Background

Location

History

Other Segments of UVP Corridor
New interchange connecting to a new arterial roadway (UVP)

Midway between Santa Maria Way and Clark Avenue

New access to neighborhoods, business district, and Airport
UVP Interchange Project History

- **1960s** Union Valley Parkway planned
- **1980s** Portions of Union Valley Parkway built by developers
- **1997** Begin Preliminary Design/Environmental Studies
- **2003** UVP Extension and UVP Interchange Projects Combined into single Environmental Study
- **Summer 2008** Draft Environmental Impact Report (EIR) and Public Hearing
- **Spring 2009** Final EIR
- **Spring 2012** Design and Right of Way Complete
Other Segments of UVP Corridor

- **City of Santa Maria Limits**
- **UVP Extension (Phase I and II)**
  - City of Santa Maria Portion
  - (Complete)
- **Future Widening**
  - From 2 to 4 lanes
- **UVP/Bradley Intersection Improvements**
  - (Complete)
- **UVP Interchange Project**
  - Caltrans Project
  - (Completion December 2013)
- **UVP Extension (Phase 3)**
  - County of Santa Barbara Portion
  - (Completion November 2013)
- **Existing UVP**
- **State Right of Way**

Source: Santa Barbara County
Interchange Layout

- One of Three Variations Studied
- Ramps
- Overcrossing
- Future Expansion Possibility
- Landscaping
- Traffic Patterns after Completion
Three Variations Studied

Variation 1

Variation 2

Variation 3

Variation 2 selected as part of the Preferred Alternative.
Ramps

Southbound Ramps: Diamond Layout

Northbound Ramps: Modified Cloverleaf Layout

Stop Control at Intersections
Overcrossing

- Elevation View from Northbound 101

- Pedestrian Fencing
- Concrete Pilaster
- Flared Columns
- Baluster Detail on Barrier
Overcrossing

- Cross Section Looking East

- Cast in Place/Post Tensioned Box Girder
- Openings For Future Utilities
- Pile Foundation
Future Expansion Possibility

Possible Eastbound Extension (Bradley Ranch)

Widen Overcrossing and Add Sidewalk

New Northbound On Ramp
Landscaping

- Accents at Ramp Intersections, Grasses Elsewhere
- Cypress, Oak, Sycamore, Cottonwood, Redwood
- Textured Paving at Medians and Ramp Gores
- Shrubs and Vines at Walls
Traffic Patterns after Completion
Construction

- Advertising and Contract Award
- Schedule
- Funding Sources
- Stage Construction and Traffic Handling
- Public Information
Advertising and Contract Award

- Project Advertised 5/21/12 with an Engineer’s Estimate of $9.652 Million
- Bids Opened 7/11/12
- Low Bidder was Granite Construction
- Low Bid of $8.171 Million, 15% Below Estimate
- Contract Awarded to Granite on 7/26/12
- Total Construction Allotment $9.584 Million (including State Furnished Items, Supplemental Work, and Contingencies)
Schedule

- Construction Start: Expected in Early October 2012
- Construction Duration: 15 Months
- Construction Completion: End of 2013
- Follow-Up Planting Contract in 2014
## Funding Sources

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<tbody>
<tr>
<td>Project Support (preliminary engineering, environmental studies, design, right of way, construction administration)</td>
<td>$8.2 million</td>
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<td>Right of Way Capital</td>
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<td>Construction Capital (including *follow-up Planting)</td>
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Stage Construction and Traffic Handling

- Single Stage of Construction
- Occasional Lane Closures on 101 (not at PM Peak)
- Nighttime (9PM-6AM) Route 101 Detours During Falsework Installation, Concrete Pouring, and Falsework Removal:
  - Southbound: Using new southbound off- and on-ramps
  - Northbound: Using Clark Ave, 135, and Betteravia
  - Approx. 5-10 night closures total, at various points during project construction
Public Information

- Project Web Page on Caltrans District 5 Site
- Groundbreaking Ceremony (October)
- News Releases
- Speaking Engagements
- Mailings
- Email Alerts
- Primary Issues: Pile Driving Noise, Traffic Impacts
Questions?