

## CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

To

### Request Programming in the 2012 SHOPP And Provide Project Approval

On Route 101 in Santa Barbara County

From Maria Ygnacio Creek Bridge to 0.2 Mile North of Cathedral Oaks Overcrossing

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

  
\_\_\_\_\_  
for SPIROS KARIMBAKAS  
DISTRICT DIVISION CHIEF - RIGHT OF WAY

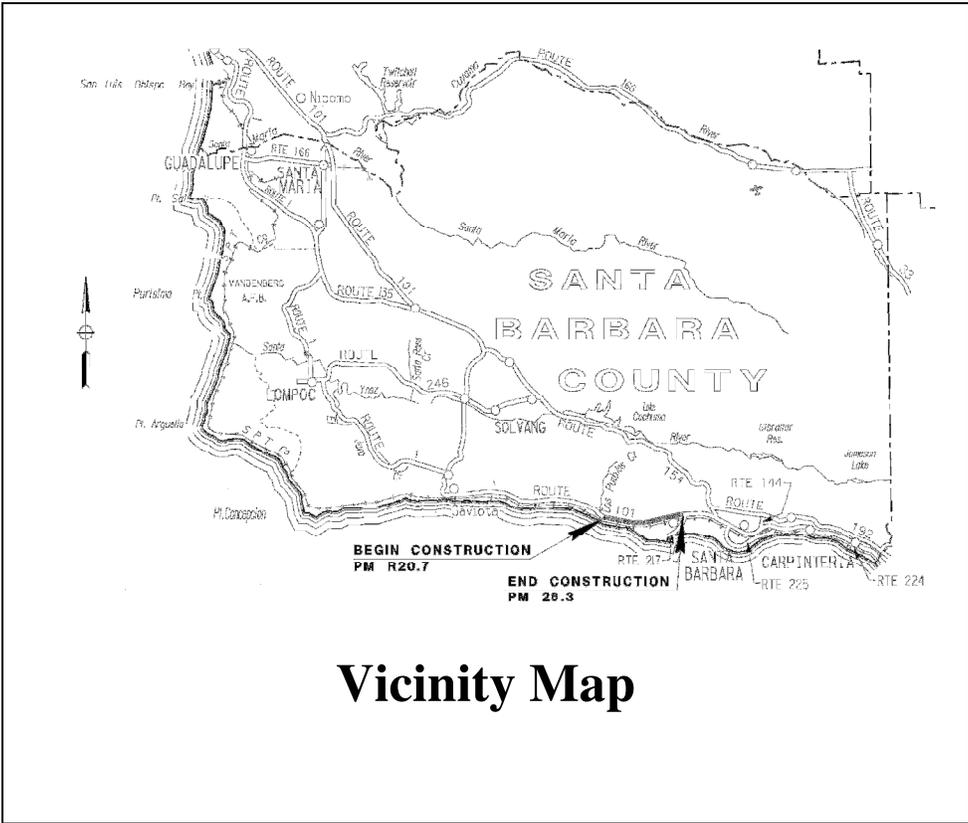
APPROVAL RECOMMENDED:

  
\_\_\_\_\_  
Kelly McClain  
PROJECT MANAGER

APPROVED:

  
\_\_\_\_\_  
RICHARD KRUMHOLZ  
DISTRICT 5 DIRECTOR

  
\_\_\_\_\_  
DATE



On Route 101 in Santa Barbara County  
From Maria Ygnacio Creek Bridge to 0.2 Mile North of Cathedral Oaks Overcrossing

This Capital Preventive Maintenance Project Report has been prepared under the direction of the following Registered Engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



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ARMAN ASEFVAZIRI  
REGISTERED CIVIL ENGINEER

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9/19/11

DATE



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## 1. INTRODUCTION AND BACKGROUND

### Brief Project Description:

This project is on Route 101 in Santa Barbara County from Maria Ygnacio Creek Bridge to 0.2 mile north of Cathedral Oaks Overcrossing. This project includes dig outs, cold planing, replacing Asphalt Concrete (AC) dikes, adjusting existing metal beam guardrails (MBGR) and Double Thrie Beam Barrier (DTBB), pedestrian accesses will be brought up to ADA standard, place imported material (shoulder backing), place Stress Memberance Interlayer Rubberized (SAMI-R) across the lanes from PM 25.0 to 27.1 and overlay the existing pavement with 0.20 feet thick Rubberized Hot Mix Asphalt (RHMA), and pavement safety edge treatment will be implemented on this project.

The total project cost is estimated at \$11,231,207. The project is proposed for programming in the 2012 SHOPP (20.XX.201.121) Capital Preventative Maintenance (CAPM) Program.

See the Cost estimate for specific work items included in this project.

<b>Project Limits</b> [Dist., Co., Rte., PM]	05-SB-101-PM 21.0/27.1
<b>Capital Costs:</b>	\$9,586,736 (Non-Escalated)
<b>Type of Facility (conventional, expressway, freeway):</b>	4 to 6- Lane Freeway and Expressway
<b>Environmental Determination/Document and date approved:</b>	CE & NEPA 8-24-11

## 2. RECOMMENDATION

It is recommended that this Project Report be approved and authorization be granted to proceed to the design phase using the preferred Alternative #1 described in Section 6.

## 3. PURPOSE AND NEED STATEMENT

Route 101 is a principal arterial in Santa Barbara County that runs north and south, with ADT of 115,000 starting at PM 21.0 and decreasing to 33,000 at PM 27.1. The pavement within the project limits is exhibiting distress and unacceptable ride quality, which if left uncorrected, will continue to deteriorate.

The purpose of this project is to improve the ride and extend the service life of

the existing pavement.

**4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA**

**4A. Roadway Geometric Information**

Facility	Minimum	Through Traffic Lanes			Paved Shoulder Width		Median	Bicycle / Ped Path Separated from the Roadbed	Bridge Approach Slab Work
		No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite)	Left	Right			
Location (Post Miles)	Curve Radius	No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite)	Left	Right	Width	Work Required?	# Slabs
21.0/22.5	5000'	6	12'	Flexible	5'-8'	8'-10'	22'-60'	NA	NA
22.5/28.0	5000'	4	12'	Flexible	5'-8'	8'-10'	16'-24'	NA	NA

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

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

(1) Traveled Way Data  
 PMS Category (1-29) 7 Priority Classification (.1-.4) 0.3  
 International Ride Index 185

\*Rigid Pavement:

\*Flexible Pavement:

\* From latest PMS-Pavement Condition Inventory Survey Data.

3rd Stage Cracking % \_\_\_\_\_ Alligator B Cracking 30%

Faulting% \_\_\_\_\_ Patching 100%

Joint Spalls \_\_\_\_\_ Rutting N/A

Pumping \_\_\_\_\_ Bleeding N/A  
 Corner Breaks % \_\_\_\_\_ Raveling Coarse

Locations of subsurface or ponded surface-water:None Apparent

**(2) Pedestrian Facility Data**

<b>Facility Type and Location(s)</b> <i>(Station, post mile or other reference point)</i>	<b>Meets ADA Standards?</b> <i>(Yes or No for each listed location)</i>	<b>If Facility does not meet ADA Standards, what feature(s) are not ADA compliant?</b> <i>(List features per location)</i>	<b>Status of Each Noncompliant Location</b> <i>[Use the following statements, as appropriate]:</i> <ul style="list-style-type: none"> <li>• Will be corrected as part of this project;</li> <li>• Will not be corrected because it is technically infeasible to correct; An ADA exception has been processed.</li> </ul>
<b>Curb Ramps:</b> Patterson Ave OC <b>PM 21.1</b>	No	Yellow Truncated Domes and possibly slopes	Will be corrected as part of this project
Fairview Ave OC <b>PM 22.5</b>	No	Yellow Truncated Domes and possibly slopes	Will be corrected as part of this project
Los Carneros Rd OC <b>PM 23.7</b>	Yes	Meets Standard	In construction, EA05-0N650
Glen Annie Rd OC <b>PM 24.8</b>	No	Yellow Truncated Domes and possibly slopes	Will be corrected as part of this project

The items listed above may not be the only non-standard features for these locations, further review will be necessary at design phase.

**4C. Structure Information**

Vertical Clearances on all overcrossings will not be affected by this project. Existing AC will be cold planed under the structure by depth of 0.20' prior to placing 0.20' of HMA overlay.

**4D. Vehicle Traffic Data**

Traffic Volumes

Construction Year ADT 117,175

DHV 11,258 % Trucks 11

Accident Data:

The accident rates for the highway section (accidents per million vehicle miles) for the most recent three-year study (from April 1, 2007 through March 31, 2010) are as follows:

Location	Type	Actual	Average
SB 101 PM 21.0/27.1	Fatal	0.012	0.008
	Fatal + Injury	0.16	0.24
	Total Accident Rate	0.60	0.73

The actual fatal accident rate is above the statewide average accident rate (0.012>0.008). However the actual fatal plus injury accident rate and the actual total accident rate are below the statewide average accident rate ( 0.16<0.24 and 0.60<0.73). There is no concentrated accident problem within the project limits.

Safety Review Date: 7/6/2011

The following safety review recommendations are incorporated into this project.

- Reconstruct MBGR to current height and lateral clearance standards. If lateral clearance cannot be achieved, use special detail as directed by District Traffic Safety systems Coordinator.
- Upgrade end treatments and transitions for all in place MBRG to CT approved NCHRP 350 compliant units.
- Reconstruct DTBB to current height and lateral clearance standards.
- Construct standard transitions as necessary to connect DTBB to concrete barrier.
- Place shoulder backing to flatten the slope to 10:1 in front of DTBB.
- All dikes must meet current HDM standard.
- Place standard Rumble Strip on median and outside shoulders.
- Reconstruct curb ramps to current ADA standard.
- Construct pavement safety edge treatment.

## 5. CORRIDOR AND SYSTEM COORDINATION

There are few projects scheduled within the limits of this project. EA 05-0G070 proposes to upgrade the existing drainage facilities from PM 22.3/23.0. PA&ED is delayed to August 2011. EA 05-0T960 proposes a new interchange in Goleta from PM 25.4/26.0. There is a consultant project with PID on hold due to resources update.

## 6. ALTERNATIVES

### 6A. CAPM Strategy:

Preferred alternative:

Alternative 1- To place 0.20' of RHMA over the existing pavement.

Rejected alternative:

Alternative 2- To place 0.20' of HMA over the existing pavement.

### Life Cycle Cost Analysis

Based on a life cycle cost analysis completed on 8/10/11, RHMA was the most cost effective pavement type for this project. The analysis considered initial cost, future maintenance cost, future rehabilitation cost, and cost of user. RHMA resulted with the lowest present value agency cost of \$23,006,390. Night time scheduling was taken into the account during this analysis.

### Enhancements

The following DIB 81-01 recommended enhancements are incorporated into this project:

- MBGR height shall be adjusted as necessary to meet current standards. In-place guardrail shall be from 27 3/4" to 30" in height.
- End treatments for all in-place MBGR and Vehicle Impact Attenuators shall have appropriate upgrades to NCHRP Report 350 Crash Test Standard compliant end treatments as site specifics dictate.
- Existing dike not meeting current standards (HDM topic 303) shall be replaced with the appropriate standard dike.
- Replace existing traffic stripe, pavement markings, damage loop detectors as well as safety devices not otherwise discussed in the Traffic Operational Review.
- Shoulder backing material shall be specified and used at edge of pavements to eliminate drop-offs.

Date of Traffic Operational Review Report 08/24/11.

Traffic Operation recommendation is to upgrade the existing signs to include exit numbers.

### **6B. Environmental Compliance:**

The Categorical Exemption document was received on 8/24/11. Threatened species and habitat areas are absent from the project impact area. This project will not lead to any adverse biological impacts provided the proposed avoidance and minimization measures are implemented. See Attachment E for the conditions of the environmental clearance.

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

No on-site hazardous waste disposal site will be required.

**6D. Other Agencies Involved (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.):**

At this point, there are no involvements from the other agencies.

**6E. Materials and or disposal site needs and availability?**

Not required

**6F. Roadside Design and Management:**

Not required

**6G. Right of Way Issues (include utility issues):**

Additional Right of Way is not required. Some utility manholes may need to be adjusted to finished grade.

**6H. Railroad Involvement:**

There will be no railroad involvement.

**6I. Recycled Materials:**

None

**6J. Local and Regional Input:**

None

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

The pavement will deteriorate and the cost of maintenance and repair will increase.

**7. TRANSPORTATION MANAGEMENT**

**7A. Transportation Management Plan**

Traffic on Route 101 will be affected during the construction period. Lane, ramps and shoulder closures will be required. Preliminary lane closure hours indicate mostly night time and minimal day time closure from Monday night through Friday morning.

This project will require a Traffic Management Plan (TMP) to minimize and manage traffic delays during construction operations of the project.

COZEER, changeable message signs and sufficient public notification will be required.

## 7B. Vehicle Detection Systems

Some loops at ramps may be affected by this project. The loops will be cut back in before the overlay.

## 8. FUNDING/SCHEDULING

### 8A. Cost Estimate

	Lane- miles/Number	Cost <sup>3</sup>
<b>Pavement Work</b>		
Total Lane-Miles of CAPM Work	<u>27.4</u>	
Digouts <sup>1</sup>		<u>1,000,000</u>
Rubberizes HMA (Gap-Graded)	<u>27,000 ton</u>	<u>2,970,000</u>
Including ramps		
Asphalt Rubber Binder	<u>150 ton</u>	<u>50,000</u>
Screening	<u>950 ton</u>	<u>71,250</u>
Shoulder Backing	<u>3,400 ton</u>	<u>136,000</u>
Cold Plane AC Pavement	<u>200,000 sqyd</u>	<u>400,000</u>
Place HMA Dike	<u>40,000 ft</u>	<u>60,000</u>
Remove AC Dike	<u>40,000 ft</u>	<u>60,000</u>
Drainage	<u>Lump Sum</u>	<u>50,000</u>
Reconstruct MBGR	<u>18,000 LF</u>	<u>540,000</u>
Reconstruct DTBB	<u>12,000 LF</u>	<u>600,000</u>
Tack Coat	<u>70 ton</u>	<u>52,500</u>
	<b>COSTS SUBTOTAL</b>	<b><u>6,089,750</u></b>

- Notes:
1. Cost to remove and replace localized failed areas.
  2. Include cost of shoulder backing material for increased thickness at shoulder edge, as needed.
  3. If duplicated in other items, show cost in parenthesis.
  4. Add additional lines as necessary. Do not include support costs.

	Does the Project Include? (Yes/No)	Cost <sup>3</sup>
<b>Non-pavement Work</b>		
Railroad Agreements	<u>No</u>	<u>                    </u>
(List work required.) <sup>4</sup>		
Traffic Control	<u>Yes</u>	<u>150,000</u>
Rumble Strips	<u>Yes</u>	<u>18,500</u>
ADA Ramps	<u>Yes</u>	<u>200,000</u>
	<u>                    </u>	<u>                    </u>
Traffic Stripes Pavement Markings and Pavement Markers Paint	<u>                    </u>	<u>                    </u>

Thermoplastic	<u>Yes</u>	<u>300,000</u>
TMP	<u>Yes</u>	<u>200,000</u>
Detector Loop	<u>Yes</u>	<u>30,000</u>
Other (Supplimental Work RE Office, Storm Water Partnering, Data Core & other Misc) <sup>4</sup>	<u>Yes</u>	778,000
<b>COSTS</b>	<b>SUBTOTAL</b>	<u>1,676,500</u>
	<b>SUM OF</b>	<u>7,766,250</u>
	<b>SUBTOTALS</b>	
	<b>20% Contingency</b>	<u>1,533,250</u>
	<b>Mobilization</b>	<u>267,236</u>
<b>TOTAL</b>	<b>PROJECT COST</b>	<u>9,586,736</u>

**8B. Project Support:**

PROJECT COST COMPONENT	Fiscal Years					Total
	2012/13	2013/14	2014/15	2015/16	2016/17	
R/W Capital				0		
Constr. Capital				\$12,236		\$12,236
Subtotal Capital by FY				\$12,236		\$12,236
PA&ED Support	\$193					\$193
PS&E Support		\$990				\$990
R/W Support		\$11				\$11
Constr. Support				\$966		\$966
Subtotal Total Support	\$193	\$1001		\$966		\$2160
Total Project Cost	\$193	\$1011		\$13,202		\$14396

Note: All costs X \$1,000. Support categories are the same as those identified by SB 45. Support Costs escalated at 3.1% for all years. Construction Capital escalated at 5% per year. Right of Way Capital estimate is escalated at 5% per year. Support Cost ratio: 17.7% (All Support Costs divided by the sum of the escalated Construction Capital and escalated R/W Capital).

**8C. Project Schedule:**

HQ Milestones	Delivery Date (Month & Year)
Program Project	April 2012
Begin Environmental	July 2012
PA & ED	October 2013
Project PS&E	April 2015
Right of Way Certification	April 2015

Ready to List	August 2015
Award	January 2016
Contract Acceptance	October 2016
End Project	October 2017

### 9. SCOPING TEAM FIELD REVIEW ATTENDANCE ROSTER:

Attachment G \_\_\_\_\_ Date 7/6/11

### 10. PROJECT REVIEWED BY:

District Maintenance \_\_\_\_\_ Kelly McClain \_\_\_\_\_ Date 7/6/11

District Safety \_\_\_\_\_ Dave Chesebro \_\_\_\_\_ Date 7/6/11

HQ-Program Advisor, Pavement Program \_\_\_\_\_ Leo Mahserelli \_\_\_\_\_ Date 7/6/11

District Materials \_\_\_\_\_ Date \_\_\_\_\_

District Planning \_\_\_\_\_ Date \_\_\_\_\_

District Construction \_\_\_\_\_ Date \_\_\_\_\_

District Environmental \_\_\_\_\_ Mike Jacob \_\_\_\_\_ Date 8/23/11

District Traffic Operation \_\_\_\_\_ Paul McClintic \_\_\_\_\_ Date 8/24/11

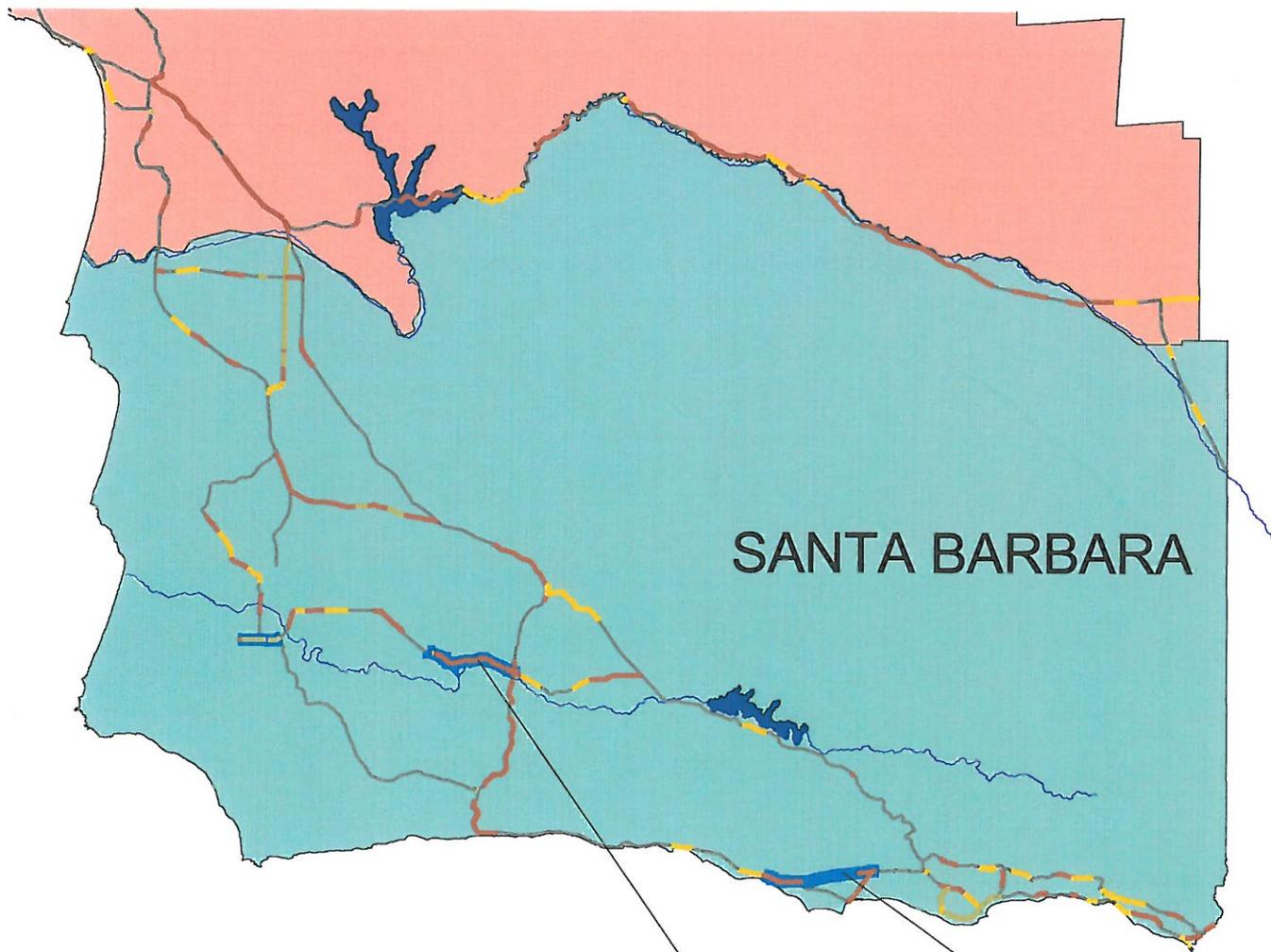
District Storm Water \_\_\_\_\_ Pete Riegelhuth \_\_\_\_\_ Date 7/25/11

HQ Design Coordinator/Reviewer \_\_\_\_\_ Mike Janzen \_\_\_\_\_ Date 8/31/11

**12. ATTACHMENTS**

- A. GIS Map.
- B. Title Sheet
- C. Typical Cross Section.
- D. PMS Inventory Data.
- E. Environmental Determination/Document.
- F. Right of Way Data Sheet (Pending).
- G. Scoping Team Field Review Attendance Roster.
- H. Life Cycle Cost Analysis Sheet.
- I. Storm Water Data Report.
- J. Transportation Management Plan.
- K. Document Distribution List.

# District 5 - Project Locations



**EA 1A750k**  
 Project ID: 05 1200 0013  
 SB-246 - PM R20.9/26.3  
 Project Lane Miles: 21.3

**EA 1A720k**  
 Project ID: 05 1200 0012  
 SB-101- PM 21.0/27.1  
 Project Lane Miles: 27.9

## Legend

### 2007 Pavement Condition Survey

-  Major
-  Minor
-  Ride
-  CAPM Location
-  State Highway

### County Boundaries

-  MON
-  SB
-  SBT
-  SCR
-  SLO



ATTACHMENT B

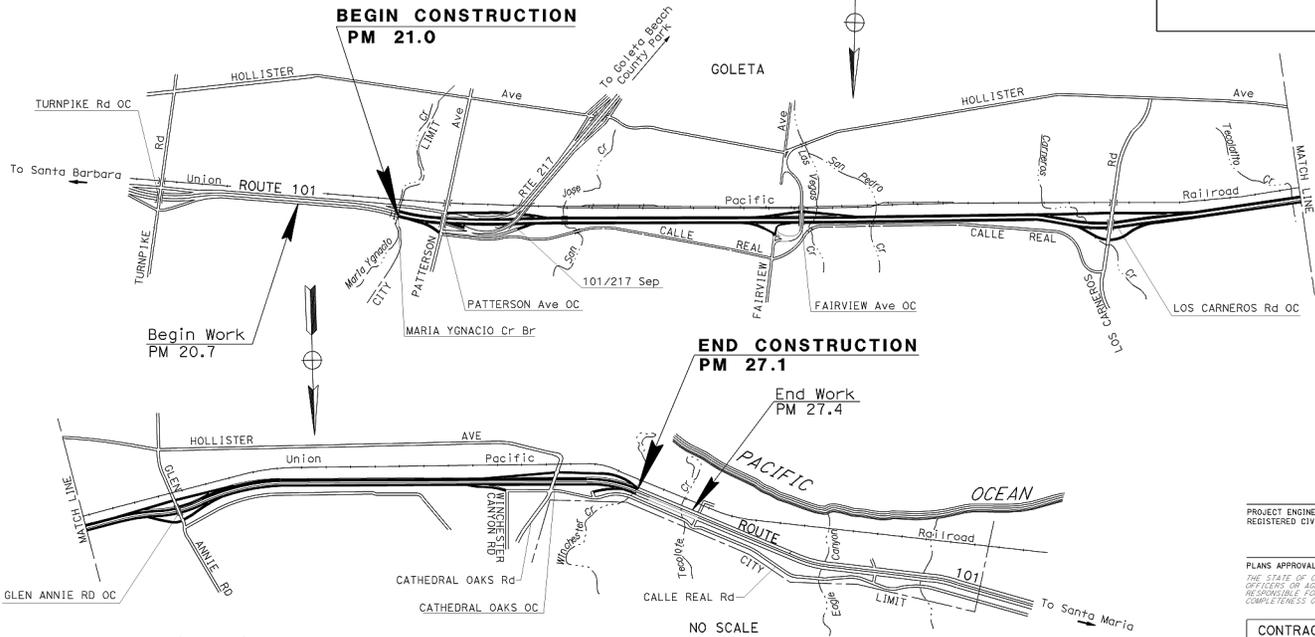
INDEX OF PLANS

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
 PROJECT PLANS FOR CONSTRUCTION ON  
 STATE HIGHWAY  
 IN SANTA BARBARA COUNTY  
 IN AND NEAR GOLETA  
 FROM MARIA YGNACIO CREEK BRIDGE  
 TO 0.2 MILE NORTH OF CATHEDRAL OAKS OVERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006  
 CATHEDRAL OAKS OC

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	21.0/27.1		

**Caltrans**



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

PROJECT ENGINEER REGISTERED CIVIL ENGINEER DATE



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

CONTRACT No. **05-1A720K**  
 PROJECT ID **0512000012**

# ATTACHMENT C

**NOTES:**

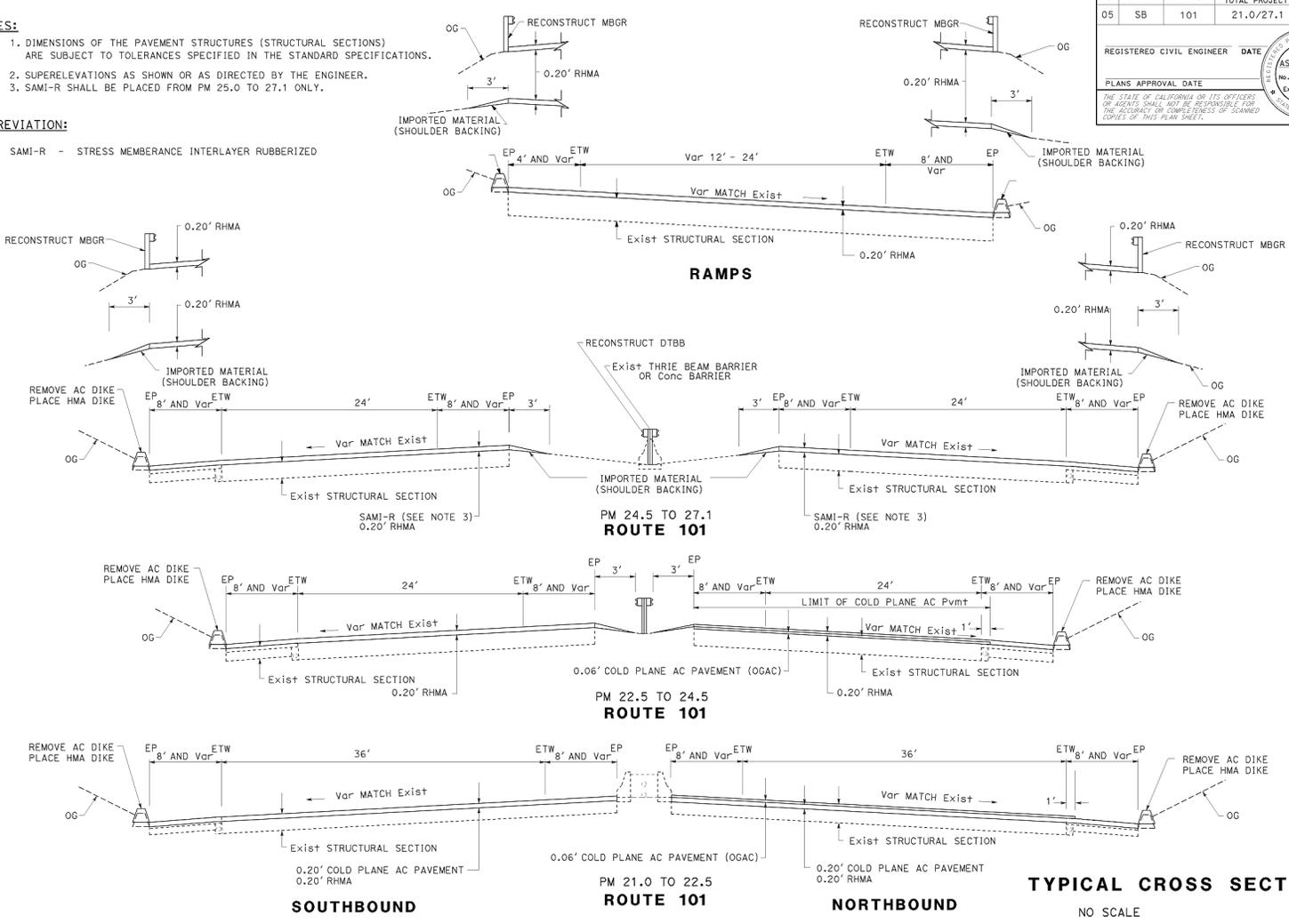
1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATIONS AS SHOWN OR AS DIRECTED BY THE ENGINEER.
3. SAMI-R SHALL BE PLACED FROM PM 25.0 TO 27.1 ONLY.

**ABBREVIATION:**

SAMI-R - STRESS MEMBRANCE INTERLAYER RUBBERIZED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
05	SB	101	21.0/27.1	
REGISTERED CIVIL ENGINEER		DATE	PROFESSIONAL SEAL	
PLANS APPROVAL DATE			ARMAN ASEFVAZIRI No. 52047 Exp. 12-31-19 CIVIL STATE OF CALIFORNIA	
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.				

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	REVISIONS	REVISION BY	DATE REVISION
<b>EdGaltans</b>	1	ARMAN ASEFVAZIRI	
	2	KELLY MCCLAIN	
<b>MAINTENANCE DESIGN</b>	3		
	4		
PERMITTED/DESIGNED/CHKD BY	CHECKED BY		
FEMIT/DM/ML/SRE/ERS/SBR	KELLY MCCLAIN		



**TYPICAL CROSS SECTIONS**  
NO SCALE  
**X-1**

DATE PLOTTED => 11-AUG-2011  
TIME PLOTTED => 14:16

# Caltrans Maintenance Program 2007 Pavement Condition Survey Inventory Caltrans Drive Order

District 5  
County SB  
Route 101  
Begin PM 20.981

District 5, SB, Rte 101, PM 21 - 28

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AAADT (,000)	MSL	District 5 County SB Route 101		Ride, IRI	Priority	Skid	Defect
Lane	Surface Type	Alligator Cracking			Rutting, Bleeding	Slab Cracking			Faulting	Patching		Defect
		A %	B %	C (Y/N)?		1st %	3rd %	Corner %		Area %	Poor Cond.?	
<b>20.981</b>	-	<b>21.109</b>	<b>0.128</b>	<b>0.768</b>	<b>MLD</b>	<b>119</b>	<b>1</b>					
L1	F-DG								17	135	98.	GOOD CONDITION
L2	F-DG	0	0						19	141	98.	GOOD CONDITION
L3	F-DG	0	0							N/A	33	MISC. UNSEALED CRACKS
R2	F-OG	0	0						9	102	32	FINE RAVEL
R3	F-OG	19	0						32	194	32	FINE RAVEL
<b>21.109</b>	-	<b>21.209</b>	<b>0.100</b>	<b>0.600</b>	<b>MLD</b>	<b>119</b>	<b>1</b>					
L1	F-DG								5	84	98	GOOD CONDITION
L2	F-DG	0	0						22	153	98	GOOD CONDITION
L3	F-DG	0	0							N/A	33	MISC. UNSEALED CRACKS
R2	F-OG	0	0						5	87	32	FINE RAVEL
R3	F-OG	0	7						30	185	31	COARSE RAVEL
<b>21.209</b>	-	<b>21.619</b>	<b>0.410</b>	<b>2.460</b>	<b>MLD</b>	<b>119</b>	<b>1</b>					
L1	F-DG								5	63	98	GOOD CONDITION
L2	F-DG	0	0					100	13	118	98	GOOD CONDITION
L3	F-OG	4	19						25	164	9	MOD ABC
R2	F-OG	0	0						9	101	32	FINE RAVEL
R3	F-OG	0	7						42	232	5	RIDE
<b>21.619</b>	-	<b>21.637</b>	<b>0.018</b>	<b>0.108</b>	<b>MLD</b>	<b>92</b>	<b>1</b>					
L2	B							100		N/A	0	N/A - Bridge
L3	B									N/A	0	N/A - Bridge
R2	B									N/A	0	N/A - Bridge
R3	B									N/A	0	N/A - Bridge
<b>21.637</b>	-	<b>22.315</b>	<b>0.678</b>	<b>4.068</b>	<b>MLD</b>	<b>92</b>	<b>1</b>					
L1	F-DG								5	49	98	GOOD CONDITION
L2	F-DG	0	0					100	14	123	98	GOOD CONDITION
L3	F-OG	4	19						22	155	9	MOD ABC
R2	F-OG	0	0						6	92	32	FINE RAVEL
R3	F-OG	0	7						32	193	31	COARSE RAVEL

\*Surface type of 'EB' is Enhanced Binder.

California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone(916) 274-6057

# Caltrans Maintenance Program 2007 Pavement Condition Survey Inventory Caltrans Drive Order

District 5  
 County SB  
 Route 101  
 Begin PM 22.315

District 5, SB, Rte 101, PM 21 - 28

District 5 County SB Route 101

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL									
Lane	Surface Type	Alligator Cracking			Rutting, Bleeding	Slab Cracking			Faulting	Patching		Ride, IRI	Priority	Skid	Defect
		A %	B %	C (Y/N)?		1st %	3rd %	Corner %		Area %	Poor Cond.?				
22.315	-	22.565	0.250	1.500	MLD	92		1							
L1	F-DG	0	0									5 50	32		FINE RAVEL
L2	F-DG	0	0						100			17 134	98		GOOD CONDITION
L3	F-DG											33 198	98		GOOD CONDITION
R2	F-OG	0	0									10 107	32		FINE RAVEL
R3	F-OG	0	7									35 203	31		COARSE RAVEL
22.565	-	22.570	0.005	0.025	MLD	80		1							
L1	F-DG	0	0									N/A	32		FINE RAVEL
L2	F-DG	0	0						100			N/A	98		GOOD CONDITION
R2	F-OG	0	0									N/A	32		FINE RAVEL
R3	F-OG	0	7									37 211	31		COARSE RAVEL
22.570	-	22.634	0.064	0.320	MLD	80		1							
L1	F-DG	0	0									5 57	32		FINE RAVEL
L2	F-DG	0	0						100			13 118	98		GOOD CONDITION
L3	F-DG											18 139	98		GOOD CONDITION
R2	F-OG	0	0									N/A	32		FINE RAVEL
R3	F-OG	0	7									N/A	31		COARSE RAVEL
22.634	-	22.709	0.075	0.375	MLD	80		1							
L1	F-DG	0	0									N/A	32		FINE RAVEL
L2	F-DG	0	0						100			N/A	98		GOOD CONDITION
R1	F-DG	0	0									N/A	32		FINE RAVEL
R2	F-OG	6	0									5 86	31		COARSE RAVEL
R3	R											30 187	98		GOOD CONDITION
22.709	-	22.804	0.095	0.475	MLD	80		1							
L1	F-DG	0	0						100			5 79	98		GOOD CONDITION
L2	F-DG	0	0						100			28 178	42		POTHoles
L3	F-DG											20 144	98		GOOD CONDITION
R1	F-DG	0	0									N/A	32		FINE RAVEL
R2	F-OG	6	0									6 90	31		COARSE RAVEL

\*Surface type of 'EB' is Enhanced Binder.

Collection Date: 11/16/2007  
 Printed: 06/14/2011

# Caltrans Maintenance Program 2007 Pavement Condition Survey Inventory Caltrans Drive Order

District 5  
 County SB  
 Route 101  
 Begin PM 22.804

District 5, SB, Rte 101, PM 21 - 28

District 5 County SB Route 101

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AAADT (,000)	MSL									
Lane	Surface Type	Alligator Cracking			Rutting, Bleeding	Slab Cracking			Faulting	Patching		Ride, IRI	Priority	Skid	Defect
		A %	B %	C (Y/N)?		1st %	3rd %	Corner %		Area %	Poor Cond.?				
<b>22.804</b>	-	<b>22.810</b>	<b>0.006</b>	<b>0.024</b>	<b>MLD</b>	<b>80</b>	<b>1</b>								
L1	F-DG	0	0						100			N/A	98		GOOD CONDITION
L2	F-DG	0	0						100			N/A	42		POTHOLES
R1	F-DG	0	0									N/A	32		FINE RAVEL
R2	F-OG	6	0									N/A	31		COARSE RAVEL
<b>22.810</b>	-	<b>23.585</b>	<b>0.775</b>	<b>3.100</b>	<b>MLD</b>	<b>80</b>	<b>1</b>								
L1	F-DG	0	0						100			5 72	98		GOOD CONDITION
L2	F-DG	0	0						100			19 142	42		POTHOLES
L3	F-DG											16 129	98		GOOD CONDITION
R1	F-DG	0	0									N/A	32		FINE RAVEL
R2	F-OG	6	0									9 103	31		COARSE RAVEL
<b>23.585</b>	-	<b>23.590</b>	<b>0.005</b>	<b>0.020</b>	<b>MLD</b>	<b>80</b>	<b>1</b>								
L1	F-DG	0	0						100			N/A	98		GOOD CONDITION
L2	F-DG	0	0						100			N/A	42		POTHOLES
R1	F-DG	0	0									N/A	32		FINE RAVEL
R2	F-OG	6	0									N/A	31		COARSE RAVEL
<b>23.590</b>	-	<b>24.109</b>	<b>0.519</b>	<b>2.076</b>	<b>MLD</b>	<b>80</b>	<b>1</b>								
L1	F-DG	0	0						100			5 55	98		GOOD CONDITION
L2	F-DG	0	0						100			15 125	42		POTHOLES
L3	F-DG											18 137	98		GOOD CONDITION
R1	F-DG	0	0									5 52	32		FINE RAVEL
R2	F-OG	6	0									17 134	31		COARSE RAVEL
<b>24.109</b>	-	<b>24.409</b>	<b>0.300</b>	<b>1.200</b>	<b>MLD</b>	<b>67</b>	<b>1</b>								
L1	F-MS	4	0									5 62	32		ALL. A, NO B, OPEN CRKS
L2	F-MS	44	0									13 119	32		ALL. A, NO B, OPEN CRKS
R1	F-DG	6	0						10			5 51	32		FINE RAVEL
R2	F-OG	0	0	Yes								26 168	31		COARSE RAVEL

\*Surface type of 'EB' is Enhanced Binder.

# Caltrans Maintenance Program 2007 Pavement Condition Survey Inventory Caltrans Drive Order

District 5  
 County SB  
 Route 101  
 Begin PM 24.409

District 5, SB, Rte 101, PM 21 - 28

District 5 County SB Route 101

Begin PM - End PM		Length			LaneMi. (Est.)	Type	AADT (,000)			MSL						
Lane	Surface Type	Alligator Cracking			Rutting, Bleeding		Slab Cracking			Faulting	Patching		Ride, IRI	Priority	Skid	Defect
		A %	B %	C (Y/N)?			1st %	3rd %	Corner %		Area %	Poor Cond.?				
<b>24.409</b>	-	<b>25.509</b>	<b>1.100</b>	<b>4.400</b>	<b>MLD</b>	<b>67</b>	<b>1</b>									
L1	F-MS	4	0									5 65	32			ALL. A, NO B, OPEN CRKS
L2	F-MS	44	0									12 115	32			ALL. A, NO B, OPEN CRKS
R1	F-DG	6	0						10			5 64	32			FINE RAVEL
R2	F-OG	0	0	Yes								33 197	31			COARSE RAVEL
<b>25.509</b>	-	<b>25.609</b>	<b>0.100</b>	<b>0.400</b>	<b>MLD</b>	<b>35</b>	<b>1</b>									
L1	F-MS	0	0									5 48	99			NO DISTRESS OBSERVED
L2	F-MS	4	0									8 97	32			ALL. A, NO B, OPEN CRKS
R1	F-DG	6	0						10			5 53	32			FINE RAVEL
R2	F-OG	0	0	Yes								32 194	31			COARSE RAVEL
<b>25.609</b>	-	<b>26.609</b>	<b>1.000</b>	<b>4.000</b>	<b>MLD</b>	<b>35</b>	<b>1</b>									
L1	F-MS	0	0									5 64	99			NO DISTRESS OBSERVED
L2	F-MS	4	0									10 105	32			ALL. A, NO B, OPEN CRKS
R1	F-MS	61	0									5 58	32			ALL. A, NO B, OPEN CRKS
R2	F-MS	21	74									33 195	7			HIGH ABC
<b>26.609</b>	-	<b>26.909</b>	<b>0.300</b>	<b>1.200</b>	<b>MLD</b>	<b>35</b>	<b>1</b>									
L1	F-MS	0	0									5 69	99			NO DISTRESS OBSERVED
L2	F-MS	4	0									7 96	32			ALL. A, NO B, OPEN CRKS
R1	F-MS	20	0									5 81	32			ALL. A, NO B, OPEN CRKS
R2	F-MS	6	41									33 195	7			HIGH ABC
<b>26.909</b>	-	<b>27.109</b>	<b>0.200</b>	<b>0.800</b>	<b>MLD</b>	<b>32</b>	<b>1</b>									
L1	F-OG	0	0									5 73	99			NO DISTRESS OBSERVED
L2	F-OG	0	0									9 102	99			NO DISTRESS OBSERVED
R1	F-MS	20	0									5 61	32			ALL. A, NO B, OPEN CRKS
R2	F-MS	6	41									35 203	7			HIGH ABC
<b>27.109</b>	-	<b>27.162</b>	<b>0.053</b>	<b>0.212</b>	<b>MLD</b>	<b>32</b>	<b>1</b>									
L1	F-OG	0	0									N/A	99			NO DISTRESS OBSERVED
L2	F-OG	0	0									N/A	99			NO DISTRESS OBSERVED
R1	F-MS	0	47									N/A	7			HIGH ABC

\*Surface type of 'EB' is Enhanced Binder.

Collection Date: 11/17/2007  
 Printed: 06/14/2011

# Caltrans Maintenance Program 2007 Pavement Condition Survey Inventory Caltrans Drive Order

District 5  
 County SB  
 Route 101  
 Begin PM 27.109

District 5, SB, Rte 101, PM 21 - 28

Begin PM - End PM		Length			LaneMi. (Est.)	Type	AADT (,000)			MSL	District 5 County SB Route 101				
Lane	Surface Type	Alligator Cracking			Rutting, Bleeding	Slab Cracking			Faulting	Patching		Ride, IRI	Priority	Skid	Defect
		A %	B %	C (Y/N)?		1st %	3rd %	Corner %		Area %	Poor Cond.?				
R2	F-MS	0	81									N/A	7		HIGH ABC
<b>27.162</b>	<b>-</b>	<b>27.169</b>	<b>0.007</b>		<b>0.028</b>	<b>MLD</b>	<b>32</b>	<b>1</b>							
L1	F-OG	0	0									5 68	99		NO DISTRESS OBSERVED
L2	F-OG	0	0									26 171	99		NO DISTRESS OBSERVED
R1	F-MS	0	47									N/A	7		HIGH ABC
R2	F-MS	0	81									N/A	7		HIGH ABC
<b>27.169</b>	<b>-</b>	<b>28.189</b>	<b>1.020</b>		<b>4.080</b>	<b>MLD</b>	<b>32</b>	<b>1</b>							
L1	F-OG	0	0									5 55	99		NO DISTRESS OBSERVED
L2	F-OG	0	0									6 91	99		NO DISTRESS OBSERVED
R1	F-MS	0	47									5 55	7		HIGH ABC
R2	F-MS	0	81									29 182	7		HIGH ABC

\*Surface type of 'EB' is Enhanced Binder.



**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

05-SB-101	21.0/27.1	05-1A720K	N/A
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	

Continued from page 1:

**Air Quality**

The construction contractor shall comply with Caltrans' Standard Specifications in Section 14(2010).

Section 14-9.01 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

Section 14-9.02 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.

Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emission or at the right-of-way line, depending on local regulations.

Spread soil binder on any unpaved roads used for construction purposes and all project construction parking areas.

This list shall be included with the Resident Engineer's (RE's) instructions by the Environmental Generalist. Applicable measures from this list shall be used, at the RE's discretion, when daily watering is insufficient to minimize particulate emissions from the project.

**Cultural**

If changes to the construction footprint occur and/or new right-of-way is required, further studies will be necessary (contact Christina\_MacDonald at 805.549.3493 or Christina\_MacDonald@dot.ca.gov).

**Biology**

- 1) Material and equipment storage shall only be in existing unvegetated pull-outs and paved areas.
- 2) No shrub or tree removal is allowed. Trees and shrubs may be trimmed where necessary, but only to the minimum required.
- 3) Project activities shall be contained to the paved highway and the first three feet of the shoulder from the edge of pavement if shoulder backing is required. Project activities beyond the three-foot shoulder shall be reviewed in advance by District 5 Biologist Tom Edell.

**Paleontology**

If any fossil remains are found due to a change in scope of work it is required that construction be halted in the immediate vicinity of the discovery until the District Archaeologist (Valerie Levulett 805.549.3669) or District Paleontology Coordinator (Isaac Leyva 805.549.3487) have the opportunity to review the site. Remediation may include removal, preparation, and curation of any significant remains.

**Water Quality**

If there is a change in the nature or scope of the project, please submit a supplemental request for Water Quality Assessment (contact Isaac Leyva 805.549.3487).

**Memorandum**

To: KELLY MCCLAIN

Date: 9/8/2011

Attn: ARMAN ASEFVAZIRI

File: CD 05 EA 1A720K Alt NA  
Co SB RTE 101**DESCRIPTION:**COLD PLANE EXISTING OPEN GRADE AND  
REPAIR/DIGOUT AT VARIOUS LOCATIONS, PLACE 0.2' OF  
RUBBERIZED HMA (GAP-GRADED) RECONSTRUCT MBGRFrom: Department of Transportation  
Division of Right of Way Central Region

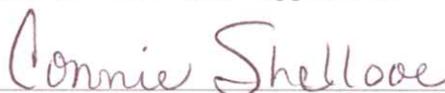
Subject: RIGHT OF WAY DATA SHEET

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 7/19/2011

The following assumptions and limiting conditions were identified:**Appraisal****Utility**

SR 101 is a freeway throughout the project limits. Utility relocations may be subject to master agreements, 50% / 50% split. Based on project engineer statements it is assumed that all utilities will be avoided or protected in place. Adjustment of facilities including manholes, handholes, vaults and other utility facilities in project area constitute involvement. Utility verification plans and full R/W utility process would be necessary before project could be certified. Comply with USA Alert requirements at all project locations, including at construction sign locations. No relocation of utilities is anticipated in this cost estimate. In the event utility facilities should need to be relocated, costs would increase substantially.

Right of Way Lead Time will require a minimum of 6 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.



CONNIE SHELLOOE, Sr. Right of Way Agent  
San Luis Obispo Field Office  
(805) 549-3471

Right Of Way Cost Estimate	Current Year 2011	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2015
Acquisition:	\$0	25%	5%	\$0
Mitigation:	\$0	25%	5%	\$0
State Share of Utilities:	\$0	25%	5%	\$0
Expert Witness:	\$0	25%	5%	\$0
Relocation Assistance:	\$0	25%	5%	\$0
Demolition and Clearance:	\$0	25%	5%	\$0
Title and Escrow:	\$0	25%	5%	\$0
Ad Signs:	\$0	25%	5%	\$0
<b>Total Current Value:</b>	\$0			\$0

If RW Cost Est fields are blank, Costs = \$0

Estimated Construction Contract Work (CCW):

R/W LEAD TIME/Mo. 6

Cost Break Down	
Pot Hole	
Mitigation	
Land	
Bank	
Permit Fee	

**RR Involvement**

Railroad Facilities or Right of Way Affected?	NO
Const/Maint Agreement:	NO
Service Contract:	NO
Right of Entry:	NO
Clauses:	YES
Estimated Lead-time	3 MON

**Parcel Data**

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

# of Excess Parcels:

**Misc R/W Work**

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

**Utilities**

U4-1: Owner Expense	
U4-2: State Expense, Conventional no Fed Aid	
U4-3: State Expense, Freeway no Fed Aid	
U4-4: State Expense, both with Fed Aid	
U5-7: Utility verification, no relocation/potholing	
U5-8: Utility verification, w/ some relocation/potholing	
U5-9: Utility verifications, relocation/potholing required	10

Parcel Area

Total R/W Required:
Total Excess Area:

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

**General Description of Utility Involvement:**

Project proposes to cold plane existing open grade and repair / digout at various locations. Place 0.2' of rubberized HMA (gap-graded), reconstruct MBGR and DTBB. Replace all AC dikes and upgrade pedestrian access ADA standard. Place 3' shoulder backing as necessary. Project engineer statement on Right of Way Data Sheet Request Form states: 5. Utility permit search completed NO. Utility involvement and /or relocation NOT REQUIRED. Potholing required NO.

Is there a significant effect on assessed valuation:

Were any previously unidentified sites with hazardous waste or material found:

Are RAP displacements required:

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

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required:

Are there potential relinquishments or abandonments:

Are there any existing or potential airspace sites:

Are environmental mitigation parcels required:

**Data for evaluation provided by:**

Estimator:

Railroad Liaison Agent: SAH 8/29/2011

Utilty Relocation Coordinator: John T. Magorian 9/2/2011

*I have personally reviewed this Right of Way Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.*

*Connie Shelloe*

Date  
ENTERED PMCS 9/8/2011  
BY: R TABAREZ

CONNIE SHELLOOE  
Sr. Right of Way Agent, Right of Way

## ATTENDANCE ROSTER FOR FIELD SCOPING

Name	Title	Dept.	Date	Highway Location
Kelly Mullan	SrTE	Maint. Design	7/6/11	SB-101-21/28
Leo Mahserelli	SrTE	Highway Payment	7/6/11	"
Aaron Henkel	PE	Design	7/6/11	"
Kathy DiGrazia	ADA coord.	Title	7/6/11	"
KEVIN DOMERO		Maint. Design	7/6/11	RTE 246
David Chesbrough	Traffic		7/6/11	Rte 101
Romano Verlengia	Traffic Safety		7/6/11	
Arman Asfiazini	PE	Maint. Design	7/6/11	SB-101-

**Life Cycle Cost Analysis Form**

Alternative 1 (Pavement-alternative-identified-to-program-project cost or Preferred Alternative) *Delete either "Pavement-alternative-identified-to-program-project cost" or "Preferred Alternative" as appropriate for project milestone. Briefly describe the pavement strategy and other unique features*

EA: 051A720K PI:0512000012

Alternative 1. Place 0.20' RHMA Overlay.

---

Pavement Design Life: <u>  5  </u> Years	
Initial Construction Costs:	<u>\$9,586,736</u>
Initial Project Support Costs:	<u>\$ 1,246,275</u>
Future Maintenance & Rehabilitation Costs:**	<u>\$ 8,334,399</u>
<b>TOTAL AGENCY COSTS:</b>	<u>\$19,167,410</u>
<b>USER COSTS:</b>	<u>\$ 1,938,980</u>
<b>TOTAL LIFE-CYCLE COSTS:</b>	<u>\$21,106,390</u>

Alternative 2:\*

*Briefly describe the pavement strategy and differences in scope from Alternative 1.*

Alternative 2. Place 0.20' HMA (Type A) Overlay

---

Pavement Design Life: <u>  5  </u> Years	
Initial Construction Costs:	<u>\$8,917,886</u>
Initial Project Support Costs:	<u>\$ 1,159,325</u>
Future Maintenance & Rehabilitation Costs:**	<u>\$ 8,940,119</u>
<b>TOTAL AGENCY COSTS:</b>	<u>\$19,017,330</u>
<b>USER COSTS:</b>	<u>\$ 3,867,830</u>
<b>TOTAL LIFE-CYCLE COSTS:</b>	<u>\$22,885,160</u>

Reason that this is not Alternative 1:

---



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\* Repeat as often as needed, with appropriate numbering, to cover all pavement alternatives investigated.

\*\* Includes both future maintenance, construction, and project support costs.



Short Form - Storm Water Data Report



Dist-County-Route: **05-SB-101**  
 Post Mile Limits: **21.0/27.1**  
 Project Type: **AC Overlay**  
 Project ID (or EA): **05-1200-0012-K (05-1A720K)**  
 Program Identification: **CAPM**  
 Phase:  PID  
            PA/ED  
            PS&E

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

- |   |                              |  |
|---|------------------------------|--|
| 1. Is the project required to consider incorporating Treatment BMPs?                                    | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 2. Does the project disturb 5 or more acres of soil?  | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 3. Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 4. Does the project potentially create permanent water quality impacts?                                 | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 5. Does the project require a notification of ADL reuse   | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

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

Estimate Construction Start Date **May 2015**

Construction Completion Date: **July 2015**

Separate Dewatering Permit (if yes, permit number)

Yes  Permit # \_\_\_\_\_ No

Erosivity Waiver

Yes  Date: \_\_\_\_\_ No

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

  
 Arman Asefvaziri, Registered Project Engineer 7/25/11  
Date  
 I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

[Stamp Required for PS&E only]

*FOR*  7/26/2011  
Date  
 Marissa Nishikawa, Regional SW Coordinator or Designee



## Short Form - Storm Water Data Report

---

### 1. Project Description

- This project proposes to do roadway repair by cold planning and replacing 0.20' of existing AC pavement at various locations Place 0.20' Rubberized HMA (Gap Graded) from EP to EP, Replace all AC dikes, Reconstruct MBGR's and DTBB's, upgrade pedestrian access to ADA standard and place 3' shoulder backing as necessary from PM 21.0/27.1 on Route 101 in Santa Barbara County. The project should take about 100 working days to complete. This CAPM strategy will maintain the original line and grade of the roadway as well as the hydraulic capacity of the existing features. It is intended to retard pavement distress and extend the service life of the facility.
- Maria Ygnacio Cr, San Jose Cr, Las Vegas Cr, San Pedro Cr, Carneros Cr, Tecolotito Cr, and Winchester Cr are the seasonal creeks with in the vicinity of this project. Carneros Cr is on the 303(d)-list of impaired water-bodies as being impaired by Ammonia from unknown source.
- this project is intended for highway maintenance purposes only, with no changes to line grade or hydraulic capacity, it is exempt from DSA calculation. The only soil disturbing activities for this project will be placement of construction area signage.
- No new impervious surfaces will be created by this project
- The project is within City of Santa Barbara, The County of Santa Barbara, and the City of Goleta, all urban MS4 areas.
- There are no existing permanent storm water treatment BMPs within or near this projects limits.

### 2. Construction Site BMPs

- A Water Pollution Control Program (WPCP) will be developed and implemented to control water pollution during construction. The WPCP is developed by the contractor and submitted to the Resident Engineer for approval prior to start of construction. Equipment and material storage shall occur within existing un-vegetated areas in the state right of way and at least 50' from any water source. In addition equipment refueling shall not occur within 50' of a creek or stream to prevent accidental spills from contaminating waterways. The site BMPs will be identified in the WPCP and employed as necessary during construction to limit discharge of pollutants.
- The following temporary construction site BMPs are contract bid items and will be identified in the WPCP and employed as necessary during construction to limit discharge of pollutants.

**Total project estimate cost is     \$11,000 000**

#074016 Construction Site Management

\$5000



#074017 Prepare Water Pollution Control Program	\$2000
#066596 Additional Water Pollution Program	\$5000
#074042 Temporary Concrete Washout (Portable)	\$10000

- Concurrence from Zack Coldwell, D-5 CSWC will be obtained during PS&E.

### 3. Required Attachments<sup>1</sup>

- Vicinity Map
- Evaluation Documentation Form
- Construction Site BMP Consideration Form (required at PS&E only)

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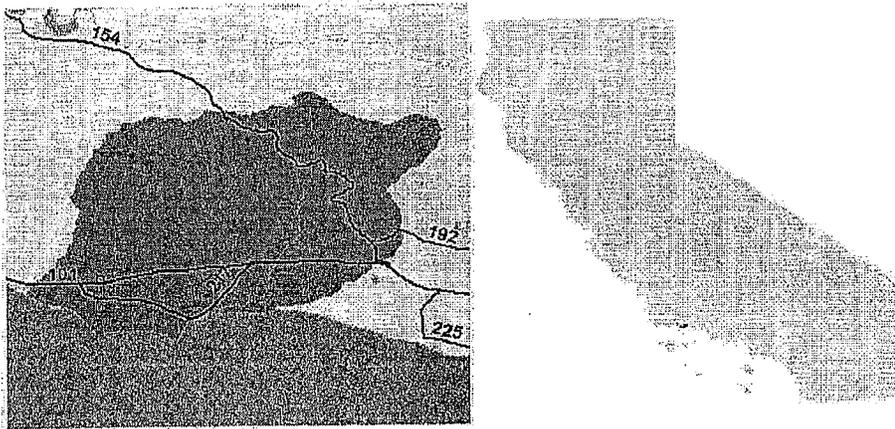
<sup>1</sup> Additional attachments may be required as applicable or directed by the District/Regional Design Storm Water Coordinator (e.g. BMP line item estimate, DPP, CS checklists, etc).





### Hydrologic Sub-Area 315.31

[| HSA Information](#) | 
 [TMDLs & 303\(d\) List](#) | 
 [Water Quality Objectives](#) | 
 [Caltrans Facilities](#) | 
 [Caltrans Loads](#)



[Topographic Map](#) of the area around post mile SB 101 25.172.  
[Aerial Photograph](#) of the area around post mile SB 101 25.172.

[Help](#)

#### HSA Information

Hydrologic Unit	SOUTH COAST
Hydrologic Area	South Coast
Hydrologic Sub-Area	Goleta
Watershed Area (acres)	33302
Average Annual Rainfall (inches)	22.8

[Help](#)

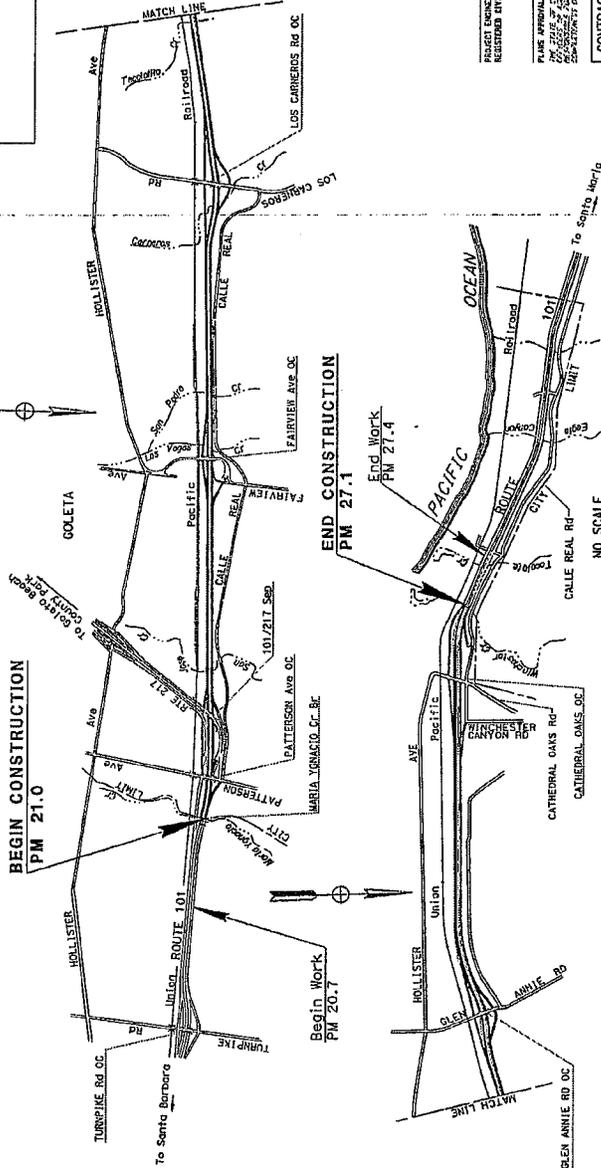
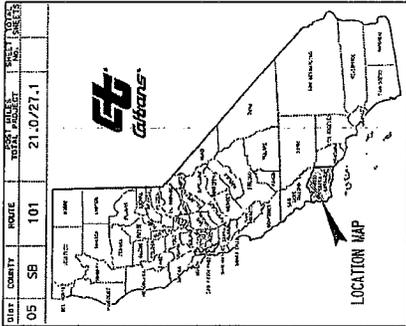
#### TMDLs & 303(d) Listed Waterbodies (2006 List)

Name	Pollutant	Source	Size	Status	Comments
Carneros_Creek	Ammonia	Source Unknown	3.4	TMDL	

INDEX OF PLANS

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
 PROJECT PLANS FOR CONSTRUCTION ON  
 STATE HIGHWAY  
 IN SANTA BARBARA COUNTY  
 IN AND NEAR GOLETA  
 FROM MARIA YGNACIO CREEK BRIDGE  
 TO 0.2 MILE NORTH OF CATHEDRAL OAKS OVERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006  
 CATHEDRAL OAKS OC



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

ROBERT LAST REVISION 7/25/06 C:\TRANS\WEB SITE 155-INTP\WWW\DOT\CA\0607\

ADJUSTIVE SCHEMATIC SCALE 1" = 10' HORIZONTAL SCALE 1" = 20' VERTICAL SCALE

UNIT 1251 PROJECT NUMBER & PHASE 0512000012K

PROJECT ENGINEER  
 REGISTERED CIVIL ENGINEER  
 DATE  
 PLANE APPROVAL DATE  
 CONTRACT NO. 05-1A720K  
 PROJECT ID 0512000012K

DATE PLOTTED 11-04-2011  
 FILE PLOTTED 0713

DATE: 7/21/11

Project ID ( or EA): 05-1200-0012-K (05-1A720K)

NO.	CRITERIA	YES ✓	NO ✓	SUPPLEMENTAL INFORMATION FOR EVALUATION
1.	Begin Project Evaluation regarding requirement for consideration of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Go to 2
2.	Is this an emergency project?		✓	If Yes, go to 10. If No, continue to 3.
3.	Have TMDLs or other Pollution Control Requirements been established for surface waters within the project limits? <b>Carneros Cr is 303(d) listed. As per the DNC go to question #4</b>	✓		If Yes, contact the District/Regional NPDES Coordinator to discuss the Department's obligations under the TMDL (if Applicable) or Pollution Control Requirements, go to 9 or 4. <i>BSR</i> (Dist./Reg. SW Coordinator initials) If No, continue to 4.
4.	Is the project located within an area of a local MS4 Permittee?	✓		If Yes, <i>City and County of Santa Barbara, City of Goleta</i> go to 5. If No, document in SWDR go to 5.
5.	Is the project directly or indirectly discharging to surface waters?	✓		If Yes, continue to 6. If No, go to 10.
6.	Is it a new facility or major reconstruction?		✓	If Yes, continue to 8. If No, go to 7.
7.	Will there be a change in line/grade or hydraulic capacity?		✓	If Yes, continue to 8. If No, go to 10.
8.	Does the project result in a <u>net increase of one acre or more of new impervious surface?</u>			If Yes, continue to 9. If No, go to 10.  <i>(Net Increase New Impervious Surface)</i>
9.	Project is required to consider approved Treatment BMPs.			See Sections 2.4 and either Section 5.5 or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E.
10.	Project is not required to consider Treatment BMPs. <i>BSR</i> (Dist./Reg. Design SW Coord. Initials) <i>BSR</i> (Project Engineer Initials) <u>7/25/11</u> (Date)	✓		Document for Project Files by completing this form, and attaching it to the SWDR.

See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMP

## DISTRICT 5 TRAFFIC MANAGEMENT PLAN DATA SHEET/CHECKLIST

District / EA: 05/1A720K  
 Project Engineer: Arman Asefvaziri  
 Date Prepared: 4/4/2011

Co.-Rte-PM: SB-101-21.0/27.1  
 Description: Cold plane, place HMA & shoulder backing  
 Working Days: 100 days

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

Required	Recommended	Not required	COMMENTS
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**1.0 Public Information**

- 1.1 Public Awareness Campaign
- 1.2 Other Strategies

x			Include \$7500

**2.0 Motorist Information Strategies**

- 2.1 Changeable Message Signs - Portable
- 2.2 Construction Area Signs
- 2.3 Highway Advisory Radio (fixed and mobile)
- 2.4 Planned Lane Closure Web Site
- 2.5 Caltrans Highway Information Network (CHIN)

x			Include one CMS per lane or ramp closure -\$20K
x			
		x	
x			Construction to provide information to TMC
x			Construction to provide information to TMC

**3.0 Incident Management**

- 3.1 COZEEP
- 3.2 Freeway Service Patrol

x			Include \$200/hour nights, \$100/hour days
		x	

**4.0 Traffic Management Strategies**

- 4.1 Lane/Ramp Closures Charts
- 4.2 Total Facility Closure
- 4.3 Coordination with adjacent construction
- 4.4 Contingency Plan
  - 4.4.1 Material/Equipment Standby
  - 4.4.2 Emergency Detour Plan
  - 4.4.3 Emergency Notification Plan
- 4.5 SSP 12-220 and Others
- 4.6 Other Strategies:
  - Ramp closures require 5 days advance notification.
  - Include \$300/day for Maintain Traffic
  - Special Days include week of graduation at UCSB. Contractor to verify dates.

x			Attached
x			
x			
x			Standard SSP
x			Construction/Contractor to provide
x			Construction/Contractor to provide
x			Construction/Contractor to provide
x			
x			Includes connector ramps.
x			
x			

**5.0 Anticipated Delays**

- 5.1 Lane Closure Review Committee (for anticipated delays over 30 minutes)
- 5.2 Planned freeway closures

		x	
	x		

- 5.3 Minimal delay anticipated - no further action required

yes     no    If no, explain additional measures on attached sheet.

**6.0 Placement of CMS**

x			At direction of RE

Shayne Sandeman

Prepared by:

<b>Point here for instructions</b>	<b>CENTRAL REGION PROJECT REPORT</b>		
<b>Division / Program / Office</b>	<b>Project Type</b>	<b>D5</b>	
FHWA	<a href="#">Designated high profile projects only. Refer to Stewardship Agreement</a>	Dominic Hoang	1
HQ Division of Design	All Projects	<a href="#">Design Report Routing</a>	1
HQ Division of Engineering Serv	All Projects	Division of Engineering Services (electronic copy OK)	1
HQ Environmental	All Projects	Bob Pavlik	1
HQ Maintenance	HA22	Leo Mahserelli	1
<b>Project Manager</b>	All Projects	Kelly McClain	1
<b>Design Manager</b>	All Projects	Kelly McClain	2
District Maintenance	All Projects	Lance Gorman	1
	SHOPP	Kelly McClain	1
District Traffic Management	All Projects	Jacques Van Zeverter	1
District Traffic Safety	SB/SBt	David Chesebro	1
Region Materials	All Projects	Doug Lambert	1
Region Environmental	All Projects	Susan Schilder	1
Region Right of Way	All Projects	Connie Shellooe	1
District Planning	All Projects	Claudia Espino	1
District SFP	All Projects	No Copy	0
PPM	All Projects	Linda Araujo	1
District Surveys	All Projects	Hanna Kassis (electronic copy only)	0
	All Projects	Jeremy Villegas	1
	SB/SLO	Nick Tatarian	
District Records	All Projects	Kristina Jaime	1
<b>TOTAL COPIES</b>		<b>District 5 = 19</b>	