

CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

To Request Programming in the 2012 SHOPP And Provide Project Approval

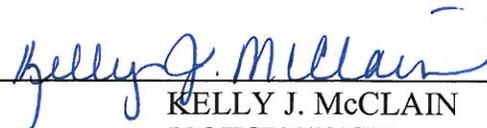
On Route 246 in Santa Barbara County
In and Near Buellton
From 0.7 Miles East of Santa Rosa Creek Bridge
To Route 101/246 Separate

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 J. McCLAIN
PROJECT MANAGER

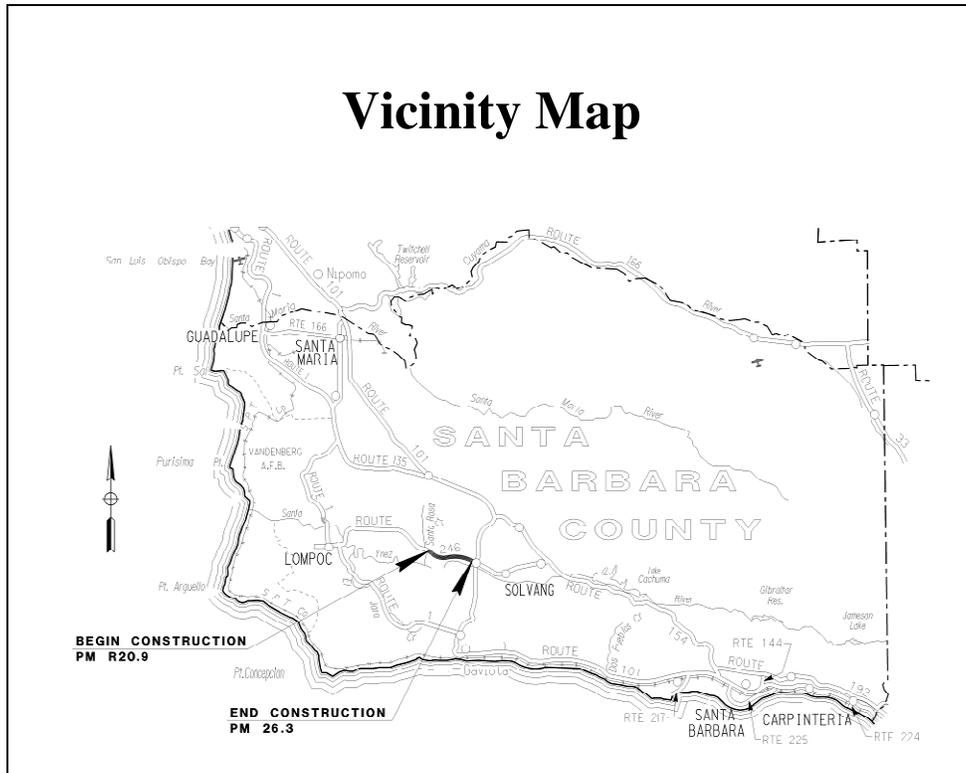
APPROVED:



RICHARD KRUMHOLZ
DISTRICT DIRECTOR



DATE



On Route 246 in Santa Barbara County
In and Near Lompoc
From 0.7 Miles East of Santa Rosa Creek Bridge
To Route 101/246 Separation.

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.



TROY TONG
REGISTERED CIVIL ENGINEER

9/19/2011
DATE



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1. INTRODUCTION AND BACKGROUND

This project is on Route 246 in Santa Barbara County from 0.7 Mile East of Santa Rosa Creek Bridge to Route 101/246 Separation.

The scope of the project includes dig outs, cold planing existing AC pavement and overlaying with 0.2 feet thick Rubberized Hot Mixed Asphalt (RHMA), upgrading AC dike, applying asphaltic emulsion on dikes, placing imported materials (shoulder backing), removing existing metal beam guardrail (MBGR) (wood post), constructing new MBGR (metal post) and placing rumble strips. Pavement safety edge treatment will be implemented on this project.

The total project is estimate at \$8,746,575. The project is proposed for programming in the 2012 SHOPP (20.XX.201.121) Capital Preventive Maintenance Program (CAPM).

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

Project Limits	05-SB-246-PM R20.9/26.3
Capital Costs:	\$8,746,575(non-escalated)
Type of Facility (conventional, expressway, freeway):	Expressway
Environmental Determination/Document and date approved:	CE: CEQA/NEPA August 24, 2011

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.

3. PURPOSE AND NEED STATEMENT

Route 246 is a principal arterial in Santa Barbara County that runs east and west, with high recreational trips on weekends and summer months. The pavement within the project limits is exhibiting minor 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.

(2) Pedestrian Facility Data

Facility Type and Location(s) <i>(Station, post mile or other reference point)</i>	Meets ADA Standards? <i>(Yes or No for each listed location)</i>	If Facility does not meet ADA Standards, what feature(s) are not ADA compliant? <i>(List features per location)</i>	Status of Each Noncompliant Location <i>[Use the following statements, as appropriate:</i> <ul style="list-style-type: none"> • <i>Will be corrected as part of this project;</i> • <i>Will not be corrected because it is technically infeasible to correct; An ADA exception has been processed.</i>
ADA Curb Ramps: Curb Ramps at Riverview Dr PM. R25.06	No		Will not be corrected because it included in project EA 05-0S030
ADA Curb Ramps: Curb Ramps at Twin Oaks (south side) PM. R25.58	No		Will not be corrected because it included in project EA 05-0S030
ADA Curb Ramps: Curb Ramps at Industrial Way PM R25.92	No		Will not be corrected because it included in project EA 05-0S030
ADA Curb Ramps: Jct Hwy 101 SB Ramps PM 26.25	No		Will not be corrected because it included in project EA 05-0S030
ADA Curb Ramps: Curb Ramps at Riverview Dr PM R25.07	No	Lacks Detectable WarningSurface	Will be corrected as part of this project;
ADA Curb Ramps: Curb Ramps at Sycamore Dr PM R25.28	No	Lacks Detectable WarningSurface	Will be corrected as part of this project;
ADA Curb Ramps: Curb Ramps at Valley Dairy Rd PM R25.37	No	Lacks Detectable WarningSurface	Will be corrected as part of this project;
ADA Curb Ramps: Curb Ramps at	No	Lacks Detectable Warning Surface	Will be corrected as part of this project;

Calor Dr PM R25.46			
ADA Curb Ramps: Curb Ramps at Twin Oaks Dr (North Side) PM R25.58	No	Lacks Detectable Warning Surface	Will be corrected as part of this project;
ADA Curb Ramps: Curb Ramps at La Lata Dr PM R25.64	No	Lacks Detectable Warning Surface	Will be corrected as part of this project;
ADA Curb Ramps: Curb Ramps at Park Dr PM R25.92	No	Lacks Detectable Warning Surface	Will be corrected as part of this project;
ADA Curb Ramps: Curb Ramps at Central Ave PM R25.96	No	Lacks Detectable Warning Surface	Will be corrected as part of this project;
ADA Curb Ramps: Curb Ramps at Buellton Parkway PM R26.07	No	Lacks Detectable Warning Surface	Will be corrected as part of this project;
ADA Curb Ramps: Curb Ramps at Jct Hwy 101 NB Ramps PM R26.30	No	Lacks Detectable Warning Surface	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

There are not vertical clearance issues related to structures within the project limits.

4D. Vehicle Traffic Data

Traffic Volumes

Construction Year ADT: 21,155

DHV: 2151

% Trucks: 6.1

Accident Data:

The accident rates for the highway section (accidents per million vehicle miles) for the most recent three-year study (from 01 April, 2007 through 31 March, 2010) are as follows:

Location	Type	Actual	Average
SB 246	Fatal	0.010	0.018
PM R20.9/26.3	Fatal + Injury	0.18	0.28
	Total Accident Rate	0.58	0.69

The Actual Fatal, Actual Fatal+Injury and Actual Total accident rates are below the statewide average accident rates for similar roadway, with comparable traffic. There is no concentrated accident problem within the project limits. Construct pavement safety edge treatment.

Safety Review Date: 7/11/2011

5. CORRIDOR AND SYSTEM COORDINATION

There are two projects that are within the limits of this project, which are EA 05-0C640 and EA 05-0S030. Both projects are programmed in the 2010 SHOPP and are in the PA&E phase for 0S030 and PS&E for 0C640.

EA 05-0C640-PM R12.8/R17.6 will be replacing passing lanes and operational improvement.

EA 05-0S030-PM:Varies will be modifying ADA ramps.

Both projects will be going into construction prior to this project.

6. ALTERNATIVES

6A. CAPM Strategy:

The preferred alternative at this time is to place of 0.20 feet of Rubberized Hot Mix Asphalt over the existing AC pavement.

This strategy may change during the design phase.

Life Cycle Cost Analysis:

A life cycle cost analysis completed on 9/07/2011 determined that RHMA to be the most cost-effective pavement type for this project if comparing pavement design life (6 years) 0.2' RHMA to HMA (5 years). Moreover, the Life Cycle Cost Analysis also indicated that 0.2' RHMA has the lowest Present Value User Cost (\$48,580.00 comparing to \$95,910.00 for HMA present user cost).

Enhancements

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

- MBGR shall be reconstructed as necessary to meet current standards.
- 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, except where MBGR exists. Type A dike will be placed to avoid drainage issues.
- 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.
- ADA under Enhancements.

Date of Traffic Operational Review Report 08/24/2011.
Traffic Operation has no recommendation.

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. A gas line, fiber optic, water, sewage and telephone cable located within the project location will need to be verified. Utility work may require adjustment of gas valve boxes and telephone manholes and vaults

throughout the project. Pot holing may be required for high risk and fiber optic if near MBGR.

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 246 will be affected during the construction period. Shoulder and lane closures will be required. Preliminary lane closure hours indicate the potential for daytime construction Monday morning through Friday evening.

This project will require a Traffic Management Plan (TMP) to minimize and manage traffic delays during construction operations of the project. At the very minimum, changeable message signs and sufficient public notification will be required.

7B. Vehicle Detection Systems

There are count station currently hoses and detective currently loops located within the limits of the project:

- PM R25.97 Count station hoses and additional loops.
- PM 26.08 Count station hoses and additional loops.
- PM R25.72 Signal detective loops at Industrial Way.
- PM R26.08 Signal detective loops at Avenue of Flags.
- PM 26.027 Signal detective loops at Southbound ramps of Route 101/246

Separation.

The count station hoses and detective loops will be restored as part of this project.

8. FUNDING/SCHEDULING

8A. Cost Estimate

Pavement Work	Lane-Miles/Number	Cost
Total Lane -Miles of CAPM Work	22.83	
Rubberized HMA (Gap Graded)	36,700 ton	\$4,404,000
Tack Coat	76 ton	\$57,000
Cold Plane AC Pavement	305,600 SQYD	\$611,200
Data Cores	50 EA	\$15,000
Imported Material(Shoulder Backing)	850 ton	\$46,750
Dikes	17500 LF	\$122,500
ADA Ramp	36 EA	\$540,000
Rumble Strip	390 Sta	\$11,700

SUBTOTALS \$5,808,150

Non-Pavement Work	Does the Project Included?	Cost
Railroad Agreements	No	\$0
Traffic Control	Yes	\$160,000
Correct Superelevation Cross Slope	No	\$0
Pavement Delineation	Yes	\$128,820
Maintain Traffic	Yes	\$24,000
Construction Area Signs	Yes	\$35,000
Righ of Way Cost	Yes	\$18,750
Portable Changeable Message Signs	Yes	\$36,000
Metal Beam Guardrail & Terminal End Sections	Yes	\$22,000
Lead Compliance Plan	Yes	\$10,000
Asphalt Emulsion (Fog Seal)	Yes	\$7,500
Public Awareness	Yes	\$10,000
Inductive loop detector	Yes	\$40,000
RE Office	Yes	\$20,000
Repair Existing Traffic Management System Elements During Construction	Yes	\$5,000
Minor Items	Yes	\$300,973

COSTS	SUBTOTALS	\$818,043
	SUM OF SUBTOTALS	\$6,626,193
	Mobilization	\$ 662,619
	20% CONTINGENCY	\$1,457,763
	TOTAL PROJECT COST	\$8,746,575

Notes: * If duplicated in other items, show cost in parenthesis.
 ** Add additional lines as necessary. Do not include support costs.

8B. Project Support:

PROJECT COST COMPONENT	Fiscal Years					Total
	2012/13	2013/14	2014/15	2015/16	2016/17	
R/W Capital		\$23				\$23
Constr. Capital				\$11,164		\$11,164
Subtotal Capital by FY		\$23		\$11,164		\$11,187
PA&ED	\$285					\$285
PS&E		\$581				\$581
R/W Support		\$54				\$54
Constr. Support				\$736		\$736
Subtotal Support by FY	\$285	\$635		\$736		\$1,656
Total Project Cost	\$285	\$658		\$11,900		\$12,843

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: 15% (All Support Costs divided by the sum of the escalated Construction Capital and escalated R/W Capital).

8C. Project Schedule:

Milestone	HQ Milestones	Delivery Date (Month & Year)
M015	Program Project	April 2012
M020	Begin Environmental	September 2012
M200	PA & ED	October 2013
M380	Project PS&E	April 2015
M410	Right of Way Certification	April 2015
M460	Ready to List	August 2015
M495	Award	February 2016
M600	Contract Acceptance	October 2016
M800	End Project	October 2017

9. SCOPING TEAM FIELD REVIEW ATTENDANCE ROSTER:

Attachment G _____ Date 7/6/11

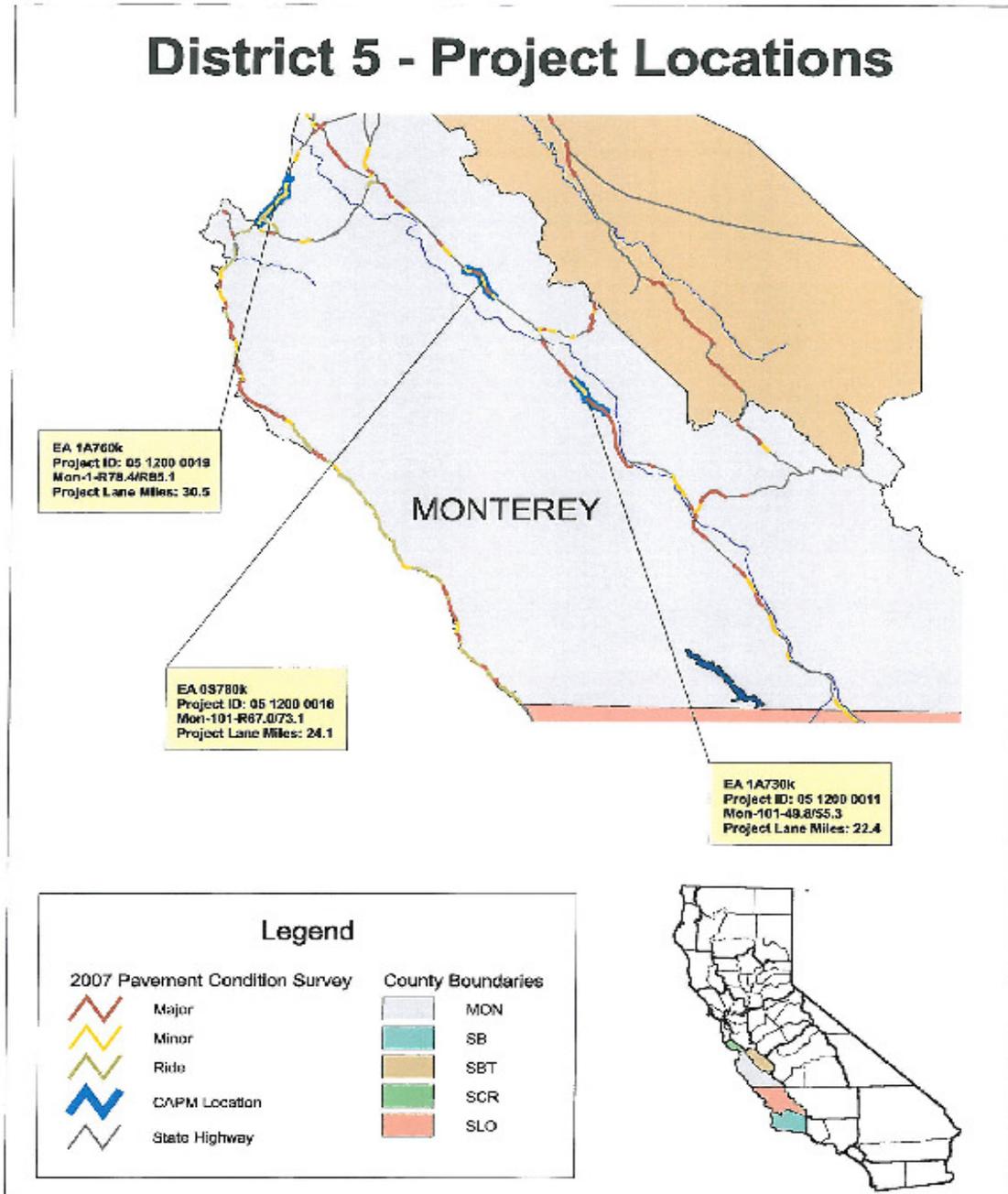
10. PROJECT REVIEWED BY:

District Maintenance	<u>Kelly McClain</u>	Date 7/6/11
District Safety	<u>Dave Chesbro</u>	Date 7/6/11
District Safety	<u>Romano Verlengia</u>	Date 7/6/11
District Materials	_____	Date _____
HQ Design Coordinator/Reviewer	<u>Michael Janzen</u>	Date 8/31/2011
HQ 121 Program Advisor, Pavement Program	<u>Leo Mahserelli</u>	Date 9/1/11
District Storm Water	<u>Pete Riegelhuth</u>	Date 7/27/11
District Traffic Operation	<u>Paul McClintic</u>	Date 8/24/11
District Construction	_____	Date _____
District Environmental	<u>Mike Jacob</u>	Date 8/24/10
District Planning	_____	Date _____

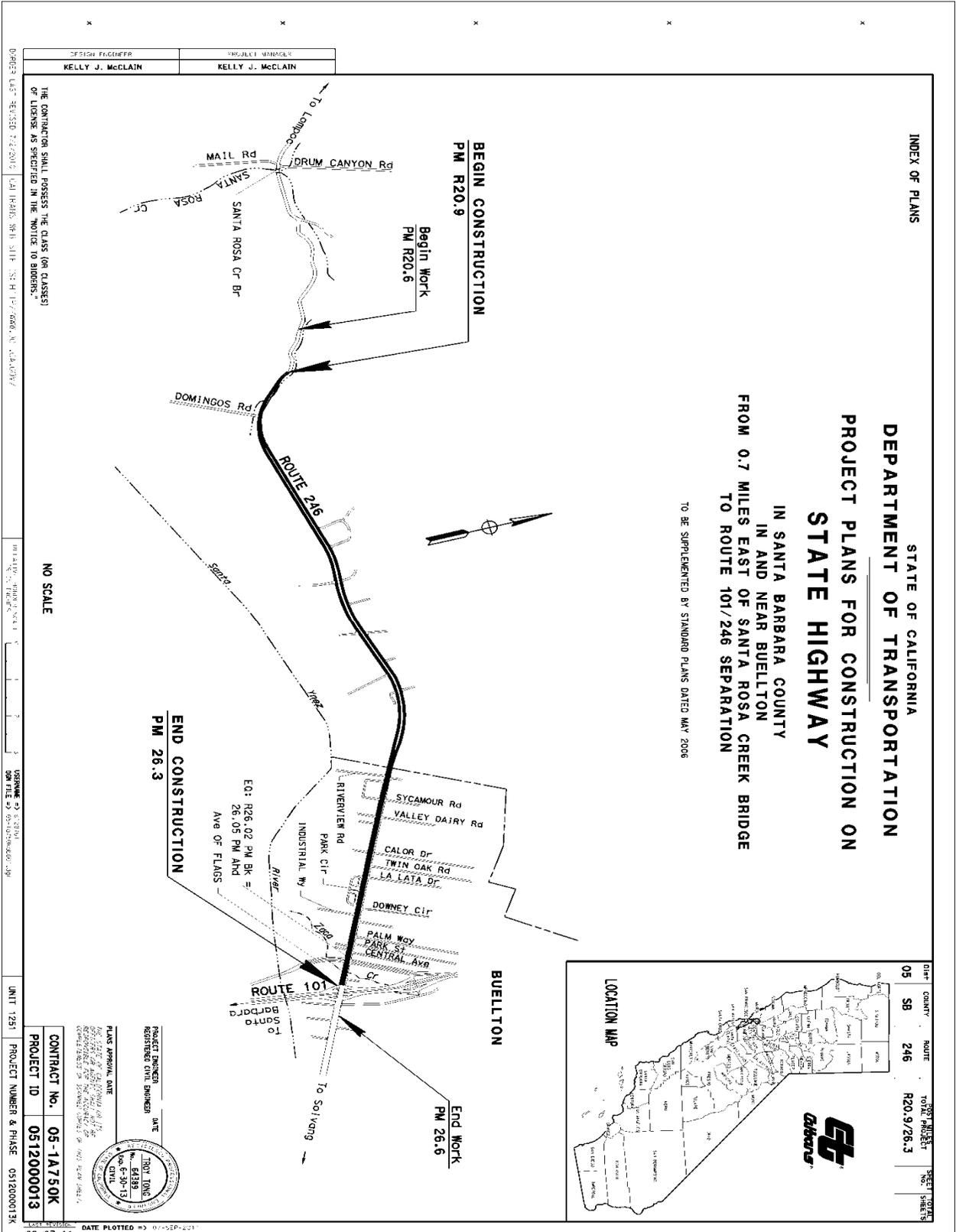
11. ATTACHMENTS

- A. GIS Map
- B. Title Sheet
- C. Typical Cross Section
- D. PMS Inventory Data
- E. Environmental Determination/Document/State & NEPA
- F. Right of Way Data Sheet
- G. Scoping Team Field Review Attendance Roster
- H. Life Cycle Cost Analysis Sheet
- I. Storm Water Data Report
- J. Transportation Management Pl
- K. Project Schedule-PM
- L. Document Distribution List

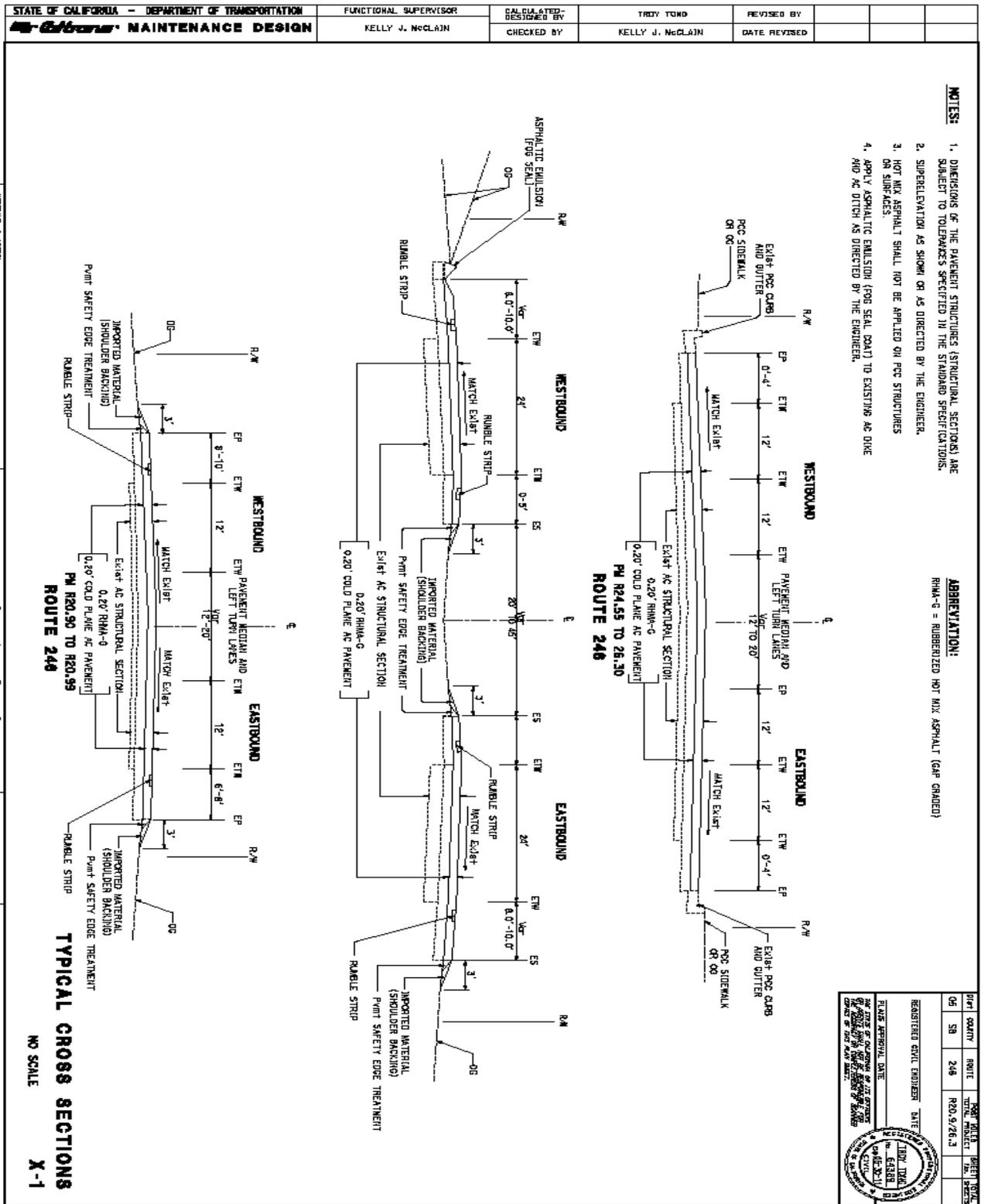
Attachment A: GIS Map



ATTACHMENT B: TITLE SHEET



ATTACHMENT C: TYPICAL CROSS SECTION



ATTACHMENT D: PMS INVENTORY DATA

Collection Date:	11/17/2007	Printed:	08/14/2011	Caltrans Maintenance Program										
				2007 Pavement Condition Survey Inventory										
				Caltrans Drive Order										
				District 5, SB, Rte 246, PM 20 - 27										
				District 5 County SB Route 246										
Begin PM - End PM	Length	LaneWt. (Est.)	Type	AAADT (,000)	MSL	Ride, IRI	Priority	Skid	Defect	Begin PM	End PM	County	Route	
Lane	Surface Type	Alligator Cracking A %	Cracking B %	Cracking C (Y/N)?	Routing Bleeding	Slab Cracking 1st %	Cracking 3rd %	Corner %	Faulting Area %	Patching Poor Cond.?				
R 18.792	- R 20.222	0	4		2.860	2LNU	9	2			7	95	32	FINE RAVEL
L1	F-MS	0	4								5	74	31	ALL. B
R1	F-MS	0	8											
R 20.222	- R 20.249	0	0.027		0.054	2LNU	9	2			5	81	0	N/A - Bridge
L1	B										5	109	0	N/A - Bridge
L2	B										5	111	0	N/A - Bridge
R1	B													
R 20.249	- R 20.292	0	0.043		0.086	2LNU	9	2			14	122	32	FINE RAVEL
L1	F-MS	0	4											ALL. B
R1	F-MS	0	8											
R 20.292	- R 20.958	0	0.666		1.332	2LNU	17	2			7	94	32	FINE RAVEL
L1	F-MS	0	0								5	84	98	GOOD CONDITION
L2	F-DG										6	90	31	ALL. A & B
R1	F-MS	7	6											
R 20.958	- R 21.077	0	0.119		0.476	MLD	17	2			8	100	10	MOD ABC
L1	F-MS	0	15								5	75	98	GOOD CONDITION
L2	F-DG										17	134	32	FINE RAVEL
R1	F-MS	0	3								10	108	10	MOD ABC
R2	F-MS	0	29											
R 21.077	- R 22.202	0	1.125		4.500	MLD	17	2			5	73	31	ALL. B
L1	F-MS	0	10								5	67	8	HIGH ABC
L2	F-MS	6	46								16	131	32	FINE RAVEL
R1	F-MS	0	3								13	119	10	MOD ABC
R2	F-MS	0	29											
R 22.202	- R 22.499	0	0.297		1.188	MLD	17	2			5	88	31	ALL. B
L1	F-MS	0	10								5	66	8	HIGH ABC
L2	F-MS	6	46								12	114	31	ALL. B
R1	F-MS	0	10								7	94	8	HIGH ABC
R2	F-MS	0	39											

*Surface type of 'EB' is Enhanced Binder.
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone(916) 274-6057

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

**Caltrans Maintenance Program
 2007 Pavement Condition Survey Inventory
 Caltrans Drive Order**
 District 5, SB, Re 246, PM 20 - 27

District 5
 County SB
 Route 246
 Begin PM R 22,499

Begin PM	End PM	Length	LaneMI (Est.)	Type	AADT (,000)	MSL	County	Route	Ride, IRI	Priority	Skid	Defect
R 22,499	- R 23,092	0.593	2.372	MILD	17	2	SB	246	5 54	98		GOOD CONDITION
L1	F-DG	0							5 57	32		FINE RAVEL
L2	F-DG	0							5 73	31		ALL. B
R1	F-MS	0							7 93	8		HIGH ABC
R2	F-MS	0										
R 23,092	- R 23,388	0.296	1.184	MILD	17	2	SB	246	5 48	98		GOOD CONDITION
L1	F-DG	0							5 73	98		GOOD CONDITION
L2	F-DG	0							5 86	31		ALL. B
R1	F-MS	0							5 84	8		HIGH ABC
R2	F-MS	0										
M 23,388	- M 23,492	0.104	0.416	MILD	17	2	SB	246	5 45	98		GOOD CONDITION
L1	F-DG	0							5 64	98		GOOD CONDITION
L2	F-DG	0							5 77	31		ALL. B
R1	F-MS	0							8 97	8		HIGH ABC
R2	F-MS	0										
M 23,492	- M 24,382	0.890	3.560	MILD	17	2	SB	246	5 66	98		GOOD CONDITION
L1	F-DG	0							5 76	98		GOOD CONDITION
L2	F-DG	0							5 71	10		MOD ABC
R1	F-MS	0							5 81	8		HIGH ABC
R2	F-MS	0										
R 24,382	- R 24,592	0.210	0.840	MILD	17	2	SB	246	5 67	98		GOOD CONDITION
L1	F-DG	0							14 120	98		GOOD CONDITION
L2	F-DG	0							5 66	10		MOD ABC
R1	F-MS	0							10 107	8		HIGH ABC
R2	F-MS	0										
R 24,592	- R 24,618	0.026	0.104	MILD	17	2	SB	246	N/A	98		GOOD CONDITION
L1	F-DG	0							22 154	98		GOOD CONDITION
L2	F-DG	0							N/A	31		ALL. B
R1	F-MS	0										
R2	F-MS	0										

*Surface type of 'EB' is Enhanced Binder.
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone(916) 274-6057

Attachment D: PMS Inventory Data

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

Caltrans Maintenance Program
 2007 Pavement Condition Survey Inventory
 Caltrans Drive Order
 District 5, SB, Rte 246, PM 20 - 27

District 5
 County SB
 Route 246
 Begin PM 26,140

District 5 County SB Route 246

Begin PM - End PM	Length	LaneMi. (Est.)	Type	AADT (,000)	MSL	Rating, Bleeding	Slab Cracking 1st % 3rd % Corner %	Fanting Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
26,140 - 26,268	0.128	0.512	MLU	17	2					30 184	8		HIGH ABC
L1 F-DG	8	32								N/A	8		HIGH ABC
L2 F-DG	6	43								12 114	10		MOD ABC
R1 F-MS	0	17								N/A	8		HIGH ABC
R2 F-MS	0	78											
26,268 - 26,304	0.036	0.144	MLU	18	2					50 239	0		N/A - Bridge
L1 B										N/A	0		N/A - Bridge
L2 B										62 271	0		N/A - Bridge
R1 B										60 266	0		N/A - Bridge
R2 B													
26,304 - 26,595	0.291	1.164	MLD	18	2					27 174	8		HIGH ABC
L1 F-DG	8	32								N/A	8		HIGH ABC
L2 F-DG	6	43								15 124	10		MOD ABC
R1 F-MS	0	17								44 241	2		HIGH ABC, RIDE
R2 F-MS	0	78											
26,595 - 26,765	0.170	0.510	MLD	18	2					13 117	8		HIGH ABC
L1 F-DG	8	32								N/A	8		HIGH ABC
L2 F-DG	6	43								5 74	8		HIGH ABC
R1 F-MS	8	51											
R2 F-MS	0	78											
26,765 - 28,108	1.343	2.686	2LND	18	2					5 88	10		MOD ABC
L1 F-DG	0	26								5 83	10		MOD ABC
R1 F-DG	6	22											

*Surface type of 'EB' is Enhanced Binder.
 California Department of Transportation, Maintenance Program, Pavement Management Information Branch, Phone(916)274-6057

Attachment E: Environmental Determination (cont.)

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM Continuation Sheet

05-SB-246	R20.9/26.3	05-1A750K	N/A
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	

Continued from page 1:

Cultural
If project plans change please contact Krista Kiaha at 805.542.4799 or Krista_Kiaha@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 the project disturbs one acre or more of soil, the following is required:
1) A Notification of Construction (NOC) is to be submitted to the appropriate Regional Water Quality Control Board at least 30 days prior to start of construction.
2) A Stormwater Pollution Prevention Plan (SWPP) is to be prepared and implemented during construction to the satisfaction of the Resident Engineer.
3) A Notice of Completion of Construction (NOCC) shall be submitted to the Regional Water Board upon completion of construction and site stabilization. A project will be considered complete when the criteria for final stabilization in the Construction General Permit is met.

Attachment F: Right of Way data Sheet

State of California

Business, Transportation and Housing Agency

Memorandum

To: KELLY MCCLAIN

Date: 9/8/2011

Attn TROY TONG

File: CD 05 EA 1A750K Alt NA
Co SB RTE 246

DESCRIPTION:
CAPM

From: 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

Project engineer statements in data sheet request indicate no utility permit search completed and no potholing required. The request includes a statement, "Covers of manholes and handholes required lower down before cold planning and adjust to grade after AC overlaying." Utility verification will be required to determine ownership of each cover. Lowering and raising covers is considered a relocation. Existing utilities include at least one location of high pressure gas line crossing the highway, PM 25.04. Central Coast Water Authority 36" line crosses the highway at PM 22.41. Not enough information provided to accurately estimate possible expense of relocations. Cost to lower / raise cover may be \$750 - \$1,000 per cover. Estimate listed as a place holder until more information is available. Comply with USA Alert requirements at all construction locations, including construction sign locations.

Right of Way Lead Time will require a minimum of 12 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

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

EA: 05-1A750K CO/RTE/PM-PM (Rte 1 and Rte 2) : SB/246/R20.9-26.3 & // -
 ALT: NA

Request Date: 7/19/2011
 Revised Date:

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:	\$18,750	25%	5%	\$22,791
Expert Witness:	\$0	25%	5%	\$0
Relocation Assistance:	\$0	25%	5%	\$0
Demolition and Clearance:	\$0	25%	5%	\$0
Title and Escrow:	\$0	25%	5%	\$0
Ad Signs:	\$0	25%	5%	\$0
Total Current Value: If RW Cost Est fields are blank, Costs = \$0	\$18,750			\$22,791

Estimated Construction Contract Work (CCW):

R/W LEAD TIME/Mo. 12

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:	no
Estimated Lead-time	0 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:	
Totals:	0	Totals:	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	10
U4-2: State Expense, Conventional no Fed Aid	5
U4-3: State Expense, Freeway no Fed Aid	5
U4-4: State Expense, both with Fed Aid	
U5-7: Utility verification, no relocation/potholing	
U5-8: Utility verification, w/ some relocation/potholing	20
U5-9: Utility verifications, relocation/potholing required	10

EA: 05-1A750K ALT: NA

Parcel Area

Total R/W Required:
Total Excess Area:

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

General Description of Utility Involvement:

Project is described as CAPM, Typical cross section provided shows 0.20' cold plane of AC pavement & resurface with rubberized hot mix asphalt. Utility verification plans should include all known facilities and as much information about ownership as possible. Verification ideally would be confirmation of ownership by utility owners. SR 246 is an expressway from approximately beginning of project PM 20.9 to PM 25.6 and conventional highway for remaining portion of project.

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 multi-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 8/22/2011
 Utility 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.

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

Connie Shelloe

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

Attachment G: Scope Team Field Review Attendance Roster

ATTENDANCE ROSTER FOR FIELD SCOPING

Name	Title	Dept.	Date	Highway Location
Troy Tong	Project Engineer	Maint. Design	7/6/2011	HW 246
Romano Verdagna	Liaison	Traffic Safety	7/6/2011	
David C.	7/6/2011	
Aaron Hankel	PE	Design	7/6/11	
Kathy DiGrazia	ADA		7/6/11	
KEN ROMERO	DESIGN	MAINT.	7/6/11	246/1 Lomax (825) 542-4748
Leo Mahserelli	STE - HQ - Runway		7/6/11	Leo Mahserelli esq. 916-224-2063
Jelly Medlain	STE - Maint. Design		7/6/11	SP-112416

Attachment H: Life Cycle Cost Analysis Sheet

Appendixes

Project Development Forms and Letters plus Policy and Procedures Documents

Life Cycle Cost Analysis Form

Alternative 1:

Milling existing AC pavement and overlaying with 0.2' Rubberized Hot Mixed Asphalt (in one lift)

Pavement Design Life: <u> 6 </u> Years	
Initial Construction Costs:	\$ 8,746,575
Initial Project Support Costs:	\$ 1,137,055
Future Maintenance & Rehabilitation Costs:**	\$ 5,512,430
TOTAL AGENCY COSTS:	<u>\$15,396,060</u>
USER COSTS:	<u>\$ 48,580</u>
TOTAL LIFE-CYCLE COSTS:	<u>\$15,444,640</u>

Alternative 2:

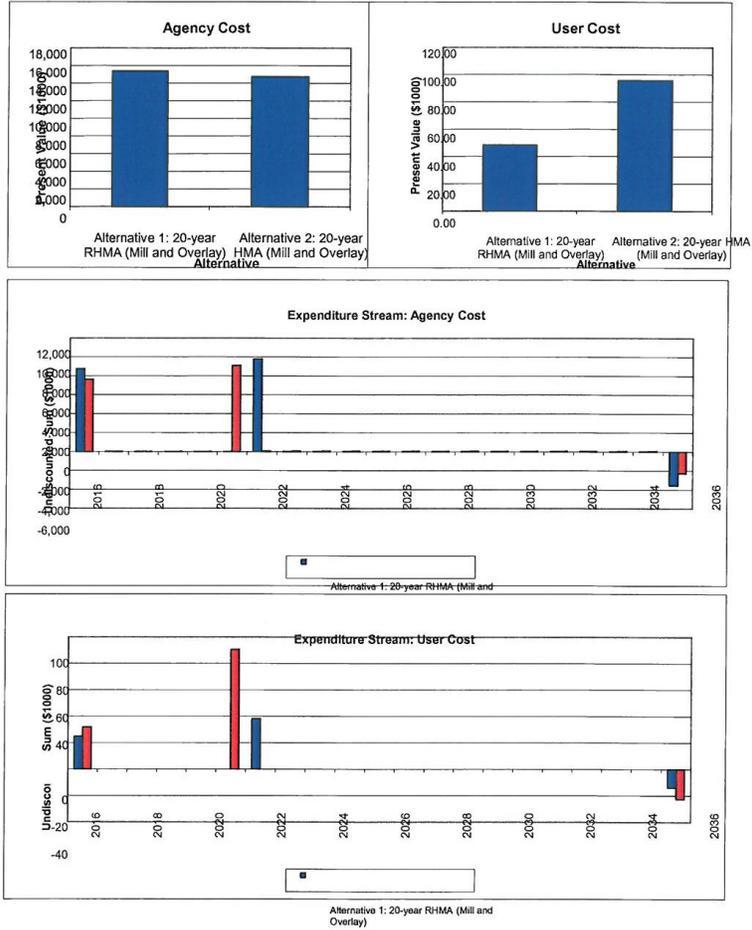
Milling existing AC pavement and overlaying with 0.2' Hot Mixed Asphalt (in one lift)

Pavement Design Life: <u> 5 </u> Years	
Initial Project Support Costs:	\$ 7,645,575
Future Maintenance & Rehabilitation Costs:**	\$ 993,625
	\$ 6,124,130
TOTAL AGENCY COSTS:	<u>\$14,763,330</u>
USER COSTS:	<u>\$ 95,910</u>
TOTAL LIFE-CYCLE COSTS:	<u>\$14,859,240</u>

Reason that HMA is not Alternative 1:

This project is located in a central coastal region in which pavement design life of 0.2' HMA is shorter than RHMA. Moreover, the Life Cycle Cost Analysis indicated that 0.2' HMA has the highest Present Value User Cost.

Probabilistic Life Cycle Cost Analysis Worksheet



Attachment I: Storm Water Data Report

Short Form - Storm Water Data Report



Dist-County-Route:05-SB-246
 Post Mile Limits:R20.9/26.3
 Project Type:Overlay RHMA (GAP GRADED)
 Project ID (or EA):05-1200-0013-K (EA:05-1A750K)
 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: June 15 th , 2015	Construction Completion Date: Aug 30 th , 2015
Separate Dewatering Permit (if yes, permit number)	Yes <input type="checkbox"/> Permit # _____ No <input checked="" type="checkbox"/>
Erosivity Waiver	Yes <input type="checkbox"/> Date: _____ No <input checked="" type="checkbox"/>

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.


 Troy Tong, Registered Project Engineer 7/26/2011
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 7/27/2011
Date
 Marissa Nishikawa, Regional SW Coordinator or Designee

Evaluation Documentation Form

1. Project Description

- This project consists of cold-planning and overlaying the entire width of the roadway with 0.2' Rubberrized Hot Mix Asphalt (Gap Graded).. The project starts at 0.1 miles East of Domingos Road to route 101/246 Separation on route 246 in Santa Barbara County.
- It is not anticipated that disturbed soil or pollutants would be washed into the Peterson Creek, Zaca Creek and Santa Ynez River.
- This project is an CAPM project, without mass grading and maintains the original line, grade, and hydraulic capacity of the facility. It is defined as routine maintenance and therefore is exempt from the DSA calculation requirement in the Construction General Permit.
- There are three water bodies within the limits of the project. Peterson Creek and Zaca Creek are not listed on the 303(d) list of impaired waters. Santa Ynez River is on the 303(d) listed as imparied due to Salinity/TDS/Chlorides Boron by agriculture source, and Sedimentation/Siltation by agriculture urban runoff, storm sewers and resource extraction. Hydrologic Sub-Area is 314.30
- This project is partially located within the City of Buelton urban MS4 area.
- There are no existing permanent storm water treatment BMPs within or near this projects limits.

2. Construction Site BMPs

- The project will require a WPCP
- Approximately 0.5 % of the total project cost has been estimated for temporary construction site BMP items. The project is estimated to cost approximately \$8,800,000
- Temporary Construction Site BMP's that will be provided for this contract are,

• Prepare WPCP	\$15,000
• Construction Site Management	\$15,000
• Additional Water Pollution Control (Supplemental Item)	\$10,000
- Concurrence for the temporary construction site BMP implementation strategy will be obtained during PS&E.

3. Required Attachments¹

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

¹ 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).

Evaluation Documentation Form

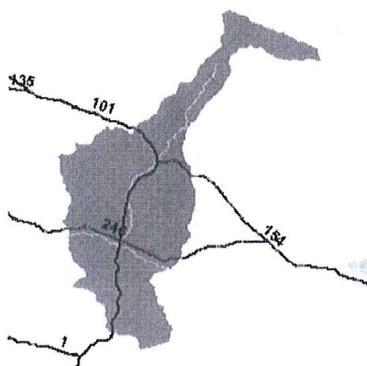
Hydrologic Sub Area 331430

Page 1 of 8



Hydrologic Sub-Area 314.30

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



Help

HSA Information

Hydrologic Unit SANTA YNEZ
 Hydrologic Area Buellton
 Hydrologic Sub-Area undefined
 Watershed Area (acres) 53680
 Average Annual Rainfall (Inches) 19.4

Help

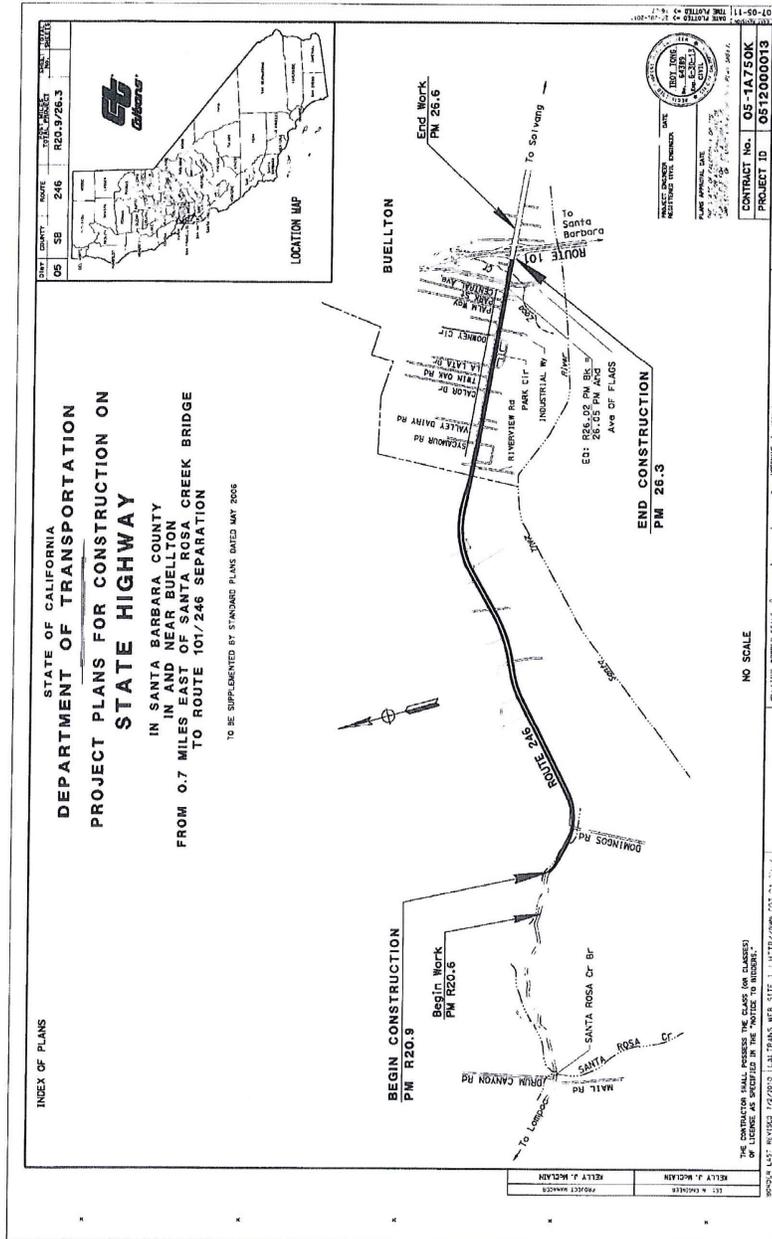
TMDLs & 303(d) Listed Waterbodies (2006 List)

Name	Pollutant	Source	Size	Status	Comments
Santa Ynez River (Cachuma Lake to below city of Lompoc)	Salinity/TDS/Chlorides	Agriculture	43 Miles	TMDL Required	
Santa Ynez River (Cachuma Lake to below city of Lompoc)	Sedimentation/Siltation	Agriculture	43 Miles	TMDL Required	
Santa Ynez River (Cachuma Lake to below city of Lompoc)	Sedimentation/Siltation	Resource Extraction	43 Miles	TMDL Required	
Santa Ynez River (Cachuma Lake to below city of Lompoc)	Sedimentation/Siltation	Urban Runoff/Storm Sewers	43 Miles	TMDL Required	

• <http://stormwater.water-programs.com/wqpt/HSA.asp?HSA=331430>

7/18/2011

Evaluation Documentation Form



Evaluation Documentation Form

DATE: 7/18/2011

Project ID (or EA): 05-1200-0013-K (05-1A750K)

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? Information provided in the water quality assessment or equivalent document. Santa Ynez River is on 303(d) listed. As per DNC go to question # 4	✓		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>PSL</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, City of Buelton , 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</u> increase of one acre or more of new impervious surface?			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>PSL</i> (Dist./Reg. Design SW Coord. Initials) <u>TI</u> (Project Engineer Initials) <u>7/26/11</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 BMPs

2006 CWA SECTION 303(d) LIST OF WATER QUALITY LIMITED SEGMENTS REQUIRING TMDLS

CENTRAL COAST REGIONAL WATER QUALITY CONTROL BOARD

USEPA APPROVAL DATE: JUNE 18, 2007

REGION	TYPE	NAME	CALUMNER WATERSHED	POLLUTANT/STRESSOR	POTENTIAL SOURCES	ESTIMATED SIZE AFFECTED	PROPOSED TMDL COMPLETION
3	R	Santa Rita Creek (Monterey County)	3091900	Nitrate as Nitrate (NO3)	Source Unknown	11 Miles	2019
3	R	Santa Ynez River (below city of Lompoc to Ocean)	31410040	Nitrate as Nitrate (NO3)	Source Unknown	3.8 Miles	2015
				Salinity/TDS/Chlorides	Agriculture	3.8 Miles	2019
				Sedimentation/Siltation	Agriculture Urban Runoff/Storm Sewers Resource Extraction	3.8 Miles	2019
3	R	Santa Ynez River (Cochuma Lake to below city of Lompoc)	31440050	Salinity/TDS/Chlorides	Agriculture	43 Miles	2019
				Sedimentation/Siltation	Agriculture Urban Runoff/Storm Sewers Resource Extraction	43 Miles	2019
3	L	Shuman Lake	30112053	Nutrients	Nonpoint Source	23 Acres	2019
				Pathogens	Urban Runoff/Storm Sewers Natural Sources	23 Acres	2019
3	R	Shuman Canyon Creek	31300041	Sedimentation/Siltation	Source Unknown	8.5 Miles	2019

Attachment J: Transportation Management Plan

DISTRICT 5
TRAFFIC MANAGEMENT PLAN CHECK LIST

District / EA: 05-1A750K
 Project Engineer: Troy Tong
 Date Prepared: 6/28/2011

Co.-Rte-PM: SB-246 R20.9-26.3
 Description: Coldplane Overlay
 Working Days: 80 days

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

1.0 Public Information

- 1.1 Public Awareness Campaign
- 1.2 Other Strategies

Required	Not required	Not Applicable	COMMENTS
<input checked="" type="checkbox"/>			Include \$5000
<input checked="" type="checkbox"/>			

2.0 Motorist Information Strategies

- 2.1 Changeable Message Signs
- 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)

Required	Not required	Not Applicable	COMMENTS
<input checked="" type="checkbox"/>			Estimate \$32,000
<input checked="" type="checkbox"/>			
		<input checked="" type="checkbox"/>	
<input checked="" type="checkbox"/>			Construction to provide information to TMC
<input checked="" type="checkbox"/>			Construction to provide information to TMC

3.0 Incident Management

- 3.1 COZEEP/MAZEPP
- 3.2 Freeway Service Patrol

Required	Not required	Not Applicable	COMMENTS
	<input checked="" type="checkbox"/>		
	<input checked="" type="checkbox"/>		

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:
 - Provide signs or CMS 5 working days in advance of lane closures notifying of work dates, hours and anticipated delay.
 - Provide detours for cross street closures
 - Maintain Traffic

Required	Not required	Not Applicable	COMMENTS
<input checked="" type="checkbox"/>			Attached
	<input checked="" type="checkbox"/>		
	<input checked="" type="checkbox"/>		
<input checked="" type="checkbox"/>			Standard - SSP 12-220
<input checked="" type="checkbox"/>			Construction/Contractor to provide
	<input checked="" type="checkbox"/>		Construction/Contractor to provide
<input checked="" type="checkbox"/>			Construction/Contractor to provide
<input checked="" type="checkbox"/>			
<input checked="" type="checkbox"/>			Include \$300/day in 066070

5.0 Anticipated Delays

- 5.1 Lane Closure Review Committee (for anticipated delays over 30 minutes)
- 5.2 Planned freeway closures
- 5.3 Minimal delay anticipated - no further action required

Required	Not required	Not Applicable	COMMENTS
	<input checked="" type="checkbox"/>		
	<input checked="" type="checkbox"/>		

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

Shayne Sandeman
 District TMP Coordinator

Attachment K: Project Schedule-PM

05-1A750_SB-246-R20.7 / 26.3

Workplan Development Summary

Baseline Project Budget in Dollars

Project Cost Component	Fiscal Years					Total
	2012/13	2013/14	2014/15	2015/16	2016/17	
R/W Capital		\$10		0		\$10
Constr. Capital				\$ 12,345		\$ 12,345
Subtotal Capital by FY		\$10		\$ 12,345		\$ 12,355
PA&ED Support	\$285					\$285
PS&E Support		\$581				\$581
R/W Support		\$54				\$54
Constr. Support				\$736		\$736
Subtotal Support by FY	\$285	\$635		\$736		\$1,656
Total Project Cost by FY	\$285	\$645		\$13,081		\$14,011

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: 14% (All Support Costs divided by the sum of the escalated Construction Capital and escalated R/W Capital).

Baseline Project Schedule

Milestone	Milestone Name	Delivery Date (Month & Year)
M015	Program Project	April 2012
M020	Begin Environmental	September 2012
M200	PA & ED	October 2013
M380	Project PS&E	April 2015
M410	Right of Way Certification	April 2015
M460	Ready to List	August 2015
M495	Award	February 2016
M600	Contract Acceptance	October 2016
M800	End Project	October 2017

Assumptions, Constraints and Risks

- Team members will identify and communicate changes (assumptions, constraints, risks, scope, schedule and / or budget) to the appropriate Task Manager and Project Manager immediately so that the Team may assess potential actions, impacts and categorize (avoid, transfer, mitigate, exploit, share, enhance or accept) the proposed change to the project.

Attachment L: Document Distribution List

Point here for instructions	CENTRAL REGION PROJECT REPORT		
Division / Program / Office	Project Type	D5	
FHWA	Designated high profile projects only. Refer to Stewardship Agreement	Dominic Hoang	1
HQ Division of Design	All Projects	Design Report Routing	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 Maherelli	1
Project Manager	All Projects	Kelly McClain	1
Design Manager	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	Romano Verlengia	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	Bob Fredrickson	1
District Records	All Projects	Kristina Jaime	1
TOTAL COPIES			District 5 = 19