

PROGRAM CHANGE REQUEST

PROJECT ID 0512000013

DISTRICT/EA 05-1A750 PPNO 2336 PGM Doc. SHOPP PGM Del FY 15/16 PROG CODE 201.121

Cty - Rtc - PM - Description

PROJECT (SCOPE) DESCRIPTION: SB 246 R20.9/26.3 Near Buellton, from 0.4 mile east of Santa Rosa Creek to Route 101/246 Separation. Rehabilitate pavement.

DOES THIS PROJECT INVOLVE PROPOSITION 1B FUND(S)? NO YES , TYPE(S) (CMIA, Route 99, STIP, SHOPP, Etc.) _____

SCOPE, COST & SCHEDULE CHANGES

TYPE OF REQUEST: PGM COST PGM YEAR SCOPE SPLIT / COMBINE OTHER: _____

COMPONENT	EXISTING (PROGRAMMED)		PROPOSED		CHANGE		
	Value	Fiscal Year	Value	Fiscal Year	Value	Value %	Yrs
Change (\$'s in 1,000's)							
PA&ED Support	\$ 285	15/16	\$ 285	15/16	\$ 0	0%	0
PS&E Support	\$ 581	15/16	\$ 1,747	15/16	\$1,166	201%	0
R/W Support	\$ 54	15/16	\$ 825	15/16	\$ 771	1,428%	0
Con Support	\$ 736	15/16	\$ 2,145	15/16	\$1,409	191%	0
R/W Capital	\$ 23	15/16	\$ 105	15/16	\$ 82	357%	0
Con Capital	\$ 9,845	15/16	\$ 9,845	15/16	\$ 0	0%	0
Total	\$11,524		\$14,952		\$3,428	30%	

No.

R/W Support
over expense

Cty - Rtc - PM - Description

New Project Description: SB 246 R20.7/26.3

Near Buellton, from 0.4 mile east of Santa Rosa Creek to Route 101/246 Separation. Pavement Preservation (CAP M).

PAED 100 % Complete PS&E 38 % Complete "010" Safety Project ? Yes No

1.) WHAT IS THE PROPOSED CHANGE?

A) SCOPE CHANGE

Curb Ramps: 38 curb ramps will be reconstructed and brought into compliance with ADA standards. Right-of-way requirements include 12 temporary construction easements and 6 fee acquisitions. The construction capital cost of the curb ramp work can be completed within the programmed amount for construction capital.

Project Limits: The project limits will begin at PM R20.7, adding approximately 0.2 miles to the length of the project.

B) COST CHANGE

PS&E Support Cost Change: The PS&E support cost is estimated to increase by \$1,166,000. \$530,000 is due to design costs not included in original workplan, and \$636,000 for design and surveying costs for reconstruction of 38 curb ramps.

Right-of-Way Support Cost Change: The right-of-way support cost is estimated to increase by \$771,000. The reconstruction of 38 curb ramps requires additional right-of-way support for surveying, utility relocation and acquisition costs.

Construction Support Cost Change: The construction support cost is estimated to increase by \$1,409,000. The reconstruction of 38 curb ramps requires additional construction support cost for surveying and construction inspection.

Right-of-way Capital Cost Change: The right-of-way capital cost is estimated to increase by \$82,000. Additional right-of-way capital is required for acquiring the temporary construction easements, parcels in fee, and utility relocation for curb ramp work. The right-of-way needs for construction of curb ramps requires 12 temporary construction easements and acquisition of 6 permanent parcels in fee where curb ramps will encroach outside of the existing right-of-way.

2.) **COMPLETE THE FOLLOWING REGARDING THE LATEST TWO COST ESTIMATES. (\$'s in 1,000's.)**

1. **ESTIMATE DATE:** 09/11, **Con Capital** \$11,164, **RW Capital** \$ 23.
2. **ESTIMATE DATE:** 01/14, **Con Capital** \$ 9,845, **RW Capital** \$105.

3.) **WHAT WAS THE REASON FOR THE CHANGE?**

A) SCOPE CHANGE

Curb Ramps: As PS&E began, Design discovered that 38 curb ramps do not meet current standards per the Americans with Disabilities Act (ADA). Although 36 of the curb ramps were identified with some deficiencies in the Capital Preventive Maintenance Project Report (CAPM PR), approved 9/20/2011, further investigation found additional deficiencies that require correction by reconstruction. No right-of-way was identified for correction of the curb ramps in the original scoping.

Project Limits: At the time this project was initiated, the project limits began at PM R20.7. When the CAPM PR was approved, the project limits were changed to begin at PM R20.9 because a locally funded project (EA 05-0C640, Route 246 Passing Lanes) was being developed to provide passing lanes and operational improvements between PM 11.9 and R20.9. However, EA 05-0C640 was later down-scoped to end at PM R16.7. Therefore, it is recommended to revert to the original project limits which begin at PM R20.7. The project description was not changed at the time of programming and remains the same.

B) COST CHANGE

PS&E Support Cost Change: A total increase of \$1,166,000 is required. At the time of programming no hours were included in the workplan for the Design unit. Thus, the project was under-programmed by approximately \$530,000. The additional deficiencies identified in the existing curb ramps require reconstruction of 38 curb ramps resulting in \$636,000 increase in PS&E support cost predominantly for design and survey work.

Right-of-way Support Cost Change: The reconstruction of 38 curb ramps requires \$771,000 in additional right-of-way support for surveying, utility relocation and right-of-way acquisition costs.

Construction Support Cost Change: The reconstruction of 38 curb ramps requires \$1,409,000 in additional construction support for surveying and construction inspection.

Right-of-way Capital Cost Change: The additional cost of acquiring the temporary construction easements and parcels in fee for curb ramp work is \$82,000. The right-of-way needs for construction of curb ramps requires 12 temporary construction easements and acquisition of 6 permanent parcels in fee where curb ramps will encroach outside the existing right-of-way. No right-of-way acquisitions were identified in the original scoping of the project.

4.) WHEN WAS THE CHANGE DISCOVERED?

A) SCOPE CHANGE

Curb Ramps: On July 26, 2012, the Design unit reported that all the curb ramps in the project area required some amount of reconstruction. A separate project (EA 05-0S030) was to have included some of the curb ramp corrections but they were dropped from that project.

Project Limits: In December 2013, it was noticed that the begin postmile was 0.2 miles east of the intersection of Domingos Road with Route 246, but the Project Management Control System (PMCS) indicated that the begin postmile was 0.2 miles to the west and included the intersection. Upon further investigation, it was discovered that the project was scoped assuming that the project end limit was based on a locally funded project that ended at postmile R20.9. When the project was initiated the project limits began at PM R20.7, but later changed to postmile R20.9 to pick up where the local project left off.

B) COST CHANGE

PS&E Support Cost Change: On July 26, 2012, the workplan was reviewed and it was discovered that no hours were included for the Design unit. At the same meeting the additional deficiencies in the existing curb ramps were discussed. Additional PS&E support is needed for design of the curb ramp reconstruction.

Right-of-way Support and Construction Cost Changes: In December 2013, the workplan was updated to include the changes in project scope including curb ramps. Right-of-way support costs needed to acquire right-of-way and for utility relocation were identified. Also in December 2013, the workplan was updated to include the changes in project scope including curb ramps. Additional construction support costs were identified for surveying and construction inspection of the project.

Right-of-way Capital Cost Change: On October 10, 2013 a right-of-way data sheet was submitted indicating the additional cost of acquiring right-of-way needs and utility relocation for construction of curb ramps and sidewalk.

5.) WHAT HAS BEEN DONE TO MINIMIZE ANY CHANGE?

A) SCOPE CHANGE: The scope change due to the curb ramps cannot be minimized and still meet the ADA requirements. The scope change for the project limits represents about a 1% increase. The limits could remain as programmed but the pavement can be improved between R20.7 and R20.9 within the current estimate.

B) COST CHANGE: The workplan was constructed using a bottoms-up method based on the proposed scope. The support to capital ratio cannot be minimized due to the type of additional work (surveys and construction inspection) required for reconstruction of the curb ramps. These items of work require significant resources above the Capital Maintenance work.

6.) WHAT CAN BE CONSTRUCTED FOR THE PROGRAMMED FUNDS?

With the existing programmed construction capital, the original scope of the project can be constructed and all 38 of the curb ramps within the project limits can be reconstructed to meet ADA requirements.

7.) IF THE SCOPE IS REDUCED OR SPLIT, WOULD THE REMOVED WORK NEED TO BE REPROGRAMMED OR ADDED TO ANOTHER PROJECT?

N/A

8.) IS A SUPPLEMENTAL SCOPING DOCUMENT NEEDED? IF YES, STATUS?

A supplemental report to the approved CAPM PR is being prepared and approval is anticipated by January 2, 2015.

9.) **WAS A VALUE ANALYSIS STUDY CONDUCTED? EXPLAIN THE RESULTS OF THE STUDY OR WHY A STUDY WAS NOT CONDUCTED?**

A value analysis study was not conducted as the total project cost is well below the threshold for requiring a value analysis.

10.) **COST - WHERE WILL THE REQUIRED FUNDS COME FROM?**

PS&E Support Cost Change: \$1,166,000 will come from the SHOPP program 201.121.

Right-of-way Support Cost Change: \$771,000 will come from the SHOPP program 201.121.

Construction Support Cost Change: \$1,409,000 will come from the SHOPP program 201.121.

Right-of-way Capital Cost Change: \$82,000 will come from the SHOPP program 201.121.

11.) **PRIOR PCR'S – LIST OTHER PCR'S PREVIOUSLY APPROVED.**

None.

PROJECT CONCURRENCE

12.) (A) (STIP-RIP) WHEN DID THE DISTRICT DISCUSS THIS WITH HEADQUARTERS STIP PROGRAM MANAGER AND THE RTPA OR COUNTY TRANSPORTATION COMMISSIONS STAFF? EXPLAIN THEIR REACTION. N/A

(B) (STIP-IIP) WHEN DID THE DISTRICT DISCUSS THIS WITH HEADQUARTERS STIP PROGRAM MANAGER? EXPLAIN THEIR REACTION. N/A

(C) (SHOPP) WHEN DID THE DISTRICT DISCUSS THIS WITH THE HEADQUARTERS PROGRAM MANAGER? EXPLAIN THEIR REACTION.

On May 2, 2014, Leo Mahserelli, HQ Program Advisor, concurred with the scope change but did not agree with the increase in support costs. After further discussion he agreed with proceeding with the PCR on 6/6/14.

13.) **LESSONS LEARNED, NEW STRATEGIES** (What new information pertaining to this project could be beneficial to others?)

14.) District Project Manager Signature

Paul Martinez
 Paul Martinez
 District Project Manager

6/5/14 (805) 549-3407
 Date Phone Number (Public)

for Cynthia J. Simeroth
 Sara von Schwind
 Deputy District Director
 Program/Project Management

6/9/14
 Date

APPROVAL - COMMENTS - CONCERNS

- DPM Concurrence
- DPM Objections (detail concerns):

15.) Comments - Concerns:

Paul M. Gemaro
 HQs Project Delivery Coordinator

6/5/14
 Date

APPROVAL

Timothy M. Gubbins
 DISTRICT DIRECTOR

6-10-14
 Date

	Approve	Deny	No HO Action
Cost	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scope	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Split / Combine	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Revise & Resubmit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

for Shiva Rajendra 10-2-14
 HQs DIVISION CHIEF
 PROJECT MANAGEMENT
 Date

Rick Furl 10/2/14
 HQs DIVISION CHIEF
 TRANSPORTATION PROGRAMMING
 Date

REQUIRED ATTACHMENTS

- (a) Attach 1 page copy (screen print) of project workplan/status schedule
- (b) Attach the current CTIPS project information.
- (c) PCR Data Worksheet, if applicable (for splits/combines)
- (d) For ST/P Projects - please attach the latest Project Programming Request (PPR)
- (e) Summary Cost Estimates, if/when needed.

State Highway Operation and Protection Program

Santa Barbara County

Document Year 2014, Version Number 2

PPNO: 2336

(Dollars in Thousands)

DIST: 05	PPNO: 2336	EA: 1A750	CTIPS ID: 108-0000-0288	TCRP No.	TITLE (DESCRIPTION): (Near Buellton, from 0.4 mile east of Santa Rosa Creek Bridge to Route 101/246 Separation. Rehabilitate pavement.)	ELEMENT: SHOPP Major Const.	MPO ID: 8
CT PROJECT ID: 05-1200-0013						SPONSOR: Caltrans	
COUNTY: Santa Barbara County						MPO: Santa Barbara County Association of Governments	
ROUTE: 246						CORRIDOR:	
PM: R20.9 / 26.3						PRJ MGR: Paul Martinez	
						PHONE: (805) 549-3407	LAW: 12
						EMAIL: paul_martinez@dot.ca.gov	

ASSEMBLY: 35	IMPLEMENTING	PAED	RW
SENATE: 18	AGENCIES:	PSE	CON
CONGRESS: 22			

PROJECT VERSION HISTORY (Printed Version is Shaded) (Last 9 versions displayed)

Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Programmed Dollars in Thousands - Total For Project					Con Sup
								Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
2	Official	03/26/14	DBERRY	Approved - Carry Over				9,845	23	285	581	54	736
1	Official	04/12/12	DBERRY	Approved - New Project				9,845	23	285	581	54	736

Fund Source 1 of 1 SHOPP - Roadway Preservation
20.XX.201.121 - Pavement Rehabilitation

PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	FUTURE	TOTAL
		285						285
		581						581
		54						54
		736						736
		23						23
		9,845						9,845
Total:		11,524						11,524

Fund Type:	VOTE DATE	AMOUNT	PS&E	RW SUP	CON SUP	RW	CON	Total
National Hwy System			581	54	736	23	9,845	11,524

HQ Comments

***** Version 2 - 03/26/2014 *****
 Carryover project from 2012 to 2014 SHOPP
 ***** Version 1 - 04/12/2012 *****
 New 2012 SHOPP project

Memorandum

*Serious drought.
Help Save Water!*

To: RACHEL FALSETTI
Division Chief
Division of Transportation Programming

Date: September 23, 2014

File: 05-SB-246-R20.7/26.3
EA 05-1A7501
Proj ID 0512000013
PPNO 2336
Prog Code 201.121


From: RON KRAEMER
Design Engineer
San Luis Obispo Office of Design II, Branch E

Subject: SUPPLEMENTAL CAPITAL PREVENTIVE MAINTENANCE PROJECT REPORT

This Memorandum is intended to update the Capital Preventive Maintenance (CAPM) Project Report (PR) that was approved on September 20, 2011 and to address the Program Change Request (PCR) Committee recommendation in June 2014 that a Supplemental Scoping Document is needed to approve the project's pending PCR. The project is programmed in the 2012 State Highway Operation and Protection Program (SHOPP).

This project is in Santa Barbara County in and near Buellton from 0.4 mile east of Santa Rosa Creek to the Route 101/246 Separation. The proposed work involves cold planing 0.20 foot of existing asphalt concrete (AC) pavement and overlaying with 0.20 foot of rubberized hot mix asphalt (RHMA). Digouts will be used to repair failed areas and 3-foot wide shoulder backing will be placed along the pavement edges. Other construction items include replacing nonstandard dike, removing all metal beam guardrails and replacing them with the new standard Midwest Guardrail System (MGS), reconstructing overside drains, curb ramps, and installing rumble strips.

The scope changes proposed by this Supplemental CAPM PR involve the project limits and curb ramps to be reconstructed.

At the time this project was initiated, the project limits began at PM R20.7. When the CAPM PR was approved, the project limits were changed to begin at PM R20.9 because a locally funded project (EA 05-0C640) was being developed to provide passing lanes and operational improvements between PM 11.9 and R20.9. However, the passing lane project was later down-scoped to end at PM R16.7. Therefore, it is recommended to revert to the original project limits that began at R20.7. This additional 0.2 mile of pavement improvement work can be constructed without changing the existing programmed amounts. See Attachment 1 for an updated project location map.

The original approved CAPM PR cost estimate included funds to address Americans with Disabilities Act (ADA) deficiencies in 36 curb ramps within the project limits. The "Pedestrian Facility Data" section of the PR did not adequately summarize those deficiencies and identified a

number of curb ramps to be constructed as part of another project (EA 05-0S030) that were subsequently dropped from that project. No right of way (R/W) was identified for the correction of the curb ramps in the original scoping. As the Plans, Specifications, and Estimate (PS&E) phase began, a field investigation revealed that 38 curb ramps require correction. Of those 38, 34 will be fully reconstructed, 3 will be partially reconstructed, and 1 will only require the installation of detectable warning surface. The work required to bring the curb ramps up to ADA standards can be done within the existing programmed construction capital, however, additional support costs and R/W capital will be required. See Attachment 2 for a summary of curb ramp locations and deficiencies.

Additionally, a missing piece of sidewalk on the eastbound side between Avenue of the Flags and the southbound ramps at Route 101 (PM 26.0/26.2) may be incorporated into this project pending approval of a cooperative contribution agreement with the City of Buellton.

The cost changes proposed by this Supplemental CAPM PR involve PS&E Support Cost, R/W Support Cost, Construction Support Cost, and R/W Capital Cost. These costs are all estimated to increase due to the additional deficiencies identified in the existing curb ramps and the work required to make them standard. New R/W associated with the curb ramp work includes 13 temporary construction easements, 6 permanent acquisitions, and utility relocations, accounting for the \$82,000 increase in R/W Capital Cost and the \$771,000 increase in R/W Support Cost. The PS&E Support Cost is estimated to increase by \$1,166,000 because, in addition to the design and survey costs associated with the additional curb ramp work, the original workplan included no hours for the Design unit. The Construction Support Cost is estimated to increase by \$1,409,000 to cover the additional surveying and construction inspection costs associated with the construction of the curb ramps. See Attachment 3 for the updated R/W Data Sheet.

It is noted that the attached R/W Data Sheet includes the additional R/W Capital Cost amount associated with the proposed sidewalk construction from PM 26.0 to 26.2, however the funding table shown below excludes this cost because the cooperative agreement is not yet approved. This funding table is consistent with the pending PCR dated June 2014.

The updated Capital Outlay Support and Project Estimate is shown below:

Fund Source	Fiscal Year Estimate					Total
	2012/13	2013/14	2014/15	2015/16	2016/17	
20.XX.201.121						
Component	In thousands of dollars (\$1,000)					
PA&ED Support			285			285
PS&E Support			1747			1747
R/W Support			825			825
Construction Support				2145		2145
R/W			105			105
Construction				9845		9845
Total						14952

The following individuals have reviewed and/or participated in meetings on dates indicated and support the revised scope proposed in this document:

District Project Manager	<u>Kathy DiGrazia</u>	Date	<u>06/30/2014</u>
District Program Advisor	<u>Kelly McClain</u>	Date	<u>09/18/2014</u>
Headquarters (HQ) Program Advisor	<u>Leo Mahserelli</u>	Date	<u>09/18/2014</u>
District ADA Coordinator	<u>Dario Senor</u>	Date	<u>08/01/2014</u>
HQ Project Delivery Coordinator	<u>Paul Gennaro</u>	Date	<u>09/04/2014</u>
Central Region Right of Way	<u>Nick Dumas</u>	Date	<u>09/08/2014</u>
Environmental Manager	<u>Matt Fowler</u>	Date	<u>09/13/2013</u>

Attachments

- (1) Updated Location Map
- (2) Updated Pedestrian Facility Data
- (3) Updated Right of Way Data Sheet
- (4) Capital Preventive Maintenance Project Report, dated September 20, 2011

Distribution:

Design Report Routing
Division of Engineering Services
Bob Pavlik, HQ Environmental
Leo Mahserelli, HQ Maintenance
Kathy DiGrazia, Project Manager
Alan Haag, Construction Senior
Lance Gorman, District 5 Maintenance
Kelly McClain, District 5 Maintenance
Jacques Van Zeventer, District 5 Traffic Management
Scott Morris, District 5 Traffic Safety
Eric Karlson, Central Region Materials
Susan Schilder-Thomas, Central Region Environmental
Marshall Garcia, Central Region Right of Way
Claudia Espino, District 5 Planning
Linda Araujo, Central Region Program Project Management
Jeremy Villegas, District 5 Surveys
Nick Tatarian, District 5 Surveys
Pat Duty, District 5 Records

This project report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

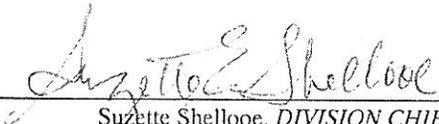
Kari Bhana

REGISTERED CIVIL ENGINEER

9/23/2014
DATE



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



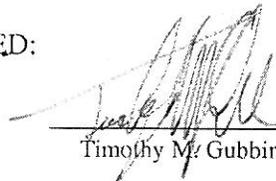
Suzette Shellooe, *DIVISION CHIEF,*
CENTRAL REGION RIGHT OF WAY

APPROVAL RECOMMENDED:

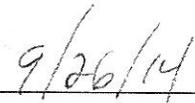


Kathy DiGrazia, *PROJECT MANAGER*

APPROVED:



Timothy M. Gubbins, *DISTRICT 5 DIRECTOR*



DATE