analysis pursuant to both CEQA and NEPA. Since the project is on a State Highway, the California Department of Transportation (Caltrans) is the CEQA lead agency. Pursuant to 23 U.S.C. 327, the

Federal Highway Administration (FHWA) also designates Caltrans as the NEPA lead agency.

The Preliminary Environmental Assessment Report concluded that an Initial Study leading to a Negative Declaration or a Mitigated Negative Declaration is the probable environmental document for the CEQA requirements because potential impacts to significant resources appear to be mitigable. However, more detailed studies are necessary to validate this conclusion. The PEAR further concluded that the anticipated NEPA environmental document is an Environmental Assessment with proposed Finding of No Significant Impact.

The PEAR concludes that the proposed project would be consistent with the Paso Robles General Plan, including the 2011 Circulation Element Update, which was determined to be consistent with the Regional Transportation Plan-Preliminary Sustainable Community Strategy (RTP-PSCS) (SLOCOG 2010) and the Clean Air Plan (CAP) (SLOAPCD 2001). In addition, proposed improvements would occur in areas that are primarily undeveloped but designated for urban uses such as commercial services and suburban residential development. The project would not result in the conversion of protected farmland. Therefore, the proposed project would be consistent with local, regional, and state policies and programs.

11. FUNDING

Funding for construction of this project has not been programmed yet. The PA&ED document should identify the funding source(s) for the proposed improvements.

Capital Outlay Project Estimate

	Range of Estimate		STIP / Local Traffic Impact Fees Funds	
	Construction	Right-of-Way	Construction	Right-of-Way
Alternative 1	$0	$0	$0	$0
Alternative 4	$12-18M	$4-8M	$12-18M	$4-8M
Alternative 5	$25-35M	$5-10M	$25-35M	$5-10M

The level of detail available to develop these capital outlay project estimates is only accurate to within the above ranges and is useful for long-range planning purposes only. The capital outlay project estimates should not be used to program or commit State-programmed capital outlay funds.

Capital Outlay Support Estimate

The project is programmed for PA&ED with funding by the San Luis Obispo Council of Governments (SLOCOG) and the City of Paso Robles. Work will be performed by the City's consultant. Funding for Plans, Specification & Estimate (PS&E) (including contract preparation, advertising and award), Right-of-Way Capital and Support is identified in SLOCOG's Regional Transportation Program (RTP), albeit as "unconstrained" at this time. In addition, SLOCOG has prepared a letter documenting that during the next revision of the RTP, SLOCOG will constrain additional funding for the overcrossing alternative (refer to Attachment M).

Capital outlay support estimate for programming PA&ED in the 2014 STIP for this project: $900,000 ($450,000 from RIP & $450,000 from local funds)

12. SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Year)
PROGRAM PROJECT	M015	July 2014
BEGIN ENVIRONMENTAL	M020	September 2014
CIRCULATE DPR & DED EXTERNALLY	M120	September 2015
PA & ED	M200	May 2016
END PROJECT	M800	December 2020

The anticipated funding fiscal year for construction is 2018. Construction is estimated to begin in 2018 and end in 2020.

13. RISKS

In general, the PEAR prepared for this project identified many items that need further investigation in order to obtain the necessary environmental clearances. The environmental consultant will carry out these studies in the PA&ED phase of the project.

The PEAR prepared for this project identified that representatives from Native American tribes had expressed concern, during preliminary coordination communications, that resources may be present, particularly near Huer Huero Creek. The environmental consultant will carry out the necessary environmental investigations in the PA&ED phase of the project.

The roundabout alternative has also been considered to be a non-viable alternative. Once again, The City of Paso Robles may not be in agreement with this, and may choose to further explore this alternative. Further study is required during the PA&ED phase to help develop a life span analysis for this alternative. Additional

study scenarios (i.e.: 2020, 2025, etc.) will likely be necessary. Coordination between the City, the City's traffic engineering consultant, and Caltrans will be essential to the development of an accurate life span analysis for this alternative.

For Alternative 5 (Full Interchange), if the intersection of Golden Hill Road is not closed and rerouted into a collector distributor ramp system, then a Design Exception Fact Sheet for interchange spacing will be required to maintain its access open to SR 46.

The existing storm drainage system in the area is inadequate to handle additional runoff. Additionally, the Huer Huero Creek is within the limits of the project (at least for the interchange alternative). This may present challenges for obtaining NPDES permits. During the PA&ED phase, the environmental report should identify any potential impacts to the creek and recommend ways to mitigate the impacts. The design engineer should ensure that the proposed drainage improvements are adequate to handle the runoff with the proposed improvements.

14. FEDERAL HIGHWAY ADMINISTRATION (FHWA) COORDINATION

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

15. LOCAL AGENCY CONTACTS

John Falkenstien City Engineer City of Paso Robles 1000 Spring Street Paso Robles, CA 93446	(805) 237-3861
Ditas Esperanza Capital Projects Engineer City of Paso Robles 1000 Spring Street Paso Robles, CA 93446	(805) 237-3861

16. DISTRICT CONTACTS

Richard Rosales, P.E. (805) 549-3792
Caltrans Project Manager
Caltrans District 5
50 Higuera Street
San Luis Obispo, CA 93401-8616

Paul McClintic (805) 549-3473
Caltrans District 5
District Traffic Operations Engineer
50 Higuera Street
San Luis Obispo, CA 93401-8616

Claudia Espino (805) 549-3640
Caltrans District 5
Travel Modeling and Forecasting
50 Higuera Street
San Luis Obispo, CA 93401-8616

John Fouche (805) 549-3330
Caltrans District 5
Design Manager
50 Higuera Street
San Luis Obispo, CA 93401-8616

Matt Fowler (805) 542-4603
Caltrans District 5
Environmental Manager
50 Higuera Street
San Luis Obispo, CA 93401-8616

Sally Hopkins (805) 549-3117
Caltrans District 5
Right-of-Way Agent
50 Higuera Street
San Luis Obispo, CA 93401-8616

17. PROJECT REVIEWS

District Maintenance_____Date_05-14-2013___

District Traffic Safety Engineer_____Date_05-14-2013___

District Safety Review_____Date_05-22-2013___

HQ Design Coordinator_____Date_05-16-2013___

Project Manager_____Date_05-22-2013___

18. ATTACHMENTS

A. Vicinity Map

B. Existing Conditions Base Map – Alternative 1

C. Overcrossing – Alternative 4

D. Half Clover-Leaf Interchange – Alternative 5

E. Preliminary Environmental Assessment Report (PEAR)

F. Preliminary Estimate of Project Cost

G. 2011 Circulation Master Plan Map

H. Preliminary Structural Report

I. Transportation Planning Scoping Information Sheet

J. Risk Register

K. Right-of-Way Data Sheets and Utility Information Sheets

L. Storm Water Data Report (Signature Cover)

M. SLOCOG Financial Constraint Commitment

N. Caltrans Final Distribution List

B.

Existing Conditions Base Map –

Alternative 1

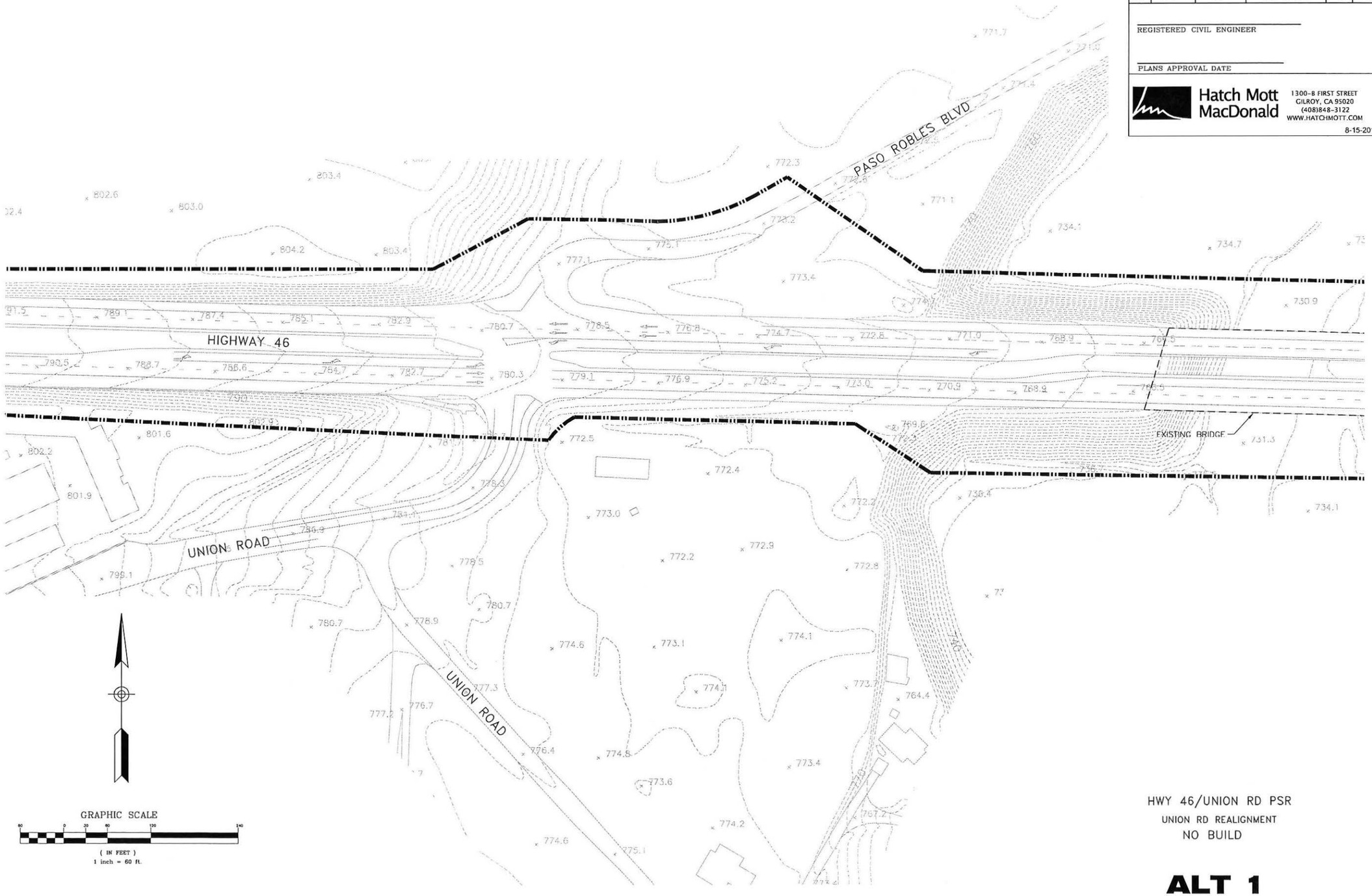
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
05	SLO	46	PM 31.80	1	1

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

Hatch Mott MacDonald
1300-B FIRST STREET
GILROY, CA 95020
(408)848-3122
WWW.HATCHMOTT.COM

8-15-2012



HWY 46/UNION RD PSR
UNION RD REALIGNMENT
NO BUILD

ALT 1

DATE	REVISED BY
	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION

Caltrans

TIME PLOTTED => Drawing: I:\2011\Jobs\285608 – Paso Robles Union Rd. – Hwy 46\14.0 Drawings\HMM\Master\285608-HMM-CV-ALT-01-00.dwg
Aug 15, 2012, 2:58pm

C.

Overcrossing – Alternative 4

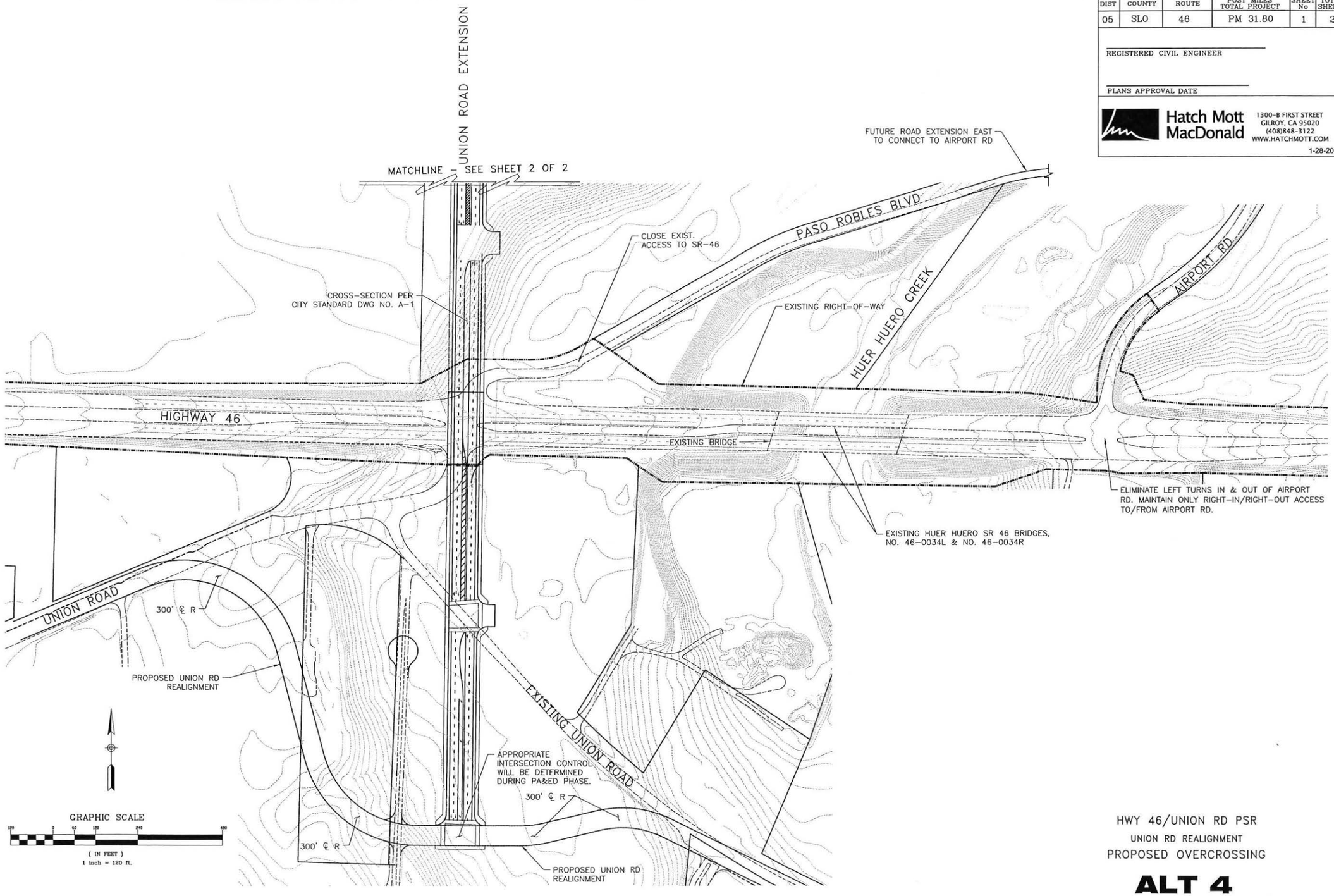
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
05	SLO	46	PM 31.80	1	2

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

Hatch Mott MacDonald
1300-B FIRST STREET
GILROY, CA 95020
(408)848-3122
WWW.HATCHMOTT.COM

1-28-2014



HWY 46/UNION RD PSR

UNION RD REALIGNMENT

PROPOSED OVERCROSSING

ALT 4

DATE	REVISED BY
	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

TIME PLOTTED => Drawing: I:\2011\Jobs\285608 - Paso Robles Union Rd. - Hwy 46\14.0 Drawings\HMM\Master\285608-HMM-CV-ALT-04-06.dwg
Feb 21, 2014, 11:29am

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
05	SLO	46	PM 31.80	2	2

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

Hatch Mott MacDonald
1300-B FIRST STREET
GILROY, CA 95020
(408)848-3122
WWW.HATCHMOTT.COM

1-28-2014

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

PROJECT ENGINEER

CALCULATED/ DESIGNED BY

CHECKED BY

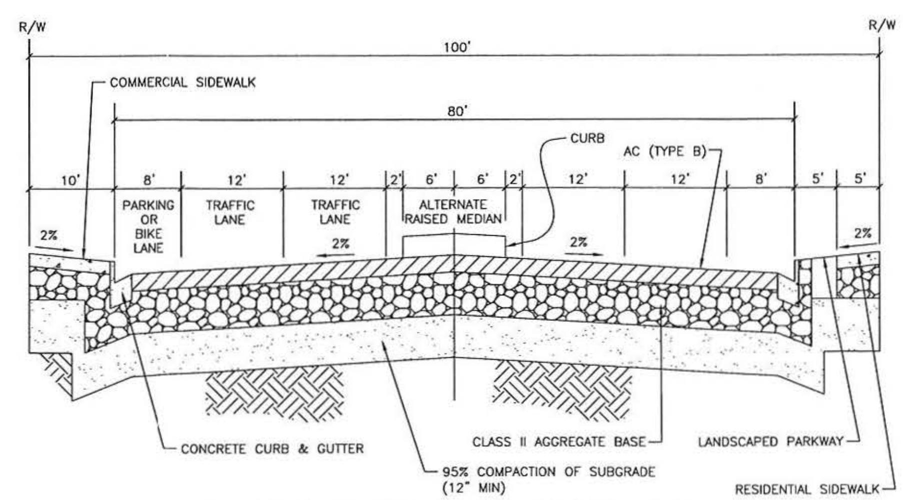
REVISED BY

DATE REVISED

DATE

GRAPHIC SCALE

(IN FEET)
1 inch = 120 ft.



CITY OF PASO ROBLES STANDARD DRAWING NO. A-1
(TYPICAL SECTION FOR DIVIDED ARTERIAL)

HWY 46/UNION RD PSR

UNION RD REALIGNMENT

PROPOSED OVERCROSSING

ALT 4

TIME PLOTTED => Feb 21, 2014, 11:30am Drawing: I:\2011\Jobs\285608 - Paso Robles Union Rd. - Hwy 46\14.0 Drawings\HMM\Master\285608-HMM-CV-ALT-04-06.dwg

D.

Half Clover-Leaf Interchange –

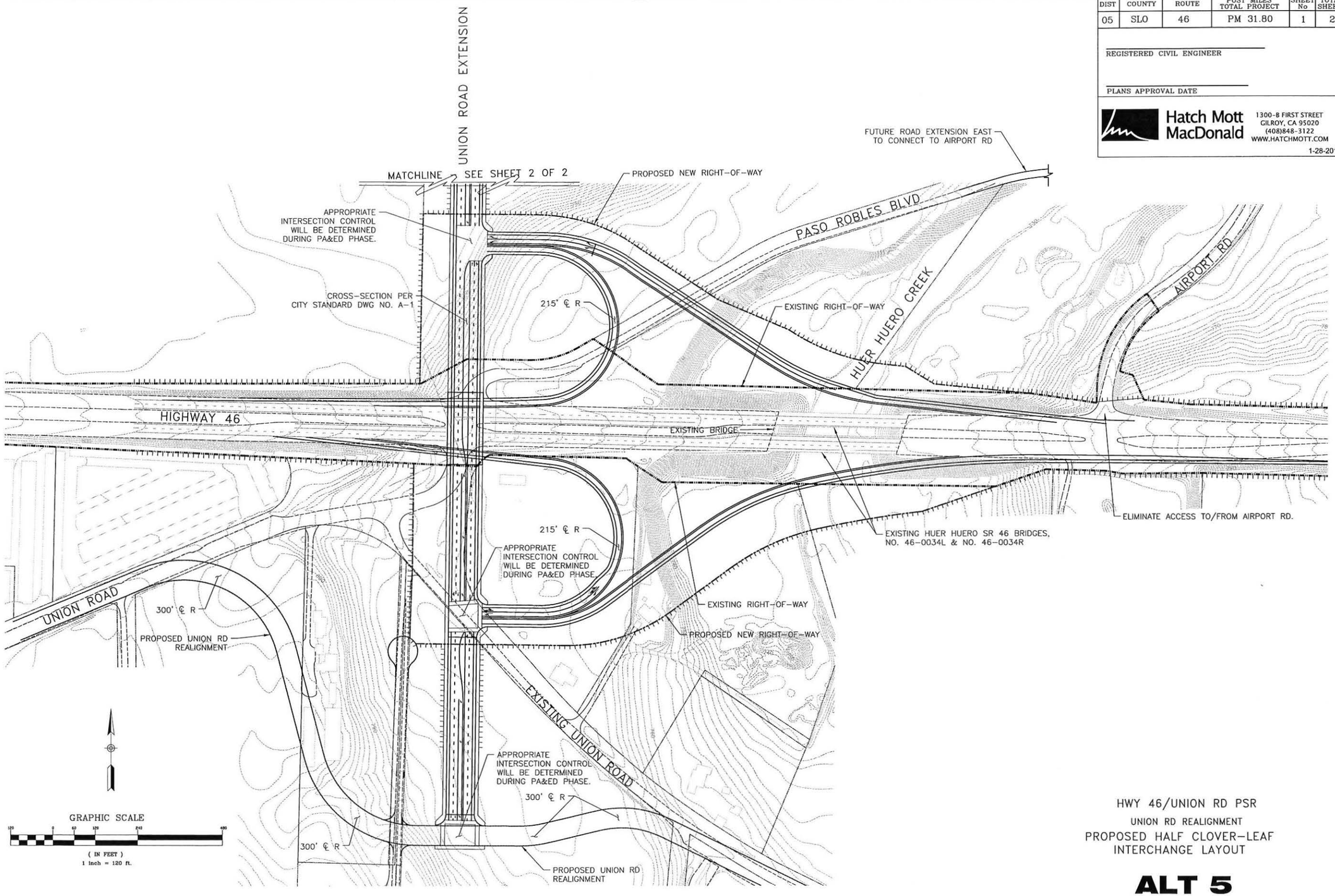
Alternative 5

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
05	SLO	46	PM 31.80	1	2

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

Hatch Mott MacDonald
1300-B FIRST STREET
GILROY, CA 95020
(408)848-3122
WWW.HATCHMOTT.COM
1-28-2014



HWY 46/UNION RD PSR

UNION RD REALIGNMENT

PROPOSED HALF CLOVER-LEAF INTERCHANGE LAYOUT

ALT 5

DATE	REVISED BY
	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

TIME PLOTTED => Drawing: I:\2011\Jobs\285608 - Paso Robles Union Rd. - Hwy 46\14.0 Drawings\HMM\Master\285608-HMM-CV-ALT-05-12.dwg
Feb 21, 2014, 11:32am

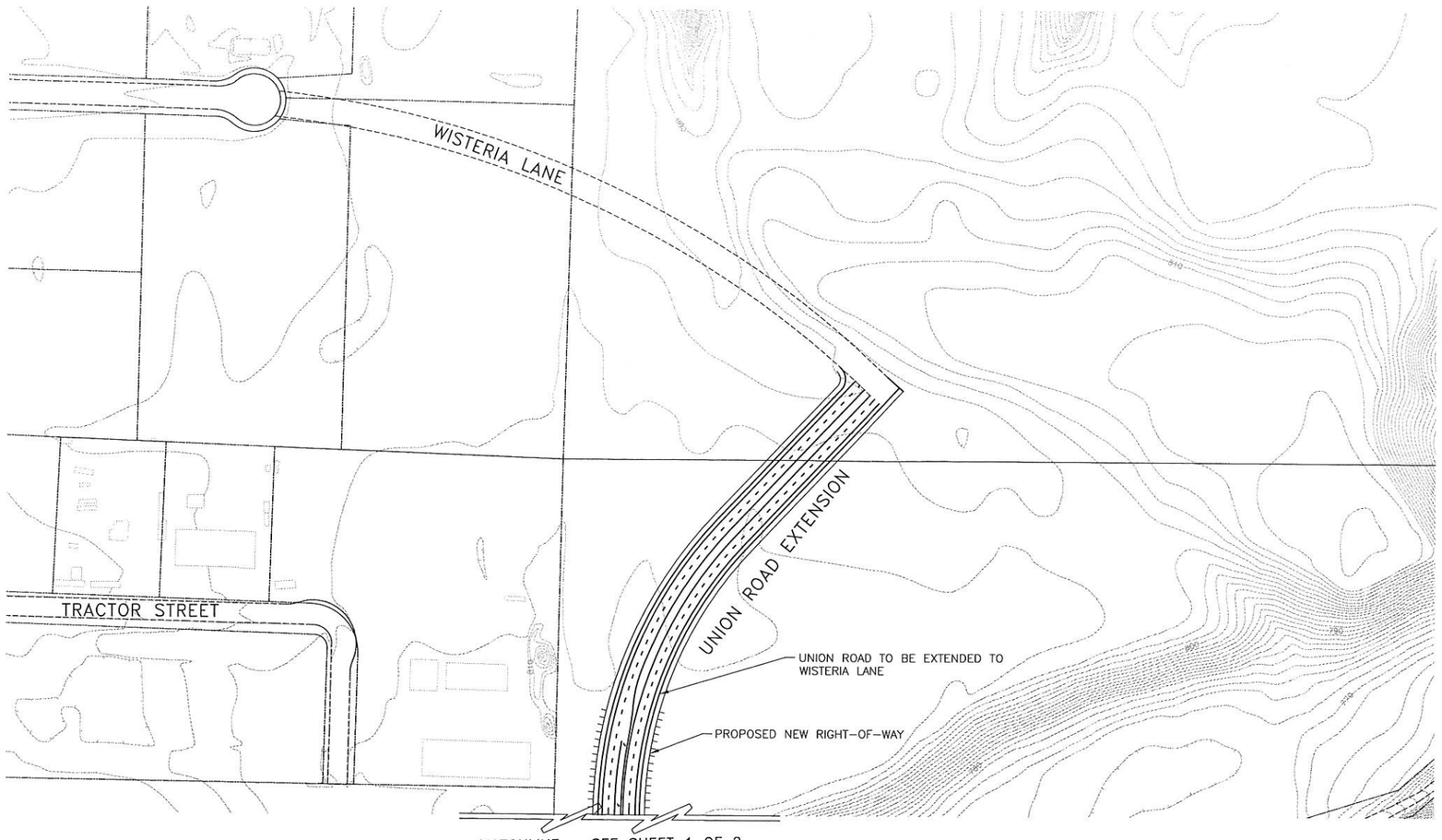
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
05	SLO	46	PM 31.80	2	2

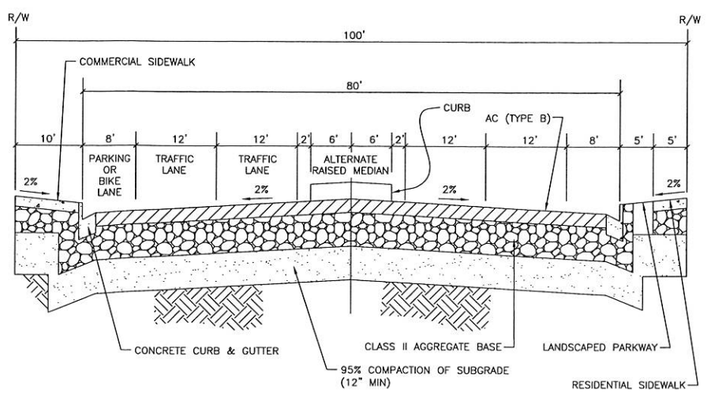
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

Hatch Mott MacDonald
1300-B FIRST STREET
GILROY, CA 95020
(408)848-3122
WWW.HATCHMOTT.COM

1-28-2014





CITY OF PASO ROBLES STANDARD DRAWING NO. A-1
(TYPICAL SECTION FOR DIVIDED ARTERIAL)

GRAPHIC SCALE

(IN FEET)
1 inch = 120 ft.

HWY 46/UNION RD PSR
UNION RD REALIGNMENT
PROPOSED HALF CLOVER-LEAF
INTERCHANGE LAYOUT

ALT 5

DATE	REVISED BY
	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION

Caltrans

TIME PLOTTED => Drawing: I:\2011\Jobs\285608 – Paso Robles Union Rd. – Hwy 46\14.0 Drawings\HMM\Master\285608-HMM-CV-ALT-05-12.dwg
Feb 21, 2014, 11:33am

J.

Risk Register

Level 2 Risk Register

LEVEL 2 - RISK REGISTER				Project Name:	Union Road / Highway 46 PSR-PDS		Dist - EA:	05-1C150K	Project Manager	Leo Trujillo, PE						
Risk Identification							Risk Assessment						Risk Response			
Status	ID #	Type	Category	Title	Risk Statement	Current status/assumptions	Probability	Cost Impact	Cost Score	Time Impact	Time Score	Rationale	Strategy	Response Actions	Risk Owner	Updated
Active	1	Threat	Environmental	Additional Environmental Analysis Required	The PEAR identifies many items that need further investigation in order to attain environmental clearance.		3-Moderate	2 -Low	2	3 -Moderate	3		Mitigate	Perform the necessary environmental investigations during the PA&ED phase.	Environmental Consultant	12/19/2012
Active	2	Threat	Environmental	Additional Environmental Analysis Required	Historic site, endangered species, riparian areas, wetlands and/or public park may be present		2-Low	2 -Low	2	3 -Moderate	3		Mitigate	Perform the necessary environmental investigations during the PA&ED phase.	Environmental Consultant	12/19/2012
Active	3	Threat	Environmental	Additional Environmental Analysis Required	Representatives from Native American tribes expressed concern during preliminary coordination communications that resources may be present, particularly near Huerhuero Creek		3-Moderate	4 -Moderate	4	8 -High	8		Mitigate	Perform the necessary environmental investigations and clearances during the PA&ED phase.	Environmental Consultant	12/19/2012
Active	4	Threat	Traffic Operations	Signal Alternative is not viable	Given the queue lengths presented in the 2016 scenario for the signal alternative, it is considered to be a non-viable alternative. The City of Paso Robles may not be in agreement with this, and may choose to further explore this alternative.		5-Very High	2 -Low	2	1-Low	1		Mitigate	Coordinate with City of Paso Robles and perform additional traffic operations analysis as necessary (i.e.: coordinate new signal with other existing signals, etc.)	Traffic Engineering Consultant	12/19/2012
Active	5	Threat	Traffic Operations	Life Span Analysis needed for Roundabout Alternative	The roundabout alternative functions acceptably during the 2016 scenario, but it fails under the 2035 scenario.		5-Very High	1 -Low	1	1-Low	1		Mitigate	Additional project scenarios (i.e.: 2020, 2025, etc.) need to be studied to help develop a life span analysis for this alternative. Coordination between the City, the City's consultant, and Caltrans will be essential to determine when the extension of Union Road up to Airport Road will occur.	Traffic Engineering Consultant	12/19/2012
Active	6	Threat	Design	Fact Sheet Design Exceptions not completed yet	There are several potential design exceptions that if not rectified, they will require the preparation and approval of Fact Sheet Design Exception.		4-High	1 -Low	1	2-Low	2		Mitigate	During the PA&ED phase, consultant should attempt to modify design to eliminate non-conformances. If not possible, then Design Exception Fact Sheets will be developed for each design non-conformance.	Design Consultant	1/21/2013
Active	7	Threat	Design	Advanced Planning Study (APS) has not been prepared in this PSR-PDS phase.	An APS needs to be prepared in order to determine the adequate bridge and foundation design for the proposed structures.		5-Very High	1 -Low	1	1-Low	1		Mitigate		Design Consultant	1/21/2013
Active	8	Threat	Environmental & Design	Project may encroach into a floodplain or a regulatory floodway	The existing storm drainage system in the area is inadequate to handle additional runoff. Additionally, the Huer Huero Creek is within the limits of the project (at least for the interchange alternative). This may present challenges for obtaining NPDES permits.		4-High	4 -Moderate	4	3 -Moderate	3		Mitigate	During the PA&ED phase, the environmental report should identify any potential impacts to the creek and recommend ways to mitigate the impacts. The design engineer should ensure that the proposed drainage improvements are adequate to handle the runoff with the proposed improvements.	Environmental & Design Consultant	6/21/2013

K.

Right-of-Way Data Sheets and

Utility Information Sheets

Job No 101117
06/21/13

ATTACHMENT K

K.1 RIGHT OF WAY DATA SHEETS

Proposed ROW and Slope Easement Acquisitions are indicated on the attached Exhibits K.1 1 through K.1 3.

Slope easements are based on schematic grading layouts and assume 2:1 slopes at required cuts and fills. Temporary Construction easements are have not been analyzed for the purposes of this report.

K.2 UTILITY INFORMATION SHEETS

Existing utilities in the vicinity of proposed construction consist of storm drainage facilities (see Attachment M), telecommunication facilities, electric lines and poles, water lines and gas lines. Existing facilities are depicted on Exhibits K.2 1 through K.2 5 and are briefly described below. Note that the locations of these facilities are schematic in nature, based on data received from the various utility purveyors and are not the result of a field survey.

1. **City of Paso Robles Water Lines** – City of Paso Robles Water Atlas indicates both a 12" AC and 16" DI Water Line extending northeasterly along Union Road from the Southwest. These lines combine at the southwest corner of Union Road and Hwy 46, with a 16" DI line crossing Union Road, and Hwy 46, and then continuing to the northeast along Paso Robles Blvd as 16" AC. An 8" PVC main lie connects to the 12" AC line in Union Road and travels southeasterly down Union Road.
2. **Charter Cable Facilities** – noted to be all overhead, the Charter Fiber Run travels from southwest to northeast along Union Road, crossing Highway 46 at the Paso Robles Blvd. intersection. These facilities follow the existing pole line path supporting PG&E Facilities.
3. **PG&E Electric Facilities** – Generally speaking, existing PG&E facilities are overhead in the vicinity of our project, with pole lines running along the northwest and northeast sides of Union Road, crossing Hwy 46 at the Paso Robles Blvd. intersection and extending to the northeast along the northwest side of Paso Robles Blvd. Service to the El Paso Self Storage property has been undergrounded along Union Road.
4. **Sempra Gas Facilities** – Sempra mapping indicates a 6" gas line extending northeasterly along Union Road from the southwest, crossing Hwy 46 at the intersection, and extending easterly along the north side of Hwy 46 to Airport Road. A 4" gas line extends southeasterly along the

west side of Union Road for approximately 750' before crossing to the east side of the road and continuing southeasterly towards Barney Schwartz Park, and terminating at the southerly end of the Paso Robles Athletic Club property.

5. **AT&T Telecommunication Facilities** - AT&T maps indicate an underground run north of and paralleling Highway 46 extends from Airport Road westerly to Paso Robles Blvd, crossing Paso Robles Blvd north of Hwy 46 and paralleling Paso Robles Blvd to a box near the NW corner of Hwy 46 and Paso Robles Blvd. From the box, 2 conduit runs extend southwesterly along Union Road, with one of those conduits terminating just south of Hwy 46. A separate conduit run extends from the southwest on Union Road, crossing Hwy 46 at the intersection with buried cables extending to the northeast along Paso Robles Blvd.

The disposition of the above described utility lines with respect to the proposed improvements will be a matter most accurately addressed with document designs. Depending on required grading and potential conflicts with proposed drainage facilities, some facilities could potentially remain in their current locations within reserved easements. For the purposes of this study we have assumed the following:

Water Lines
ALT 1 – no build
ALT 4 – New Water lines for the length of the proposed improvements
ALT 5 - same as Alt 4.

Charter Cable
ALT 1 – no build
ALT 4 – New Cable facilities for the length of the proposed improvements.
ALT 5 - same as Alt 4.

PG&E
ALT 1 – no build
ALT 4 – Undergrounded Electric Facilities for the length of the proposed improvements.
ALT 5 - same as Alt 4.

Gas
ALT 1 – no build
ALT 4 – New Gas Lines for the length of the proposed improvements
ALT 5 - same as Alt 4.

AT&T
ALT 1 – no build
ALT 4 – New Phone Lines for the length of the proposed improvements
ALT 5 – same as Alt 4.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DATA SHEET

(Form #)

EXHIBIT
4-EX-1 (REV 3/2004)

To: Caltrans District 5

Date February 14, 2014

Dist 5 Co SLO Rte 46 P/M R. Rosales

Attention: Richard Rosales
Project Manager

ID EA 05-1C150K

Project Description HWY 46/Union Road

Subject: Right of Way Data

Alternate No. 4 Proposed Overcrossing

This Alternate meets the criteria for a Design/Build project: Yes ☐ No ☑

1. **Right of Way Cost Estimate: To be entered into PMCS COST RW1-5 Screens**

		Current Value Future Use	Escalation Rate	Escalated Value
A.	**Total Acquisition Cost**			
	Acquisition, including Excess Lands, Damages, and Goodwill.	$ 3,190,000	15 %	$ 3,668,500
	Project Permit Fees.			
B.	**Utility Relocation**	$ 1,834,000	15 %	$ 2,109,100
C.	**Relocation Assistance**	$ 80,000	15 %	$ 92,000
D.	**Clearance/Demolition**	$ 30,000	15 %	$ 34,500
E.	**Title and Escrow**	$ 19,200	15 %	$ 22,080
F.	**Total Estimated Cost**	$ 5,153,200		$ 5,926,180
G.	**Construction Contract Work**	$ 0	*(There are construction costs that are to be included in the projects PS&E.)*	

2. **Current Date of Right of Way Certification** May 2018

3. **Parcel Data: To be enetered into PMCS EVNT RW Screen.**

Type	3A	Dual/Appr	3C	Utilities	3D
X				U4-1	1
A	4			-2	
B	5			-3	
C	3			U5-7	
D				-8	4
E	XXXX			-9	5
F	XXXX				
Total		12			

RR Involvements	3E
None	X
C&M Agrmt	
Svc Contract	
Design	
Const.	
Lic/RE/Clauses	

Misc. R/W Work	
RAP Displ	X
Clear/Demo	X
Const Permits	X
Condemnation	X

Areas: R/W 848,566 sf No. Excess Parcels 2 Excess 444,807 sf

Entered PMCS Screens ___/___/___ by _____

Entered AGRE Screen (Railroad data only) ___/___/___ by _____

RIGHT OF WAY DATA SHEET (Cont.)

(Form #)

4. Are there any major items of construction contract work? Yes ☐ No ☑ (If "Yes", explain.)

There will be a cul-de-sac improvement constructed on private property in order to terminate a private roadway and obstruct direct access there from to Hwy 46.
This work is not considered major construction work.

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.). No right of way required. ☐

Right of way will need to be acquired from twelve properties. There are three basic types of property potentially affected by this alternative: Residential Agricultural, Commercial Highway, and Commercial Light Industrial. One parcel is improved with structures that may be affected and require removal or modification. This improved property will also be severed, leaving portions on each side of realigned Union Rd. Some superseded portions of Union Rd. may be able to be vacated and exchanged for new right of way needed for the road realignment. Adjacent to this improved parcel is 025-371-005, owned by Jonatkin Enterprises. This parcel will also be severed into multiple segments by the project. It is difficult to determine pre-design the extent of damages or benefits that may apply to this parcel. Severance damages may apply and will need to be fully analyzed in the appraisal stage of the project. The Clayton Trust parcel will be acquired in full due to loss of access. This parcel will become excess that may be able to be sold to an adjacent property owner. The Ravine Waterpark acquisiton area may also become excess.

6. Is there an effect on assessed valuation? Yes ☑ Not Significant ☐ No ☐ (If "Yes", explain.)

There may be a diminution of assessed value on parcel APN 025-632-004 if structures must be removed.
There will be a dimunition in assessed value of APN 025-433-001 and 025-433-006 due to denial of access and at least interim public ownership.

7. Are utility facilities or rights of way affected?
Yes ☑ No ☐ (If "Yes", attach Utility Information Sheet, Exhibit 4-EX-5.)
The following checked items may seriously impact lead time for utility relocation:
- ☐ Longitudinal policy conflict(s)
- ☐ Environmental concerns impacting acquisition of potential easements
- ☐ Power lines operating in excess of 50 KV and substations

(See attached Exhibit 4-EX-5 for explanation.)

8. Are Railroad facilities or rights of way affected?
Yes ☐ No ☑ (If "Yes", attach Railroad Information Sheet, Exhibit 4-EX-6.)

RIGHT OF WAY DATA SHEET (Cont.)
(Form #)

9. Were any previously unidentified sites with hazardous waste and/or material found?
Yes ☐ None Evident ☑ (If "Yes", attach memorandum per R/W Manual, Chapter 4, Section 4.01.10.00.)

10. Are RAP displacements required? Yes ☑ No ☐ (If "Yes", provide the following information.)

No. of single family 1 No. of business/nonprofit 1

No. of multi-family _____ No. of farms _____

It is anticipated that sufficient replacement housing will be available and may not require Last Resort Housing. In advance of final design, it is not clear whether or not this project will require the removal of buildings. Design may be able to be refined to preserve all existing structures. However, based on the conceptual design for this alternative, there is potential for structural impact that could cause displacement of a rural residence and/or an associated business operated on the site. Therefore, the cost estimates on Page 1 of this R/W Data Sheet includes potential Relocation Assistance costs.

11. Are there Material Borrow and/or Disposal Sites required? Yes ☑ No ☐ (If "Yes", explain.)

The construction of the overpass at Hwy 46 will require fill.

12. Are there potential relinquishments and/or abandonments? Yes ☑ No ☐ (If "Yes", explain.)

There are some existing segments of Union Road that will become superseded by roadway realignment. The superseded segments could become potential abandonments that could bring benefit to affected properties and provide some offset for needed r/w acquisitions.

13. Are there any existing and/or potential airspace sites? Yes ☑ No ☐ (If "Yes", explain.)

Because the overpass over Hwy 46 will be elevated over the highway, airspace rights for the overpass will need to be granted by Caltrans to the City (or the State will control all air rights for overpass).

RIGHT OF WAY DATA SHEET (Cont.)
(Form #)

14. Indicate the anticipated Right of Way schedule and lead time requirements. (Discuss if district proposes less than PMCS lead time and/or if significant pressures for project advancement are anticipated.)

Based on the R/W requirements on Page 1 of this Data Sheet, R/W will require a lead time of 12 months from the date legal descriptions of the areas to be acquired are completed. This will allow sufficient time for appraisal, appraisal review, offer and completion of acquisiton process.

In any event, RW will require 12 months from Final Maps and legal descriptions to project certification.

15. Is it anticipated that Caltrans staff will perform all Right of Way work? Yes ☐ No ☑ (If "No", discuss.)

It is anticipated that City will hire a qualified right of way consultant to complete the needed r/w acquisitions in accordance with Caltrans guidelines.

Evaluation Prepared By Hatch Mott MacDonald (consultant for City of Paso Robles):

Right of Way: *(Land Acquisition Costs)*	Name	Hamner, Jewell & Associates	Date	2/14/14
Railroad:	Name	Cannon	Date	2/21/14
Utilities:	Name	Cannon	Date	2/21/14

Recommended for Approval:

L. Trujillo

Hatch Mott MacDonald

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper subject to the limiting conditions set forth, and I find this Data Sheet complete and current.

D. Esperanza

Name: DITAS ESPERANZA
Title: CAPITAL PROJECTS ENGINEER
Agency: City of Paso Robles

3/28/2014

Date

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ESTIMATE WORKSHEET

(Form #)

DISTRICT	COUNTY	ROUTE	P.M.
5	SLO	46	Richard Rosles
ALTERNATIVE 4			ID EA 05-1C150K

PREPARED BY:Hamner, Jewell & Associates, Consultant for City of Paso Robles

DATE Nov. 1, 2012

PAGE 1 OF 1

TYPE	PARCEL	P.M.	ESTIMATED COST	RAP COST	CLEAR/DEMO COST	NO RAP DISPL.	NO CLEAR/ DEMO	NO CONST PERMITS	CCW COST	ESCROW COST	AME - OTHER INFO.	R/W AREA SF	EXC. AREA
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)		(12)	(13)
B	025-433-001		$1,200,000							$2,700		285,383	285,383
B	025-362-003		$40,000							$1,500		30,504	
C	025-362-004		$300,000	$80,000	$30,000	2	1			$2,000		25,624	
C	025-371-005		$300,000							$2,000		101,590	
B	025-371-016		$136,000							$1,500		32,434	
A	025-362-036		$2,500							$1,000		1,026	
A	025-362-037		$2,500							$1,000		1,017	
A	025-421-083		$6,000							$1,000		2,767	
B	025-421-084		$14,000							$1,000		12,678	
A	025-435-028		$7,000							$1,000		7,260	
B	025-435-029		$182,000							$2,000		188,859	
C	025-433-006		$1,000,000							$2,500		159,424	159,424
	TOTAL		$3,190,000	$80,000	$30,000	2	1			$19,200		848,566	444,807
	GRAND TOTAL FROM ALL PAGES		$3,190,000	$80,000	$30,000	2	1			$19,200		848,566	444,807

T PERMIT FEES

PERMITTER	ESTIMATED COST	TYPE OF PERMIT	DATE TO EXPEND
(14)	(15)	(16)	(17)
TOTAL			
GRAND TOTAL FROM ALL PAGES			

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

EXHIBIT

UTILITY INFORMATION SHEET

4-EX-5 (REV 3/2004)

(Form #)

1. Name of utility companies involved in project:
   City of Paso Robles - Water Mains
   Sempra Utilities - Gas
   PG&E - Electric
   Charter Cable
   ATT
2. Types of facilities and agreements required:
   Water Mains - 8", 12" & 16" and assoicated facilities to be relocated
   Gas Mains - 4", 6" & 8" to be relocated
   Overhead Electric facilities to be undergrounded
   Overhead Cable facilities to be undergrounded
   Underground AT&T Facilities to be relocated
3. Is any facility a longitudinal encroachment in existing or proposed access controlled right of way? No. Explain.

   Disposition of longitudinal encroachment(s):
   - ☐ Relocation required
   - ☐ Exception to policy needed
   - ☐ Other. Explain.

4. Additional information concerning utility involvements on this project, i.e., long lead time materials, growing or species seasons, customer service seasons (no transmission tower relocations in summer).

5. PMCS Input Information
   Total estimated cost of City's obligation for utility relocation on this project:
   $1,834,000

   Note:
   Total estimated cost to include any Department obligation to relocate longitudinal encroachments in access controlled right of way and acquire any necessary utility easements.

Utility Involvements

U4-1	1	U5-7	
-2		-8	4
-3		-9	5
-4			

Prepared By: *Keone Kauo, Cannon, Consultant for City of Paso Robles

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DATA SHEET

(Form #)

EXHIBIT
4-EX-1 (REV 3/2004)
Page 1 of 4

To: Caltrans District 5

Date February 20, 2014

Dist 5 Co SLO Rte 46 P/M R. Rosales

Attention: Richard Rosales
Project Manager

ID EA 05-1C150K

Project Description HWY 46/Union Road

Subject: Right of Way Data

Alternate No. 5 Half Cloverleaf

This Alternate meets the criteria for a Design/Build project: Yes ☐ No ☑

1. **Right of Way Cost Estimate:** To be entered into PMCS COST RW1-5 Screens

		Current Value Future Use	Escalation Rate	Escalated Value
A.	**Total Acquisition Cost**			
	Acquisition, including Excess Lands, Damages, and Goodwill.	$ 5,636,850	15 %	$ 6,482,378
	Project Permit Fees.			$ 0
B.	**Utility Relocation**	$ 1,834,000	15 %	$ 2,109,100
C.	**Relocation Assistance**	$ 120,000	15 %	$ 138,000
D.	**Clearance/Demolition**	$ 60,000	15 %	$ 69,000
E.	**Title and Escrow**	$ 24,700	15 %	$ 28,405
F.	**Total Estimated Cost**	$ 7,675,550		$ 8,826,883
G.	**Construction Contract Work**	$ 0	*(These are construction costs that are to be included in the projects PS&E.)*	

2. **Current Date of Right of Way Certification** May 2018

3. **Parcel Data:** To be enetered into PMCS EVNT RW Screen.

Type	3A	Dual/Appr	3C
X			
A	4		
B	5		
C	5		
D			
E	XXXX		
F	XXXX		
Total		14	

Utilities	3D
U4-1	1
-2	
-3	
U5-7	
-8	4
-9	5

RR Involvements	3E
None	X
C&M Agrmt	
Svc Contract	
Design	
Const.	
Lic/RE/Clauses	
Misc. R/W Work	
RAP Displ	X
Clear/Demo	X
Const Permits	
Condemnation	X

Areas: R/W 1,049,657 sf No. Excess Parcels 2 Excess 332,385 sf

Entered PMCS Screens ___/___/___ by _____

Entered AGRE Screen (Railroad data only) ___/___/___ by _____

RIGHT OF WAY DATA SHEET (Cont.)

(Form #)

4. Are there any major items of construction contract work? Yes ☐ No ☑ (If "Yes", explain.)

There will be a cul-de-sac improvement constructed on private property in order to terminate a private roadway and obstruct direct access there from to Hwy 46.
This work is not deemed a major item of construction contract work.

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.). No right of way required. ☐
Right of way will need to be acquired from fifteen properties of varying types that include Residential Agricultural, Commercial Highway, and Commercial Light Industrial. Parcels 025-362-004, 025-371-016 & 025-371-017 are improved with structures that may be affected and require removal or modification. One of the improved parcels (025-362-004) will also be severed, leaving portions on each side of realigned Union Rd. Some superseded portions of Union Rd. may be able to be vacated and exchanged for new right of way needed for the road realignment. Adjacent to this improved parcel is 025-371-005, owned by Jonatkin Enterprises. This parcel will also be severed into multiple segments by the project. It is difficult to determine pre-design the extent of damages or benefits that may apply to this parcel. Severance damages may apply and will need to be fully analyzed in the appraisal stage of the project. Additionally Parcel 025-433-006 is the Ravine waterpark. Depending on final design, some of the Waterpark facilities may be impacted and require mitigation. For purposes of project planning, budgeting, and completing this Data Sheet it is assumed that there will be some relocation assistance requirements and severance damages have been assumed. 172,962 sf of excess land will be acquired from AP 025-433-001 and 159,424 sf from the waterpark because these parcels will be affected by denial of access.

6. Is there an effect on assessed valuation? Yes ☑ Not Significant ☐ No ☐ (If "Yes", explain.)

There may be a dimunition of assessed value on parcels

APN 025-0-362-004 & 025-371--016 and 017 due to removal of structural improvements. 025-433-001 will be removed from the tax rolls if maintained under public ownership.

7. Are utility facilities or rights of way affected?
Yes ☑ No ☐ (If "Yes", attach Utility Information Sheet, Exhibit 4-EX-5.)
The following checked items may seriously impact lead time for utility relocation:
- ☐ Longitudinal policy conflict(s)
- ☐ Environmental concerns impacting acquisition of potential easements
- ☐ Power lines operating in excess of 50 KV and substations

(See attached Exhibit 4-EX-5 for explanation.)

8. Are Railroad facilities or rights of way affected?
Yes ☐ No ☑ (If "Yes", attach Railroad Information Sheet, Exhibit 4-EX-6.)

RIGHT OF WAY DATA SHEET (Cont.)
(Form #)

9. Were any previously unidentified sites with hazardous waste and/or material found?
Yes ☐ None Evident ☑ (If "Yes", attach memorandum per R/W Manual, Chapter 4, Section 4.01.10.00.)

10. Are RAP displacements required? Yes ☑ No ☐ (If "Yes", provide the following information.)

No. of single family 2 No. of business/nonprofit 1

No. of multi-family _____ No. of farms _____

It is anticipated that sufficient replacement housing will be available without Last Resort Housing. In advance of final design, it is not clear whether or not this project will require the removal of buildings. Design may be able to be refined to preserve existing structures. However, based on the conceptual design for this alternative, there is potential for structural impact that could cause displacement of two rural residences from two properties and/or an associated business operated one of the sites. Therefore, the cost estimates on Page 1 of this R/W Data Sheet include potential Relocation Assistance costs.

11. Are there Material Borrow and/or Disposal Sites required? Yes ☑ No ☐ (If "Yes", explain.)

The construction of the overpass at Hwy 46 will require fill.

12. Are there potential relinquishments and/or abandonments? Yes ☑ No ☐ (If "Yes", explain.)

There are some existing segments of Union Road that will become superseded by roadway realignment. The superseded segments could become potential abandonments that could bring benefit to affected properties and provide some offset for needed r/w acquisitions.

13. Are there any existing and/or potential airspace sites? Yes ☑ No ☐ (If "Yes", explain.)

Because the overpass over Hwy 46 will be elevated over the highway, airspace rights for the overpass construction will need to be authorized by Caltrans. No airspace sites are anticipated.

RIGHT OF WAY DATA SHEET (Cont.)

(Form #)

14. Indicate the anticipated Right of Way schedule and lead time requirements. (Discuss if district proposes less than PMCS lead time and/or if significant pressures for project advancement are anticipated.)

Based on the R/W requirements on Page 1 of this Data Sheet, R/W will require a lead time of 12-18 mo from the date legal descriptions of the areas to be acquired are completed. This will allow sufficient time for appraisal, appraisal review, offer, completion of acquisiton process, and occupancy relocations.

In any event, RW will require 12-18 months from Final Maps and legal descriptions to project certification.

15. Is it anticipated that Caltrans staff will perform all Right of Way work? Yes ☐ No ☑ (If "No", discuss.)

It is anticipated that City will hire a qualified Right of Way Acquistion consultant to complete the needed right of way acquistions in conformance with Caltrans guidelines.

Evaluation Prepared By Hatch Mott MacDonald (consultant for City of Paso Robles):

Right of Way: *(Land Acquisition Costs)*	Name	Hamner, Jewell & Associates	Date	2/20/14
Railroad:	Name	Cannon	Date	2/21/14
Utilities:	Name	Cannon	Date	2/21/14

Recommended for Approval:

Hatch Mott MacDonald

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper subject to the limiting conditions set forth, and I find this Data Sheet complete and current.

Name: DITAS ESPERANZA
Title: CAPITAL PROJECTS ENGINEER
Agency: City of Paso Robles

3/28/2014
Date

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ESTIMATE WORKSHEET

(Form #)

DISTRICT	COUNTY	ROUTE	P.M.
5	SLO	46	Richard Roselas
ALTERNATIVE 5			ID EA 05-1C150K

PREPARED BY:Hamner, Jewell & Associates, Consultant for City of Paso Robles

DATE Feb-14 | PAGE 1 | OF 1

TYPE	PARCEL	P.M.	ESTIMATED COST	RAP COST	CLEAR/DEMO COST	NO RAP DISPL.	NO CLEAR/ DEMO	NO CONST PERMITS	CCW COST	ESCROW COST	AME - OTHER INFO.	R/W AREA SF	EXC. AREA
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)		(12)	(13)
B	025-362-003		$40,000							$1,500		30,504	
C	025-362-004		$300,000	$80,000	$30,000	2	1			$2,000		25,624	
C	025-371-005		$300,000							$2,000		101,590	
B	025-371-016		$993,750							$2,500		236,608	
A	025-632-036		$2,500							$1,000		1,026	
A	025-362-037		$2,500							$1,000		1,017	
B	025-433-001		$1,200,000							$2,700		112,421	172,961
C	025-433-006		$1,200,000							$2,700		14,270	159,424
C	025-371-017		$1,080,000	$40,000	$30,000	1	1			$2,500		131,979	
C	025-371-025		$172,200							$1,800		40,987	
A	025-421-083		$6,000							$1,000		2,767	
B	025-421-084		$14,000							$1,000		12,678	
A	025-435-028		$7,000							$1,000		7,260	
B	025-435-029		$318,900							$2,000		330,926	
	TOTAL		$5,636,850	$120,000	$60,000	3	2			$24,700		1,049,657	
	GRAND TOTAL FROM ALL PAGES		$5,636,850	$120,000	$60,000	3	2			$24,700		1,049,657	332,385

T PERMIT FEES

PERMITTER	ESTIMATED COST	TYPE OF PERMIT	DATE TO EXPEND
(14)	(15)	(16)	(17)
TOTAL			
GRAND TOTAL FROM ALL PAGES			

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

EXHIBIT

UTILITY INFORMATION SHEET

4-EX-5 (REV 3/2004)

(Form #)

1. Name of utility companies involved in project:
   City of Paso Robles - Water Mains
   Sempra Utilities - Gas
   PG&E - Electric
   Charter Cable
   ATT
2. Types of facilities and agreements required:
   Water Mains - 8", 12" & 16" and assolcated facilities to be relocated
   Gas Mains - 4", 6" & 8" to be relocated
   Overhead Electric facilities to be undergrounded
   Overhead Cable facilities to be undergrounded
   Underground AT&T Facilities to be relocated
3. Is any facility a longitudinal encroachment in existing or proposed access controlled right of way? No.
   Explain.

   Disposition of longitudinal encroachment(s):
   - ☐ Relocation required
   - ☐ Exception to policy needed
   - ☐ Other. Explain.

4. Additional information concerning utility involvements on this project, i.e., long lead time materials, growing or species seasons, customer service seasons (no transmission tower relocations in summer).

5. PMCS Input Information
   Total estimated cost of City's obligation for utility relocation on this project:
   $1,834,000

   Note:
   Total estimated cost to include any Department obligation to relocate longitudinal encroachments in access controlled right of way and acquire any necessary utility easements.

Utility Involvements

U4-1	1	U5-7	
-2		-8	4
-3		-9	5
-4			

Prepared By: [1] Susan Roberts, Cannon, Consultant for City of Paso Robles

E.

Preliminary Environmental Assessment Report (PEAR)

PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT

1. Project Information

District	County	Route	PM	EA
5	San Luis Obispo	SR 46	31.7/32.3	05-1C150K
Project Title: *Brief descriptive phrase, e.g., CAPM, Curve Re-alignment, Passing Lane, etc.* Union Road/State Route 46 East Intersection Alignment project				
Project Manager Richard Rosales			Phone # 805-549-3788	
Design Engineer John Fouche			Phone # (805) 549-3330	
Environmental Office Chief/Manager Janet Newland			Phone # 805-542-4691	
PEAR Preparers Tad Stearn - PMC Melissa D. Logue – PMC			Phone # 831-383-7974 916-231-2241	

2. Project Description

Purpose and Need

Need:

The need of this project is to address the limited access to and across SR 46 at the Union Road-Paso Robles Boulevard intersection. These problems/deficiencies include:

1. Delay/poor operations at the at-grade stop controlled intersections of Union Road/SR 46 and Airport Road/SR 46 due to:
   - Existing and projected traffic volumes
   - Uncontrolled entry and exit of vehicles from at-grade intersections onto the highway (such as the westbound SR 46 left-turn movement to southbound Union Road and eastbound SR 46 left-turn movement to northbound Airport Road)
   - Merging conflicts for entry onto SR 46.

The Union Road / SR 46 and Airport Road / SR 46 are side street stop controlled intersections. For stop controlled intersections, LOS is usually determined for the minor street turning movements as well as major-street left turns. Major-street (SR 46 in this case) through movements typically have no delay if there is no queue spillover from downstream traffic. Traffic operations at those two intersections for the existing and 2035 conditions are reported in Table 1.

Table 1: Stop-Controlled Intersection Capacity Analysis

Intersection	Approach/ Movement	2011				2035[1]			
		Weekday PM		Friday PM		Weekday PM		Friday PM	
		Delay[2]	LOS	Delay[2]	LOS	Delay[2]	LOS	Delay[2]	LOS
Hwy 46 / Union Rd	NB	21.8	C	34.3	D	>150	F	>150	F
	WBL	12.6	B	13.9	B	26.8	D	39.6	E
Hwy 46 / Airport Rd	SB	25.4	D	35.9	E	24.2	C	>150	F
	EBL	9.8	A	10.1	B	16.4	C	18.6	C

Note: [1] Year 2035 includes future approved development consistent with the City of Paso Robles General Plan
[2] Delays expressed in seconds.

Under the existing conditions, the two SR 46 left turns are able to operate at LOS B or better. The two minor streets can still maintain LOS D except for the Airport Road access during the Friday PM peak hour. In Year 2035, the operation of the westbound left-turn on SR 46 at Union Road will deteriorate to LOS E during the Friday PM peak hour and the two minor streets will degrade to an unacceptable LOS and create excessive delays for vehicles accessing SR 46.

2. Limited access & connectivity for all travel modes between the north and south sides of SR 46.

Due to the existing roadway configuration the north and south connectivity between the two sides of SR 46 is limited within the City of Paso Robles. Circulation and access to SR 46 is provided mainly through four north-south roads including Buena Vista Drive, Golden Hill Road, Union Road, and Airport Road. Among these locations, only Golden Hill Road allows vehicles to cross SR 46 and proceed from north to south or vice versa. In comparison, the other three streets provide either a north leg or south leg and terminate at SR 46. The Golden Hill Road and Buena Vista Drive intersections are the only locations controlled by a traffic signal. However, the signal at the Buena Vista Drive / SR 46 intersection does not control the eastbound through movements. The other two intersections are stop-controlled for the minor street approaches. Stop controlled traffic carries a lower movement priority and in this particular case northbound or southbound movements must yield to SR 46 traffic. Meanwhile, because SR 46 carries a large volume of vehicles, turning movements from these stop-controlled locations can be very difficult to make, and in some of the worst-case scenarios, these movements experience excessive delay. As such, the main access to SR 46 is limited to Golden Hill Road. Providing these additional locations where all modes can access SR 46 from both the north and south sides will improve traffic operations in this area.

Connectivity for alternative transportation modes such as pedestrian and bicyclist is provided only at the Golden Hill Road intersection. The current configuration discourages people from using these modes by requiring longer travel distances for some trips. Therefore, it is important to the City of Paso Robles to provide these facilities and connections to encourage these modes of travel.

As SR 46 traffic is expected to continue to grow, it will become more difficult for the existing roadway system to deliver the much needed access and connectivity in the City area to all modes of travel.

3. Limited access & connectivity especially on the north side of Union Road (Paso Robles Blvd.).

Currently, the only major connection to Paso Robles Boulevard is SR 46 at the Union Road intersection. Paso Robles Boulevard is not connected to any other major arterials on the north side of the highway (i.e.: Dry Creek Road, Airport Road, etc.). As previously stated, because SR 46 carries a large amount of traffic, turning movements to and from stop-controlled access points like Paso Robles Boulevard are difficult to make, and in some of the worst-case scenarios, these movements experience excessive delays.

Purpose:

The purpose of the project is to improve access to, from, along, and across State Route 46 at the Union Road intersection; reduce congestion and delay, improve reliability and operations in the vicinity of the intersections of SR 46 / Union Road and SR 46 / Airport Road. One objective of this project from PM 31.7 to PM 32.3 is to improve operations and access and reduce congestion through operational and/or capacity improvements at the SR 46 / Union Road and SR 46 / Airport Road intersections. A second objective is to improve connectivity for bicycles and pedestrians across SR 46.

Description of work

The proposed project would construct improvements to the Union Road/SR 46 intersection to meet the project purposes listed above. Two build alternatives and a No-Build alternative are under consideration. The build alternatives include a mid-term alternative known as the "Overcrossing Only Alternative", and a "Full Standard Interchange Alternative".

Construction of any of the build alternatives would include:

- realignment of the Union Road approaches to State Route 46
- grading
- additional paving
- striping and re-striping
- construction of bicycle and pedestrian facilities
- utility relocation
- potential storm drainage facility modifications and improvements
- permanent storm water treatment facilities (TBMPs)

Alternatives

Three (3) alternatives are currently under consideration for the proposed Union Road / Highway 46 East Intersection Alignment Study. The alternatives include:

Table 1 Summary of Alternatives

Alternative	Description
1. No-Build	No improvements to the existing intersection
4. Over-crossing	Implement an overcrossing
5. Standard Interchange	Implement a half clover-leaf interchange with no design exceptions.

Following is a detailed description of the alternatives:

Alternative 1 No Build Alternative

The "No-Build Alternative" assumes no improvements to the existing un-signalized intersection at State Route 46 East and Union Road. Given this assumption, the intersection is forecast to operate at Level of Service (LOS) F in the forecast year 2035. In addition, traffic off of Airport Boulevard trying to travel southbound on Union Road will find it difficult to weave and make the westbound left-turn along State Route 46 at Union Road due to heavy through traffic on State Route 46.

Alternative 4 Overcrossing Alternative

In this alternative, an overcrossing structure would be constructed over the existing State Route 46 East/Union Road intersection location. This alternative would help relieve traffic at the intersection of State Route 46/Golden Hill Road. The overcrossing roadway would be designed as a four lane roadway with bike lane and pedestrian walkway. The Paso Robles Boulevard connection to State Route 46 would be closed, and Union Road would be realigned to create a new intersection along the south overcrossing approach. The overcrossing structure would be 100 feet wide and 220 feet long. No connections will be provided from the new overcrossing to State Route 46.

Alternative 5 Full Standard Interchange Alternative

In this alternative, a half clover-leaf interchange is proposed. The loops would be designed for 30 miles per hour speeds. New ramps (eastbound on-ramp and westbound off-ramp) would be single 14 foot lanes, with 8 foot outside shoulders and 4 foot inside shoulders. The overcrossing roadway would be designed as a four lane roadway with bike lane and pedestrian walkway. The Paso Robles Boulevard connection to State Route 46 would be closed, and Union Road would be realigned to create a new intersection along the south approach to the interchange.

The overcrossing structure would be 100 feet wide and 220 feet long. The eastbound on-ramp and westbound off-ramp would cross the Huer Huero Creek on separate support structures 350 feet long and 26 feet wide.

3. Anticipated Environmental Approval

Check the anticipated environmental determination or document for the proposed project in the table below.

CEQA		NEPA	
Environmental Determination			
Statutory Exemption	☐		
Categorical Exemption	☐	Categorical Exclusion	☐
Environmental Document			
Initial Study or Focused Initial Study with proposed Negative Declaration (ND) or Mitigated ND	☒	Environmental Assessment with proposed Finding of No Significant Impact Complex Environmental Assessment with proposed Finding of No Significant Impact	☒ ☐
Environmental Impact Report	☐	Environmental Impact Statement	☐
CEQA Lead Agency (if determined):		Caltrans	
Estimated length of time (months) to obtain environmental approval:		18-24 months	

4. Special Environmental Considerations

The project area may include suitable habitat for several protected animal and plant species. As a result, the project may require a Rare Plant Survey (in March-May and July-August), California Red-legged Frog habitat assessment, San Joaquin kit fox habitat assessment, consultation regarding Swainson's Hawk, surveys on existing bridge for bats, and a Least Bell's vireo survey (in April to August). The timing of these surveys may affect the delivery of the environmental document. Additionally, it is anticipated that the project would require Section 7 Consultation with the US Fish and Wildlife Service for effects to federally-listed species. Also, for alternatives that may affect Huer Huero Creek, a Clean Water Act Section 404 permit from the U.S. Army Corps of Engineers may be required. If an alternative would affect more than ½ acre of jurisdictional waters, then an Individual Permit would be required, which may affect the start of construction date. Finally, if special status species are identified in the project area that could be affected by the proposed project, or if the project would require construction activities within Huer Huero Creek, then seasonal construction limitation may be required that would affect the construction schedule of the proposed project.

5. Anticipated Environmental Commitments

Noise Abatement or Mitigation

- Provide noise barriers if determined necessary by the Noise Impact Report.
-

Archaeological Resources

- Testing of any discovered archaeological and/or paleontological resources.
- Require monitor present during ground disturbance if high potential for discovery of resources is determined.

Biological Resources

- A biological monitor may be required if determined exclusions zones need to be established for special-status or nesting species.

Scenic Resources

- Aesthetic treatment may be required at all retaining walls, concrete barriers, soundwalls consistent with the Aesthetic Barrier Design guidance and the California Highway Barrier Aesthetics Report.

Wetland/Riparian Resources

- Wetland mitigations if determined jurisdictional wetland would be affected.

Runoff/Water Quality

- Prevent scour during a flood event.

(See Attachment D for Environmental Commitments Cost Estimate)

Project specific mitigation would be determined at the time of project implementation; however, the following general avoidance and minimization measures are recommended:

Biological Resources

- Avoid introduction of invasive species into the project area.
- Mitigation will be required for any impacts to special-status species. Project specific mitigation would be determined at the time of project implementation. May include requiring a biological monitor to monitor exclusion zones if determined necessary.
- Conduct preconstruction surveys and construction monitoring (if required).

Land Use

- Reasonable compensation provided to landowners affected by the proposed project in accordance with Caltrans relocation policy.

Hazards

- If any indication of contamination, such as odors or stained soils, is encountered during grading, excavating, or other construction activities, work in the area should be stopped immediately.

Geology/Soils

- Implement recommendations provided in site specific Geotechnical Investigation, which may include soil stabilization measures for unstable soils.

Paleontological Resources

- If paleontological resources are discovered mitigation would include removal, preparation, and curation of any important remains. May require presence of paleontologist during ground disturbing activities.

Runoff/Water Quality

- Require special design measures to prevent scour during a flood event.
- Prepare and implement erosion control spill prevention and counter measure control plan, measures. Minimum erosion control measures for each alternative include: move-in/move-out erosion control; fiber rolls; hydroseeing; and rolled erosion control product (netting).
- Implement design pollution prevention BMPs. Design pollution prevention BMPs include the use of treatment devices that will increase the surface roughness and promote infiltration to ensure that post-construction runoff rates do not exceed pre-construction runoff rates. Biofiltration and/or detention basins are proposed to decrease the sediment loading potential.
- Implement temporary construction site BMPs. Temporary construction BMPs measures considered for this project include: soil stabilization; sediment control; tracking control; non-storm water management; general construction site management; and stormwater sampling and analysis.
- Implement permanent treatment BMPs. Permanent treatment BMPs include the use of biofiltration devices (i.e. swales) and detention devices (Alternative 5 only).

6. Permits and Approvals

The following environmental permits and approvals may be required for the proposed project:

Permit	Timeline
Right-of-way; approval of site development permits/plans in the project area.	3 months

Permit	Timeline
Regional Water Quality Control Board: National Pollutant Discharge Elimination System permits (Clean Water Act Section 402) and Water Quality Certification (Clean Water Act Section 401). A Storm Water Pollution Prevention Plan will also be required. These activities would be coordinated with the State Water Quality Control Board.	4 months
U.S. Army Corps of Engineers: Review and approval of any improvements impacting wetlands, Clean Water Act Section 404 permit. Authorization under Nationwide Permit 14 will likely be the appropriate permitting action because wetland/waters impacts are anticipated not to exceed the threshold acreage of 0.5 acre. If the project exceeds this threshold an individual permit will be required.	4 months
California Department of Fish and Wildlife (CDFW): Approval of future potential streambed alteration agreements, pursuant to Section 1600 of the Fish and Game Code, or any impact pursuant to the Migratory Bird Species Act.	4 months
U.S. Fish and Wildlife Service - Section 7 Take Permit: Review and authorization of any activities impacting federally listed species.	10 months

7. Level of Effort: Risks and Assumptions

The assumptions used in the preparation of this PEAR are:

- Study area limits will not change.
- Project has some federal involvement (funding, permitting, etc.)
- There will be a public workshop opportunity.
- Land use designation and land under Williamson Act Contract will not change within the project area.

Future risks for the project include:

- Requirement to conduct protocol-level surveys for vernal pools. These survey require two consecutive seasons of one full wet season survey and one dry season survey, or one to two years.
- Requirement to conduct plant surveys during blooming periods. These surveys have various seasonal requirements. May delay analysis up to 1 year.
- Impacts to wetlands which would require mitigation to ensure no net loss of wetlands.
- Requirement to conduct additional surveys for special-status species, migratory bird nest, and burrowing owls (individuals and habitat). This could delay construction activities to occur outside the nesting seasons.
- Need to initiate informal or formal consultation with the U.S. Fish and Wildlife Service on least Bell's vireo, San Joaquin kit fox and/or vernal pool fairy shrimp.
- Need to monitor for biological resources during construction.

- Need to monitor for paleontological or archeological resources during construction.
- Need to conduct archaeological testing.
- Unexpected community concerns.
- Unexpected Native American concerns.
- Need to construct noise barriers along alignment.
- Unexpected change to technical study or environmental document format requirements.
- Delays in description of engineering design details that affect environmental analysis or permitting.
- Delays in review schedule.

8. PEAR Technical Summaries

8.1 **Land Use:** The proposed project is consistent with the Paso Robles General Plan and would not conflict with existing land use plans. Consistency with land use plans will be addressed in detail within the Land Use section of the environmental assessment.

The proposed project improvements would include construction of bicycle and pedestrian facilities, which aid in providing a more connected bicycle system through the project area. The proposed project would have no effect on the nearby Barney Schwartz Park. No Section 4(f) properties have been identified within the project area that would be affected by the proposed project. Therefore, Section 4(f) will not be addressed in detail in the environmental assessment. These circumstances apply to both build alternatives, Alternative 4 and Alternative 5. No technical analysis will be required for the No-Build Alternative.

8.2 **Growth:** A majority of the project area is located within an area that is currently undeveloped but designated for urban uses. As mentioned above, the proposed improvements are necessary to accommodate 2035 travel forecasts as a result of buildout of the General Plan (Paso Robles 2011a). The proposed improvements would have low potential to induce growth. The proposed project would accommodate planned growth and provide a safer circulation system by providing a more formal access to and from SR 46. Growth inducement will be studied in the Draft Environmental Document. These circumstances apply to both build alternatives, Alternative 4 and Alternative 5. No growth is induced by the No-Build Alternative.

8.3 **Farmlands/Timberlands**: While the project area includes grazing land and farmland of local potential, it does not include unique farmland or farmland of local or statewide importance or Williamson Act land. Although the proposed project would result in the conversion land designated for agricultural use, it would not result in the conversion agricultural land designated as of "Prime Farmland," "Farmland of Statewide Importance," or land protected under Williamson Act

Contract (DOC 2008, 2009). Furthermore, no timberlands exist in the project area. Nevertheless, farmland impacts will be evaluated using the Natural Resources Conservation Service Farmland Conversion Impact Rating Form AD1006. The form and analysis of impacts to agricultural lands will be included in the Community Impact Assessment and the environmental document. These circumstances apply to both build alternatives, Alternative 4 and Alternative 5. No technical analysis will be required for the No-Build Alternative.

8.4 **Community Impacts**: One cluster of 4-6 residences and related buildings is located southwest of the intersection off of Union Road. The Union Road realignment under the Alternative 5 footprint would cut across this rural parcel and alter access to these properties. The proposed project would provide improved access to most properties surrounding the project area and would not result in substantial changes to established neighborhoods, overall community character or cohesion. The proposed project would realign the Union Road right-of-way closer to existing homes that may be occupied by minorities and/or have lower incomes. Although the realignment would not require the displacement of any occupants it may require acquiring property from minorities and/or lower average annual income individuals. Therefore, environmental justice will be addressed within the environmental assessment. A Community Impact Assessment will be necessary to evaluate proposed improvements and provide mitigation accordingly. These circumstances apply to both build alternatives, Alternative 4 and Alternative 5. No community impact analysis will be required for the No-Build Alternative.

8.5 **Visual/Aesthetics**: Since the proposed project may adversely affect scenic veiwshed and resources a Visual Impact Assessment would be necessary to evaluate proposed improvements and provide mitigation accordingly. These circumstances apply to both build alternatives, Alternative 4 and Alternative 5. No technical analysis will be required for the No-Build Alternative.

8.6 **Cultural Resources:** An Archaeological Survey Report will be prepared to document the identification and evaluation of any prehistoric or historic archaeological properties within the Archaeological Area of Potential Effects (APE). A geomorphological study will be completed as part of the ASR and will determine if there is a likelihood for buried archaeological resources.

A Historic Resources Evaluation Report (HRER) will be prepared to identify and evaluate any architectural (built-environment) resources in the Architectural APE. A preliminary survey suggests that one historic-period property, a two-story brick house constructed in the late 19th century by a Swedish immigrant, has the potential to be eligible for listing in the National Register of Historic Places. It is located across Union Road from the Barney Schwartz Park complex, approximately 1,000 feet from the intersection of State Route 46 and Union Road. Despite the distance, the property may need to be evaluated for indirect project effects.

A Historic Property Survey Report (HPSR) will be prepared to summarize the results of the ASR and HRER, and will be submitted to the State Historic Preservation Officer (SHPO) for concurrence. If significant archaeological or architectural resources are identified within the APE, a Finding of Effect (FOE) would also need to be prepared and submitted to the SHPO. Any adverse effects to significant resources would need to be resolved through a Memorandum of Agreement (MOA). These circumstances apply to both build alternatives, Alternative 4 and Alternative 5. No technical analysis will be required for the No-Build Alternative.

8.7 **Hydrology and Floodplain**: The project area lies within regional aquifer known as the Paso Robles Groundwater Basin (PRGB). The project does not include a housing component. Therefore, there would have no impacts with regards to groundwater demand or placing housing with a 100-year floodplain. However, portions of the project site are located within the 100-year floodplain of Huer Huero Creek and culverts or support structures proposed within the floodplain may impede floodwater. Therefore, coordination with San Luis Obispo County Flood Control and Water Conservation District regarding Floodplain Analysis is required. A Floodplain Analysis would determine the impact, if any, on the water surface elevations resulting from storm events due to the proposed improvements. These circumstances apply to both build alternatives, Alternative 4 and Alternative 5. No technical analysis will be required for the No-Build Alternative

8.8 **Water Quality and Storm Water Runoff**: The project area is located in the Salinas River watershed, which is considered a high risk receiving watershed that is a tributary to the Salinas River. The Salinas River (upper reach, from the confluence of the Naciemento River to Santa Margarita Reservoir) is a 303(d) listed water body for chloride, pH and sodium (California 2010).

Since each of the build alternatives would result in an increase of new impervious surface area of one acre or more and will require consideration of permanent storm water treatment facilities and design pollution prevention BMPs. The change in drainage pattern from any increase in impervious surface would also be analyzed to determine what the increased stormwater runoff would be from the project in a subsequent report. A Water Quality Report shall be prepared. These circumstances apply to both build alternatives, Alternative 4 and Alternative 5. No technical analysis will be required for the No-Build Alternative.

8.9 **Geology, Soils, Seismic and Topography**: Areas along Huer Huero Creek corridor have high liquefaction risk conditions and portions of project area have high shrink-swell/expansion potential, high subsidence potential, and low- to moderate landslide susceptibility. A site specific Geotechnical Investigation shall be prepared during the Draft Environmental Document. Soil data collection and laboratory testing shall be conducted to determine site specific geotechnical design parameters, requirements and any necessary mitigation measures that would ensure that the proposed improvements do not lead to any significant soils impacts. These

circumstances apply to both build alternatives, Alternative 4 and Alternative 5. No technical analysis will be required for the No-Build Alternative.

8.10 **Paleontology**: Implementation of any of the planned improvements may disturb undiscovered paleontological resources. Portions of the proposed project area consists of Quaternary Deposits (Q and QPc), which have a high probability to contain paleontological resources. Since certain portions of the project area have a high probability to contain paleontology resources, a Paleontological Identification Report (PIR) shall be prepared during the Draft Environmental Document to determine the potential for encountering fossils during construction. Construction monitoring may be required if this analysis determines that there is high potential for encountering fossils during construction. These circumstances apply to both build alternatives, Alternative 4 and Alternative 5. No technical analysis will be required for the No-Build Alternative.

8.11 **Hazardous Waste/Materials**: The Geotracker, Envirofacts and Envirostor hazardous materials databases did not reveal any hazardous waste or hazardous materials sites in the project area. Furthermore, the City's Hazard Mitigation Study did not identify any hazardous materials facilities in the project area. Furthermore, the Hazard Mitigation Study shows the project area as having a low risk of fire hazard. However, a Phase I will be prepared for the proposed improvements to identify any unknown hazards in the project area. These circumstances apply to both build alternatives, Alternative 4 and Alternative 5. No technical analysis will be required for the No-Build Alternative.

8.12 **Air Quality:** An Air Quality Analysis will be prepared to identify existing air quality, nearby sensitive receptors, and applicable air quality standards and policies. These circumstances apply to both build alternatives, Alternative 4 and Alternative 5. No technical analysis will be required for the No-Build Alternative.

8.13 **Noise and Vibration**: Potential sensitive receptors in the project area include a few rural residential and single-family homes south of Highway 46. The potential for noise and vibration impacts in the project area would be increased with the construction and operation of the proposed improvements. A Noise Study Report will therefore be prepared to identify applicable federal and local noise policies and standards. The study will analyze potential noise impacts resulting from the proposed project, and identify appropriate minimization and abatements measures to reduce these impacts, should the interior or exterior noise standards be exceeded from roadway noise and from the construction process itself. These circumstances apply to both build alternatives, Alternative 4 and Alternative 5. No technical analysis will be required for the No-Build Alternative.

8.14 **Energy and Climate Change**: The proposed project would not be considered to be a "major project" for the consumption of energy during construction or operation, as defined by FHWA guidelines. As such, and Energy Report will not be prepared for the project.

The proposed project is included in the San Luis Obispo Council of Governments (SLOCOG) 2010 RTP. The 2010 RTP EIR determined that implementation of the capital improvement projects included in the RTP would not result in a net increase in greenhouse gas emissions that would conflict with the goals of AB 32. Because the proposed project is part of the capital improvements identified in the RTP, the proposed project is not expected to contribute to greenhouse gas emissions that would conflict with the goals of AB 32. Nonetheless, a greenhouse gas and climate change analysis will be included in the analysis to quantify GHG emissions of the preferred alternative. These circumstances apply to both build alternatives, Alternative 4 and Alternative 5. No technical analysis will be required for the No-Build Alternative.

8.15 **Biological Environment**: The project site has the potential to provide habitat for threatened or endangered species. A Natural Environment Study will be prepared to determine impacts to species and their habitat. If impacts to threatened or endangered species will occur, a Biological Assessment will also be prepared. These circumstances apply to both build alternatives, Alternative 4 and Alternative 5. No technical analysis will be required for the No-Build Alternative.

8.16 **Cumulative Impacts**: The project has the potential, when combined with other development in the area, to result in cumulative impacts to visual/aesthetics, biological, and air quality. Cultural cumulative impacts will also be discussed if cultural resources are discovered in the project's cultural resources studies. Potential cumulative impacts would need to be addressed in the Environmental Document. The cumulative impact analysis would be conducted in accordance with Caltrans guidance. These circumstances apply to both build alternatives, Alternative 4 and Alternative 5. No technical analysis will be required for the No-Build Alternative.

8.17 **Context Sensitive Solutions**: Context Sensitive Solutions that should be considered for this project include:

- Consideration of the aesthetic qualities of the improvements and insuring that they remain consistent with the overall aesthetic characteristics of the larger corridor or community.

- Consideration of the community's desire to protect the natural condition of Huer Huero Creek through the project area.

- Consideration of accommodation of non-motorized access and movement through the project area.

- Other considerations as identified by the PDT during the Project Development process.

These circumstances apply to both build alternatives, Alternative 4 and Alternative 5. No special considerations will be required for the No-Build Alternative.

9. Summary Statement for PSR or PSR-PDS

The anticipated environmental document for the proposed project is a Mitigated Negative Declaration/Environmental Assessment. The California Department of Transportation would act as the lead agency in the preparation of a joint NEPA/CEQA (National Environmental Policy Act/California Environmental Quality Act) environmental document. Caltrans will serve as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S. Code 327. The estimated time to obtain environmental approval is 88 weeks (22 months) from the start of environmental studies. Assuming a start date of November 2013, environmental studies would begin January 2014 after project preliminary maps are completed. Final environmental document would be anticipated by September 2015.

Key environmental issues include biological and wetland resources in the project area, potential for sensitive archaeological resources, and potential for adverse visual impacts for any build alternatives that would include overpass structures. Several environmental studies would be required for the project, including:

- Visual Impact Assessment
- Historic Property Survey Report, which includes (as attachments) an Archaeological Survey Report, and Historical Resources Evaluation Report
- Documentation of SHPO Consultation for Historic Property Survey
- Native American Coordination
- Hydrology and Floodplain Report
- Water Quality and Stormwater Runoff Report
- Geotechnical Investigation Report
- Paleontological Identification Report
- Hazardous Material Report, consisting of a Phase I Initial Site Assessment
- Air Quality Report
- Noise Study Report
- Climate Change Analysis
- Biological Reports, consisting of a Natural Environment Study, Wetland Delineation, and, potentially, a Biological Assessment and protocol level surveys

Potential constraints or special considerations include the potential need for special-status species surveys prior to the start of and/or during construction, as well as implementation of avoidance measures in the project design or construction implementation, including construction window limitations. Additionally, Section 7 consultation for federally-protected species may be required for San Joaquin kit fox, least Bell's vireo, and vernal pool fairy shrimp.

Further, if archaeological resources are identified, a Finding of Effect Report will be required along with additional consultation with SHPO pursuant to Section 106 of the

federal Historic Preservation Act. Additional coordination with Salinan and Chumash representatives and Caltrans District 5 Native American Coordinator may be required.

10. Disclaimer

This Preliminary Environmental Analysis Report (PEAR) provides information to support programming of the proposed project. It is not an environmental determination or document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in the Project Study Report (PSR). The estimates and conclusions in the PEAR are approximate and are based on cursory analyses of probable effects. A reevaluation of the PEAR will be needed for changes in project scope or alternatives, or in environmental laws, regulations, or guidelines.

11. List of Preparers

Cultural Resources specialist Jennifer M. Farquhar, Principal, Albion Consulting	Date: 1/3/12
Biologist Jeanette Owen, Senior Biologist, PMC	Date: 12/21/11
Community Impacts specialist Pamela Lapham, Associate Environmental Planner, PMC	Date: 1/6/12
Noise and Vibration specialist Melissa D. Logue, Senior Environmental Planner, PMC	Date: 12/21/11
Air Quality specialist Josh Kinkade, Associate Environmental Planner, PMC	Date: 12/22/11
Paleontology specialist/liaison Josh Kinkade, Associate Environmental Planner, PMC	Date: 1/6/12
Water Quality specialist Josh Kinkade, Associate Environmental Planner, PMC	Date: 12/22/11
Hydrology and Floodplain specialist Josh Kinkade, Associate Environmental Planner, PMC	Date: 12/22/11
Hazardous Waste/Materials specialist Josh Kinkade, Associate Environmental Planner, PMC	Date: 12/22/11
Visual/Aesthetics specialist Pamela Lapham, Associate Environmental Planner, PMC	Date: 1/6/12
Energy and Climate Change specialist Josh Kinkade, Associate Environmental Planner, PMC	Date: 1/6/12
Other: Melissa D. Logue, Senior Environmental Planner, PMC	Date: 1/10/12
PEAR Preparer (Name and Title) Melissa D. Logue, Senior Environmental Planner, PMC Tad Stearn, Principal, PMC	Date: 1/13/12 Date: 4/12/12

12. Review and Approval

I confirm that environmental cost, scope, and schedule have been satisfactorily completed and that the PEAR meets all Caltrans requirements. Also, if the project is scoped as an EA, complex EA, or EIS, I verify that the HQ DEA Coordinator has concurred in the Class of Action.

Environmental Branch Chief — Date: 03/24/14

Environmental Manager — Date: 3/25/14

N/A
Project Manager — Date: 3/25/14

REQUIRED ATTACHMENTS:

Attachment A: PEAR Environmental Studies Checklist
Attachment B: Estimated Resources by WBS Code
Attachment C: Schedule (Gantt Chart)
Attachment D: PEAR Environmental Commitments Cost Estimate

F.

Preliminary Estimate of Project Cost

PSR-PDS Preliminary Estimate of Project Cost

District-County-Route 05-SLO-46

PM 31.7 - 32.3

EA 05-1C150K

Program Code 20.xx.075.600

PROJECT DESCRIPTION:

Limits Between post mile 31.7 and 32.3 along Highway 46, which includes the intersections of Hwy 46 / Union Road-Paso Robles Blvd and Hwy 46 / Airport Road.

Proposed Improvement (Scope) Roadway improvements to provide a 4-lane overcrossing across Hwy 46. The Union Road bridge structure over Hwy 46 will be 102-feet wide and will include two lanes per direction (NB & SB), a median, shoulders, and sidewalk on both sides. Union Road will be realigned to tie into the overcrossing alignment approximately 1000-feet south of Hwy 46.

Alternate 4

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	$	7,428,200
TOTAL ROADSIDE ITEMS	$	4,307,535
TOTAL STRUCTURE ITEMS	$	4,235,000
SUBTOTAL CONSTRUCTION COSTS	$	15,970,734
TOTAL RIGHT OF WAY ITEMS	$	5,926,180
TOTAL PROJECT CAPITAL OUTLAY COSTS	$	21,896,914

Reviewed by City of Paso Robles Project Manager D. Gu (Signature)

Approved by Project Manager L. Trujillo (Signature) Date 2/21/2014

Phone No. 408-848-5263 Page No. 0 of 6

District-County-Route 05-SLO-46

PM 31.7 - 32.3

EA 05-1C150K

I. ROADWAY ITEMS

Section 1: Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	35,000	CY	$ 30	$ 1,050,000	
Imported Borrow	12,000	CY	$ 50	$ 600,000	
Clearing & Grubbing	1	LS	$ 50,000	$ 50,000	
Develop Water Supply			$	$ 0	
Top Soil Reapplication			$	$ 0	
Stepped Slopes and Slope			$	$ 0	
Rounding (Contour Grading)	1	LS	$ 50,000	$ 50,000	
			$	$ 0	
				Subtotal Earthwork	$ 1,750,000

Section 2: Pavement Structural Section*	Quantity	Unit	Unit Price	Item Cost	Section Cost
PCC Sidewalk (4" Depth)	51,700	SF	$ 6	$ 310,200	
PCC Pavement (____Depth)			$	$ 0	
Asphalt Concrete	15,400	TON	$ 120	$ 1,848,000	
Lean Concrete Base			$	$ 0	
Cement-Treated Base			$	$ 0	
Aggregate Base	38,000	TON	$ 60	$ 2,280,000	
Treated Permeable Base			$	$ 0	
Aggregate Sub-Base			$	$ 0	
Pavement Reinforcing Fabric			$	$ 0	
Edge Drains			$	$ 0	
			$	$ 0	
				Subtotal Pavement Structural Section	$ 4,438,200

Section 3: Drainage	Quantity	Unit	Unit Price	Item Cost	Section Cost
Large Drainage Facilities	8	EA	$ 6,000	$ 48,000	
Storm Drains	2,500	LF	$ 120	$ 300,000	
Pumping Plants			$	$ 0	
Project Drainage	1	LS	$ 100,000	$ 100,000	
(X-Drains, overside, etc.)	6	EA	$ 2,000	$ 12,000	
			$	$ 0	
				Subtotal Drainage	$ 460,000

* Reference sketch showing typical pavement structural section elements of the roadway attached.

Note: Assumed 150 pcf for Asphalt Concrete and 130 pcf for Aggregate Base.

District-County-Route 05-SLO-46

PM 31.7 - 32.3

EA 05-1C150K

Seciton 4: Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Retaining Walls			$	$ 0	
Noise Barriers			$	$ 0	
Barriers and Guardrails			$	$ 0	
Equipment/Animal Passes			$	$ 0	
Water Pollution Control	1	LS	$ 190,000	$ 190,000	
Hazardous Waste Investigation and/or Mitigation Work			$	$ 0	
Resident Engineer Office Space			$	$ 0	
			$	$	
				Subtotal Specialty Items	$ 190,000

Section 5: Traffic Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Lighting	1	LS	$ 20,000	$ 20,000	
Traffic Delineation Items	1	LS	$ 120,000	$ 120,000	
Traffic Signals			$	$ 0	
Overhead Sign Structures			$	$ 0	
Roadside Signs	1	LS	$ 10,000	$ 10,000	
Traffic Control Systems	1	LS	$ 50,000	$ 50,000	
Transportation Management Plan	1	LS	$ 100,000	$ 100,000	
Temporary Detection System			$	$ 0	
Staging	1	LS	$ 50,000	$ 50,000	
			$	$ 0	
				Subtotal Traffic Items	$ 350,000

TOTAL SECTIONS: 1 thru 5 $ 7,188,200

District-County-Route 05-SLO-46

PM 31.7 - 32.3

EA 05-1C150K

II. ROADSIDE ITEMS

Section 6: Planting and Irrigation	Quantity	Unit	Unit Price	Item Cost	Section Cost
Highway Planting	1	LS	$ 75,000	$ 75,000	
Replacement Planting	1	LS	$ 75,000	$ 75,000	
Irrigation Modification			$	$ 0	
Relocate Existing Irrigation			$	$ 0	
Facilities			$	$ 0	
Irrigation Crossovers			$	$ 0	
			$	$	
			Subtotal Planting and Irrigation		$ 150,000

Section 7: Roadside Management and Safety Section	Quantity	Unit	Unit Price	Item Cost	Section Cost
Vegetation Control Treatments			$	$ 0	
Gore Area Pavement			$	$ 0	
Pavement Beyond Gore Area			$	$ 0	
Miscellaneous Paving			$	$ 0	
Erosion Control	1	LS	$ 30,000	$ 30,000	
Slope Protection	1	LS	$ 50,000	$ 50,000	
Side Slopes/Embankment Slopes	1	LS	$ 50,000	$ 50,000	
Maintenance Vehicle Pull-outs			$	$ 0	
			$	$ 0	
stairways, etc.)					
Roadside Facilities (Vista Points, Transit, Park and Ride, etc.)			$	$ 0	
Relocating Roadside Facilities/ Features			$	$ 0	
			$	$	
			Subtotal Roadside Management and Safety Section		$ 130,000

District-County-Route 05-SLO-46

PM 31.7 - 32.3

EA 05-1C150K

Section 8: Minor Items

$ 7,708,200 (Subtotal Sections 1 thru 7) x 5% (5-10%) = $ 385,410

Subtotal Minor Items $ 385,410

Section 9: Roadway Mobilization

$ 8,093,610 (Subtotal Sections 1 thru 8) x 10% = $ 809,361

Subtotal Roadway Mobilization $ 809,361

Section 10: Roadway Additions

Supplemental Work

$ 8,093,610 (Subtotal Sections 1 thru 8) x 10% (5-10%) = $ 809,361

Contingencies**

$ 8,093,610 (Subtotal Sections 1 thru 8) x 25% = $ 2,023,403

Subtotal Roadway Additons $ 2,832,764

TOTAL ROADWAY ITEMS $ 11,735,735
(Subtotal Sections 1 thru 10)

Estimate Prepared By Celina Lee (Print Name) Phone No. 408-848-8449 Date 2/18/2014

Esitmate Checked By Leo Trujillo (Print Name) Phone No. 408-848-5263 Date 2/20/2014

** = Use appropriate percentage per Chapter 20 of the *Project Development Procedures Manual:* Feasibility 30%-50%, PSR 25%, Draft PR 20%, PR 15%.

District-County-Route 05-SLO-46

PM 31.7 - 32.3

EA 05-1C150K

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name	46-NEW X/X		
Structure Type	Overcrossing		
Width (out to out) - (ft)	102		
Span Lengths - (ft)	223		
Total Area - (ft^2)	22746		
Footing Type (pile/spread)	Pile		
Cost per ft^2 (incl. 10% mobilization and 25% contingency)	186.19		
Total Cost for Structure	$ 4,235,000		

SUBTOTAL STRUCTURES ITEMS $ _____
(Sum of Total Cost for Structures)

Railroad Related Costs: _____ $ _____

_____ $ _____

_____ $ _____

SUBTOTAL RAILROAD ITEMS $ 0

TOTAL STRUCTURES ITEMS $ 4,235,000
(Sum of Structures Items plus Railroad Items)

Estimate Prepared By _____ Phone No. _____ Date _____
(Print Name)

Page No. ____ of ____

District-County-Route 05-SLO-46

PM 31.7 - 32.3

EA 05-1C150K

III. RIGHT OF WAY ITEMS

A. Acquisition, including excess lanes, damages to remainder(s) and Goodwill	$ 3,668,500
B. Utility Relocation	$ 2,109,100
C. Relocation Assistance	$ 92,000
D. Clearance/Demolition	$ 34,500
E. Title and Escrow Fees	$ 22,080

TOTAL RIGHT OF WAY ITEMS (Escalated Value) $ 5,926,180

Anticipated Date of Right of Way Certification (Date to which Values are Escalated May-16

F. Construction Contract Work

Brief Description of Work:

Right of Way Branch Cost Estimate for Work* $

* This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items.

COMMENTS:

Estimate Prepared By Leopoldo Trujillo (Print Name) Phone No. 408-848-5263 Date 2/21/2014

PSR-PDS Preliminary Estimate of Project Cost

District-County-Route 05-SLO-46

PM 31.7 - 32.3

EA 05-1C150K

Program Code 20.xx.075.600

PROJECT DESCRIPTION:

Limits Between post mile 31.7 and 32.3 along Highway 46, which includes the intersections of Hwy 46 / Union Road-Paso Robles Blvd and Hwy 46 / Airport Road.

Proposed Improvement (Scope) Roadway improvements to provide a half clover-leaf interchange at Hwy 46 / Union Road. The Union Road bridge structure over Hwy 46 will be 102-feet wide and will include two lanes per direction (NB & SB), a median, shoulders, and sidewalk on both sides. Loop ramps will be provided for EB off-ramp and WB on-ramp. Conventional ramps will be provided for EB on-ramp and WB off-ramp. Each conventional ramp will require a separate bridge structure to go across Huer Huero Creek.

Alternate 5

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	$	14,419,200
TOTAL ROADSIDE ITEMS	$	8,219,157
TOTAL STRUCTURE ITEMS	$	7,524,000
SUBTOTAL CONSTRUCTION COSTS	$	30,162,357
TOTAL RIGHT OF WAY ITEMS	$	8,826,883
TOTAL PROJECT CAPITAL OUTLAY COSTS	$	38,989,240

Reviewed by City of Paso Robles Project Manager D. Gu (Signature)

Approved by Project Manager L. Trujillo (Signature) Date 2/21/2014

Phone No. 408-848-5263 Page No. 0 of 6

District-County-Route	05-SLO-46
PM	31.7 - 32.3
EA	05-1C150K

I. ROADWAY ITEMS

Section 1: Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	37,000	CY	$ 30	$ 1,110,000	
Imported Borrow	36,000	CY	$ 50	$ 1,800,000	
Clearing & Grubbing	1	LS	$ 100,000	$ 100,000	
Develop Water Supply			$	$ 0	
Top Soil Reapplication			$	$ 0	
Stepped Slopes and Slope			$	$ 0	
Rounding (Contour Grading)	1	LS	$ 100,000	$ 100,000	
			$	$ 0	
				Subtotal Earthwork	$ 3,110,000

Section 2: Pavement Structural Section*	Quantity	Unit	Unit Price	Item Cost	Section Cost
PCC Sidewalk (4" Depth)	51,700	SF	$ 6	$ 310,200	
PCC Pavement (____Depth)			$	$ 0	
Asphalt Concrete	31,200	TON	$ 120	$ 3,744,000	
Lean Concrete Base			$	$ 0	
Cement-Treated Base			$	$ 0	
Aggregate Base	78,000	TON	$ 60	$ 4,680,000	
Treated Permeable Base			$	$ 0	
Aggregate Sub-Base			$	$ 0	
Pavement Reinforcing Fabric			$	$ 0	
Edge Drains			$	$ 0	
			$	$ 0	
				Subtotal Pavement Structural Section	$ 8,734,200

Section 3: Drainage	Quantity	Unit	Unit Price	Item Cost	Section Cost
Large Drainage Facilities	8	EA	$ 6,000	$ 48,000	
Storm Drains	2,500	LF	$ 120	$ 300,000	
Pumping Plants			$	$ 0	
Project Drainage	1	LS	$ 100,000	$ 100,000	
(X-Drains, overside, etc.)	6	EA	$ 2,000	$ 12,000	
			$	$ 0	
				Subtotal Drainage	$ 460,000

* Reference sketch showing typical pavement structural section elements of the roadway attached.

Note: Assumed 150 pcf for Asphalt Concrete and 130 pcf for Aggregate Base.

District-County-Route	05-SLO-46
PM	31.7 - 32.3
EA	05-1C150K

Seciton 4: Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Retaining Walls			$	$ 0	
Noise Barriers			$	$ 0	
Barriers and Guardrails			$	$ 0	
Equipment/Animal Passes			$	$ 0	
Water Pollution Control	1	LS	$ 355,000	$ 355,000	
Hazardous Waste Investigation and/or Mitigation Work			$	$ 0	
Resident Engineer Office Space			$	$ 0	
			$	$	
				Subtotal Specialty Items	$ 355,000

Section 5: Traffic Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
Lighting	1	LS	$ 20,000	$ 20,000	
Traffic Delineation Items	1	LS	$ 170,000	$ 170,000	
Traffic Signals	2	EA	$ 200,000	$ 400,000	
Overhead Sign Structures			$	$ 0	
Roadside Signs	1	LS	$ 20,000	$ 20,000	
Traffic Control Systems	1	LS	$ 80,000	$ 80,000	
Transportation Management Plan	1	LS	$ 150,000	$ 150,000	
Temporary Detection System			$	$ 0	
Staging	1	LS	$ 80,000	$ 80,000	
			$	$ 0	
				Subtotal Traffic Items	$ 920,000

TOTAL SECTIONS: 1 thru 5 $ 13,579,200

District-County-Route 05-SLO-46

PM 31.7 - 32.3

EA 05-1C150K

II. ROADSIDE ITEMS

Section 6: Planting and Irrigation	Quantity	Unit	Unit Price	Item Cost	Section Cost
Highway Planting	1	LS	$ 100,000	$ 100,000	
Replacement Planting	1	LS	$ 100,000	$ 100,000	
Irrigation Modification			$	$ 0	
Relocate Existing Irrigation			$	$ 0	
Facilities			$	$ 0	
Irrigation Crossovers			$	$ 0	
			$	$	
			Subtotal Planting and Irrigation		$ 200,000

Section 7: Roadside Management and Safety Section	Quantity	Unit	Unit Price	Item Cost	Section Cost
Vegetation Control Treatments			$	$ 0	
Gore Area Pavement			$	$ 0	
Pavement Beyond Gore Area			$	$ 0	
Miscellaneous Paving			$	$ 0	
Erosion Control	1	LS	$ 50,000	$ 50,000	
Slope Protection	1	LS	$ 100,000	$ 100,000	
Side Slopes/Embankment Slopes	1	LS	$ 100,000	$ 100,000	
Maintenance Vehicle Pull-outs			$	$ 0	
			$	$ 0	
stairways, etc.)					
Roadside Facilities (Vista Points, Transit, Park and Ride, etc.)			$	$ 0	
Relocating Roadside Facilities/ Features			$	$ 0	
			$	$	
			Subtotal Roadside Management and Safety Section		$ 250,000

District-County-Route 05-SLO-46
PM 31.7 - 32.3
EA 05-1C150K

Section 8: Minor Items

$ 14,869,200 (Subtotal Sections 1 thru 7) x 5% (5-10%) = $ 743,460

Subtotal Minor Items $ 743,460

Section 9: Roadway Mobilization

$ 15,612,660 (Subtotal Sections 1 thru 8) x 10% = $ 1,561,266

Subtotal Roadway Mobilization $ 1,561,266

Section 10: Roadway Additions

Supplemental Work
$ 15,612,660 (Subtotal Sections 1 thru 8) x 10% (5-10%) = $ 1,561,266

Contingencies**
$ 15,612,660 (Subtotal Sections 1 thru 8) x 25% = $ 3,903,165

Subtotal Roadway Additons $ 5,464,431

TOTAL ROADWAY ITEMS $ 22,638,357
(Subtotal Sections 1 thru 10)

Estimate Prepared By Celina Lee (Print Name) Phone No. 408-848-8449 Date 2/18/2014

Esitmate Checked By Leo Trujillo (Print Name) Phone No. 408-848-5263 Date 2/20/2014

** = Use appropriate percentage per Chapter 20 of the *Project Development Procedures Manual:* Feasibility 30%-50%, PSR 25%, Draft PR 20%, PR 15%.

District-County-Route 05-SLO-46

PM 31.7 - 32.3

EA 05-1C150K

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name	46-NEW X/X	46-0034L2	46-0034R2
Structure Type	Overcrossing	Off-Ramp	On-Ramp
Width (out to out) - (ft)	102	27	27
Span Lengths - (ft)	223	352	360
Total Area - (ft^2)	22746	9504	9720
Footing Type (pile/spread)	Pile	Pile	Pile
Cost per ft^2 (incl. 10% mobilization and 25% contingency)	186.19	171.93	170.27
Total Cost for Structure	$ 4,235,000	$ 1,634,000	$ 1,655,000

SUBTOTAL STRUCTURES ITEMS $ 7,524,000
(Sum of Total Cost for Structures)

Railroad Related Costs:

			$
			$
			$

SUBTOTAL RAILROAD ITEMS $ 0

TOTAL STRUCTURES ITEMS $ 7,524,000
(Sum of Structures Items plus Railroad Items)

Estimate Prepared By _____ Phone No. _____ Date _____
(Print Name)

Page No. ____ of ____

District-County-Route 05-SLO-46

PM 31.7 - 32.3

EA 05-1C150K

III. RIGHT OF WAY ITEMS

A. Acquisition, including excess lanes, damages to remainder(s) and Goodwill	$ 6,482,378	
B. Utility Relocation	$ 2,109,100	
C. Relocation Assistance	$ 138,000	
D. Clearance/Demolition	$ 69,000	
E. Title and Escrow Fees	$ 28,405	
TOTAL RIGHT OF WAY ITEMS (Escalated Value)		$ 8,826,883

Anticipated Date of Right of Way Certification (Date to which Values are Escalated) May-16

F. Construction Contract Work

Brief Description of Work:

Right of Way Branch Cost Estimate for Work* $

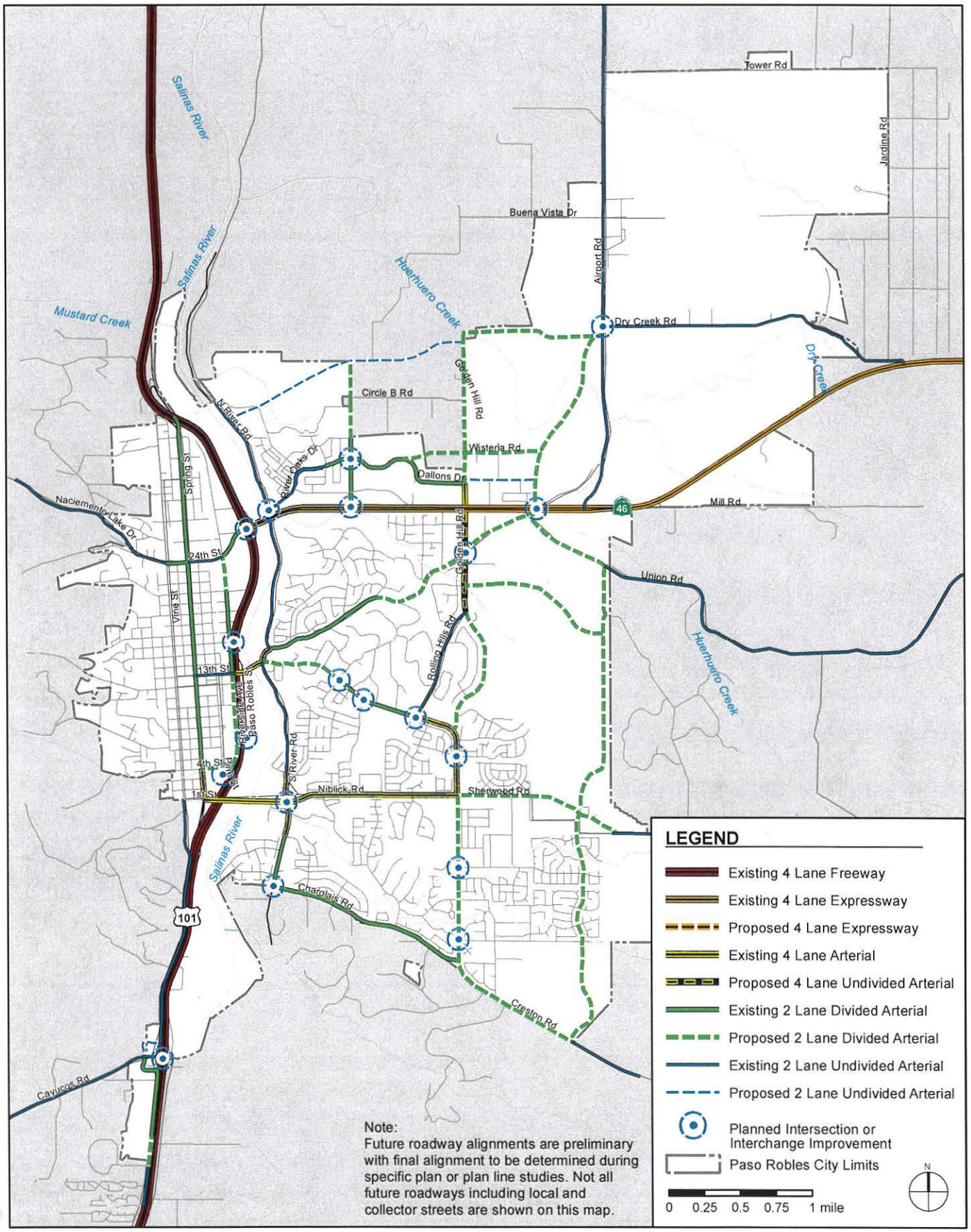
* This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items.

COMMENTS:

Estimate Prepared By Leopoldo Trujillo (Print Name) Phone No 408-848-5263 Date 2/21/2014

G.

2011 Circulation Master Plan Map



FEHR & PEERS
TRANSPORTATION CONSULTANTS

Circulation Master Plan Map

Figure CE-1

February 2011

N:\Projects_SJ10_Projects\SJ10_1190_Paso_Robles_GP_EIR\Graphics\GIS\Fig_CE_1_City_of_Paso_Robles_Circulation.mxd

H.

Preliminary Structural Report

Hatch Mott MacDonald

Preliminary Structural Report

For SR 46 Union Road PSR-PDS Alternatives

September 2012

2495 Natomas Park Drive Suite 530, Sacramento , California

Table of Contents

Table of Contents 1
Preliminary Structures Design Memo 3
1 Purpose 3
2 Introduction 3
3 Existing Conditions 3
4 Proposed Construction 4
4.2 Bridge Geometry 4
4.2.1 Union Road Overcrossing 4
4.2.1 SR 46 Ramps 4
4.3 Proposed Bridge Type 4
4.3.1 Union Road Overcrossing 4
4.3.2 SR 46 Ramps 5
4.4 Design Considerations 5
4.4.1 Foundations 5
4.4.2 Hazardous Material 5
4.4.3 Environmental and/or Permit Requirements 5
4.4.4 Aesthetic Recommendations 6
4.4.5 Barriers 6
4.4.6 Structure Approach 6
4.4.7 Slope Paving/Protection 6
4.4.8 Utilities 6
4.4.9 Traffic 6
4.4.10 Vertical Clearance 7
4.4.11 Construction Staging 7
4.5 Planning Cost Estimates 7
4.6 Alternative 4 - Total Bridge Structures $ 4.235 M 7
4.7 Alternative 5 – Total Bridge Structures $7.524 M 8
References 9

Attachments 10
1 Vicinity Map 11
2 Advanced Planning Estimate – Alternative 4 12
3 Advanced Planning Estimates – Alternative 5 14

Preliminary Structures Design Memo

1 Purpose

This report provides recommendation for the structure type of the proposed bridges for the new interchange alternatives described in the Project Study Report-Project Development Support (PSR-PDS). The report addresses existing conditions, proposed construction, design considerations, construction staging and cost.

2 Introduction

The City of Paso Robles, in cooperation with Caltrans, is proposing to construct a new interchange on State Route (SR) 46 near the existing Union Road/Paso Robles Blvd intersection (see Vicinity Map, Attachment 1). The Project would widen and realign the existing two-lane Union Road into a four lane arterial and also provide connection for a future road extension north to Airport Road.

Of the alternatives being considered for this project, Alternatives 2 and 3 do not require any bridge structures. Alternative 4 & 5 would require constructing a new grade separation, Union Road Overcrossing (Bridge No 46-NEW X/X) over SR 46; Alternative 5 would also require constructing two additional connector ramp bridges over Huer Huero Creek, adjacent to the existing Huer Huero SR 46 Bridges (No. 46-0034L & No. 46-0034R).

The configuration of Alternative 4 is a standard Overcrossing Interchange layout with no access to SR 46 from Union Rd or Paso Robles Blvd. Alternative 5 is an Overcrossing Interchange layout with a partial cloverleaf configuration and squared up loop ramps for Union Rd to SR 46 WB on ramp and SR 46 EB to Union Rd off ramp. Alternative 5 also includes SR 46 WB off ramp and SR 46 EB on ramp bridges to Union Road over Huer Huero Creek.

3 Existing Conditions

Existing SR 46 Bridges (No. 46-0034L & No. 46-0034R) cross Huer Huero Creek near the junction of Union Rd in Paso Robles and the proposed construction alternatives. These two bridges remain in place and shall not be affected during and after the proposed nearby construction. The As-Built Plans[1] indicate the two bridges were constructed in 1992 as three span cast-in-place prestressed box girder superstructures with depths of 5'- 3". The existing span lengths are 2x100'- 3", and 132'- 0" spanning the creek, for a total length of 332'- 6". The north

[1] (Caltrans, 1994).

bridge is 42'- 6" wide and carries two lanes of traffic in the westbound direction, with a 10 ft outside shoulder and 5 ft inside shoulders, The south bridge is 54'- 6" wide and carries three lanes of traffic in the eastbound direction, with a 10 ft outside shoulder and 5 ft inside shoulders, The barriers are Type 25 on both bridges. The two bridges are supported on short seat abutments and two single column bents supported on driven piles.

4 Proposed Construction

4.2 Bridge Geometry

4.2.1 Union Road Overcrossing

The proposed bridge width for the Union Road Overcrossing is 102'-0" for both Alternatives 4 and 5, conforming to City of Paso Robles Standard Typical Section for Divided Arterials. The proposed curb-to-curb width is 80ft (measured from face of curb) and consists of two 12 ft northbound lanes and two 12 ft southbound lanes, a 16ft raised median, and two 8ft outside shoulders. The sidewalk width is 10ft wide on both sides. The proposed bridge length is approximately 223'-0" and will span over the 4 lane divided SR 46 as well as the proposed eastbound loop off-ramp and westbound loop on-ramp. This bridge length allows for the future addition of the on/off ramp loops in Alternative 5.

4.2.1 SR 46 Ramps

The proposed bridge width for the SR46 WB Off-Ramp Bridge is 26'-11 ½". The proposed barrier-to-barrier width is 24'-0" (measured from face of barrier) and consists of one 12 ft westbound lane, one 4 ft inside shoulder and one 8 ft outside shoulders. The proposed bridge length is approximately 352'-0" and will span over the Huer Huero Creek, maintaining the minimum132'- 0" main span length of the existing SR 46 creek crossing.

The proposed bridge width for the SR 46 EB On-Ramp Bridge is 26'-11 ½". The proposed barrier-to-barrier width is 24'-0" (measured from face of barrier) and consists of one 12 ft eastbound lane, one 4 ft inside shoulder and one 8 ft outside shoulder. The proposed bridge length is approximately 360'-0" and will span over the Huer Huero Creek, maintaining the minimum 132'- 0" main span length of the existing SR 46 creek crossing.

4.3 Proposed Bridge Type

4.3.1 Union Road Overcrossing

The recommended structure type for the Union Road Overcrossing is a cast-in-place prestressed box girder with an approx depth of 5'- 3". The proposed overcrossing would be supported on short seat abutments and a single

multi-column bent located in the median of SR 46. The bent consists of four evenly spaced 5'- 6" diameter columns.

4.3.2 SR 46 Ramps

The recommended structure types for the SR 46 Ramps are cast-in-place prestressed box girder superstructures with approx depths of 5'- 3", which is consistent with the existing Huer Huero Creek Bridges. Each bridge will be supported on short seat abutments and two single column bents with 4'-0" diameter columns. The single column piers, bent locations and column size are consistent with the adjacent creek crossing and are conducive to the hydrology of the creek[2].

4.4 Design Considerations

4.4.1 Foundations

For the proposed Union Road Overcrossing, the short seat abutments and columns would be supported on pile foundations. This is a conservative assumption in relation to the recommendations in the Preliminary Geologic, Geotechnical, and Materials Assessment Report (PGR)[3] that was prepared as part of this study. After further evaluation of possible settlement at the site spread footings may be assessed following alternative and structure type selection.

For the proposed SR 46 Ramps, the short seat abutments and columns would be supported on driven pile footings, due to the potential for liquefaction and settlement along the creek[4]. To mitigate the 8 to 10 feet of scour potential in the creek, the pile caps will be located at a minimum of 10 ft below OG per the Preliminary Report for the SR 46 Huer Huero Creek Bridges. This is consistent with the existing SR 46 Huer Huero Creek structures and also meets the recommendations in the PGR. An updated hydrologic scour analysis should be conducted to confirm this number.

4.4.2 Hazardous Material

No information of known hazardous material is available at this time. Per the PGR, the soil in the vicinity of the project area would not be considered corrosive, however should be evaluated in future studies.

4.4.3 Environmental and/or Permit Requirements

[2] (Caltrans D. o., 1989)
[3] (Pacific, 2012) is provided for review under separate cover.
[4] (Caltrans D. o., 1989).

Environmental and regulatory agency permits regulations might influence the proposed structure design; however they are not available at this time. Any further requirements will be discussed in the PSR-PDS.

4.4.4 Aesthetic Recommendations

No special aesthetic requirements are specified at this time. In general, the aesthetic details are assumed similar to the nearby Huer Huero SR 46 bridges. Any further requirements are to be accommodated in the later design stage.

4.4.5 Barriers

Combination concrete barrier Type 26 with sidewalk and Chain Link Railing Type 7 is assumed for new Union Road Overcrossing. Vehicular concrete barrier Type 736 is assumed for the two SR 46 ramps.

4.4.6 Structure Approach

Structure Approach Type N(30)S is proposed for all new abutments.

4.4.7 Slope Paving/Protection

Slope Paving is assumed for the Union Road Overcrossing. Slope Protection is recommended on the toe of the SR 46 Ramp embankments adjacent to Huer Huero Creek, to match existing conditions and the recommendations provided in the PGR.

4.4.8 Utilities

No utilities are currently proposed for the new structures. Future utility openings shall be provided in the outside bays of the proposed bridge structures. Existing street lighting and electrical lines may affect construction.

4.4.9 Traffic

Falsework openings will be required to accommodate the existing SR 46 traffic, while constructing the Union Road Overcrossing. The falsework opening in the eastbound direction will allow for two 12 ft lanes plus the loop off-ramp along with a 4 ft inside shoulder and an 8 ft outside shoulder. The falsework opening in the westbound direction will allow for two 12 ft lanes plus the loop on-ramp with a 4 ft inside shoulder and an 8 ft outside shoulder.

4.4.10 Vertical Clearance

The final minimum vertical clearance for the proposed Union Road overcrossing is 16'- 6". During construction the temporary minimum clearance of 15'- 0" will be maintained. The recommended soffit for the SR 46 Ramps should be at a minimum elevation of 740 to accommodate the creek design and base floods indicated on the adjacent bridge Huer Huero Creek As-Built Plans[5].

4.4.11 Construction Staging

For the Union Road Overcrossing, falsework erection and removal will impact traffic on SR 46. Two falsework openings of 27'- 0" will be required to maintain existing traffic on eastbound and westbound SR 46. The temporary minimum vertical clearance is 15'-0" to maintain eastbound and westbound traffic without further construction staging. The median of SR 46 has sufficient width to construct the multi-column bent foundation; therefore no temporary lane reductions are required for construction of new footings.

For the SR 46 Ramps, construction staging will be required for the portions of the bridges spanning the creek. As falsework in the waterway is inadvisable during flood season, November through March[6], a limited construction window is available for constructing the foundations and center spans. It is recommended that construction occur between April and October.

4.5 Planning Cost Estimates

The planning cost estimates for the studied structures associated with the alignment alternatives are summarized below. These construction costs include wingwalls and retaining walls to retain embankment at abutments, but not retaining walls elsewhere. The SR 46 Ramps planning estimates do not include the slope protection on the embankment toes adjacent to Huer Huero Creek (see roadway planning estimates).

Quantities were calculated using procedures in Section 11 of the Caltrans Bridge Design Aids manual. Unit prices were determined from the 2008 through 2012 Caltrans Cost Database Search Page for District 5 and do not include any escalation. Estimates include 10% for Mobilization and Contingencies of 25%. See attached for quantities and unit price breakdowns.

4.6 Alternative 4 - Total Bridge Structures $ 4.235 M

- Union Road Overcrossing Total Cost $4.235 M

[5] (Caltrans D. o., 1989)
[6] (Caltrans D. o., 1989)

4.7 Alternative 5 – Total Bridge Structures $7.524 M

- Union Road Overcrossing Cost $4.235 M
- SR 46 WB Off Ramp Cost $1.634 M
- SR 46 EB On Ramp Cost $1.655 M

References

Caltrans. (n.d.). *Contract Cost Database Search Page*. Retrieved August 2012, from California Department of Transportation: http://sv08data.dot.ca.gov/contractcost/index.php

Caltrans. (1994). *Huer Huero Creek Bridge As-Built Plans.* Route 46, Paso Robles: Caltrans.

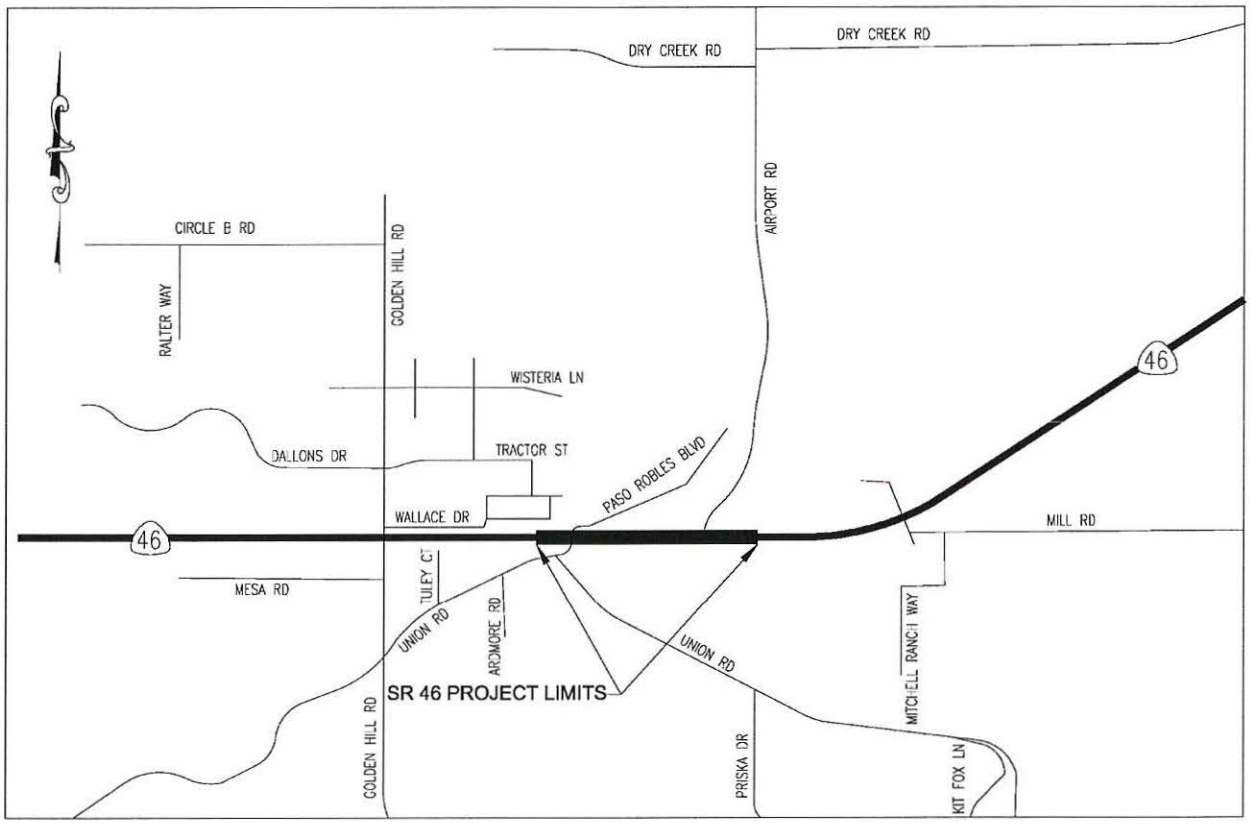
Caltrans. (2005, March). Section 11 - Estimating. *Bridge Design Aids* . Caltrans.

Caltrans, D. o. (1989). *Preliminary Report for the Huer Huero Creek Bridges, Br Nos 49-34 R and L.* Sacramento: Caltrans.

Pacific, E. S. (2012). *Preliminary Geologic, Geotechnical, and Materials Assessment Report Highway 46 - Union Road Alignment Route 46, PM 31.80.* San Luis Obispo: Earth Systems Pacific.

Attachments

1 Vicinity Map



2 Advanced Planning Estimate - Alternative 4

- Union Road Overcrossing

[ ] GENERAL PLAN ESTIMATE [X] ADVANCE PLANNING ESTIMATE

Revised - December 3, 2007

RCVD BY: JTY

IN EST:

OUT EST:

BRIDGE:	UNION ROAD OVERCROSSING - ALT 4	**BR. No.:**	46-NEW	**DISTRICT:**	05
TYPE:	CIP/PS BOX GIRDER			**RTE:**	46
CU:	00-005			**CO:**	SLO
EA:				**PM:**	31.80

LENGTH: 247.00 **WIDTH:** 102.00 **AREA (SF)=** 25,194

DESIGN SECTION: Brg Engineering

 # OF STRUCTURES IN PROJECT : 01 **EST. NO.** 1

PRICES BY : L. Smith **COST INDEX:** 313

PRICES CHECKED BY : **DATE:**

QUANTITIES BY: L. Smith **DATE:** 8/1/2012

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	PRICE	AMOUNT
1	TEMPORARY RAILING	K	LF	1,020	$17.00	$17,340.00
2	STRUCTURE EXCAVATION (BRIDGE)		CY	830	$60.00	$49,800.00
3	STRUCTURE BACKFILL (BRIDGE)		CY	420	$53.00	$22,260.00
4	PERVIOUS BACKFILL MATERIAL		CY	68	$74.00	$5,032.00
5	FURNISH PILING	CLASS 90	LF	2,600	$40.00	$104,000.00
6	DRIVE PILES	CLASS 90	EA	52	$2,400.00	$124,800.00
7	FURNISH PILING	CLASS 140	LF	1,600	$46.00	$73,600.00
8	DRIVE PILES	CLASS 140	EA	64	$2,150.00	$137,600.00
9	STRUCTURAL CONCRETE, BRIDGE	CIP/PS BOX	CY	1,820	$590.00	$1,073,800.00
10	STRUCTURAL CONCRETE, BRIDGE FOOTING		CY	270	$380.00	$102,600.00
11	STRUCTURAL CONCRETE, APPROACH SLAB	N30S	CY	230	$760.00	$174,800.00
12	PRESTRESSING STEEL		LS			$173,839.00
13	BAR REINFORCING STEEL (BRIDGE)		LB	486,580	$1.00	$486,580.00
14	JOINT SEAL (MR = 2") 2" max	2"	LF	204	$84.00	$17,136.00
15	SLOPE PAVING		CY	20	$970.00	$19,400
16	CONCRETE BARRIER	26 MOD	LF	614	$225.00	$138,15
17	CHAIN LINK RAILING	TYPE 7	LF	614	$84.00	$51,576.00

SUBTOTAL		$2,772,313
TIME RELATED OVERHEAD		$277,231
MOBILIZATION (@ 10 %)		$338,838
SUBTOTAL BRIDGE ITEMS		$3,388,383
CONTINGENCIES	(@ 25 %)	$847,096
BRIDGE TOTAL COST		$4,235,478
COST PER SQ. FOOT		$168.11
BRIDGE REMOVAL (CONTINGENCIES INCL.)		
WORK BY RAILROAD OR UTILITY FORCES		
GRAND TOTAL		$4,235,478
BUDGET ESTIMATE AS OF		**$4,235,000**

ROUTING

1. DES SECTION
2. OFFICE OF BRIDGE DESIGN - NORTH
3. OFFICE OF BRIDGE DESIGN - CENTRAL
4. OFFICE OF BRIDGE DESIGN - SOUTH
5. OFFICE OF BRIDGE DESIGN - WEST
6. OFFICE OF BRIDGE DESIGN SOUTHERN CALIFORNIA

COMMENTS:

Escalated Budget Estimate to Midpoint of Construction *

Escalation Rate per Year

Years Beyond Midpoint	Escalated Budget Est.
1	$4,235,000
2	$4,235,000
3	$4,235,000

Years Beyond Midpoint	Escalated Budget Est.
4	$4,235,000
5	$4,235,000

* Escalated budget estimate is provided for information only, actual construction costs may vary. Escalated budget estimates provided do not replace Departmental policy to update cost estimates annually.

3 Advanced Planning Estimates - Alternative 5

- Union Road Overcrossing
- SR 46 WB Off Ramp
- SR 46 EB On Ramp

[ ] GENERAL PLAN ESTIMATE [X] ADVANCE PLANNING ESTIMATE

Revised - December 3, 2007

RCVD BY: JTY

IN EST:

OUT EST:

BRIDGE:	UNION ROAD OVERCROSSING - ALT 5	**BR. No.:**	46-NEW	**DISTRICT:**	05
TYPE:	CIP/PS BOX GIRDER			**RTE:**	46
CU:	00-005			**CO:**	SLO
EA:				**PM:**	31.80

LENGTH: 247.00 **WIDTH:** 102.00 **AREA (SF)=** 25,194

DESIGN SECTION: Brg Engineering

 # OF STRUCTURES IN PROJECT : 03 **EST. NO.** 1

PRICES BY : L. Smith **COST INDEX:** 313

PRICES CHECKED BY : **DATE:**

QUANTITIES BY: L. Smith **DATE:** 8/1/2012

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	PRICE	AMOUNT
1	TEMPORARY RAILING	K	LF	1,020	$17.00	$17,340.00
2	STRUCTURE EXCAVATION (BRIDGE)		CY	830	$60.00	$49,800.00
3	STRUCTURE BACKFILL (BRIDGE)		CY	420	$53.00	$22,260.00
4	PERVIOUS BACKFILL MATERIAL		CY	68	$74.00	$5,032.00
5	FURNISH PILING	CLASS 90	LF	2,600	$40.00	$104,000.00
6	DRIVE PILES	CLASS 90	EA	52	$2,400.00	$124,800.00
7	FURNISH PILING	CLASS 140	LF	1,600	$46.00	$73,600.00
8	DRIVE PILES	CLASS 140	EA	64	$2,150.00	$137,600.00
9	STRUCTURAL CONCRETE, BRIDGE	CIP/PS BOX	CY	1,820	$590.00	$1,073,800.00
10	STRUCTURAL CONCRETE, BRIDGE FOOTING		CY	270	$380.00	$102,600.00
11	STRUCTURAL CONCRETE, APPROACH SLAB	N30S	CY	230	$760.00	$174,800.00
12	PRESTRESSING STEEL		LS			$173,839.00
13	BAR REINFORCING STEEL (BRIDGE)		LB	486,580	$1.00	$486,580.00
14	JOINT SEAL (MR = 2") 2" max	2"	LF	204	$84.00	$17,136.00
15	SLOPE PAVING		CY	20	$970.00	$19,400
16	CONCRETE BARRIER	26 MOD	LF	614	$225.00	$138,150
17	CHAIN LINK RAILING	TYPE 7	LF	614	$84.00	$51,576.00

SUBTOTAL	$2,772,313
TIME RELATED OVERHEAD	$277,231
MOBILIZATION (@ 10 %)	$338,838
SUBTOTAL BRIDGE ITEMS	$3,388,383
CONTINGENCIES (@ 25 %)	$847,096
BRIDGE TOTAL COST	$4,235,478
COST PER SQ. FOOT	$168.11
BRIDGE REMOVAL (CONTINGENCIES INCL.)	
WORK BY RAILROAD OR UTILITY FORCES	
GRAND TOTAL	$4,235,478
BUDGET ESTIMATE AS OF	**$4,235,000**

ROUTING

1. DES SECTION
2. OFFICE OF BRIDGE DESIGN - NORTH
3. OFFICE OF BRIDGE DESIGN - CENTRAL
4. OFFICE OF BRIDGE DESIGN - SOUTH
5. OFFICE OF BRIDGE DESIGN - WEST
6. OFFICE OF BRIDGE DESIGN SOUTHERN CALIFORNIA

COMMENTS:

Escalated Budget Estimate to Midpoint of Construction *

Escalation Rate per Year

Years Beyond Midpoint	Escalated Budget Est.
1	$4,235,000
2	$4,235,000
3	$4,235,000

Years Beyond Midpoint	Escalated Budget Est.
4	$4,235,000
5	$4,235,000

* Escalated budget estimate is provided for information only, actual construction costs may vary. Escalated budget estimates provided do not replace Departmental policy to update cost estimates annually.

[ ] GENERAL PLAN ESTIMATE [X] ADVANCE PLANNING ESTIMATE

ed - December 3, 2007

RCVD BY: JTY **IN EST:**
OUT EST:

BRIDGE: SR 46 WB OFF RAMP - ALT 5 **BR. No.:** 46-NEW **DISTRICT:** 05
TYPE: CIP/PS BOX **RTE:** 46
CU: 00-005 **CO:** SLO
EA: **PM:** 31.97
LENGTH: 352.00 **WIDTH:** 27.00 **AREA (SF)=** 9,504

DESIGN SECTION: Brg Engineering
 # OF STRUCTURES IN PROJECT : 03 **EST. NO.** 2
PRICES BY : L. Smith **COST INDEX:**
PRICES CHECKED BY : **DATE:**
QUANTITIES BY: L. Smith **DATE:** 8/1/2012

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	PRICE	AMOUNT
1	STRUCTURE EXCAVATION (BRIDGE)		CY	427	$60.00	$25,624.44
2	STRUCTURE BACKFILL (BRIDGE)		CY	232	$53.00	$12,282.26
3	PERVIOUS BACKFILL MATERIAL		CY	18	$74.00	$1,332.00
4	FURNISH PILING	CLASS 90	LF	700	$40.00	$28,000.00
5	DRIVE PILES	CLASS 90	EA	14	$2,400.00	$33,600.00
6	FURNISH PILING	CLASS 140	LF	800	$46.00	$36,800.00
7	DRIVE PILES	CLASS 140	EA	32	$2,150.00	$68,800.00
8	STRUCTURAL CONCRETE, BRIDGE	CIP/PS BOX	CY	687	$590.00	$405,622.03
9	STRUCTURAL CONCRETE, BRIDGE FOOTING		CY	86	$380.00	$32,806.67
10	STRUCTURAL CONCRETE, APPROACH SLAB	N30S	CY	60	$760.00	$45,600.00
11	PRESTRESSING STEEL		LS			$47,520.00
12	BAR REINFORCING STEEL (BRIDGE)		LB	244,798	$1.00	$244,798.25
13	JOINT SEAL (MR =) 2" max	2 "	LF	54	$84.00	$4,536.00
14	CONCRETE BARRIER	736	LF	824	$100.00	$82,400.00

SUBTOTAL	$1,069,722
TIME RELATED OVERHEAD	$106,972
MOBILIZATION (@ 10 %)	$130,744
SUBTOTAL BRIDGE ITEMS	$1,307,438
CONTINGENCIES (@ 25 %)	$326,859
BRIDGE TOTAL COST	$1,634,297
COST PER SQ. FOOT	$171.96
BRIDGE REMOVAL (CONTINGENCIES INCL.)	
WORK BY RAILROAD OR UTILITY FORCES	
GRAND TOTAL	$1,634,297
BUDGET ESTIMATE AS OF	**$1,634,000**

ROUTING

1. DES SECTION
2. OFFICE OF BRIDGE DESIGN - NORTH
3. OFFICE OF BRIDGE DESIGN - CENTRAL
4. OFFICE OF BRIDGE DESIGN - SOUTH
5. OFFICE OF BRIDGE DESIGN - WEST
6. OFFICE OF BRIDGE DESIGN SOUTHERN CALIFORNIA

COMMENTS:

Escalated Budget Estimate to Midpoint of Construction *

Escalation Rate per Year

Years Beyond Midpoint	Escalated Budget Est.
1	$1,634,000
2	$1,634,000
3	$1,634,000

Years Beyond Midpoint	Escalated Budget Est.
4	$1,634,000
5	$1,634,000

* Escalated budget estimate is provided for information only, actual construction costs may vary. Escalated budget estimates provided do not replace Departmental policy to update cost estimates annually.

[ ] GENERAL PLAN ESTIMATE [X] ADVANCE PLANNING ESTIMATE

Revised - December 3, 2007

RCVD BY: JTY

IN EST:

OUT EST:

BRIDGE: SR 46 EB OFF RAMP - ALT 5 **BR. No.:** 46-NEW **DISTRICT:** 05

TYPE: CIP/PS BOX **RTE:** 46

CU: 00-005 **CO:** SLO

EA: **PM:** 31.97

LENGTH: 360.00 **WIDTH:** 27.00 **AREA (SF)=** 9,720

DESIGN SECTION: Brg Engineering

 # OF STRUCTURES IN PROJECT : 03 **EST. NO.** 3

PRICES BY : L. Smith **COST INDEX:**

PRICES CHECKED BY : **DATE:**

QUANTITIES BY: L. Smith **DATE:** 8/1/2012

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	PRICE	AMOUNT
1	STRUCTURE EXCAVATION (BRIDGE)		CY	427	$60.00	$25,624.44
2	STRUCTURE BACKFILL (BRIDGE)		CY	232	$53.00	$12,282.26
3	PERVIOUS BACKFILL MATERIAL		CY	18	$74.00	$1,332.00
4	FURNISH PILING	CLASS 90	LF	700	$40.00	$28,000.00
5	DRIVE PILES	CLASS 90	EA	14	$2,400.00	$33,600.00
6	FURNISH PILING	CLASS 140	LF	800	$46.00	$36,800.00
7	DRIVE PILES	CLASS 140	EA	32	$2,150.00	$68,800.00
8	STRUCTURAL CONCRETE, BRIDGE	CIP/PS BOX	CY	701	$590.00	$413,778.19
9	STRUCTURAL CONCRETE, BRIDGE FOOTING		CY	86	$380.00	$32,806.67
10	STRUCTURAL CONCRETE, APPROACH SLAB	N30S	CY	60	$760.00	$45,600.00
11	PRESTRESSING STEEL		LS			$48,600.00
12	BAR REINFORCING STEEL (BRIDGE)		LB	247,522	$1.00	$247,52[illegible]
13	JOINT SEAL (MR =) 2" max	2 "	LF	54	$84.00	$4,53[illegible]
14	CONCRETE BARRIER	736	LF	840	$100.00	$84,000.00

SUBTOTAL		$1,083,281
TIME RELATED OVERHEAD		$108,328
MOBILIZATION (@ 10 %)		$132,401
SUBTOTAL BRIDGE ITEMS		$1,324,010
CONTINGENCIES	(@ 25 %)	$331,003
BRIDGE TOTAL COST		$1,655,013
COST PER SQ. FOOT		$170.27
BRIDGE REMOVAL (CONTINGENCIES INCL.)		
WORK BY RAILROAD OR UTILITY FORCES		
GRAND TOTAL		$1,655,013
BUDGET ESTIMATE AS OF		**$1,655,000**

ROUTING

1. DES SECTION
2. OFFICE OF BRIDGE DESIGN - NORTH
3. OFFICE OF BRIDGE DESIGN - CENTRAL
4. OFFICE OF BRIDGE DESIGN - SOUTH
5. OFFICE OF BRIDGE DESIGN - WEST
6. OFFICE OF BRIDGE DESIGN SOUTHERN CALIFORNIA

COMMENTS:

Escalated Budget Estimate to Midpoint of Construction *

Escalation Rate per Year

Years Beyond Midpoint	Escalated Budget Est.
1	$1,655,000
2	$1,655,000
3	$1,655,000

Years Beyond Midpoint	Escalated Budget Est.
4	$1,655,000
5	$1,655,00[illegible]

* Escalated budget estimate is provided for information only, actual construction costs may vary. Escalated budget estimates provided do not replace Departmental policy to update cost estimates annually.

I.

Transportation Planning Scoping

Information Sheet

Transportation Planning Scoping Information Sheet

PROJECT INFORMATION

District	County	Route	Post Miles	Project ID No/ Expenditure Authorization No.
05	SLO	46	31.7 / 32.3	05-1C150K
Project Name and Description : Union Road / Highway 46 PSR-PDS				

Prepared by:

District Information Sheet Point of Contact*:	Name: Leo Trujillo	Functional Unit:	Hatch Mott MacDonald

* The District Information Sheet Point of Contact is responsible for completing Project Information, PDT Team and Stakeholder Information, and coordinating the completion of project-related information with the Transportation Planning Stakeholders. Upon completion, provides the Transportation Planning PDT Representative and Project Manager with a copy of the Information Sheet.

Project Development Team (PDT) Information		
Title	**Name**	**Phone Number**
Project Manager	Ditas Esperanza	805-237-3861
Project Engineer	Leo Trujillo	408-848-3122
Transportation Planning PDT Representative**	Allen Nie	925-469-8016

Transportation Planning Stakeholder Information		
Title	**Name**	**Phone Number**
Sr. Transportation Planner	Larry Newland	805-549-3103
System Planner	Claudia Espino	805-549-3473
Local Development-Intergovernmental Review (LD-IGR) Planner	Claudia Espino	805-549-3473
Community Planner		
Goods Movement Planner		
Transit Planner		
Bicycle and Pedestrian Coordinator		
Park and Ride Coordinator		
Native American Liaison		
Other Coordinators:	Richard Rosales (Caltrans PM)	805-549-3792

Project Purpose and Need** – The need of this project is to address the limited access to and across SR 46 at the Union Road-Paso Robles Boulevard intersection. The purpose of the project is to improve access to, from, along, and across State Route 46 at the Union Road intersection; reduce congestion and delay, improve reliability and operations in the vicinity of the intersections of SR 46 / Union Road and SR 46 / Airport Road.

** The Transportation Planning PDT Representative is responsible for providing the PDT with the system-wide and corridor level deficiencies identified by Transportation Planning. The PDT uses the information provided by Transportation Planning to develop the purpose and need with contributions from other Caltrans functional units and external stakeholders at the initiation of the PID and is refined throughout the PID process. As the project moves past the project initiation stage and more data becomes available, the purpose and need is refined. For additional information on purpose and need see: www.dot.ca.gov/hq/env/emo/purpose_need.htm

1. Project Funding:

a	The PSR-PDS work is being funded jointly by the City of Paso Robles and the San Luis Obispo Council of Governments (SLOCOG). The project is programmed for PA&ED with funding by SLOCOG.
	Funding for PS&E (including contract preparation, advertising and award), Right-of-Way Capital and Support is identified in SLOCOG's Regional Transportation Program (RTP), albeit as "unconstrained" at this time. In addition, SLOCOG has prepared a letter documenting that during the next revision of the RTP, SLOCOG will constrain additional funding for the overcrossing alternative (included as Attachment N of the PSR-PDS).
b	This is not a measure project.

2. Regional Planning:

a	The San Luis Obispo Council or Governments (SLOCOG) is the Regional Transportation Planning Agency (RTPA) for the City of Paso Robles. SLOCOG's contact for transportation planning is Ronald L. De Carli (805-781-4219).
b	The City of Paso Robles is the lead agency for this project. The City's project manager is Ditas Esperanza (805-237-3861).
c	This project is consistent with the SR 46E Comprehensive Corridor Study (CCS), adopted by Caltrans in June 2009, and SLOCOG's Regional Transportation Plan-Preliminary Sustainable Communities Strategy (RTP-PSCS), which was adopted in December 2010. A short description of the planned improvements to the SR 46 / Union Road intersection is found on Chapter 4 of the RTP-PSCS, page 4-37.
d	SLOCOG's RTP-PSCS identifies the consistency of the planned improvements to the SR 46 corridor with the SR 46E CCS. The CCS identified three basic needs for the SR 46 corridor: 1) Provide improved access to, across and along the highway at the intersection of SR 46 / Union Road; 2) Moderate speeds for safety and to indicate an arrival through a community, or passage through a place worthy of note; and 3) Be context sensitive. The findings of the CCS included the following as possible solutions and strategies: 1) local road extensions and connections, 2) grade-separated structures, 3) modify access at intersection, and 4) acceleration / deceleration lanes. These possible solutions were used in the development of this project's purpose & need statement. In June 2009, Caltrans prepared the "State Route 46 Corridor System Management Plan" (CSMP). In it, the CSMP concurred with the SR 46E CCS that enhancements to the local roadway facilities may result in improved circulation and alleviate congestion along the entire SR 46 corridor. The CSMP also explains that by 2040 or beyond, between the US 101 / SR 46 East interchange and Jardine Road, SR 46 will need to be widened from four lanes to six lanes. SR 46 will also need to be converted from an expressway to a freeway.
e	The project is not located in an area susceptible to sea-level rise.
f	The Air Quality Management District for San Luis Obispo County, including the City of Paso Robles, is SLO County Air Pollution Control District.
g	The project is not located in a federal non-attainment or attainment-maintenance area.

3. Native American Consultation and Coordination:

a	Native American resources have not been identified in and around the project area.

b	The Tribal Government has been consulted. Representatives from Native American tribes expressed concern during preliminary coordination communications that resources may be present, particularly near Huerhuero Creek.
c	The project does not require Caltrans to use right-of-way on trust or allotted lands.
d	The Bureau of Indian Affairs (BIA) has not yet been notified.
e	Applicable Tribal laws, ordinances and regulations [Tribal Employment Rights Ordinances (TERO), etc.] have not yet been reviewed for required contract language and coordination. If necessary, this will be done during the PA&ED phase of the project.
f	If necessary, additional coordination with Tribe requirements (TERO) will be done during the PA&ED phase of the project.
g	The area surrounding the project has not yet been checked for prehistoric, archeological, cultural, spiritual, or ceremonial sites, or areas of potentially high sensitivity. If necessary, additional coordination with the Tribe Native American Heritage Commission or other applicable persons or entities will be done during the PA&ED phase of the project.
h	At this point it is not known if a Native American monitor will be required for this project, and so this cost is not yet reflected in the project cost estimates.
i	With the information available for this project, it does not appear that a change in impact to a Native American community will occur in the event of project redesign.

4. System Planning:

a	This project is consistent with the District System Management Plan (DSMP). The DSMP was approved on October 2005.
b	The District System Management Plan (TSDP) identifies the construction of interchanges at the intersections of SR 46 / Golden Hill Rd and SR 46 / Airport Rd. Union Road is between these two intersections on SR 46. The TSDP was approved in 2002.
c	This project is identified in the Corridor System Management Plan (CSMP). The CSMP was approved on June 2009. In it, the CSMP concurred with the SR 46E CCS that enhancements to the local roadway facilities may result in improved circulation and alleviate congestion along the entire SR 46 corridor. The CSMP also explains that by 2040 or beyond, between the US 101 / SR 46 East interchange and Jardine Road, SR 46 will need to be widened from four lanes to six lanes. SR 46 will also need to be converted from an expressway to a freeway. The project is consistent with the future route concept.
d	The various project alternatives provide different Levels of Service (LOS) during the 2016 and the 2035 scenarios at the Union Rd / SR 46 intersection. Listed below are the LOS for a typical PM peak hour for these two scenarios: • Alternative 1 (no-build) 2016: LOS F (NB approach) • Alternative 1 (no-build) 2035: LOS F (NB & SB approaches) • Alternative 4 (Overcrossing) 2016: LOS A • Alternative 4 (Overcrossing) 2035: LOS A • Alternative 5 (Interchange) 2016: LOS A • Alternative 5 (Interchange) 2035: LOS A

e	There are three alternatives being analyzed in this project: 1. No-Build Alternative 4. Overcrossing Alternative 5. Interchange Alternative None of the Alternatives include High Occupancy Vehicle lanes.
f	Per the CSMP, the ultimate conditions on SR 46 include widening SR 46 to 6 lanes. The ultimate conditions do not include High Occupancy Vehicle Lanes.
g	SR 46 is a relatively flat corridor.
h	Within the project limits, SR 46 is in an urban area, as it is still within the Paso Robles city limits. Just east of the project limits, the area is rural. The functional classification of SR 46 is a major goods movement facility that connects the entire California Central Valley to the Central Coast and supports a variety of travel types including regional and interregional traffic.
i	Within the project limits, the facility is currently an expressway.
j	SR 46 has the following designations: Focus Route; High Emphasis Route; Interregional Road System; Eligible Route for the Scenic Highway System (although it's not designated as a Scenic Highway); Surface Transportation Assistance Act (STAA) Route; Terminal Access Route & SHELL Route; National Highway System; Strategic Highway Network Corridor (STRAHNET) Route
k	The land uses adjacent to the project limits are primarily rural residential and agricultural.
l	Park and ride facilities are not identified near the project area in the TCR/CSMP, local plans, and RTP.
m	Annual Average Daily Traffic (AADT) and percentage truck traffic for the SR 46 corridor within the project limits was retrieved from Caltrans Census Station 55310. The City of Paso Robles' Travel Demand Forecasting model was used to forecast vehicle miles traveled (VMT) and traffic volumes for future scenarios. The methodology software used for traffic forecasting was TransCAD 4.7. The forecasted years for this project were 2016 and 2035.
n	Analysis on Daily Vehicle Hours of Delay (DVHD) from the Highway Congestion Monitoring Program (HICOMP) was not included in this project.

5. Local Development – Intergovernmental Review (LD-IGR):

List LD-IGR projects that may directly or indirectly impact the proposed Caltrans project or that the proposed Caltrans project may impact. (Attach additional project information if needed.)

LD-IGR Project Information		Project
a	SLO-46-PM 29.76 at the US Hwy 101 Interchange	Construct dual left turn lanes on SR 46E for the southbound US 101 ramps to provide additional capacity.
	SLO-46-PM 31.31 at Golden Hill Rd	Provide dual left-turn lanes on all four legs and update signal phasing.
	SLO-46-PM 32.15-34.64	Provide intersection improvements to alleviate operational and delay issues.
	SLO-46-PM 32.15-55.10	Widen SR 46 to four lanes from Airport Road to the SR

		41 Junction.
b	Development name, type, and size.	SR 46 Convert to 4-Lane Expressway
c	Local agency and/or private sponsor, and contact information.	Caltrans
d	California Environmental Quality Act (CEQA) status and Implementation Date.	TBD
e	If project includes federal funding, National Environmental Policy Act (NEPA) status.	TBD
f	All vehicular and non-vehicular unmitigated impacts and planned mitigation measures including Transportation Demand Management (TDM) and Transportation System Management (TSM) that would affect Caltrans facilities.	TBD
g	Approved mitigation measures and implementing party.	TBD
h	Value of constructed mitigation and/or amount of funds provided.	TBD
i	Encroachment Permit, Transportation Permit, Traffic Management Plan, or California Transportation Commission (CTC) Access approvals needed.	TBD
j	Describe relationship to Regional Blueprint, General Plans, or County Congestion Management Plans.	The 4-laning project is consistent with the City's General Plan, with the SR 46E Comprehensive Corridor Study (CCS), adopted by Caltrans in June 2009, and SLOCOG's Regional Transportation Plan-Preliminary Sustainable Communities Strategy (RTP-PSCS), which was adopted in December 2010.
k	Inclusion in a Regional Transportation Plan Sustainable Community Strategy or Alternative Planning Strategy?	This project is identified in SLOCOG's 2010 Regional Transportation Plan (RTP).
l	Regional or local mitigation fee program in place?	No

6. Community Planning:

	INITIAL PID INFORMATION
a	The City of Paso Robles (lead agency) has worked with neighborhood/community groups in the area of the proposed improvements. Details of neighborhood/community group meetings for this project area are included in the SR 46E Comprehensive Corridor Study (CCS), adopted in June 2009. The commitment made on the CCS is that the next step would be to prepare a PSR-PDS to develop viable alternatives at Union Rd / SR 46 that would be phaseable and fundable interim solutions.
b	There are no active/completed/proposed Environmental Justice (EJ) or Community-Based Transportation (CBTP) Planning Grants in the project area.
c	Community participation will be developed and implemented during the PA&ED phase of the project.
	FINAL PID INFORMATION
d	The proposed transportation improvements will not have a severe impact to the local community. The project is not likely to create or exacerbate existing environmental or other issues that are not mitigateable, including public health and safety, air quality, water quality, noise, environmental justice or social equity. A more in-depth analysis of all these issues will be performed during the PA&ED phase of

	the project.
e	This highway serves as a main east-west street through the City of Paso Robles. Access for interregional and local traffic need to be maintained through the construction of the project.

7. Freight Planning:

	INITIAL PID INFORMATION
a	In the vicinity of the project, there are no modal or intermodal facilities that may affect or be affected by the project.
	FINAL PID INFORMATION
b	The design of this project could facilitate Goods Movement and relieve the choke point at the Union Road intersection by providing a grade-separated structure, as well as restricting some or all movements at the Airport Road intersection.
c	This is a stand-alone project, which will improve traffic operations through and across SR 46 at the Union Road intersection. There are no other modes of transportation in the immediate vicinity that would directly benefit by this project.
d	SR 46 is a major goods movement route for produce and other products coming out of the Salinas Valley to other areas throughout California. Due to the interregional significance of moving both goods and people, the State has identified SR 46 as a Focus Route.
e	The project is on a current high truck volume route, as the Average Annual Daily Truck Traffic (AADTT) of 5 axle trucks is approximate 3000 under existing conditions. As daily traffic volumes increase, the truck traffic is also expected to grow at the same rate. The project proposes to accommodate such truck traffic by proposing grade-separated alternatives.
f	The project intersection (SR 46 / Union Road) is located approximately 1.5 miles from the Paso Robles Municipal Airport. The airport is accessed via Airport Road, about 1 mile north of the SR 46 intersection. No special circulation for truck traffic / parking is necessary.
g	No other special freight issues exist.

8. Transit (bus, light rail, commuter rail, intercity rail, high speed rail):

	INITIAL PID INFORMATION
a	There are several local and interregional transit providers that service the Paso Robles area, including Regional Transit Authority, Paso Express (bus transit), and Amtrak. But none of these providers operates within the study corridor.
b	At this point, transit agencies have not yet been contacted for possible project coordination. If necessary, this will be coordinated during the PA&ED phase.
c	There are no transit features (bus stops, train crossings, transit lines, etc.) within the project limits of the corridor.
d	There are no transit lines that operate within the study corridor.

	FINAL PID INFORMATION
e	The proposed project does not integrate transit, but it also does not impact any transit services or transit facilities.
f	No transit alternatives or improvement features have been considered in this project, as there are no existing transit lines that operate within the study corridor.

9. Bicycle:

	INITIAL PID INFORMATION
a	Improvements along SR 46 will not provide designated bicycle facilities, but it will not restrict bicycle usage under its current expressway classification. Improvements on Union Road will provide shoulders / bike lanes. The project will also propose intersection control different from the existing 2-way stop control, which will improve bicyclist safety / mobility across SR 46.
b	Class II bike improvements are proposed for Union Road within the project limits in the *City of El Paso de Robles Bike Master Plan*, December 2009. No bike improvements are proposed along SR 46.
c	If external bicycle advocacy groups and/or bicycle advisory committees are discovered, they will be coordinated with during the PA&ED phase of the project.
	FINAL PID INFORMATION
d	Existing bicycle travel deficiencies will be corrected along Union Road and across SR 46, as bike lanes will be provided along Union Road, and a different intersection control will be implemented, which will improve bicyclist safety / mobility across SR 46.
e	The bicycle improvements for this project will be consistent with the *City of El Paso de Robles Bike Master Plan*.
f	This project does not include the construction of a new freeway or modification to an existing freeway.

10. Pedestrian including Americans with Disabilities Act (ADA):

	INITIAL PID INFORMATION
a	Improvements along SR 46 will not provide designated pedestrian facilities, but it will not restrict pedestrian usage under its current expressway classification. Improvements on Union Road will provide sidewalks and ADA compliant curb ramps. The project will also propose intersection control different from the existing 2-way stop control, which will improve pedestrian safety / mobility across SR 46.
b	Pedestrian crossings will be located at each of the intersections improved by this project.
c	All pedestrian facilities within the corridor will be ADA compliant and in compliance with Federal and State ADA laws and regulations.
	FINAL PID INFORMATION
d	Existing pedestrian deficiencies will be corrected along Union Road and across SR 46, as sidewalks and ADA compliant curb ramps will be provided along Union Road, and a different intersection control will be implemented, which will improve pedestrian safety / mobility across SR 46.
e	The pedestrian improvements for this project will be consistent with the City's plans for pedestrian safety and mobility improvements.
f	This project does not include the construction of a new freeway or modification to an existing freeway.

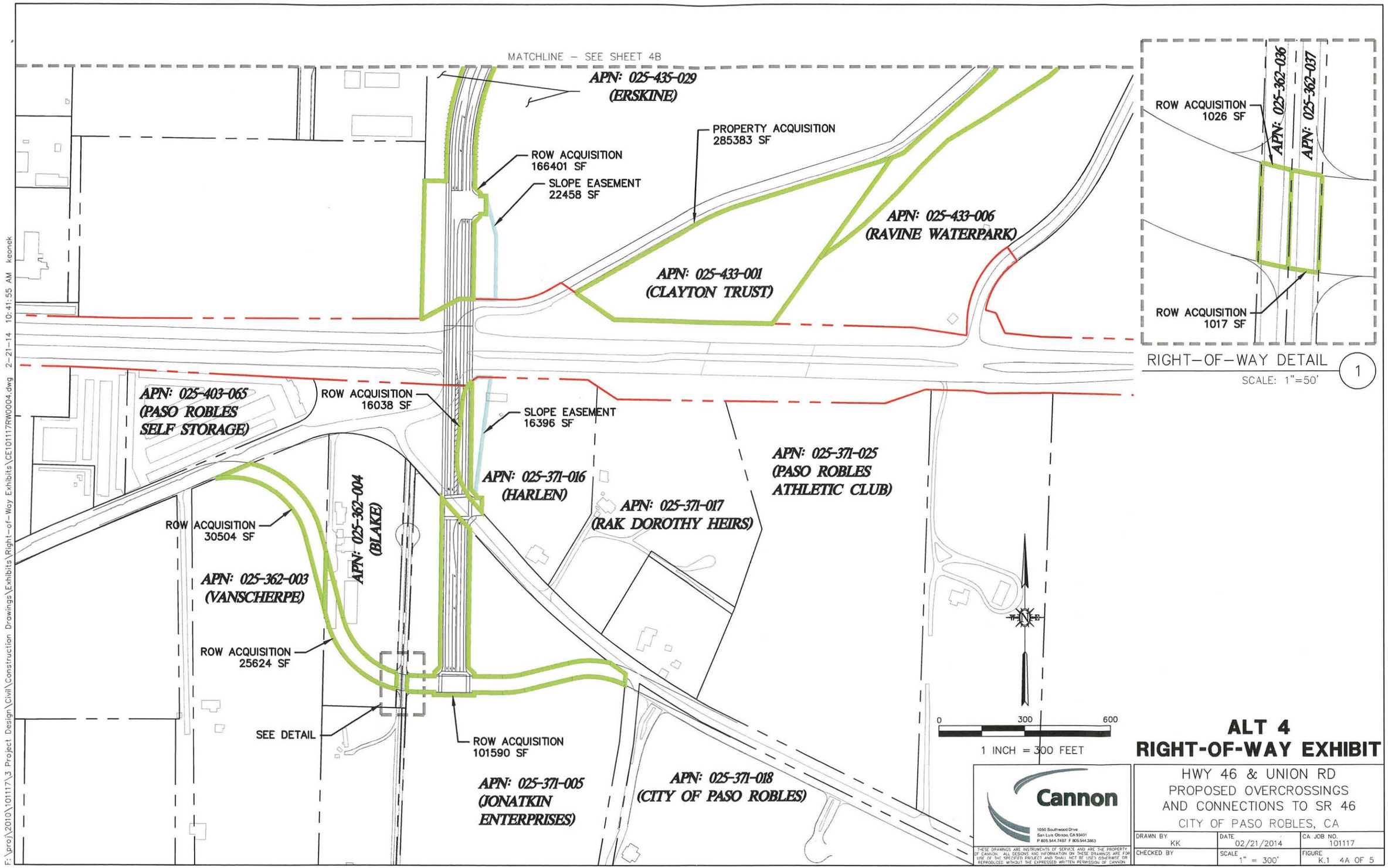
g	If external pedestrian advocacy groups and/or pedestrian advisory committees are discovered, they will be coordinated with during the PA&ED phase of the project.
h	The Caltrans ADA Transition Plan does not identify any ADA barriers within the project limits.

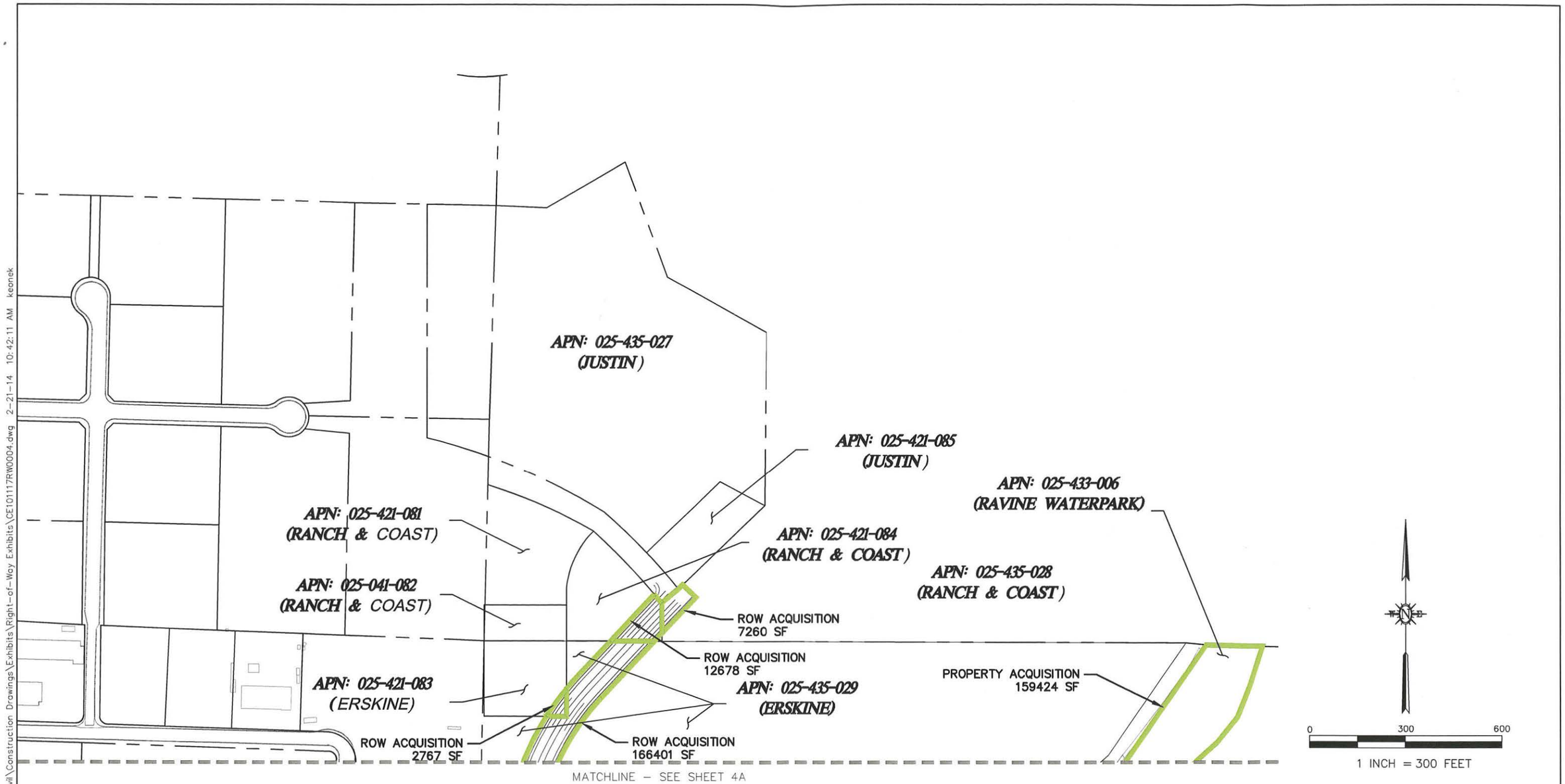
11. Equestrian:

	INITIAL PID INFORMATION
a	The corridor does not support or provide any equestrian improvements.
	FINAL PID INFORMATION
b	The corridor does not support or provide any equestrian improvements.

12. Intelligent Transportation Systems (ITS):

	INITIAL PID INFORMATION
a	ITS features such as closed-circuit television cameras, signal timing, multi-jurisdictional or multimodal system coordination have not been considered in the project. From the results of the project's Traffic Operation Analysis Report (TOAR), the proposed intersection signalization is not a viable alternative.
	FINAL PID INFORMATION
b	The project's TOAR identified a possible ITS feature for the signalization alternative (signal coordination with adjacent signals). But at this point, the proposed intersection signalization is not a viable alternative.


MATCHLINE – SEE SHEET 4B
APN: 025-435-029
(ERSKINE)
ROW ACQUISITION
166401 SF
SLOPE EASEMENT
22458 SF
PROPERTY ACQUISITION
285383 SF
APN: 025-433-006
(RAVINE WATERPARK)
APN: 025-433-001
(CLAYTON TRUST)
ROW ACQUISITION
1026 SF
APN: 025-362-036
APN: 025-362-037
ROW ACQUISITION
1017 SF
RIGHT-OF-WAY DETAIL
1
SCALE: 1"=50'
APN: 025-403-065
(PASO ROBLES
SELF STORAGE)
ROW ACQUISITION
16038 SF
SLOPE EASEMENT
16396 SF
APN: 025-371-016
(HARLEN)
APN: 025-371-025
(PASO ROBLES
ATHLETIC CLUB)
APN: 025-371-017
(RAK DOROTHY HEIRS)
ROW ACQUISITION
30504 SF
APN: 025-362-004
(BLAKE)
APN: 025-362-003
(VANSCHERPE)
ROW ACQUISITION
25624 SF
SEE DETAIL
ROW ACQUISITION
101590 SF
APN: 025-371-005
(JONATKIN
ENTERPRISES)
APN: 025-371-018
(CITY OF PASO ROBLES)
0
300
600
1 INCH = 300 FEET
ALT 4
RIGHT-OF-WAY EXHIBIT
Cannon
1050 Southwood Drive
San Luis Obispo, CA 93401
P 805.544.7407 F 805.544.3863
THESE DRAWINGS ARE INSTRUMENTS OF SERVICE AND ARE THE PROPERTY OF CANNON. ALL DESIGNS AND INFORMATION ON THESE DRAWINGS ARE FOR USE OF THE SPECIFIED PROJECT AND SHALL NOT BE USED OTHERWISE OR REPRODUCED WITHOUT THE EXPRESSED WRITTEN PERMISSION OF CANNON.
HWY 46 & UNION RD
PROPOSED OVERCROSSINGS
AND CONNECTIONS TO SR 46
CITY OF PASO ROBLES, CA
DRAWN BY KK
DATE 02/21/2014
CA JOB NO. 101117
CHECKED BY
SCALE 1" = 300'
FIGURE K.1 4A OF 5
F:\proj\2010\101117\3 Project Design\Civil\Construction Drawings\Exhibits\Right-of-Way Exhibits\CE101117RW0004.dwg 2-21-14 10:41:55 AM keonek



ALT 4
RIGHT-OF-WAY EXHIBIT

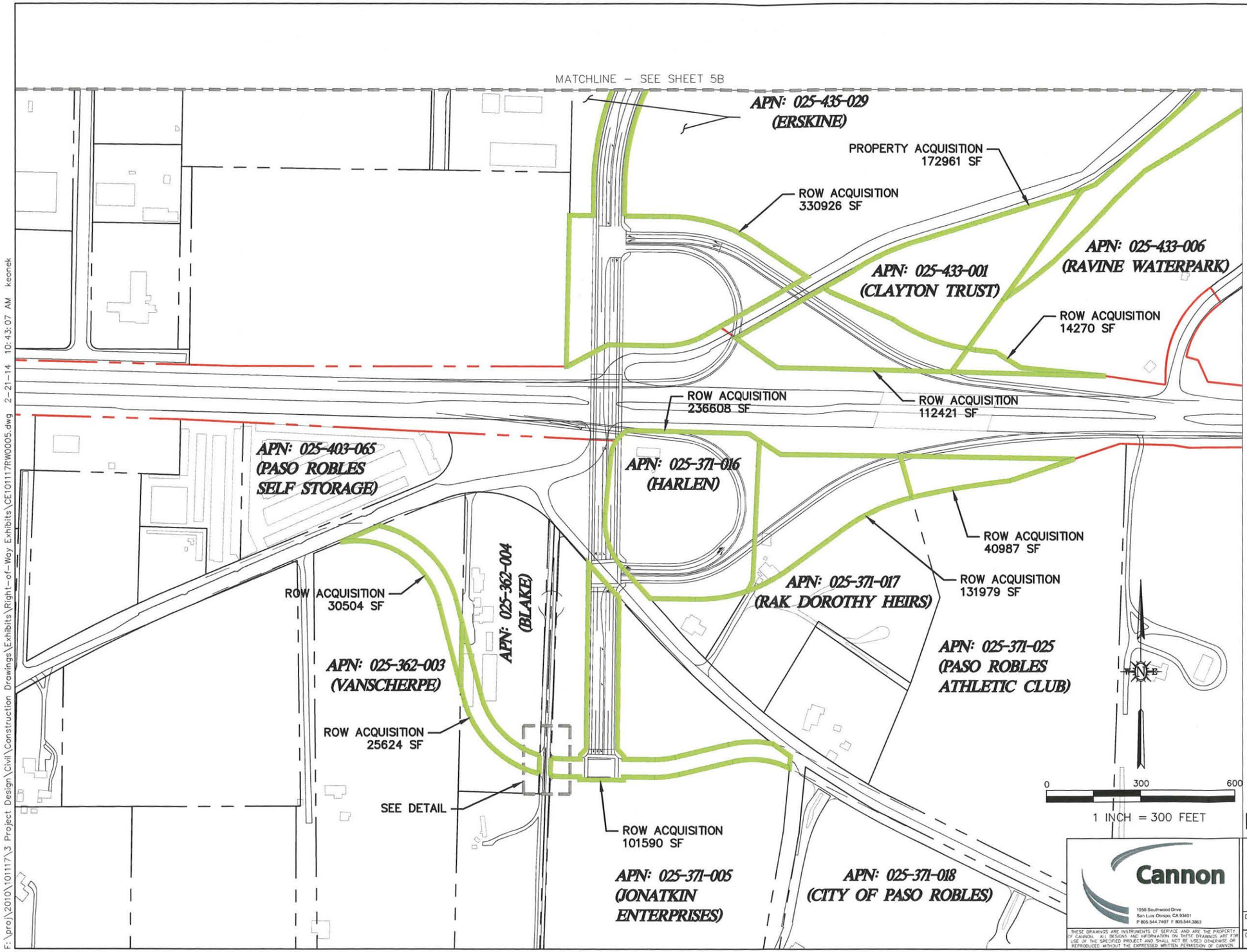
Cannon
1050 Southwood Drive
San Luis Obispo, CA 93401
P 805.544.7407 F 805.544.3863

THESE DRAWINGS ARE INSTRUMENTS OF SERVICE AND ARE THE PROPERTY OF CANNON. ALL DESIGNS AND INFORMATION ON THESE DRAWINGS ARE FOR USE OF THE SPECIFIED PROJECT AND SHALL NOT BE USED OTHERWISE OR REPRODUCED WITHOUT THE EXPRESSED WRITTEN PERMISSION OF CANNON.

HWY 46 & UNION RD
PROPOSED OVERCROSSINGS
AND CONNECTIONS TO SR 46
CITY OF PASO ROBLES, CA

DRAWN BY	DATE	CA JOB NO.
KK	02/21/2014	101117
CHECKED BY	SCALE	FIGURE
	1" = 300'	K.1 4B OF 5

F:\proj\2010\101117\3 Project Design\Civil\Construction Drawings\Exhibits\Right-of-Way Exhibits\CE101117RW0004.dwg 2-21-14 10:42:11 AM keonek



F:\proj\2010\101117\3 Project Design\Civil\Construction Drawings\Exhibits\Right-of-Way Exhibits\CE101117RW0005.dwg 2-21-14 10:43:07 AM keonek

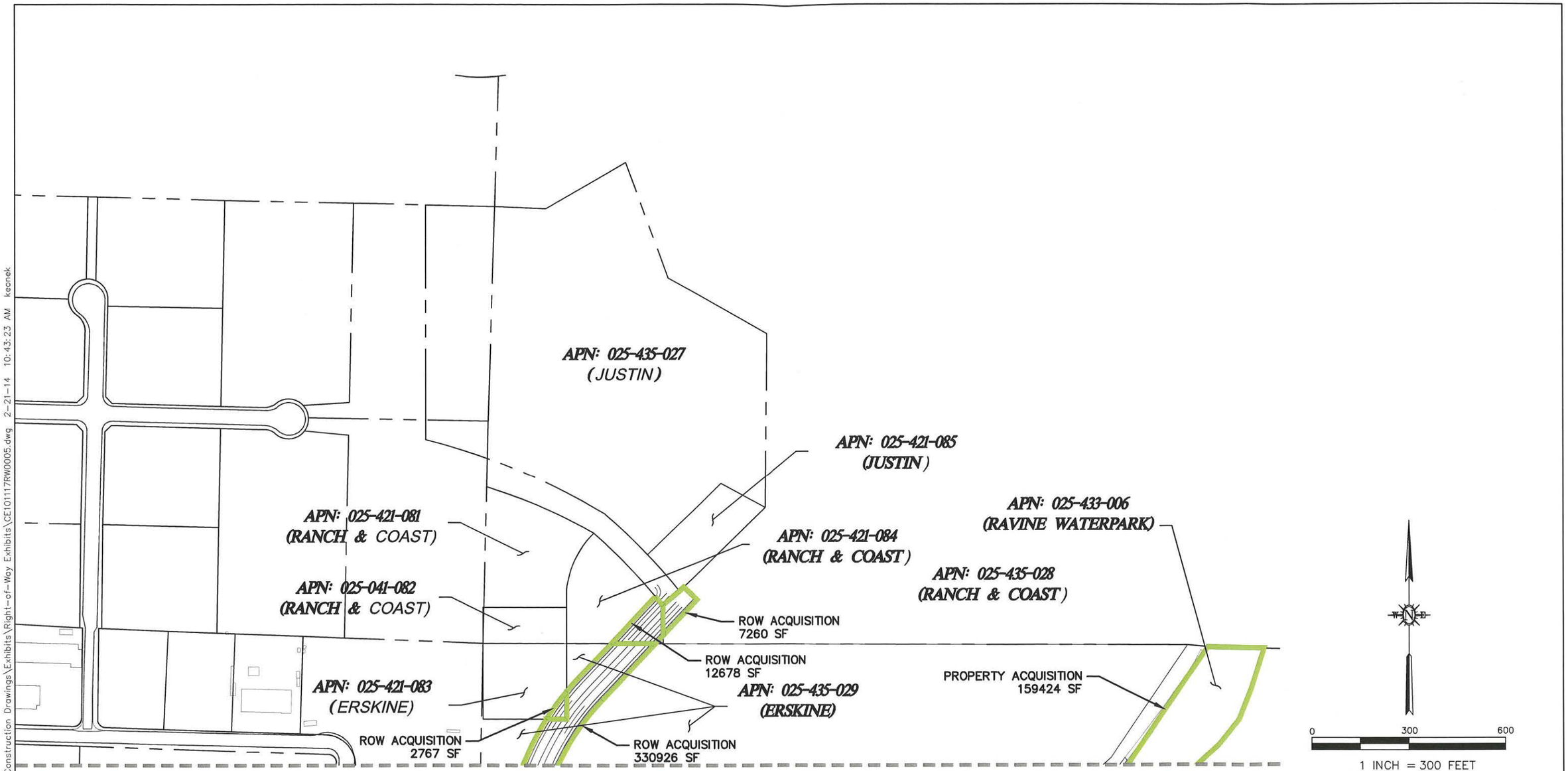
ALT 5
RIGHT-OF-WAY EXHIBIT

HWY 46 & UNION RD
PROPOSED HALF CLOVER-LEAF
INTERCHANGE LAYOUT
CITY OF PASO ROBLES, CA

Cannon
1050 Southwood Drive
San Luis Obispo, CA 93401
P 805.544.7497 F 805.544.3863

THESE DRAWINGS ARE INSTRUMENTS OF SERVICE AND ARE THE PROPERTY OF CANNON. ALL DESIGNS AND INFORMATION ON THESE DRAWINGS ARE FOR USE OF THE SPECIFIED PROJECT AND SHALL NOT BE USED OTHERWISE OR REPRODUCED WITHOUT THE EXPRESSED WRITTEN PERMISSION OF CANNON.

DRAWN BY	DATE	CA JOB NO.
KK	02/21/2014	101117
CHECKED BY	SCALE	FIGURE
	1" = 300'	K.1 5A OF 5



ALT 5
RIGHT-OF-WAY EXHIBIT

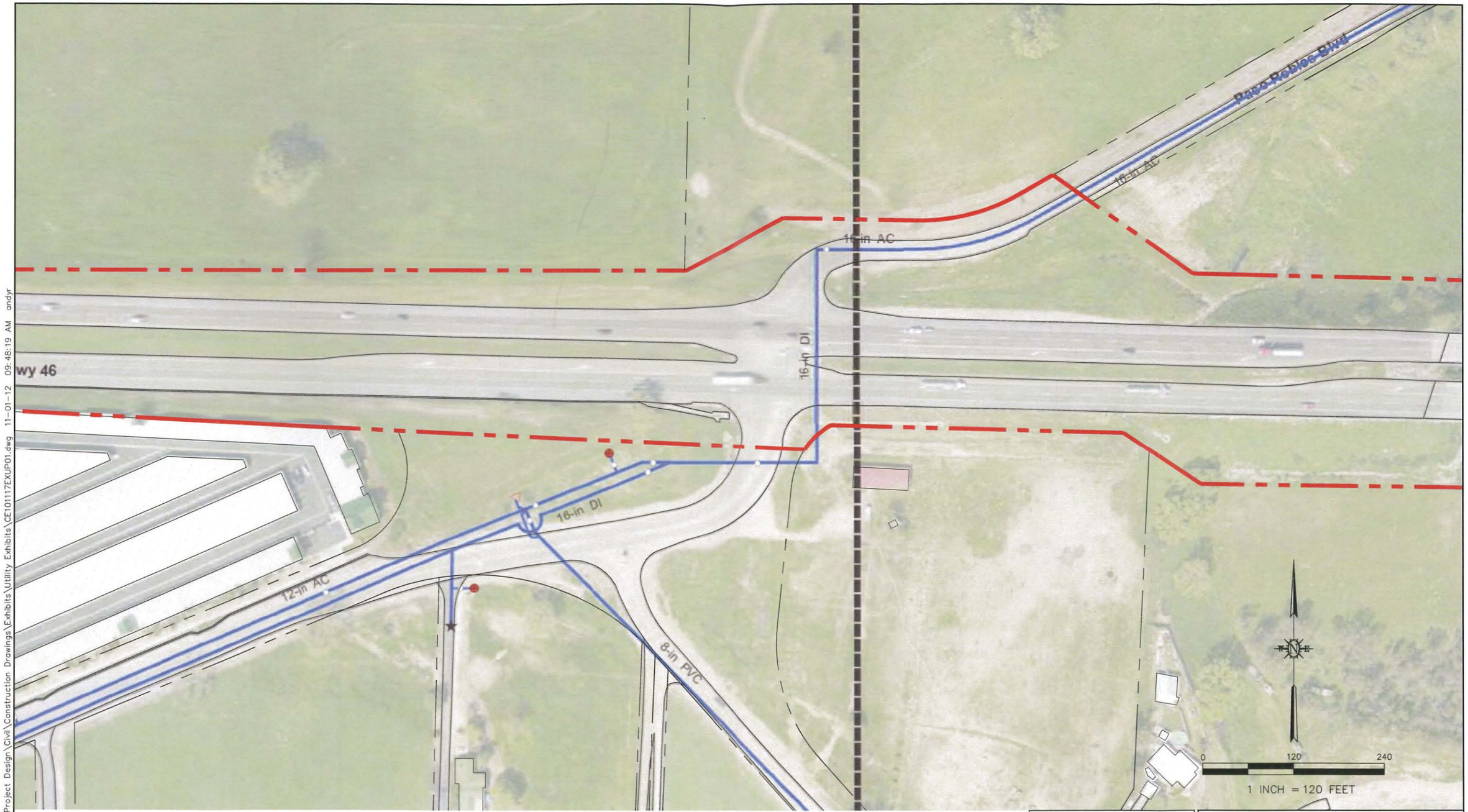
Cannon
1050 Southwood Drive
San Luis Obispo, CA 93401
P 805.544.7407 F 805.544.3863

THESE DRAWINGS ARE INSTRUMENTS OF SERVICE AND ARE THE PROPERTY OF CANNON. ALL DESIGNS AND INFORMATION ON THESE DRAWINGS ARE FOR USE OF THE SPECIFIED PROJECT AND SHALL NOT BE USED OTHERWISE OR REPRODUCED WITHOUT THE EXPRESSED WRITTEN PERMISSION OF CANNON.

HWY 46 & UNION RD
PROPOSED HALF CLOVER-LEAF
INTERCHANGE LAYOUT
CITY OF PASO ROBLES, CA

DRAWN BY	DATE	CA JOB NO.
KK	02/21/2014	101117
CHECKED BY	SCALE	FIGURE
	1" = 300'	K.1 5B OF 5

F:\proj\2010\101117\3 Project Design\Civil\Construction Drawings\Exhibits\Right-of-Way Exhibits\CE101117RW0005.dwg 2-21-14 10:43:23 AM keonek



Legend

- Gate Valve
- Air Relief Valve
- Check Valve
- Double Check Valve
- Blowoff Valve
- Back Flow Preventer
- Private Valve
- Tees
- Reducer
- Stubs
- Stub for Fire Line
- Fire Hydrant
- Water Service
- Well
- Tank
- Sample Station
- Pump
- Thrust Block
- Pressure Zones
- Water Pipe w/ Size & Material
- Abandoned Pipe
- Lateral
- Fire Lateral

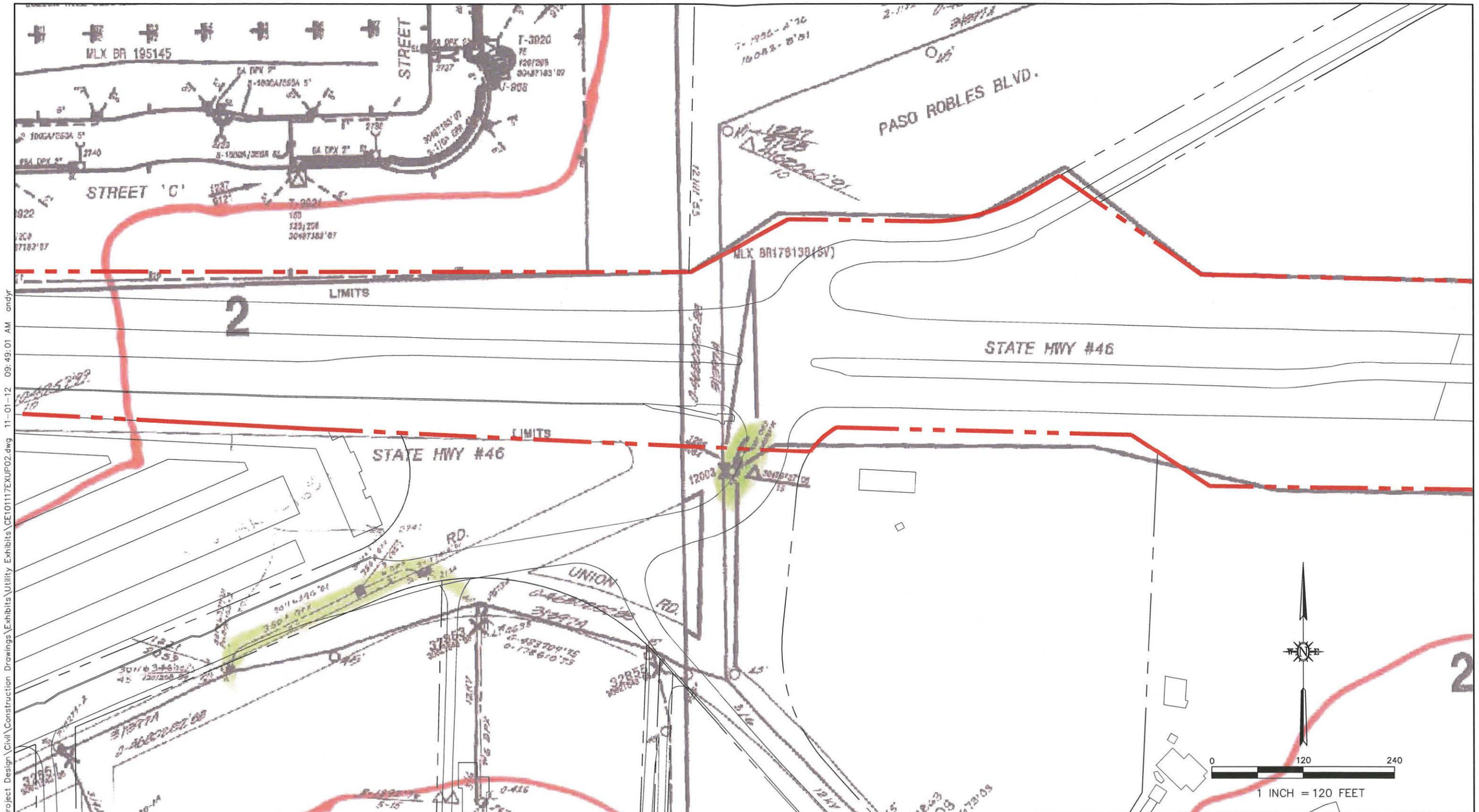
Cannon
1050 Southwood Drive
San Luis Obispo, CA 93401
P 805.544.7407 F 805.544.3863

THESE DRAWINGS ARE INSTRUMENTS OF SERVICE AND ARE THE PROPERTY OF CANNON. ALL DESIGNS AND INFORMATION ON THESE DRAWINGS ARE FOR USE OF THE SPECIFIED PROJECT AND SHALL NOT BE USED OTHERWISE OR REPRODUCED WITHOUT THE EXPRESSED WRITTEN PERMISSION OF CANNON.

HWY 46 & UNION RD
EXISITNG UTILITIES MAP
CITY OF PASO ROBLES WATER
CITY OF PASO ROBLES, CA

DRAWN BY	DATE	CA JOB NO.
AR	2012-09-26	101117
CHECKED BY	SCALE	FIGURE
	1" = 120'	K.2 1 OF 5

F:\proj\2010\101117\3 Project Design\Civil\Construction Drawings\Exhibits\Utility Exhibits\CE101117EXUP01.dwg 11-01-12 09:48:19 AM andyr



Cannon

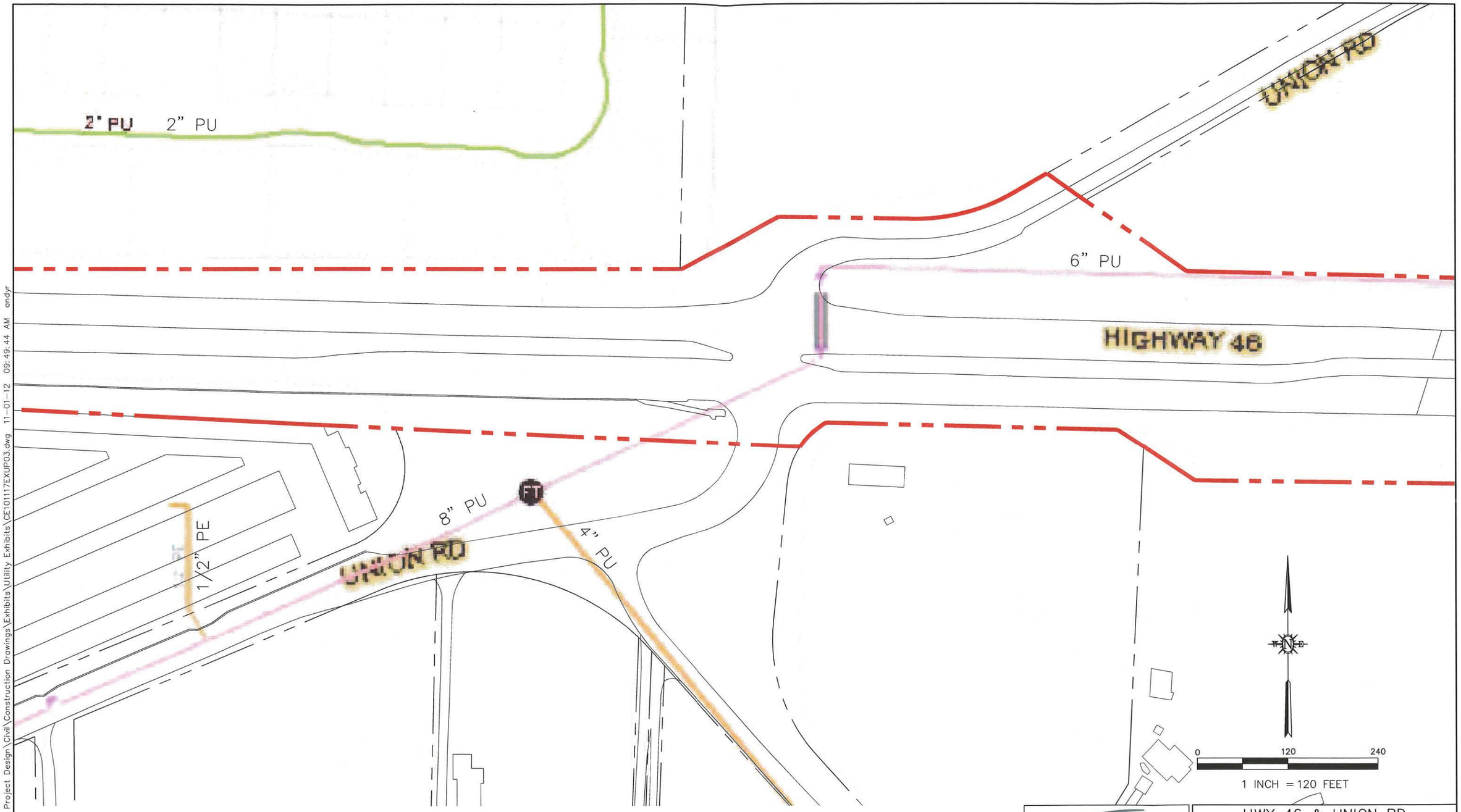
1050 Southwood Drive
San Luis Obispo, CA 93401
P 805.544.7407 F 805.544.3863

THESE DRAWINGS ARE INSTRUMENTS OF SERVICE AND ARE THE PROPERTY OF CANNON. ALL DESIGNS AND INFORMATION ON THESE DRAWINGS ARE FOR USE OF THE SPECIFIED PROJECT AND SHALL NOT BE USED OTHERWISE OR REPRODUCED WITHOUT THE EXPRESSED WRITTEN PERMISSION OF CANNON.

HWY 46 & UNION RD
EXISITNG UTILITIES MAP
PG&E ELECTRICAL
CITY OF PASO ROBLES, CA

DRAWN BY AR	DATE 2012-09-26	CA JOB NO. 101117
CHECKED BY	SCALE 1" = 120'	FIGURE K.2 2 OF 5

F:\proj\2010\101117\3 Project Design\Civil\Construction Drawings\Exhibits\Utility Exhibits\CE101117EXUP02.dwg 11-01-12 09:49:01 AM ondyr



Cannon
1050 Southwood Drive
San Luis Obispo, CA 93401
P 805.544.7407 F 805.544.3863

THESE DRAWINGS ARE INSTRUMENTS OF SERVICE AND ARE THE PROPERTY OF CANNON. ALL DESIGNS AND INFORMATION ON THESE DRAWINGS ARE FOR USE OF THE SPECIFIED PROJECT AND SHALL NOT BE USED OTHERWISE OR REPRODUCED WITHOUT THE EXPRESSED WRITTEN PERMISSION OF CANNON.

HWY 46 & UNION RD
EXISITNG UTILITIES MAP
SEMPRA GAS
CITY OF PASO ROBLES, CA

DRAWN BY AR	DATE 2012-09-26	CA JOB NO. 101117
CHECKED BY	SCALE 1" = 120'	FIGURE K.2 3 OF 5

F:\proj\2010\101117\3 Project Design\Civil\Construction Drawings\Exhibits\Utility Exhibits\CE101117EXUP03.dwg 11-01-12 09:49:44 AM andyr

AERIAL CA'S NOT SHOWN

DWG 1 of 2

UNKN

copper CA

Buried CA

Paso Robles Path

BURIED CA'S

FIBER + COPPER CA'S

BURIED CA'S

CONDUIT

POLE

POLE

HIGHWAY 46

CONDUIT

CONDUIT

UNION RD

Not for use or disclosure outside the AT&T companies except under written agreemer

0 120 240

1 INCH = 120 FEET

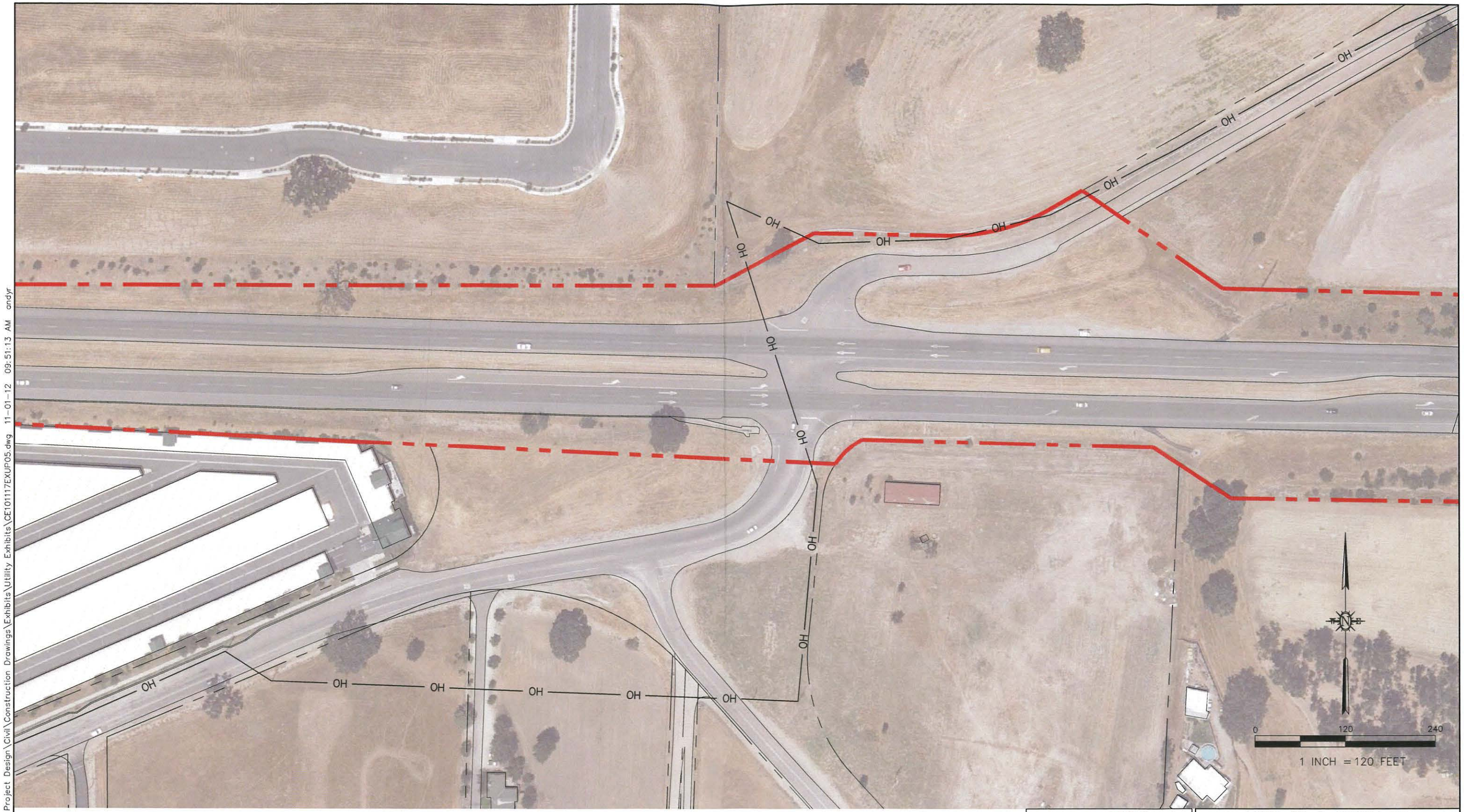
Cannon
1050 Southwood Drive
San Luis Obispo, CA 93401
P 805.544.7407 F 805.544.3863

THESE DRAWINGS ARE INSTRUMENTS OF SERVICE AND ARE THE PROPERTY OF CANNON. ALL DESIGNS AND INFORMATION ON THESE DRAWINGS ARE FOR USE OF THE SPECIFIED PROJECT AND SHALL NOT BE USED OTHERWISE OR REPRODUCED WITHOUT THE EXPRESSED WRITTEN PERMISSION OF CANNON.

HWY 46 & UNION RD
EXISITNG UTILITIES MAP
AT&T TELECOM
CITY OF PASO ROBLES, CA

DRAWN BY	DATE	CA JOB NO.
AR	2012-09-26	101117
CHECKED BY	SCALE	FIGURE
	1" = 120'	K.2 4 OF 5

F:\pro\2010\101117\3 Project Design\Civil\Construction Drawings\Exhibits\Utility Exhibits\CE101117EXUP04.dwg 11-01-12 09:50:24 AM andyr



F:\proj\2010\101117\3 Project Design\Civil\Construction Drawings\Exhibits\Utility Exhibits\CE101117EXUP05.dwg 11-01-12 09:51:13 AM andyr

Cannon
1050 Southwood Drive
San Luis Obispo, CA 93401
P 805.544.7407 F 805.544.3863

THESE DRAWINGS ARE INSTRUMENTS OF SERVICE AND ARE THE PROPERTY OF CANNON. ALL DESIGNS AND INFORMATION ON THESE DRAWINGS ARE FOR USE OF THE SPECIFIED PROJECT AND SHALL NOT BE USED OTHERWISE OR REPRODUCED WITHOUT THE EXPRESSED WRITTEN PERMISSION OF CANNON.

HWY 46 & UNION RD
EXISITNG UTILITIES MAP
CHARTER CABLE
CITY OF PASO ROBLES, CA

DRAWN BY AR	DATE 2012-09-26	CA JOB NO. 101117
CHECKED BY	SCALE 1" = 120'	FIGURE K.2 5 OF 5

L.

Storm Water Data Report

(Signature Cover)

Caltrans

Dist-County-Route: 05 – SLO - 46
Post Mile Limits: 31.7/32.3
Project Type: Modify Intersection
Project ID (or EA): 0512000070K (05-1C150K)
Program Identification: 20.xx.075.600
Phase: ☒ PID
☐ PA/ED
☐ PS&E

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

Is the Project required to consider Treatment BMPs? Yes ☒ No ☐
If yes, can Treatment BMPs be incorporated into the project? Yes ☒ No ☐
If No, a Technical Data Report must be submitted to the RWQCB at least 30 days prior to the projects RTL date. List RTL Date:

Total Disturbed Soil Area: Alternate 1: 0 acres, Alternate 4 9.5 acres, Alternate 5 11.30 acres. Risk Level: 2
Estimated: Construction Start Date: January 2018 Construction Completion Date: December 2020
Notification of Construction (NOC) Date to be submitted: NOI submitted via SMARTS

Erosivity Waiver	Yes ☐	Date:	No ☒
Notification of ADL reuse (if Yes, provide date)	Yes ☐	Date:	No ☒
Separate Dewatering Permit (if yes, permit number)	Yes ☐	Permit #	No ☒

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

Keone Kauo, Registered Project Engineer C75284 — Date 02/04/14

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

Richard Rosales, Project Manager — Date 3/4/14

Chris Chalk, Designated Maintenance Representative — Date 3/11/14

Dennis Reeves, Designated Landscape Architect Representative — Date 3/4/14

[Stamp Required for PS&E only] ~~Susan Greenwood~~, *Regional Design SW Coordinator or Designee* — Date 3/14/2014
FOR Andrew Pochwatka

M.

SLOCOG Financial Constraint

Commitment

SLOCOG
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

CONNECTING COMMUNITIES
ARROYO GRANDE | ATASCADERO | GROVER BEACH
MORRO BAY | PASO ROBLES | PISMO BEACH
SAN LUIS OBISPO | SAN LUIS OBISPO COUNTY

October 23, 2013

Richard Rosales, Project Manager
Caltrans District 5
50 Higuera St.
San Luis Obispo, CA 93401

Subject: Union Rd/SR 46E Project Initiation Document

Dear Mr. Rosales,

San Luis Obispo Council of Governments (SLOCOG) is the Regional Transportation Planning Agency for San Luis Obispo County. SLOCOG is responsible for developing a long range transportation plan that identifies projects of regional significance and that is financially constrained over a twenty-year planning horizon. It is SLOCOG's charge to work cooperatively with the transportation stakeholders in San Luis Obispo County to ensure address local and regional interests are addressed and that quality cost-effective transportation improvements are constructed.

SLOCOG staff, working with Caltrans and other transportation stakeholders, worked closely and collaboratively with Caltrans District 5 in the development of a comprehensive corridor study for State Route 46 East from US 101 to the Kern County line. The transportation improvements identified, including capacity increasing as well as operational, addressed deficiencies ranging from access to throughput. SLOCOG has since entered in to a funding agreement with the City of Paso Robles for the preparation of a project initiation document (PID) that addresses circulation issues in and around the Airport Rd/Union Rd. intersection, near the eastern boundary of the city. SLOCOG's Regional Transportation Plan under estimated the magnitude of cost for interim improvements at this location. However, it is SLOCOG's intention to update the project cost information as part of the 2014 Regional Transportation Plan update and continue to financially constrain an interim improvement project, using local, regional, and extraordinary fund sources. The draft project initiation document has estimated an interim improvement (overcrossing at Union Rd connecting to local parallel circulation) at $20m.

SLOCOG recognizes the importance of the 46E corridor and will continue to make strides to partner with willing agencies to ensure sound improvements are constructed.

If you have any questions regarding this issue, please contact Richard Murphy of my staff at 805.781.5754.

Sincerely,

Ronald L. DeCarli
Executive Director

ATTACHMENT N

Caltrans Final Distribution List

Point here for instructions

CENTRAL REGION PID DISTRIBUTION LIST

Division / Program / Office	Project Type	D5		D6		D9		D10	
FHWA	Designated high profile projects only. Refer to Stewardship Agreement	Dominic Hoang	1	Dominic Hoang	1	Dominic Hoang	1	Dominic Hoang	1
HQ Division of Design	All Projects	Design Report Routing	1	Design Report Routing	1	Design Report Routing	1	Design Report Routing	1
HQ Program Advisor	SHOPP	HQ Program Advisor gets one copy but do not duplicate other Advisors listed below. For Program Advisors not listed, refer to http://crweb/pjd/docs/CR_SHOPP_Program_Advisors.xlsx	1	HQ Program Advisor gets one copy but do not duplicate other Advisors listed below. For Program Advisors not listed, refer to http://crweb/pjd/docs/CR_SHOPP_Program_Advisors.xlsx	1	HQ Program Advisor gets one copy but do not duplicate other Advisors listed below. For Program Advisors not listed, refer to http://crweb/pjd/docs/CR_SHOPP_Program_Advisors.xlsx	1	HQ Program Advisor gets one copy but do not duplicate other Advisors listed below. For Program Advisors not listed, refer to http://crweb/pjd/docs/CR_SHOPP_Program_Advisors.xlsx	1
HQ Division of Engineering Serv	All Projects	Division of Engineering Services	5	Division of Engineering Services	5	Division of Engineering Services	5	Division of Engineering Services	5
HQ Transportation Programming	STIP	Kurt Scherzinger	1	Kurt Scherzinger	1	Kurt Scherzinger	1	Kurt Scherzinger	1
	SHOPP	Rick Guevel		Rick Guevel		Rick Guevel		Rick Guevel	
HQ Environmental	All Projects	Bob Pavlik	1	Bob Pavlik	1	Bob Pavlik	1	Bob Pavlik	1
HQ Maintenance	HA22	Leo Mahserelli	1	Ron Jones	1	Ron Jones	1	Ron Jones	1
	HA21	Roger Hunter		Roger Hunter		Roger Hunter		Roger Hunter	
	HA42, HA23	Gerald Kracher		Daniel Irvine		Gerald Kracher		Gerald Kracher	
	STIP	Patti-jo Dickinson		Patti-jo Dickinson		Patti-jo Dickinson		Patti-jo Dickinson	
HQ Traffic Operations	HB4N, HB4C	Matthew Friedman		Matthew Friedman		Matthew Friedman		Matthew Friedman	
HQ Traffic Ops/Traffic Safety Pgm	HB1	Robert Peterson		Robert Peterson		Robert Peterson		Robert Peterson	
HQ Traffic Ops/Traffic Safety Pgm	HB711	Darold Heikens		Darold Heikens		Darold Heikens		Darold Heikens	
HQ SHOPP Program Advisor	For other prog	HQ Advisors List		HQ Advisors List		HQ Advisors List		HQ Advisors List	
Project Manager	All Projects	Project Manager	1	Project Manager	1	Project Manager	1	Project Manager	1
Design Manager	All Projects	Design Manager	2	Design Manager	2	Design Manager	2	Design Manager	2
Resident Engineer	All Projects	Resident Engineer	1	Resident Engineer	1	Resident Engineer	1	Resident Engineer	1
District Maintenance	All Projects	Lance Gorman	1	John Liu	1	Craig Holste	1	Alvin Mangindin	1
	D6 Eastern Kern		0	Craig Holste	1				
	SHOPP	Kelly Mcclain	1		0				
District Traffic Management	All Projects	Jacques Van Zeventer	1	Joel Aguilar	1	Terry Erlwein	1	Wilmar Kuhl	1

Point here for instructions

CENTRAL REGION PID DISTRIBUTION LIST

Division / Program / Office	Project Type	D5		D6		D9		D10	
District Traffic Safety	201.010 & 201.015	Deb Larson	1	No Copy	0	No Copy	0	Mark Orr	1
District Traffic Safety	Mon	Mark Ballentine	1		0		0		0
District Traffic Safety	SLO/SBT	Steve Talbert							
District Traffic Safety	SB/SCR	Scott Morris							
Region Traffic Design	All Projects	Mohammed Qatami	1	Mohammed Qatami	1	Mohammed Qatami	1	Mohammed Qatami	1
District Traffic Operations	All Projects	Paul McClintic	1	Albert Lee	1		1	Vu H Nguyen	1
Region Materials	All Projects	Doug Lambert	1	Ted Mooradian	1	Dave Dhillon	1	Dave Dhillon	1
Region Environmental	All Projects	Susan Schilder	1	Susan Schilder	1	Susan Schilder	1	Susan Schilder	1
Region Landscape	All Projects	Dennis Reeves	1	No Copy	0	No Copy	0	No Copy	0
Region Right of Way	All Projects	Connie Shellooe	1	Nick Dumas	1	Nancy Escallier	1	Michael Rodrigues	1
Distict Planning	All Projects	Claudia Espino	1	Steve Curti	1	Brad Mettam	1	Ken Baxter	1
PPM	All Projects	Linda Araujo	1	Andrea Schmuki	1	Linda Araujo	1	Amanda Levreau	1
District Single Focal Point	All Projects	No Copy	0	No Copy	0	Bryan Winzenread	1	No Copy	0
Surveys	All Projects		0	Hanna Kassis (electronic copy only)	0	Hanna Kassis (electronic copy only)	0	Hanna Kassis (electronic copy only)	0
	All Projects	Jeremy Villegas	1						
	Mon/SC/SBt	Bob Fredricks	1						
	SB/SLO	Nick Tatarian							
HQ DES/OPPM	Proj w/Structures	Andrew T S Tan	1	Peggy Lim	1	Andrew T S Tan	1	Peggy Lim	1
District Records	All Projects	Pat Duty (electronic copy only)	0	Victoria Pozuelo (electronic copy only)	0	PM gets District's copy per Craig Holste	1	Guadalupe Sandoval (electronic copy only)	0
	TOTAL COPIES	District 5 = 31		District 6 = 26		District 9 = 27		District 10 = 26	
CR PJD Support		Last Revised 3-3-14				Report Changes to Debra Vasilovich			