

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017  
PROJECT BASELINE AGREEMENT

Cold Spring Bridge Maintenance Inspection Access (EA 05-1C420)

Resolution SHOPP-P-1819-09B  
(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the *Cold Spring Bridge Maintenance Inspection Access (EA 05-1C420)*, effective on, DECEMBER 6, 2018 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Caltrans, and the Implementing Agency, Caltrans, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its March 22, 2018 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *Cold Spring Bridge Maintenance Inspection Access (EA 05-1C420)*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated
  - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated
  - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
  - Resolution G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated March 22, 2018
  - Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 Caltrans agrees to secure funds for any additional costs of the project.
- 4.6 Caltrans agrees to report on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

## 5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost  
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope  
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Other Project Specific Provisions and Conditions

### Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE  
TO  
PROJECT BASELINE AGREEMENT

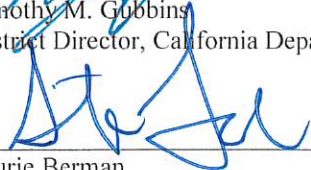
Cold Spring Bridge Maintenance Inspection Access (05-1C420)

Resolution SHOPP-P-1819-09B



Timothy M. Gubbins  
District Director, California Department of Transportation, District 5

11/9/18  
Date



Laurie Berman  
Director, California Department of Transportation

11/13/18  
Date

for



Susan Bransen  
Executive Director, California Transportation Commission

12/13/18  
Date

Baseline agreement information was extracted from Caltrans' project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

**BASELINE AGREEMENT**

<b>Date:</b>	11/05/18 09:22:39 AM
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District	EA	Project ID		PPNO	Project Manager
05	1C420	0512000141		2392	LOWERISON, ELIZABETH A
County	Route	Begin Postmile	End Postmile	Implementing Agency	
SB	154	22.9	23.2	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

**Project Nickname**

Cold Spring Bridge Maintenance Inspection Access

**Location/Description**

Near Lake Cachuma, at Cold Spring Canyon Bridge No. 51-0037. Install inspection access system below bridge and paint structure.

**Legislative Districts**

Assembly: 35 Senate: 19 Congressional: 24

**PERFORMANCE MEASURES**

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Bridge Health		41549			41549	Square feet of bridge deck
Programmed Condition	Bridge Health		41549			41549	Square feet of bridge deck

**Project Milestone**

	Actual	Planned
Project Approval and Environmental Document Milestone		11/09/18
Right of Way Certification Milestone		08/15/19
Ready to List for Advertisement Milestone		01/15/20
Begin Construction Milestone (Approve Contract)		08/03/20

**FUNDING (Allocated amounts are shaded)**

Component	Fiscal Year	SHOPP				Total
PA&ED	17/18	1,110				1,110
PS&E	19/20	1,740				1,740
RW Support	19/20	75				75
Const Support	20/21	1,500				1,500
RW Capital	19/20	50				50
Const Capital	20/21	19,000				19,000
<b>Total</b>		23,475				23,475

**Project Report**  
**For**  
**Project Approval**

On Route 154 in Santa Barbara County  
Between PM 22.9  
And PM 23.2

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current and accurate:



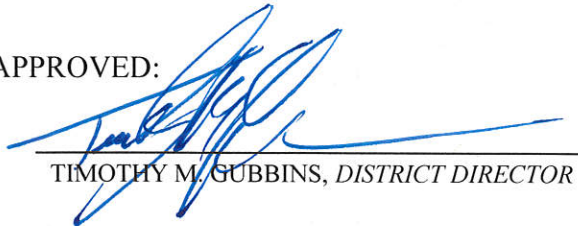
JAMIE LUPO, DISTRICT DIVISION CHIEF, RIGHT OF WAY

APPROVAL RECOMMENDED:



LISA LOWERISON, PROJECT MANAGER

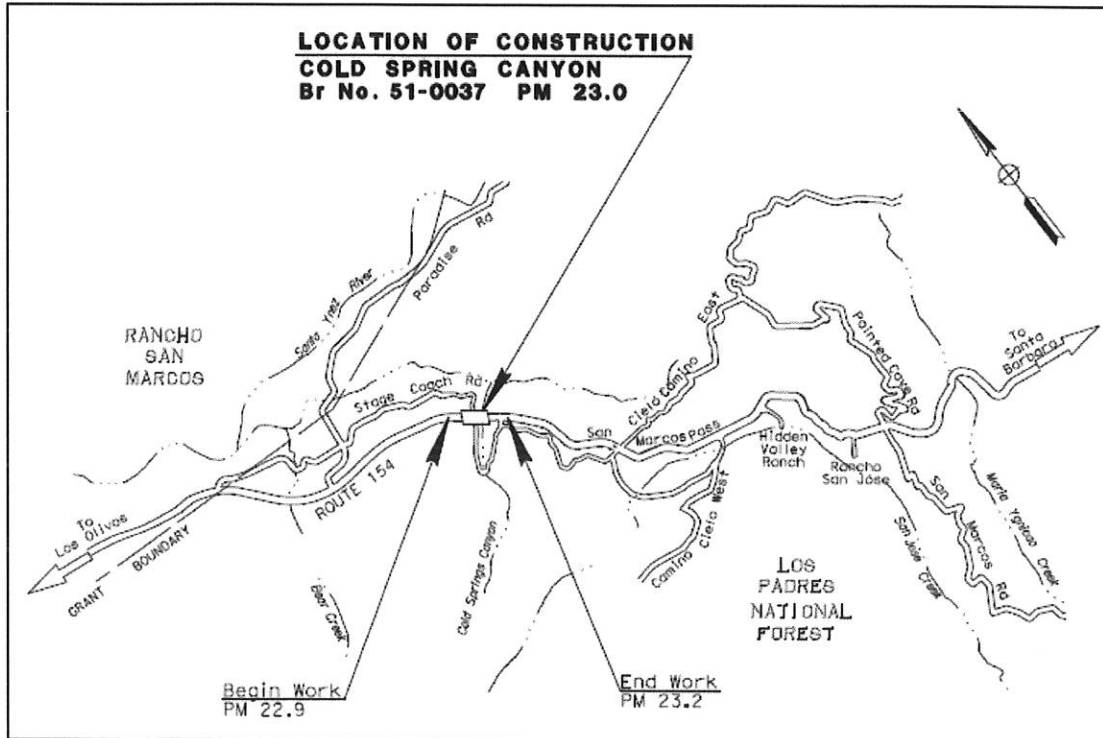
PROJECT APPROVED:



TIMOTHY M. GUBBINS, DISTRICT DIRECTOR

11/9/18  
DATE

# Vicinity Map



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.

*Claudia Espino*  
REGISTERED CIVIL ENGINEER

10/31/18  
DATE



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## 1. INTRODUCTION

### Project Description

This project proposes to paint the steel superstructure after spot removal of the existing coating at various locations and install an inspection access system below the bridge for Cold Spring Canyon Bridge 51-0037 located in Santa Barbara County. No exceptions to design standards are anticipated.

This project is programmed in the 2018 State Highway Operation and Protection Program (SHOPP) 20.xx.201.110 Bridge Rehabilitation & Replacement Program.

<b>Project Limits</b>	05-SB-101 Post Miles (PM) 22.9/23.2	
	<b>Current Cost Estimate:</b>	<b>Escalated Cost Estimate:</b>
<b>Capital Outlay Support</b>	\$5,693,000	\$6,865,000
<b>Capital Outlay Construction</b>	\$14,360,000	\$15,850,000
<b>Capital Outlay Right-of-Way</b>	\$0	\$0
<b>Funding Source</b>	SHOPP 20.xx.201.110	
<b>Funding Year</b>	2020/21	
<b>Type of Facility</b>	2-Lane Conventional Highway	
<b>Number of Structures</b>	1 Bridge	
<b>SHOPP Project Output</b>	1 Bridge; 41,549 Square Feet Fair Bridge Health	
<b>Environmental Determination or Document</b>	California Environmental Quality Act (CEQA): Categorical Exemption National Environmental Policy Act (NEPA): Categorical Exclusion	
<b>Legal Description</b>	In Santa Barbara County at Cold Spring Canyon Bridge (BR # 51-0037)	
<b>Project Development Category</b>	5	

## 2. RECOMMENDATION

It is recommended that this project be approved using the preferred alternative and that the project proceeds to the next phase after Project Report approval.

## 3. BACKGROUND

The Cold Spring Canyon Bridge is located between post miles 22.9 and 23.2 on State Route 154 (San Marcos Pass Road) in Santa Barbara County. The structure has an approximate steel paint area of 232,122 square feet. The bridge has not been repainted since it was built in 1963. The coating system is over 50 years old and has reached the end of its service life. Cold Spring Canyon Bridge has had Fracture

Critical (FC) inspections conducted on a 24-month cycle for its known FC members (other than the arch). Certain loading segments of the arch ribs have been also added to the FC Inspection Plan for this bridge on May 4<sup>th</sup>, 2011.

#### 4. PURPOSE AND NEED

**Purpose:**

The purpose of this project is to rehabilitate the Cold Spring Canyon Bridge to comply with federal and Caltrans bridge inspection requirements for fracture-critical elements. This project will remove the existing 50-year-old coating system and repaint to prevent further corrosion and provide a protective coating to the steel. In addition to bridge paint, an inspection access system will be installed at four locations to allow inspectors to access elements of the bridge otherwise difficult to reach.

**Need:**

The Bridge Inspection Records Information System (BIRIS) identified the need to spot prep and full paint the entire bridge and install catwalks (inspection access system) at various locations for inspection access to FC features on the structure. The paint coating system is over 50 years old and has reached the end of its service life.

A. Problem, Deficiencies, Justification

In 2009, the Bridge Inspection Report for the Cold Spring Canyon Bridge identified the need to perform painting maintenance. The bridge has not received complete painting maintenance since being constructed over 50 years ago. In 2012, the Office of Structure Maintenance and Investigations additionally identified the need to improve worker access to the structural elements for inspections. The current inventory of equipment is unable to reach most of the arch rib to perform inspection of all areas requiring a FC inspection. The reach of a bucket arm on an Under Bridge Inspection Truck (UBIT) or Snooper vehicle is only long enough to place inspectors at the bottom of the arch for part of the span width.

B. Regional and System Planning

State Route 154 in Santa Barbara County is 32.2 miles in length. Most of the State Route 154 is a 2-lane conventional highway with 2 and 4-lane expressway sections. State Route 154 is a rural scenic highway that provides a connection between the South Coast and the Santa Ynez Valley. It extends from State Route 101 south junction (Santa Barbara) through the San Marcos Pass to State Route 101 north junction (Zaca Station). The Cold Spring Canyon Bridge is located where State Route 154 is a 2-lane conventional highway. The proposed improvements will not preclude any plans to improve, nor hinder the operation of the facility. There are no alternative routes within the project vicinity.

The Transportation Concept Report for State Route 154 in Santa Barbara calls for a minimum of two through lanes. It is designated as a minor arterial, California

Scenic Highway, Federal Aid Primary Route and is on the freeway-expressway system.

### C. Traffic

#### Current and Forecasted Traffic

The Design Designation is a concise expression of the basic factors controlling the design of a given highway, as described in Topic 103 of the Highway Design Manual (HDM). The Design Designation for this project is shown below:

#### **Annual Average Daily Traffic (AADT)**

Route 154		AADT	AADT	AADT	AADT
From	To	(2015)	(2021)	(2031)	(2041)
PM 14.77	PM 23.38	11,500	12,350	12,512	12,322

#### **Design Hour Volume (DHV)**

Route 154		DHV	DHV	DHV	DHV
From	To	(2015)	(2021)	(2031)	(2041)
PM 14.77	PM 23.38	1,300	1,296	1,322	1,336

#### **Directional Split Information / Daily Truck Information**

Route 154		NB / SB	NB / SB	NB / SB	NB / SB	% Trucks
From	To	(2015)	(2021)	(2031)	(2041)	
PM 14.77	PM 23.38	67.0% / 33.0%	67.2% / 32.8%	66.7% / 33.3%	65.7% / 34.3%	5.5%

#### **Traffic Indices (TI)**

Route 154		10 Year TI		20 Year TI		30 Year TI		40 Year TI	
From	To	Lane	Shoulder	Lane	Shoulder	Lane	Shoulder	Lane	Shoulder
PM 14.77	PM 23.38	9.0	5.5	9.5	6.0	10.0	6.5	10.5	6.5

Note: Actual traffic counts are not collected for projects that do not require a detailed traffic study. Rather, estimated volumes published by Caltrans' headquarters are used. These existing volumes are then projected using regional model growth rates. This is an acceptable methodology for calculating Design Designation information. Traffic Indices (TI) are calculated using methodology from Chapter 613.3 of the Highway Design Manual. The highest % of the two adjacent truck counts to each sub-segment is used for calculating TI. Usually, AADT at the midway of the design life is used.

#### Collision Analysis

During the three-year period from August 2012 to July 2015, a total of five collisions occurred on this segment of Route 154 (PM 22.9 to 23.2). The table shown next page is a comparison of actual collision rates with statewide average collision rates for similar facilities. The actual rate for total accident/million vehicle is below the statewide average rate.

**Collision Rates**  
**(08/01/2012 to 07/31/2015)**

Location	Actual Rate (Acc/Million Vehicle)			Average Rate (Acc/Million Vehicle Miles)		
	F <sup>1</sup>	F+I <sup>2</sup>	Total <sup>3</sup>	F <sup>1</sup>	F+I <sup>2</sup>	Total <sup>3</sup>
SB-154-22.9/23.2	0.00	0.07	0.36	0.00	0.24	1.19

## Notes:

1. Fatal accidents
2. Fatal accidents plus injury accidents
3. All reported accidents

## 5. ALTERNATIVES

### 5A. Preferred Alternatives

Alternative 1, the preferred alternative, proposes painting maintenance and constructing fixed platforms (catwalks).

The painting maintenance component includes painting the steel superstructure after spot removal of the existing corroded coating by sand blasting, prior to all areas receiving a full coat of paint. All surface cleaning and paint operations will be performed using 100% full containment by plastic barrier. All wash water and paint debris will be 100% contained and disposed of in accordance with all local, state and federal environmental regulations.

After removing the existing paint system, inspection platforms will be installed. The bridge span is 676 feet long, the 200 feet long catwalks will be constructed near the two ends of the bridge span, which leaves a gap of 276 feet in the center of the bridge span that can be easily inspected with an Under Bridge Inspection Truck (UBIT). The catwalks would be built to the inside of the arch ribs to minimize visual impact. Inspectors would access the proposed catwalks via a UBIT near the top of the arch ribs. The catwalk system provides access not only to the FC inspectors but also for Area Bridge Maintenance Engineers who perform routine biennial bridge inspection on this structure, with minimal disruption to the traveling public, and allow for immediate access for any unscheduled inspection needs including any immediate testing or repair requirements.

During construction, any temporary removal of the barriers will need to be replaced to avoid any unexpected incidents.

## 5B. Rejected Alternatives

There are two other considered but rejected alternatives: Alternatives 2 and 3. These two alternatives also include the identical painting maintenance component as for Alternative 1.

Instead of catwalk installation, Alternative 2 proposes to construct an anchor system to enable climbing operations with the installation of attachments for hooks and/or cabling near the inside of each arch rib for the same length as the proposed catwalks. This alternative would require ongoing Service Contracts for periodic FC inspections through climbing services by others. During these FC climbing inspections, extensive lane closures would be necessary. This alternative is rejected because it's not the most cost effective due to the need of on-going operational expenses.

Alternative 3 proposes to construct a Traveler System for Mobile Platforms. This alternative is rejected because the initial installation is considerably more expensive for this project.

The other rejected alternative for this project is the "No Build" alternative. It does not meet the purpose and need for this project.

## 6. CONSIDERATIONS REQUIRING DISCUSSION

### 6A. Hazardous Waste

There are no hazardous waste sites or businesses commonly associated with hazardous waste generation nearby that would have a potential for impacting this type of project. Following is a discussion regarding typical hazardous waste issues that could affect this project:

#### Aerially Deposited Lead (ADL)

ADL will not be an issue on this project. Repainting the bridge will not constitute soil disturbance.

#### Naturally Occurring Asbestos (NOA)

NOA will not be an issue on this project since NOA does not occur in the project area.

#### Asbestos Containing Materials (ACM), Lead Containing Paint (LCP)

Repainting and installation of the catwalk could possibly disturb any ACM used in the original construction of the bridge. The project will also impact the existing paint system when the old paint is removed either by sand blasting or striped by other means. This project will warrant a task order to test for ACM and LCP. If leaded paint is found to exist above regulatory limits on the bridge, a full containment system to recover the old paint will be implemented. If ACM is found, abatement will follow.

Treated Wood Waste (TWW)

TWW is not anticipated to be disturbed as a result of the project.

Yellow Thermoplastic or Traffic Stripe

Yellow stripe or thermoplastic is not anticipated to be disturbed as a result of the project.

**6B. Value Analysis**

A Value Analysis is not required because the cost is less than \$40 million dollars for a bridge project.

**6C. Resource Conservation**

Various materials that are being removed for this project could be reused in some way. Also new materials used in construction may include recycled content and green building techniques may be utilized. No steps would be taken during the design phase to limit the contractor on reusing material as long as it is environmentally justifiable and meets contract specifications.

**6D. Right-of-Way Issues**

No Right of Way parcels are required. Permits to Enter may be required for general wildlife and botanic surveys.

Utilities

There is no utility involvement proposed however the construction contractor must be cognizant of potential conflicts with construction equipment access.

Railroad

There is no railroad involvement.

**6E. Environmental Compliance**

The proposed project is Categorically Exempt (CE) under the California Environmental Quality Act (CEQA) and Categorically Excluded (CE) under the National Environmental Policy Act (NEPA). The State has determined that this project has no significant impacts on the environment.

The Environmental Document (see Attachment F) has included a list of measures that would reduce the effects of the project in the following six aspects: Project Work Areas, Plants, Special Status Animal Species, North American Migratory Birds, Roosting Bats, and Invasive Plant Species.

## **6F. Air Quality Conformity**

According to federal standards, County of Santa Barbara is classified as attainment for all pollutants. According to the Transportation Conformity Rule (40 CFR Section 93.127, Table 2), this project is exempt from all emissions analyses – (widening narrow pavements or reconstructing bridges).

During construction, the proposed project will generate air pollutants. The exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors. The large percentage of work such as sand blasting, surface cleaning, and paint debris will be 100% contained and dispose of in accordance with all local, state and federal environmental regulations. The impacts of these activities would vary each day as construction progresses.

Caltrans Standard Specifications pertaining to dust control and dust palliative requirement is a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 “Air Pollution Control” and Section 10 “Dust Control” require the contractor to comply with the Local Air Pollution Control District’s rules, ordinances, and regulations.

## **6G. Title VI Considerations**

It is the policy of Caltrans, under Title VI of the Civil Rights Act of 1964 and related statutes, to ensure that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity administered by Caltrans. The proposed project would be in compliance with Title VI.

## **6H. Noise Abatement Decision Report**

A Type 1 project is defined by Title 23 – Code of Federal Regulations (CFR) Chapter 772 as follows: a proposed Federal or Federal-aid highway project for the construction of a highway on a new location, or the physical alternation of an existing highway which significantly changes either horizontal or vertical alignment, or increases the number of through-traffic lanes.

This project is not considered Type 1 under NEPA and a traffic noise impact analysis is not necessary.

A combination of mitigation techniques with equipment noise control and administrative measures can be selected to provide the most effective means to minimize effects of the construction activity impacts. Application of these mitigation measures will reduce construction related noise impacts; however, a temporary increase in noise may still occur.

## 7. OTHER CONSIDERATIONS AS APPROPRIATE

### Permits

Permits to Enter may be required for general wildlife and botanic surveys.

### Transportation Management Plan

A Transportation Management Plan has been developed to address anticipated issues arising during construction (see Attachment H).

### Stormwater

During construction, effective combinations of temporary and permanent erosion and sediment controls will be used. Stormwater management for the site will be coordinated through the contractor with Caltrans construction personnel to effectively manage erosion from the Disturbed Soil Area (DSA)'s by implementing a Water Pollution Control Program (WPCP) (see Attachment G).

There is an existing permanent Maintenance stockpile facility near this project's limits. D5W81 is located at SB-154-22.5. The contractor will not be allowed to use this permanent Maintenance facility unless prior arrangements are made with, and concurrence of the District 5 Maintenance Stormwater Coordinator.

### Complete Streets

Complete Streets elements have been considered inapplicable within the project limits.

### Greenhouse Gas (GHG)

This project will generate approximately 348.06 metric tons of Carbon Dioxide Equivalent (CO<sub>2</sub>e).

Caltrans has used the best available information based to the extent possible on scientific and factual information to describe, calculate, or estimate the amount of greenhouse gas emissions that may occur related to this project. It is Caltrans' determination that in the absence of statewide-adopted thresholds or GHG emissions limits, it is too speculative to make a significant determination regarding an individual project's direct and indirect impacts with respect to global climate change. Caltrans remains committed to implementing measures to reduce the potential effects of the project.

### Planting

It is anticipated that replacement planting and one-year plant establishment period will be required to compensate for visual and biological impacts associated with tree trimming, the possible removal of native trees, and impacts to vegetation by construction. Replacement planting will include Coast Live Oak Woodland and Greenbark Ceanothus Chaparral upland habitat. Final scope and locations of work will be defined in coordination with the project biologist, the Natural Environment Study, and commitments to the various regulatory agencies.

### Irrigation

Plants will be watered manually for one year using a temporary irrigation system supplied by a water tanker-truck. Point source irrigation including drip systems will be used to reduce water use and prevent runoff and overspray.

### Erosion Control

Disturbed areas will be treated with permanent erosion control. Erosion control materials will be selected to best address the various conditions within the project site. Areas that are steep and exposed to concentrated flows will require aggressive erosion control techniques that may include application of duff, nesting, fiber rolls, compost berms and socks, and hydroseed to control erosion and establish vegetation for long-term protection. Erosion control will also include the collection and application of duff to provide a seed bank for establishment native vegetation. Energy dissipation systems will be defined during project design phase to insure that concentrated storm water flows do not accelerate erosion on the embankments.

### Vegetation

Existing vegetation on the slope that is required to be cleared for equipment access, must be cut at the base leaving the rootball in place. This will facilitate re-sprouting of the cut vegetation and allow the existing root systems to protect the slope from erosion.

### Aesthetic Treatments

All elements of the catwalk structure, including but not limited to steps, platforms, ladders, tracks, supports, fasteners, brackets, access-denial elements, posts, and cables will be painted or otherwise colored. The color will be a slightly darker shade of the green hue of the existing painted arch ribs. The specific color will be determined by a District 5 Landscape Architecture representative in conjunction with the Project Engineer during the Plans, Specifications & Estimates (PS&E) process.

### Worker Safety

Worker safety items have been incorporated into the project's structural improvements, i.e. catwalks.

### Visual Quality

State Route 154 is an Officially Designated State Scenic Highway, and the Cold Spring Canyon Bridge is considered a CEQA Scenic Resource. In addition, the local community has a demonstrated history of sensitivity to potential visual changes to the Cold Spring bridge structure. Accordingly, the Caltrans Scenic Highway program states: "Caltrans works with appropriate agencies to ensure the protection of scenic corridors to the maximum extent feasible. It identifies impacts to scenic corridors such as degradation and obstruction of views as an integral part of its project planning, project development and maintenance operations.

The environmental document has determined that this project does not negatively impact the visual quality of the bridge.

Stakeholder Involvement

On October 18, 2017, Paula Carr of Caltrans contacted the following groups and individuals to inform about the project to solicit any concerns or questions they may have about the proposed installation of steel catwalks and ladders for maintenance access:

Mr. William E. Lawson, Chair  
American Society of Civil Engineers  
Los Angeles Section, History and Heritage Committee  
[williamlawsonpe@gmail.com](mailto:williamlawsonpe@gmail.com)

Mr. David Villalobos  
Historic Landmarks Advisory Commission  
County of Santa Barbara Planning and Development Department  
123 East Anapamu Street  
Santa Barbara, CA 93101-2058  
[dvillalo@co.santa-barbara.ca.us](mailto:dvillalo@co.santa-barbara.ca.us)

Mr. Adrian Scott Fine, Advocacy Director  
Los Angeles Conservancy, Modern Committee (MODCOM)  
523 West Sixth Street, Suite 826  
[infor@laconservancy.org](mailto:infor@laconservancy.org)

Ms. Sian Winship  
Society of Architectural Historians, Southern California Chapter  
PO Box 56478  
Sherman Oaks, CA 91413  
[sian@sahscc.org](mailto:sian@sahscc.org)

Mr. Michael Redmon, Director of Research  
Santa Barbara Historical Society  
136 East De la Guerra Street  
Santa Barbara, CA 93101  
[1medmon@sbhistorical.org](mailto:1medmon@sbhistorical.org)

Dr. Anne Peterson Executive Director  
Santa Barbara Trust for Historic Preservation  
[anne@sbthp.org](mailto:anne@sbthp.org)

Mr. Brandley Rahrer, President  
American Society of Civil Engineer  
Santa Barbara/Ventura Branch  
[brahrer@santabarbaraca.gov](mailto:brahrer@santabarbaraca.gov)

Mr. Brian Stenfors, Executive Director Santa Ynez Valley Historical Society  
PO Box 181  
Santa Ynez, CA 93460  
[infor@santaynezmuseum.org](mailto:infor@santaynezmuseum.org)

On November 16, 2017, Mr. William Lawson replied to Ms. Carr's letter: "We have received and reviewed the documents provided by Caltrans, the proposed modifications or additions to the bridge would not change its status as an ASCE Historical Civil Engineering Landmark, therefore, we have no objection to the proposed work on the bridge."

On July 5, 2018, Ms. Alex Bevk Neeb of the Caltrans Cultural Studies Office, received a Finding of No Adverse Effect for the proposed Cold Spring Canyon Bridge Maintenance Access Project, Santa Barbara County, CA, from Julianne Polanco the State Historic Preservation Officer:

DEPARTMENT OF PARKS AND RECREATION OFFICE OF HISTORIC  
PRESERVATION  
Julianne Polanco, State Historic Preservation Officer  
1725 23<sup>rd</sup> Street, Suite 100, Sacramento, CA  
[Calshpo.ohp@parks.ca.gov](mailto:Calshpo.ohp@parks.ca.gov)  
[www.ohp.parks.ca.gov](http://www.ohp.parks.ca.gov)

## **8. FUNDING, PROGRAMMING AND ESTIMATE**

### Funding

It has been determined that this project is eligible for Federal-aid funding.

### Programming

This project is programmed in the 2018 State Highway Operation and Protection Program (SHOPP) with funding from the Bridge Rehabilitation Program (201.110) for delivery in the 2020/21 fiscal year. The current unescalated construction capital is \$14,360,000. The table below shows the currently programmed costs. A Project Change Request (PCR) will be written this fiscal year to update the construction costs as well as the delivery schedule.

Fund Source	Fiscal Year Estimate								
	Prior	18/19	19/20	20/21				Future	Total
Component	In thousands of dollars (\$1,000)								
PA&ED Support	1,100								1,100
PS&E Support			1,500						1,500
Right-of-Way Support			75						75
Construction Support				1,500					1,500
Right-of-Way			50						50
Construction				19,000					19,000
<b>Total</b>	<b>1,100</b>		<b>1,625</b>	<b>20,500</b>					<b>23,225</b>

*Note: All costs x \$1,000. Support categories are the same as those identified by SB 45. Support Costs and Construction Capital escalated at 5%. Support Cost Ratio: 22%.*

#### Estimate

The construction cost estimate was largely based on costs from the structure items. A contingency of 15% was included per recommendation from the estimating guidelines for the project report.

## 9. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	Actual
BEGIN ENVIRONMENTAL	M020	Actual
PA & ED	M200	Target
PS&E TO DOE	M377	Target
DRAFT STRUCTURES PS&E	M378	Target
RIGHT OF WAY CERTIFICATION	M410	Target
READY TO LIST	M460	Target
FUND ALLOCATION	M470	Target
HEADQUARTERS ADVERTISE	M480	Target
AWARD	M495	Target
APPROVE CONTRACT	M500	Target
CONTRACT ACCEPTANCE	M600	Target
END PROJECT	M800	Target

## 10. RISKS

A Risk Management Plan (RMP) has been prepared for this project (see Attachment I). The RMP identifies several low probability, moderate-high impact risks that could possibly delay the completion of the project. All identified risks are given specific risk response plans and assigned to appropriate risk managers who will monitor and control the risks.

The high impact risk to this project would be that the condition of a structural member is such that it needs to be replaced, stiffened, or modified which could add time and cost. The other moderate impact risks to this project would be the unexpected weather which might affect the construction progress, as well as the construction methods which might expand the anticipated impacts.

## 11. EXTERNAL AGENCY COORDINATION

### Federal Highway Administration (FHWA)

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

## 12. PROJECT REVIEWS

Scoping team field review Project Development Team (PDT) Date 02/23/2018

Scoping team field review attendee:

Claudia Espino	Carry Wu	Lisa Lowerison
Allison Donatello	Katherine Brown	John Moule
Andy Gill	Andrew Brandt	

District Program Advisor	<u>Kelly McClain</u>	Date <u>10/17/2018</u>
Headquarters SHOPP Program Advisor	<u>Diana Campbell</u>	Date <u>09/04/2018</u>
District Maintenance	<u>Kelly McKinley</u>	Date <u>09/04/2018</u>
Project Manager	<u>Lisa Lowerison</u>	Date <u>09/04/2018</u>
FHWA	<u>Dominic Hoang</u>	Date <u>10/17/2018</u>
District Safety Review	<u>Mark Ballentine</u>	Date <u>09/04/2018</u>
Constructability Review	<u>PDT</u>	Date <u>09/04/2018</u>

**13. PROJECT PERSONNEL**

<u>Name</u>	<u>Title</u>	<u>Phone #</u>
Lisa Lowerison	Project Manager	805-542-4764
Claudia Espino	Design Manager	805-549-3079
Carry Wu	Project Engineer	805-549-3049
Michael Downs	Senior Bridge Engineer	916-227-9365
Brian Nguyen	Bridge Engineer	916-227-8034
Andy Gill	Senior Structures Construction	805-692-6832
Jason Wilkinson	Senior Environmental Planner	805-542-4663
Allison Donatello	Environmental Planner/Generalist	805-542-4685
Marshall Garcia	Supervising Right of Way Agent	805-549-3471
Martin Miller	Senior Right of Way Agent	805-542-4658
John Magorian	Senior Right of Way Agent	805-549-3002
Scott Dowlan	Senior Landscape Architect	805-542-4750
Katherine Brown	Landscape Architect	805-549-3195
Paula Carr	Architectural Historian	805-542-4721
Shayne Sandeman	District TMP Coordinator	805-748-3342
Pete Riegelhuth	Stormwater	805-549-3375
Kathleen Jenkins	Stormwater	805-549-3402
Bob Carr	Landscape Associate	805-549-3083
John Moule	Biologist	805-549-3628

**14. ATTACHMENTS (NUMBER OF PAGES)**

- A. Location Map (1 Page)
- B. Preliminary Layouts (2 Pages)
- C. Advanced Planning Study (4 Pages)
- D. Preliminary Cost Estimate (10 Pages)
- E. Right of Way Data Sheet (3 Pages)
- F. Environmental Document (3 Pages)
- G. Stormwater Data Report - Short Form (6 Pages)
- H. Transportation Management Plan Data Sheet (1 Page)
- I. Risk Register (1 Page)
- J. SHOPP Tool (1 Page)
- K. Project Report Distribution List (1 Page)

# ATTACHMENT A

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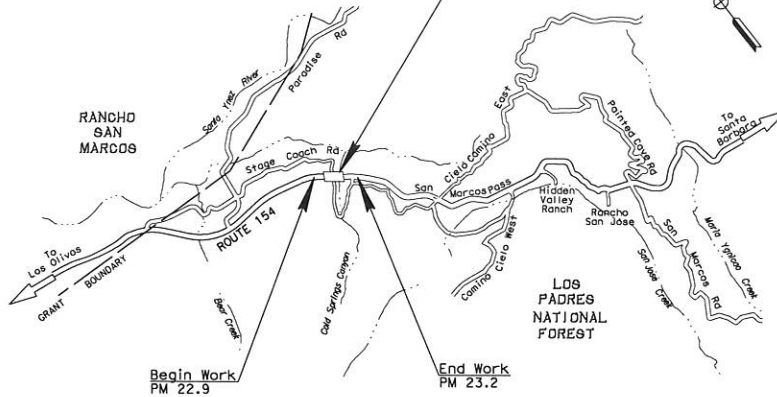
## Location Map

INDEX OF PLANS

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**PROJECT PLANS FOR CONSTRUCTION ON  
STATE HIGHWAY**  
**IN SANTA BARBARA COUNTY  
AT COLD SPRING CANYON BRIDGE**

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

**LOCATION OF CONSTRUCTION  
COLD SPRING CANYON  
Br No. 51-0037 PM 23.0**



DESIGN ENGINEER  
CLAUDIA ESPINO

PROJECT MANAGER  
LISA LOWERYSON

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

PROJECT ENGINEER DATE  
REGISTERED CIVIL ENGINEER



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

CONTRACT No. **05-1C420**  
PROJECT ID **0512000141**

BORDER LAST REVISED 7/2/2010 CALTRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/)

RELATIVE BORDER SCALE 0 1 2 3  
1/8 INCHES

USERNAME => s145511  
DGN FILE => 111400001.dgn

UNIT 0000 PROJECT NUMBER & PHASE 05120001410

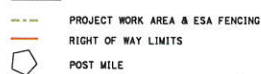
CONTRACTOR DATE PLOTTED 12-OCT-2010  
10:12:18 THE COURTESY 25 1403

ATTACHMENT B

---

**Preliminary Layouts**

**NOTE:**  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

**LEGEND:**  
  
 --- PROJECT WORK AREA & ESA FENCING  
 --- RIGHT OF WAY LIMITS  
 ◡ POST MILE

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	154	23.00	1	2

**PRELIMINARY** XX-XX-15  
 REGISTERED CIVIL ENGINEER DATE  
 PLANS APPROVAL DATE XX-XX-15

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

STANDARD DRAWING SYMBOLS: MDT/PAV/ST/1.1/000/000  
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**DESIGN**  
 FUNCTIONAL SUPERVISOR: CLAUDIA ESPINO  
 CALCULATED/DESIGNED BY: JUSTIN WOODRUS  
 CHECKED BY: WAYNE HUMMEL  
 REVISED BY: DATE  
 REVISIONS



NO SCALE

**LAYOUT  
SHEET 1**

DATE PLOTTED: 03-19-15 11:00 AM  
 DATE PLOTTED: 03-19-15 11:00 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**DESIGN**  
 FUNCTIONAL SUPERVISOR: CLAUDIA ESPINO  
 CHECKED BY: JUSTIN BORDOUS / WAYNE HAMEL  
 REVISIONS: [Table with columns for NO., DATE, and DESCRIPTION]

DAY	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	154	23.00	2	2

**PRELIMINARY** XX-XX-15  
 REGISTERED CIVIL ENGINEER DATE: [Blank]  
 PLANS APPROVAL DATE: XX-XX-15  
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ISSUED COPIES OF THIS PLAN SHEET.



NO SCALE

**LAYOUT SHEET 2**

DATE PLOTTED: 03-19-18 | TIME PLOTTED: 11:59

ATTACHMENT C

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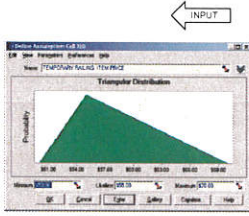
**Advanced Planning Study**

**PROBABILISTIC STRUCTURE COST ESTIMATE**

GENERAL PLAN ESTIMATE   ADVANCE PLANNING ESTIMATE

Revised: February 14, 2017

<b>BRIDGE NAME:</b>	COLD SPRING CANYON	<b>IN EST:</b>	11/20/2017
<b>BRIDGE NUMBER:</b>	51-0037	<b>OUT EST:</b>	12/12/2017
<b>TYPE:</b>	Steel Arch (Deck)/Steel Girder	<b>DISTRICT:</b>	05
<b>EA:</b>	05-1C420K	<b>CO:</b>	SB
<b>PROJECT ID:</b>	0512000141	<b>RTE:</b>	154
<b>ACCELERATED BRIDGE PROJECT</b>	NO	<b>PM:</b>	25.0
<b>DESIGN SECTION:</b>	OSMI-Sacramento	<b>DEPTH:</b>	5.2
<b># OF STRUCTURES IN PROJECT :</b>	1	<b>LENGTH:</b>	1218
<b>PRICES BY:</b>	Vivian Dang	<b>WIDTH:</b>	34
<b>PRICES CHECKED BY:</b>	Brian Nguyen	<b>AREA:</b>	41412
<b>QUANTITIES BY:</b>	Brian Nguyen	<b>EST. NO.:</b>	3
		<b>COST INDEX:</b>	415
		<b>DATE:</b>	11/20/2017



CONTRACT ITEMS	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1 SPOT BLAST CLEAN & PAINT UNDERCOAT		SQFT	34820	\$20.00	\$20.00	\$30.00	\$335,600
2 CLEAN STRUCTURAL STEEL (EXISTING BRIDGE)		SQFT	232122	\$8.00	\$12.00	\$15.00	\$2,785,464
3 PAINT STRUCTURAL STEEL (EXISTING BRIDGE)		SQFT	232122	\$7.00	\$7.00	\$14.00	\$2,553,342
4 MISCELLANEOUS METAL (BRIDGE)		LB	110200	\$10.00	\$10.00	\$20.00	\$1,542,800
5							
6							
7							
8							
9							
10							
11							
12							
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17							
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22							
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24							
25							
26							
27							
28							
29							
30							

Comments	TIME RELATED OVERHEAD	
Suggested Work Schedule = 24 to 30 months	MOBILIZATION	
	SUBTOTAL BRIDGE ITEMS	\$9,432,238
	CONTINGENCIES	\$2,358,060
	SUBTOTAL	\$11,790,298

BRIDGE REMOVAL	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM
		SQFT				

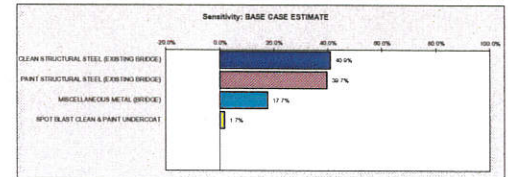
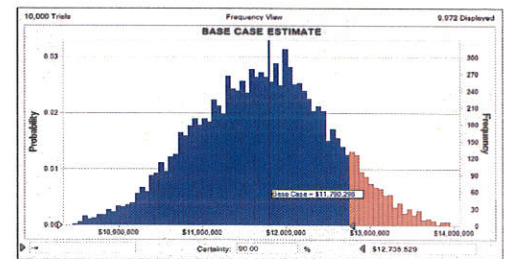
BRIDGE REMOVAL LUMP SUM PRICE INCLUDES TRO, MOBILIZATION AND CONTINGENCY

Notes  
Highlighted cells represent the quantities and prices that are included in the model.  
Base Case Estimate is the sum of the Quantity multiplied by "Likeliest" Item Price

BASE CASE ESTIMATE TO ASSUMED MIDPOINT OF CONSTRUCTION		
BASE CASE ESTIMATE		\$11,790,298

OUTPUT

The estimate ranges generated below were prepared using Crystal Ball software. Crystal Ball software automatically calculates and records the results of thousands of different "what if" cases. Analysis of these scenarios reveals to you the range of possible outcomes, their probability of occurring, the inputs that most impact your model, and where you should focus your efforts.



Percentiles:	Forecast values
0%	\$9,065,698
10%	\$10,654,112
20%	\$10,997,255
30%	\$11,274,936
40%	\$11,501,612
50%	\$11,718,191
60%	\$11,932,431
70%	\$12,138,642
80%	\$12,388,410
90%	\$12,735,539
100%	\$14,337,689

BASED ON THE ASSUMPTIONS USED TO CREATE THE MODEL, THE DESIGN-STRUCTURE OFFICE ENGINEER RECOMMENDS THAT THE PROGRAMMING LEVEL BUDGET FOR THIS PROJECT BE DESIGNATED AT THE 80% FORECAST VALUE.

**80% FORECAST VALUE = \$12,388,000.00**

\*80% Forecast Value Escalated Budget Estimate to Assumed Midpoint of Construction

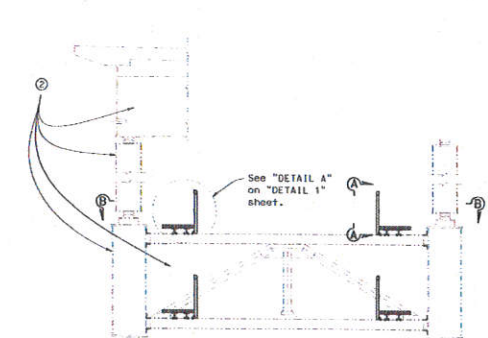
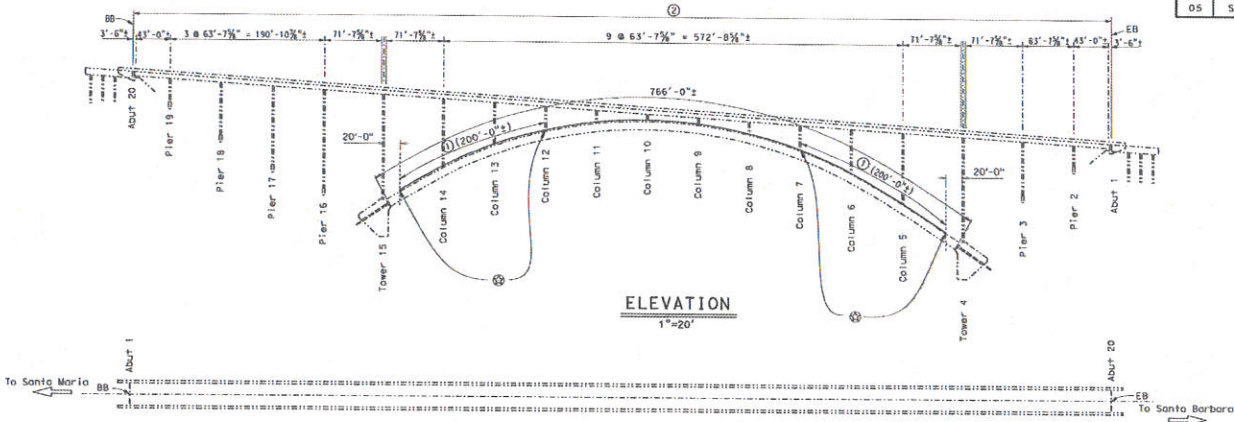
Years Beyond	Escalation Rate	Escalated Budget Est.
1	2.90%	\$12,748,000
2	3.00%	\$13,130,000
3	3.30%	\$13,563,000
4	3.00%	\$13,970,000
5	2.80%	\$14,361,000

\* Escalated structure cost is provided for information only, actual construction costs may vary. Escalated structure costs provided do not replace Departmental policy to update cost estimates annually. Escalation rates used are based on Global Insight data posted at <http://www.dot.ca.gov/hq/oppd/costest/data.htm>. Web page updated May 2014.

80 % Forecast	=	\$299
BRIDGE COST PER SQUARE FOOT	=	
BRIDGE REMOVAL	=	

Bridge Cost per Square Foot and/or Bridge Removal costs modeled independently. These 80% Forecast Values Provided for informational purposes only.

DISTRICT	COUNTY	ROUTE	POST MILE
05	SB	154	23.0



DATE OF ESTIMATE	12/12/17
BRIDGE REMOVAL	
STRUCTURE DEPTH	5.17
LENGTH	1,218
WIDTH	34
AREA	41,412
COST/SQFT INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	\$299.15
TOTAL COST	\$12,388,000.00

- Notes:
- ① Indicates limits of install new catwalk and handrails.
  - ② Indicates limits of spotblast clean and paint undercoat (15%) steel structure. Exact location will be determined by the Engineer. Clean and paint all structural steel (existing bridge), 232,120 sf.
  - ⊗ Indicates location of catwalk bridging. For detail see "SECTION B-B" on "DETAIL 2" sheet. For section A-A see "DETAIL 1" sheet. For section B-B see "DETAIL 2" sheet.

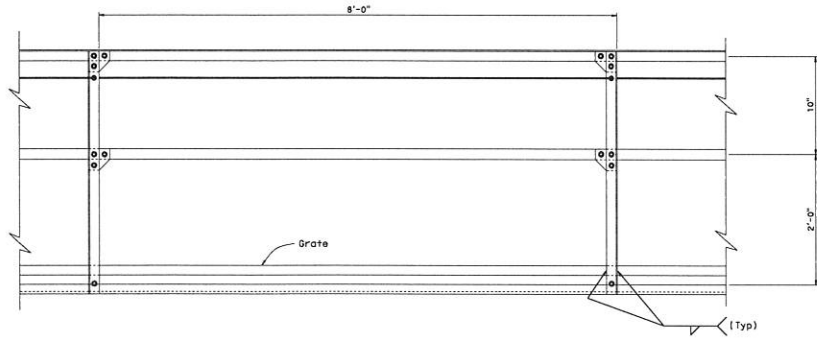
**TYPICAL SECTION**  
NO SCALE

DESIGNED BY		DATE		STRUCTURE MAINTENANCE & INVESTIGATIONS		BRIDGE NO.		CU		SA	
BRIAN NGUYEN		5-18-14		STRUCTURE MAINTENANCE & INVESTIGATIONS		51-0037		05		05-1C420K	
DRAWN BY		DATE		STRUCTURE MAINTENANCE DESIGN		SCALE:					
NOOR ALZIREEMI		3-18-14		STRUCTURE MAINTENANCE DESIGN		NO SCALE					
CHECKED BY		DATE									
APPROVED		DATE									

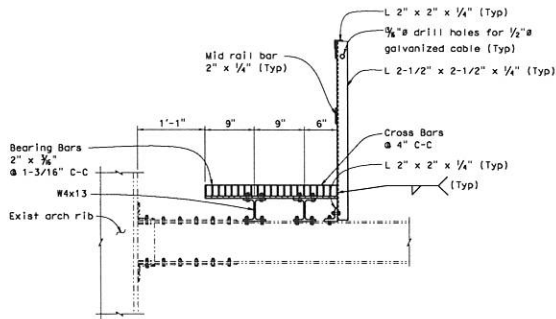
**SHEET 1 OF 3 PLANNING STUDY**

**COLD SPRINGS CANYON GENERAL PLAN**

DISTRICT	COUNTY	ROUTE	POST MILE
05	SB	154	23.0



**SECTION A-A**  
NO SCALE



**DETAIL A**  
1-1/2" = 1'

STRUCTURE MAINTENANCE DESIGN ADVANCE PLANNING STUDY - SINGLE SHEET (REV. 7/10/97)

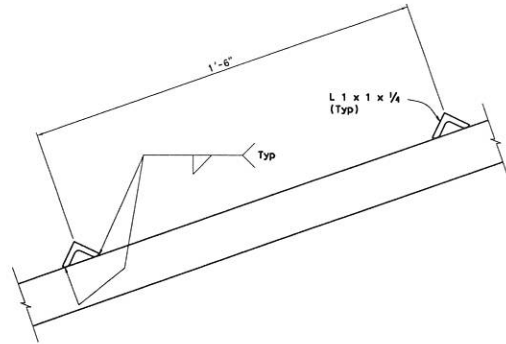
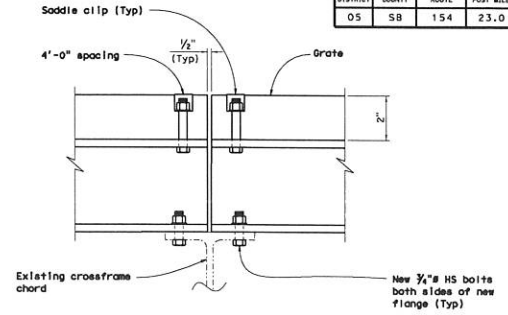
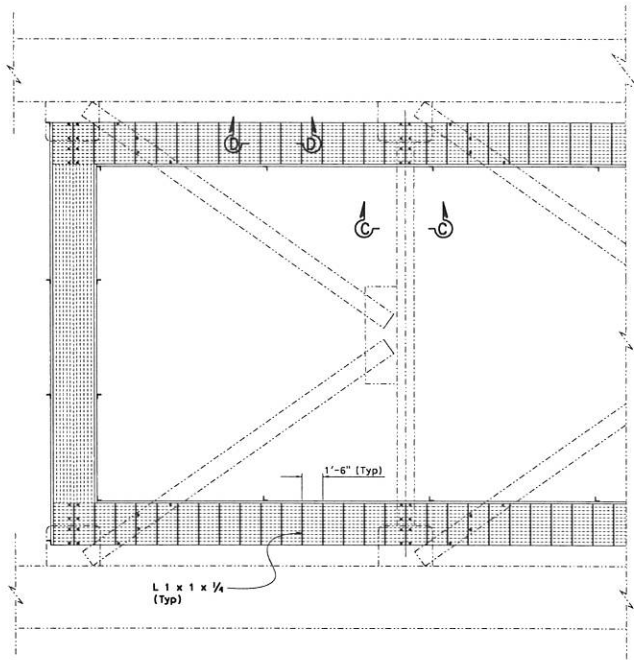
DESIGNED BY	BRIAN NGUYEN	DATE	3-18-14
DRAWN BY	NOOR ALZIREENI	DATE	3-18-14
CHECKED BY		DATE	
APPROVED		DATE	

SHEET 2 OF 3		<b>PLANNING STUDY</b>	
STRUCTURE MAINTENANCE & INVESTIGATIONS		COLD SPRINGS CANYON	
STRUCTURE MAINTENANCE DESIGN		DETAIL 1	
BRIDGE NO.	51-0037	CU	05
SCALE	NO SCALE	EA	05-1C420K

FILE: \\05-1c420k\_005\_spm172.dgn

DATE PLOTTED: 03/18/14 10:08 AM PLOTTER: HP PLOTTER

DISTRICT	COUNTY	ROUTE	POST MILE
05	SB	154	23.0



STRUCTURE MAINTENANCE DESIGN ADVANCE PLANNING STUDY - SINGLE SHEET (REV. 10/10/07)

DESIGNED BY	BRIAN NGUYEN	DATE	3-18-14
DRAWN BY	NOOR ALZIREENI	DATE	3-18-14
CHECKED BY		DATE	
APPROVED		DATE	

SHEET 3 OF 3		PLANNING STUDY	
STRUCTURE MAINTENANCE & INVESTIGATIONS		COLD SPRINGS CANYON	
STRUCTURE MAINTENANCE DESIGN		DETAIL 2	
BRIDGE NO. 51-0037	CU 05	SCALE: NO SCALE	EA 05-1C420K

FILE # 05-1C420K\_008\_040013.dgn

DATE PLOTTED => 11/20/14 TIME PLOTTED => 10:09

ATTACHMENT D

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**Preliminary Cost Estimate**

**PROJECT**  
**PROJECT REPORT COST ESTIMATE**

EA: 05-1C420  
PID: 05-1200-0141

EA: 05-1C420 PID: 05-1200-0141

District-County-Route: 05-SB-154  
PM: 22.9/23.2

Type of Estimate : Project Report

Program Code : SHOPP 201.110

Project Limits : Route 154 in Santa Barbara County, PM 22.9/23.2

Project Description: Cold Spring Bridge Maintenance Inspection Access

Scope : Paint bridge as a preventative maintenance measure, provide catwalk to facilitate inspection of this fractural critical structure.

Alternative : Alternative # 1

**SUMMARY OF PROJECT COST ESTIMATE**

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	\$ 1,348,000	\$ 1,486,000
TOTAL STRUCTURES COST	\$ 13,010,000	\$ 14,344,000
SUBTOTAL CONSTRUCTION COST	\$ 14,360,000	\$ 15,830,000
TOTAL RIGHT OF WAY COST		\$ -
<b>TOTAL CAPITAL OUTLAY COSTS</b>	<b>\$ 14,360,000</b>	<b>\$ 15,830,000</b>
PR/ED SUPPORT	\$ 1,100,000	\$ 1,100,000
PS&E SUPPORT	\$ 1,036,000	\$ 1,160,000
RIGHT OF WAY SUPPORT	\$ 20,000	\$ 25,000
CONSTRUCTION SUPPORT	\$ 3,537,000	\$ 4,580,000
<b>TOTAL SUPPORT COST</b>	<b>\$ 5,693,000</b>	<b>\$ 6,865,000</b>

<b>TOTAL PROJECT COST</b>	<b>\$ 20,100,000</b>	<b>\$ 22,700,000</b>
---------------------------	----------------------	----------------------

*If Project has been programmed enter Programmed Amount*

Month / Year

Date of Estimate (Month/Year) \_\_\_\_\_ 10 / 2018

Estimated Construction Start (Month/Year) \_\_\_\_\_ 8 / 2020

Number of Working Days = 420

Estimated Mid-Point of Construction (Month/Year) \_\_\_\_\_ 8 / 2022

Estimated Construction End (Month/Year) \_\_\_\_\_ 9 / 2023

Number of Plant Establishment Days 250

**Estimated Project Schedule**

PID Approval	6/29/2015
PAVED Approval	11/8/2018
Begin PS&E	11/13/2018
RTL	1/15/2020
Begin Construction	8/1/2020

Approved by Project Manager

*Lisa Lowerison*  
\_\_\_\_\_  
Lisa Lowerison, Project Manager

11/5/18  
\_\_\_\_\_  
Date

805-542-4764

Phone

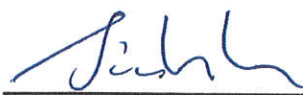
PROJECT COST ESTIMATE

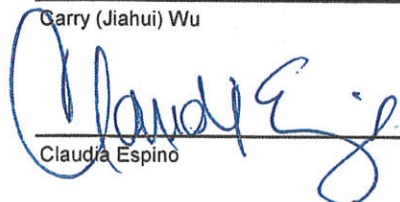
EA: 05-1C420 PID: 05-1200-0141

**I. ROADWAY ITEMS SUMMARY**

	<b>Section</b>	<b>Cost</b>
1	Earthwork	\$ 10,000
2	Pavement Structural Section	\$ -
3	Drainage	\$ -
4	Specialty Items	\$ -
5	Environmental	\$ 275,000
6	Traffic Items	\$ 230,000
7	Detours	\$ -
8	Minor Items	\$ 25,800
9	Roadway Mobilization	\$ 54,100
10	Supplemental Work	\$ 127,100
11	State Furnished	\$ 412,200
12	Time-Related Overhead	\$ 54,080
13	Roadway Contingency	\$ 159,200

<b>TOTAL ROADWAY ITEMS</b>	<b>\$ 1,347,480</b>
----------------------------	---------------------

Estimate Prepared By :  10-12-2018 805-549-3049  
 Garry (Jiahui) Wu Date Phone

Estimate Reviewed By :  10/12/18 805-549-3079  
 Claudia Espino Date Phone

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

**SECTION 1: EARTHWORK**

Item code

160102 Clearing & Grubbing

<i>Unit</i>	<i>Quantity</i>		<i>Unit Price (\$)</i>		<i>Cost</i>
LS	1	x	10,000.00	= \$	10,000

<b>TOTAL EARTHWORK SECTION ITEMS</b>				<b>\$</b>	<b>10,000</b>
--------------------------------------	--	--	--	-----------	---------------

**SECTION 2: PAVEMENT STRUCTURAL SECTION**

Item code

<i>Unit</i>	<i>Quantity</i>		<i>Unit Price (\$)</i>		<i>Cost</i>

<b>TOTAL PAVEMENT STRUCTURAL SECTION ITEMS</b>				<b>\$</b>	<b>-</b>
--	--	--	--	-----------	----------

**SECTION 3: DRAINAGE**

---

Item code

*Unit*

*Quantity*

*Unit Price (\$)*

*Cost*

TOTAL DRAINAGE ITEMS	\$	-
----------------------	----	---

**SECTION 4: SPECIALTY ITEMS**

---

Item code

*Unit*

*Quantity*

*Unit Price (\$)*

*Cost*

TOTAL SPECIALTY ITEMS	\$	-
-----------------------	----	---

**SECTION 5: ENVIRONMENTAL**

**5A - ENVIRONMENTAL MITIGATION**

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
XXXXXX Architectural History	LS	1	x	26,000.00	= \$	26,000
XXXXXX Bird/Bat Exclusion	LS	1	x	30,000.00	= \$	30,000
XXXXXX Lead Compliance Plan	LS	1	x	3,000.00	= \$	3,000
<i>Subtotal Environmental Mitigation</i>						<b>\$ 59,000</b>

**5B - LANDSCAPE AND IRRIGATION**

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
20XXXX Replacement Planting	LS	1	x	35,000.00	= \$	35,000
20XXXX Irrigation System	LS	1	x	20,000.00	= \$	20,000
204099 Plant Establishment Work	LS	1	x	25,000.00	= \$	25,000
204101 ESA Fencing	LF	2,750	x	8.00	= \$	22,000
20XXXX Tree Trimming	EA	10	x	600.00	= \$	6,000
<i>Subtotal Landscape and Irrigation</i>						<b>\$ 108,000</b>

**5C - EROSION CONTROL**

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
20XXXX Erosion Control	AC	2	x	35,000.00	= \$	70,000
<i>Subtotal Erosion Control</i>						<b>\$ 70,000</b>

**5D - NPDES**

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
130200 Prepare WPCP	LS	1	x	2,000.00	= \$	2,000
130100 Job Site Management	LS	1	x	20,000.00	= \$	20,000
<i>Subtotal NPDES</i>						<b>\$ 38,000</b>

<b>TOTAL ENVIRONMENTAL</b>	<b>\$ 275,000</b>
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**Supplemental Work for NPDES**

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
<i>Subtotal Supplemental Work for NDPS</i>						<b>\$ -</b>

\*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.  
 \*\*Applies to both SWPPPs and WPCP projects.  
 \*\*\* Applies only to project with SWPPPs.

**SECTION 6: TRAFFIC ITEMS**

**6A - Traffic Electrical**

Item code	<i>Unit</i>	<i>Quantity</i>	<i>Unit Price (\$)</i>	<i>Cost</i>
				<i>Subtotal Traffic Electrical</i> \$ -

**6B - Traffic Signing and Striping**

Item code	<i>Unit</i>	<i>Quantity</i>	<i>Unit Price (\$)</i>	<i>Cost</i>
XXXXXX Traffic Signing and Striping	LS	1 x	5,000.00 = \$	5,000
				<i>Subtotal Traffic Signing and Striping</i> \$ 5,000

**6C - Traffic Management Plan**

Item code	<i>Unit</i>	<i>Quantity</i>	<i>Unit Price (\$)</i>	<i>Cost</i>
128652 Portable Changeable Message Signs	LS	1 x	25,000.00 = \$	25,000
				<i>Subtotal Traffic Management Plan</i> \$ 25,000

**6C - Stage Construction and Traffic Handling**

Item code	<i>Unit</i>	<i>Quantity</i>	<i>Unit Price (\$)</i>	<i>Cost</i>
120100 Traffic Control System	LS	1 x	200,000.00 = \$	200,000
				<i>Subtotal Stage Construction and Traffic Handling</i> \$ 200,000

<b>TOTAL TRAFFIC ITEMS</b>	<b>\$ 230,000</b>
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PROJECT COST ESTIMATE

EA: 05-1C420 PID: 05-1200-0141

**SECTION 7: DETOURS**

Includes constructing, maintaining, and removal

Item code	Unit	Quantity	Unit Price (\$)	Cost
* Includes constructing, maintaining, and removal				
<b>TOTAL DETOURS</b>				<b>\$ -</b>
SUBTOTAL SECTIONS 1 through 7				\$ 515,000

**SECTION 8: MINOR ITEMS**

**8A - Americans with Disabilities Act Items**

ADA Items

0.0% \$ -

**8B - Bike Path Items**

Bike Path Items

0.0% \$ -

**8C - Other Minor Items**

Other Minor Items

0.0% \$ -

Total of Section 1-7 \$ 515,000 x 5.0% = \$ 25,750

<b>TOTAL MINOR ITEMS</b>	<b>\$ 25,800</b>
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**SECTIONS 9: MOBILIZATION**

Item code					
999990	Total Section 1-8	\$ 540,800	x 10%	= \$	54,080
<b>TOTAL MOBILIZATION</b>					<b>\$ 54,100</b>

**SECTION 10: SUPPLEMENTAL WORK**

Item code	Unit	Quantity	Unit Price (\$)	Cost	
XXXXXX Maintain Traffic	LS	1	x 100,000.00	= \$ 100,000	
Cost of <u>NPDES Supplemental Work specified in Section 5D</u> = \$ -					
Total Section 1-8		\$ 540,800	x 5%	= \$ 27,040	
<b>TOTAL SUPPLEMENTAL WORK</b>					<b>\$ 127,100</b>

**SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES**

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
XXXXXX Resident Engineers Office	LS	1	x	275,150.00	=	\$275,150
XXXXXX Traffic Management Plan - Public Information	LS	1	x	10,000.00	=	\$10,000
XXXXXX COZEEP Contract	LS	1	x	100,000.00	=	\$100,000
Total Section 1-8		\$	540,800	5%	= \$	27,040

<b>TOTAL STATE FURNISHED</b>	<b>\$412,200</b>
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**SECTION 12: TIME-RELATED OVERHEAD**

Total of Roadway and Structures Contract Items excluding Mobilization \$13,550,800 (used to calculate TRO)  
 Total Construction Cost (excluding TRO and Contingency) \$14,144,200 (used to check if project is greater than \$5 million excluding contingency)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **10.00%**

Item code	Unit	Quantity		Unit Price (\$)	=	Cost
070018 Time-Related Overhead	WD	420	X	\$129	=	\$54,080

<b>TOTAL TIME-RELATED OVERHEAD</b>	<b>\$54,080</b>
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Note: If the building portion of the project is greater than 50% of the total project cost, then TRO is not included.

**SECTION 13: ROADWAY CONTINGENCY**

Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

Total Section 1-12	\$	1,061,180	x	15%	=	\$159,177
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<b>TOTAL CONTINGENCY</b>	<b>\$159,200</b>
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**II. STRUCTURE ITEMS**

**Bridge 1**

DATE OF ESTIMATE	00/00/00	00/00/00	00/00/00
Bridge Name	Cold Spring Canyon Bridge		XXXXXXXXXXXXXXXXXXXX
Bridge Number	51-0037		57-XXX
Structure Type	Steel Bridge	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0 LF	0 LF	0 LF
Total Bridge Length (Feet)	0 LF	0 LF	0 LF
Total Area (Square Feet)	0 SQFT	0 SQFT	0 SQFT
Structure Depth (Feet)	0 LF	0 LF	0 LF
Footing Type (pile or spread)	PILE	PILE	XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$0	\$0	\$0

<b>COST OF EACH</b>	<b>\$13,010,000</b>	<b>\$0</b>	<b>\$0</b>
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**Building 1**

DATE OF ESTIMATE	00/00/00	00/00/00	00/00/00
Building Name	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX	57-XXX	57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	100 LF	0 LF	0 LF
Total Building Length (Feet)	150 LF	0 LF	0 LF
Total Area (Square Feet)	15000 SQFT	0 SQFT	0 SQFT
Structure Depth (Feet)	0 LF	0 LF	0 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$300	\$0	\$0

<b>COST OF EACH</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
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<b>TOTAL COST OF BRIDGES</b>	<b>\$13,010,000</b>
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<b>TOTAL COST OF BUILDINGS</b>	<b>\$0</b>
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Structures Mobilization Percentage	0%	<b>\$0</b>
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Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

Structures Contingency Percentage	0%	<b>\$0</b>
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<b>TOTAL COST OF STRUCTURES</b>	<b>\$13,010,000</b>
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Estimate Prepared By: Vivian Dang ----- Division of Structures

12/12/2017

### III. RIGHT OF WAY

Fill in all of the available information from the Right of Way data sheet.

A)	A1) Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees		\$	0
	A2) SB-1210		\$	0
B)	Acquisition of Offsite Mitigation		\$	0
C)	C1) Utility Relocation (State Share)		\$	0
	C2) Potholing (Design Phase)		\$	0
D)	Railroad Acquisition		\$	0
E)	Clearance / Demolition		\$	0
F)	Relocation Assistance (RAP and/or Last Resort Housing Costs)		\$	0
G)	Title and Escrow		\$	0
H)	Environmental Review		\$	0
I)	Condemnation Settlements	<u>0%</u>	\$	0
J)	Design Appreciation Factor	<u>0%</u>	\$	0
K)	Utility Relocation (Construction Cost)		\$	0

L) 

<b>TOTAL RIGHT OF WAY ESTIMATE</b>	<b>\$0</b>
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M) 

<b>TOTAL R/W ESTIMATE: Escalated</b>	<b>\$0</b>
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N) 

<b>RIGHT OF WAY SUPPORT</b>
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Support Cost Estimate  
Prepared By \_\_\_\_\_  
Project Coordinator<sup>1</sup> Phone \_\_\_\_\_

Utility Estimate Prepared  
By \_\_\_\_\_  
Utility Coordinator<sup>2</sup> Phone \_\_\_\_\_

R/W Acquisition Estimate  
Prepared By \_\_\_\_\_  
Right of Way Estimator<sup>3</sup> Phone \_\_\_\_\_

Note: Items G & H applied to items A + B

<sup>1</sup> When estimate has Support Costs only

<sup>2</sup> When estimate has Utility Relocation

<sup>3</sup> When R/W Acquisition is required

ATTACHMENT E

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**Right of Way Data Sheet**

**Memorandum**

To: Lisa Lowerison  
SLO

Date: 4/3/2018

Attn Justin Borders  
SLO  
Claudia Espino  
SLO

File: CD 05 EA 1C4200 Alt 1  
Co SB RTE 154

**DESCRIPTION:**  
Paint the steel structure and construct a catwalk to perform both the preventative and routine maintenance inspections along with structural investigations. The catwalk is needed

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 3/13/2018

The following assumptions and limiting conditions were identified:

**Parcels**


Use of existing road only.

**Utility**

The project engineer states in the Right of Way Data Sheet Request Form Utility permit search was completed, Utility involvement, relocation and potholing not required. Comply with USA alert requirements, including at construction sign locations. Avoid and protect in place all existing buried and aerial utility facilities in the project area.

Right of Way Lead Time will require a minimum of 1 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.

Recommended for approval by:

  
Project Coordinator  
San Luis Obispo Field Office  
805)549-3471

Right Of Way Cost Estimate	Current Year 2018	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2021
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> If RW Cost Est fields are blank, Costs = \$0	\$0			\$0

NOTE: above estimate includes railroad engineering in the amount of: \$0.00

Estimated Construction Contract Work (CCW):

0 R/W LEAD TIME/Mo. 1

Cost Break Down	
Pot Hole	
<b>Mitigation</b>	
Land	0
Bank	0
Permit Fees	0

Parcel Area	
Total R/W Required:	
Total Excess Area:	0

Misc R/W Work	
# of RAP Displacements:	0
# of Clearance/Demos:	0
# of Const Permits:	0
# of Condemnations:	0

Utilities	
0	Companies to be potholed
2	Companies for Verification
0	Companies for Utility Relocations
JUA/CCUAs are not needed	

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

# of Excess Parcels: 0

RR Involvement	
Railroad Facilities or Right of Way Affected?	N
Const/Maint Agreement:	N
Service Contract Count:	0
Right of Entry:	N
Clauses:	N
Estimated Lead-time	0 Mos.

**General Description of Railroad Involvement:**

No RR affected. No RR in vicinity.

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

**General Description of Utility Involvement:**

State Route 154 is designated an expressway in the project area. The project in Santa Barbara County at "Cold Springs Canyon Bridge" proposes to repaint bridge steel elements and construct an inspection catwalk below the bridge deck.

Is there a significant effect on assessed valuation:

No

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

No

Are RAP displacements required:

No

# of single family:

0

# of multi-family:

0

# of business/nonprofit:

0

# of farms:

0

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required:

No

Are there potential relinquishments or abandonments:

No

Are there any existing or potential airspace sites:

No

Are environmental mitigation parcels required:

No

**Data for evaluation provided by:**

Estimator:

Railroad Liaison Agent:

Patrick Mason

3/13/2018

Utility Relocation Coordinator:

Robert H Davis

3/14/2018

*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

BY:

MARSHALL GARCIA  
Office Chief, Central Region Right of Way

ATTACHMENT F

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**Environmental Document**

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**

<b>05-SB-154</b>	<b>22.9-23.2</b>	<b>05-1C420/0512000141</b>	<b>N/A</b>
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A./Project No.	Federal-Aid Project No./Project No.

**PROJECT DESCRIPTION:**

This project is located on State Route 154 at post miles 22.9-23.2 in Santa Barbara County, California. The purpose of this project is to rehabilitate Cold Spring Canyon Bridge to comply with federal and Caltrans bridge inspection requirements for fracture-critical elements. The need for this project is due to the failing paint, as well as a need to install a mechanism to allow for adequate inspection access. Inspections per the regulations are currently over-due. The scope of work includes constructing an inspection access system below the deck soffit for use in future structural investigations and performing routine bridge painting on all steel elements of the bridge, including the pedestrian barrier. All work will occur in Caltrans right of way.

**CALTRANS CEQA DETERMINATION (Check one)**

- Not Applicable – Caltrans is not the CEQA Lead Agency       Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA

Based on an examination of this proposal, supporting information, and the above statements, the project is:

- Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)  
 **Categorically Exempt Class 1.** (PRC 21084; 14 CCR 15300 et seq.)

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

- Exempt by General Rule. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)]

Jason Wilkinson  
 Print Name: Senior Environmental Planner

  
 Signature

7-6-18  
 Date

Lisa Lowerison  
 Print Name: Project Manager

  
 Signature

7/9/18  
 Date

**NEPA COMPLIANCE**

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

**CALTRANS NEPA DETERMINATION (Check one)**

- 23 USC 326:** The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(28)  
 23 CFR 771.117(d): activity (d)(    )  
 Activity      listed in Appendix A of the MOU between FHWA and the State


- 23 USC 327:** Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Jason Wilkinson  
 Print Name: Senior Environmental Planner

  
 Signature

7-6-18  
 Date

Lisa Lowerison  
 Print Name: Project Manager/DLA Engineer

  
 Signature

7/9/18  
 Date

Date of Categorical Exclusion Checklist completion: **7/5/2018**

Date of ECR: **7/5/2018**

Continued from page 1:

The following measures would reduce the effects of the project:

Project work areas: The following measures will be implemented within the project limits.

1. All areas beyond 12 feet around each bridge footing and abutment will be delineated with Environmentally Sensitive Area (ESA) fencing (Type ESA) to define work areas under the bridge.
2. Paths of 12 feet wide from each access point down to the bridge footings will be delineated with ESA fencing (Type ESA) and will define the limits of access routes for contractors walking on foot and carrying equipment.
3. ESA fencing limits will be depicted on the final design layout plans and established in the field prior to beginning any construction activities.
4. All soils disturbed by construction will be treated for permanent erosion control.

Plants: The following measures will be implemented within the project limits:

5. A biologist with experience in the identification of California plant species, will survey the project site no more than 48 hours before the onset of work activities. Prior to or during project activities, if any observations are made of mesa horkelia within the project limits, the plant(s) will be protected until the Caltrans Project Biologist can relocate the plant to suitable habitat nearby.

Special Status Animal Species: The following measures from the USFWS Programmatic Biological Opinion will be implemented to reduce potential effects to the California red-legged frog and its habitat:

6. Prior to any work or surveys for California red-legged frogs (CRLF) Caltrans will request that this project be appended to the "Programmatic Biological Opinion for Projects Funded or Approved under the Federal Aid Program 8-8-10-F58" (USFWS 2011). This Programmatic Biological Opinion (PBO) will authorize qualified individuals to work with CRLF.
7. A biologist with experience in the identification of all life stages of the California red-legged frog, and its critical habitat (75 FR 12816), will survey the project site no more than 48 hours before the onset of work activities. If any life stage of the California red-legged frog is detected the Service will be notified prior to the start of construction. If Caltrans and the Service determine that adverse effects to the California red-legged frog or its critical habitat cannot be avoided, the proposed project will not commence until the Caltrans completes the appropriate level of consultation with the Service.
8. Work activities will be scheduled between May 1 and October 31 to minimize potential effects upon California red-legged frogs during their upland dispersal season. Should activities need to be conducted outside of this period, work may be conducted when no rain is forecasted 24 hours prior to work activities and no rain is forecasted during work activities, unless the USFWS has provided prior written approval.
9. Before work begins on any proposed project, a biologist with experience in the ecology of the California red-legged frog, as well as the identification of all its life stages, will conduct a training session for all construction personnel, which will include a description of the California red-legged frog, its critical habitat, and specific measures that are being implemented to avoid adverse effects to the subspecies during the proposed project.
10. Prior to or during project activities, if any observations are made of California red-legged frogs within the project limits, the contractor will contact the Caltrans Project Biologist. All work within 500 feet of the red-legged frog will stop until such time that Caltrans determines from USFWS if it is appropriate to resume work. If any life stage of the California red-legged frog is found and these individuals are likely to be killed or injured by work activities, a USFWS-approved biologist shall be allowed sufficient time to move them from the site before work begins. The USFWS-approved biologist shall relocate the California red-legged frogs the shortest distance possible to a location that contains suitable habitat and will not be affected by the activities associated with the project. The relocation site shall be in the same drainage to the extent practicable. Caltrans shall coordinate with USFWS on the relocation site prior to the capture of any California red-legged frogs.
11. During project activities, all trash that may attract predators or scavengers shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.
12. To control fuel and chemical spills, as well as sedimentation during and after project completion, Caltrans shall implement BMPs outlined in the Caltrans Standard Specifications and Plans.
13. Plants used in re-vegetation will consist of upland vegetation suitable for the area. Locally collected plant materials will be used to the extent practicable. Invasive, exotic plants will be controlled to the maximum extent practicable.
14. Habitat contours will be returned to their original configuration at the end of project activities in all areas that have been temporarily disturbed by activities associated with the project, unless Caltrans and the Service determine that it is not feasible or modification of original contours would benefit the California red-legged frog.
15. The number of access routes, size of staging areas, and the total area of the activity will be limited to the minimum necessary to achieve the project goals. Environmentally Sensitive Areas will be delineated to confine access routes and construction areas to the minimum area necessary to complete construction, and minimize the impact to habitat for the California red-legged frog; this goal includes locating access routes and construction areas outside of aquatic habitat and riparian areas to the maximum extent practicable.

<b>05-SB-154</b>	<b>22.9-23.2</b>	<b>05-1C420/0512000141</b>	<b>N/A</b>
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No.Project No.

North American Migratory Birds: The following avoidance and minimization measure will be included in the project to prevent disturbance to protect nesting and foraging birds within 500 feet of the project:

16. If feasible tree trimming should be scheduled to occur between September 1 and February 15, outside of the typical nesting season. If bridge work, tree trimming, vegetation removal, or other work is proposed within potential nesting habitat during the nesting season (February 15 to September 1), preconstruction nesting bird surveys shall be conducted by a qualified biologist within two weeks prior to the onset of work activities for active nests of birds that are protected under the Migratory Bird Treaty Act. 100-foot exclusion zones around active nests shall be established by a qualified biologist or designee until nesting activity has ceased.
17. If it is not feasible to conduct work on the bridge structure outside of the bird nesting season (February 15 through September 1) bird nests must be excluded from the existing State Route 154 Cold Spring Bridge prior to starting work. Nesting bird exclusion methods may include, installation of exclusion devices, removing/knocking down nests before they contain eggs, or other approved methods in consultation with CDFW. Installation of bird exclusion devices must occur outside of the typical nesting season (i.e., implement exclusion methods from September 2 to February 14).

Roosting Bats: The following avoidance and minimization measures will be included in the project to prevent disturbance to night roosting bats that may use the bridge:

18. If night work is required, the applicant shall prepare a plan to exclude bat species from roost areas near both bridge abutments. This plan shall discuss methods of eliminating bat access to the identified roosting habitat prior to construction so that bats are not able to return to and occupy the roost. Bat roost areas near the north and south bridge abutments shall be surveyed by a qualified biologist prior to implementing exclusion methods to ensure that no bats are trapped within. Exclusion methods may include, but are not limited to, wire mesh, spray foam, or fabric placement. This plan shall be submitted to the appropriate regulatory agency for approval.
19. Until bat exclusion systems have been installed at roost areas near both bridge abutments, construction will be limited to daylight hours between sunrise and sunset, as defined by the US Naval Observatory (<http://www.usno.navy.mil/USNO/astronomical-applications>).

Invasive Plant Species: The following revegetation measures for all disturbed soils will reduce the potential to introduce or spread invasive plant species and noxious weed from or into the project area.

20. All soils disturbed by construction will be treated for permanent erosion control.
21. The contract specifications for permanent erosion control will require the use of California native forbs and grasses, known to occur in the project BSA (refer to the plant species listed in Appendix D).
22. Mulches used on the project will be from source materials that will not introduce exotic species.

ATTACHMENT G

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**Stormwater Data Report - Short Form**



Dist.-County-Route: 05-SB-154  
 Post Mile Limits: 22.9/23.2  
 Project Type: Bridge Inspection Access  
 Project ID (EA): 05.1200.0141-0 (05-1C420-0)  
 Program Identification: SHOPP 201.119  
 Phase:  PID  PA/ED  PS&E

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

- |    |  |                              |  |
|----|--|------------------------------|--|
| 1. | Does the project disturb 5 or more acres of soil?  | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 2. | 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"/> |
| 3. | Is the project required to implement Treatment BMPs?   | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 4. | Does the project impact existing stormwater BMPs?  | 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.

Total Disturbed Soil Area: 0.75 New Impervious Surface: 0.00  
 Estimate Construction Start Date: 7/01/2020 Estimated Const. Completion Date: 7/15/2023  
 Risk Level: RL 1  RL 2  RL 3  WPCP  NA   
 Is MWELO applicable? Yes  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.*

Claudia Espino 8/2/18  
 Claudia Espino, Registered Project Engineer Date  
 I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

Petrucci 8/3/2018  
 For James Espinosa, Regional SW Coordinator or Designee Date  
 (Stamp Required for PS&E only)

### 1. Project Description

- The project proposes to construct inspection access systems below the deck soffit for use in future structural investigations and perform routine painting of bridge including maintenance of the low-reflectivity coating of the steel mesh on the pedestrian barrier.
- This project is a bridge inspection access 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. This project will not generate any New Impervious Surfaces (NIS)
- The receiving water body for this project is Kelly Creek and it is not 303(d) listed. The project is located within Hydrologic Area – Headwater and Hydrologic Sub-Area – Santa Cruz Creek. Kelly Creek is approximately 520 feet from the projects outfalls. The project is not located in an MS4 area.
- This project does not require any permits or agreements.
- There are no Drinking Water Reservoirs and/or Recharge Facilities within project limit
- There are no existing Treatment BMPs within the project limits.
- There is an existing permanent Maintenance stockpile facility near this projects limits. D5W81 is located at SB-154-22.5. The contractor will not be allowed use of this permanent Maintenance facility unless prior arrangements are made with, and concurrence of the District 5 Maintenance Stormwater Coordinator.

### 2. Construction Site BMPs

- This project proposes to create 0.75 ac of DSA. Therefore, this project will require a Water Pollution Control Program (WPCP).
- During construction, effective combinations of temporary and permanent erosion and sediment controls will be used. Storm water management for the site will be coordinated through the contractor with Caltrans construction personnel to effectively manage erosion from the DSA's by implementing a Water Pollution Control Program (WPCP). Selected BMP's that will be included but not limited to the WPCP for the project are defined as follows:

#### Temporary Soil Stabilization

- Minimize active DSA's during the rainy season utilizing scheduling techniques.
- Preserve existing vegetation to the maximum extent feasible.
- Implement temporary protective cover/erosion control on all non-active DSA's and soil stockpiles.
- Control erosive forces of storm water runoff with effective storm flow management such as temporary concentrated flow conveyance devices, earthen dikes, drainage



swales, lined ditches, outlet protection/velocity dissipation devices, and slope drains as determined feasible.

### Temporary Sediment Controls

- Implement linear sediment controls such as fiber rolls, check dams, or gravel bag berms on all active and non-active DSA's during the rainy season.
- To further help prevent sediment discharge stabilized construction site entrances, temporary drainage inlet protection, and street sweeping and vacuuming will be necessary.
- Implement appropriate wind erosion controls year round.

### Non Storm Water Management

- The appropriate non-storm water BMP's will be implemented year-round as follows:
- Water conservation practices are implemented on all construction sites and wherever water is used.
- Procedures and practices designed for construction contractors to recognize illicit connections or illegally dumped or discharged materials on a construction site and report incidents to the Resident Engineer.
- The following activities must be performed at least 100 feet from concentrated flows of storm water, drainage courses, and inlets if within the floodplain and at least 50 feet if outside of the floodplain; stockpiling materials, storing equipment and liquid waste containers, washing vehicles or equipment, fueling and maintaining vehicles and equipment.
- Since the project involves structure demolition/removal over a creek, proper procedures will be implemented to minimize pollution during these activities.
- The following construction site BMPs are anticipated to be bid items for this project:
  - Job Site Management
  - Prepare Water Pollution Control Program
  - Temporary Drainage Inlet Protection

### Supplemental Items

- Additional Water Pollution Control
- Concurrence from Construction regarding the temporary Construction Site BMP implementation strategy and associated quantities will be request of Zach Coldwell, CSWC.



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

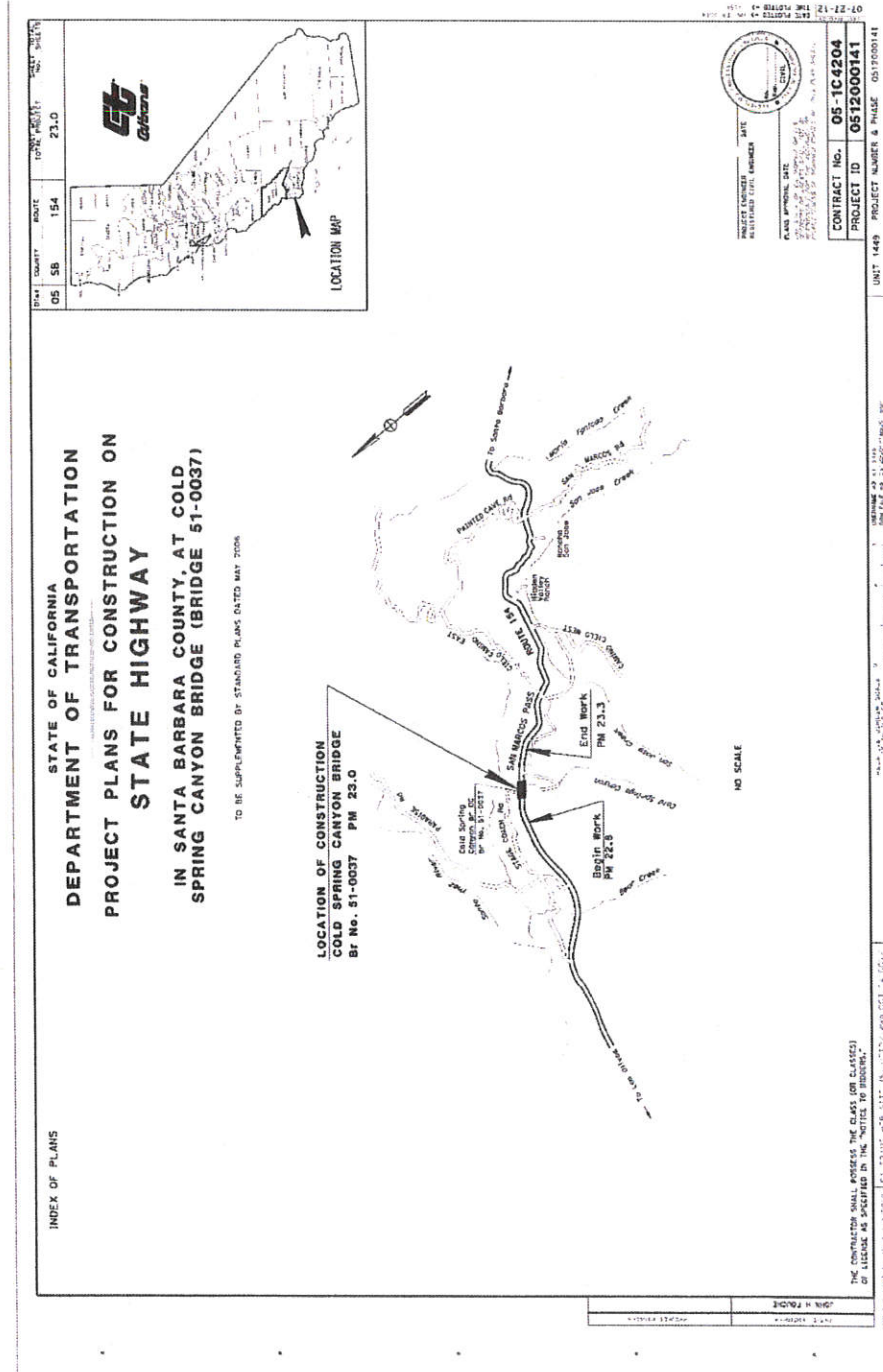
- Vicinity Map
- Evaluation Documentation Form

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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).



VICINITY MAP



# APPENDIX E

DATE: 8/1/2018

Project ID (EA): 05.1200.0141-0 (05-1C420-0)

No.	Criteria	Yes ✓	No ✓	Supplemental Information for Evaluation
1.	Begin Project evaluation regarding requirement for implementation of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Continue to 2.
2.	Is the scope of the Project to install Treatment BMPs (e.g., Alternative Compliance or TMDL Compliance)?		✓	If Yes, go to 8. If No, continue to 3.
3.	Is there a direct or indirect discharge to surface waters?	✓		If Yes, continue to 4. If No, go to 9.
4.	As defined in the WQAR, does the Project have:		✓	If Yes to any, contact the District/Regional Stormwater Coordinator to discuss the Department's obligations, go to 8 or 5. _____(Dist./Reg. SW Coordinator initials)  If No, continue to 5.
	1. Areas of Special Biological Significance (ASBS),		✓	
	2. A TMDL area where Caltrans is named stakeholder, or		✓	
	3. Other Pollution Control Requirements for surface waters within the project limits?		✓	
5.	Are any existing Treatment BMPs partially or completely removed? (ATA condition #1, See PPDG Section 4.4.1)		✓	If Yes, go to 8 AND continue to 6. If No, continue to 6.
6.	Is this a Routine Maintenance Project?		✓	If Yes, continue to 9. If No, go to 7.
7.	Does the project result in <u>one acre or more</u> of new impervious surface (NIS)?		✓	If Yes, go to 8. _____ac NIS (NIS=NNI+ RIS) If No, continue to 9.
8.	Project is required to implement Treatment BMPs.	Complete Checklist T-1, Part 1.		
9.	Project is not required to implement Treatment BMPs. <i>ASR</i> (Dist./Reg. SW Coord. Initials) <i>PK</i> (Project Engineer Initials) <i>8/3/2018</i> (Date)	Document for Project Files by completing this form and attaching it to the SWDR.		



ATTACHMENT H

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**Transportation Management Plan Data Sheet**

## DISTRICT 5 TRAFFIC MANAGEMENT PLAN DATA SHEET/CHECKLIST

District / EA: 05/1C4200  
 Project Engineer: Claudia Espino  
 Date Prepared: 3/22/2018

Co.-Rte-PM: SB-154- 22.93/23.19  
 Description: Cold Spring Bridge Paint & Catwalk  
 Working Days: 660

**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 \$10,000
x			

### 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			Estimate \$25,000
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		Estimate \$100,000
		x	(\$150/hour days, \$300/hour nights)

### 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:

x			To be provided during PS&E. 6 hour daytime window
		x	
		x	
x			Standard SSP
		x	Construction/Contractor to provide
		x	Construction/Contractor to provide
		x	Construction/Contractor to provide
x			
	x		Include \$300/day for Supplemental Funds
			Include in Maintain Traffic - 066070
	x		Special Days: Live Oak Music Festival, La Fiesta
	x		Maximum delay 10 minutes daytime, 20 min nighttime.

### 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			Per RE

Shayne Sandeman  
 District 5 TMP Coordinator

ATTACHMENT I

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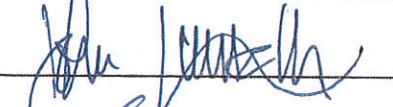
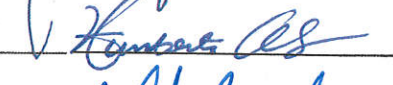

**Risk Registry**

STATE OF CALIFORNIA · DEPARTMENT OF TRANSPORTATION  
**RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM**  
 PPM-0001 (REV 07/2013)

The risk register is to be approved and signed-off by the District Deputies\* listed below for all scalability levels. By signing this form, you are certifying that you have reviewed the risks documented in the register and agree that they have been managed to the extent possible by the PDT.

<b>Project Information:</b> <input checked="" type="checkbox"/> Capital Project <input type="checkbox"/> Major Maintenance Project (Check One)		Total Estimated \$ Cost: _____
Project ID/District-EA	0512000141/05-1C420	
Project Description	Cold Spring Bridge Maintenance Inspection Access	
Project Manager (PM)	Lisa Lowerison	
Project Risk Manager (For Risk Level 3 Projects)	_____	
<input type="checkbox"/> No Risk Register Certification Required - - Check box if project is less than \$1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittal, and RE Handoff File (as applicable).		
Project Manager Signature	_____	Date: _____

**PA&ED (Required for Capital Projects Only)**

LISA LOWERISON Project Manager		Date: 11/5/18
NABEELAH ABI-RACHED Chief, Central Region Environmental		Date: 11/2/18
BRIAN EVERSON Chief, Central Region Project Development		Date: 11/2/18
RICHARD ROSALES Deputy District Director, Program/Project Management		Date: 11/5/18

**Prior to PS&E (Required for Capital Projects and Major Maintenance Projects)**

LISA LOWERISON Project Manager	N/A	Date: _____
BRIAN EVERSON *Chief, Central Region Project Development	N/A	Date: _____
MARK DER MATOIAN Chief, Central Region Construction	N/A	Date: _____
JAMIE LUPO Chief, Central Region Right of Way	N/A	Date: _____
NABEELAH ABI-RACHED Chief, Central Region Environmental	N/A	Date: _____
RICHARD ROSALES Deputy District Director, Program/Project Management	N/A	Date: _____

\*or Deputy District Director, Maintenance & Operations signature for HM Projects designed by the District Maintenance Division  
 \*\*or Deputy District Director, Transportation Planning signature for HM Projects environmentally cleared by the District Environmental Stewardship Branch

Dist - E.A 05-1C420

Project Name Cold Spring Canyon Bridge Rehabilitation

Co-Rte-PM SB-154-23.0

Date 10/22//2018

Project Mgr L Lowerison

### PROJECT RISK MANAGEMENT PLAN

Priority	PROJECT RISK MANAGEMENT PLAN											
	Identification						Qualitative Analysis			Risk Response Plan		
	Status	ID #	Date Identified Project Phase	Functional Assignment	Threat/Opportunity Event	Risk Trigger	Type	Probability	Impact	Strategy	Response Actions including advantages and disadvantages	Responsibility (Risk Manager)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(15)	(16)	(17)
	Active	1	3/1/2015	Environmental	Construction methods expand anticipated impacts.	Constructability reviews reveal larger impact area requiring an environmental re-evaluation.	Schedule	Low	Moderate	Acceptance	Modify schedule - Future PCR to move schedule out may be necessary.	J. Wilkinson
	Active	2	10/16/2018 Construction	Construction	Unexpected weather affects construction progress	Weather prohibits work progress	Schedule	Low	Moderate	Acceptance	Reschedule work around weather related issues	A. Brandt
	Active	3	10/15/2018 Construction	Construction	The condition of a structural member is such that it needs to be replaced/stiffened/modified which could add time and cost	METS inspector notifies team	Cost	Very Low	High	Acceptance	METS to inspect bridge as contractor sets up access	A. Gill

Retired	4	9/12/2014 PID	R/W	Bio surveys delayed until the following year.	Permits to enter not acquired in timely manner.	<b>Schedule</b>	Low	Low	Avoidance	R-W, Design, Environmental to communicate on a consistent basis to prevent delay.	M. Garcia	
Retired	5	9/12/2014 PID	Project Management	Begin Environmental milestone is delayed	FTIP approval delays beginning of PA&ED	<b>Schedule</b>	Low	Low	Acceptance	Project management to monitor and alert team to FTIP approval process.	L. Lowerison	
Retired	6	9/12/2014 PID	Environmental	Additional cultural studies, consultation, and revisions are required.	SHPO does not agree with determination.	<b>Schedule</b>	Low	Low	Acceptance	Accept or add time into schedule now. Future PCR to move schedule out may be necessary.	K. Kiaha	
Retired	7	9/12/2014 PID	Environmental	Additional cultural studies, consultation, and revisions are required.	SHPO does not agree with determination.	<b>Cost</b>	Low	Low	Acceptance	Modify cost, future PCR for increased cost may be necessary.	K. Kiaha	
Retired	8	9/12/2014 PID	Environmental	Species consultation is required.	Project determined likely to impact protected species.	<b>Schedule</b>	Very Low	Moderate	Avoidance	Modify schedule, future PCR to move schedule out may be necessary.	L Bonner	

Retired	9	9/12/2014 PID	Environmental	An EIR must be prepared.	Impacts are determined to be significant.	<b>Schedule</b>	Moderate	Very High	Mitigation	Conduct early consultation to determine potential triggers. Avoid impacts to the highest extent possible and include all necessary conditions to reduce impacts to below the level of significance - Future PCR to move schedule out may be necessary.	J. Wilkinson	
					Q							
Retired	10	9/12/2014 PID	Environmental	Section 106 compliance exceeds time scheduled and becomes critical path.	Completion of Section 106 takes longer than scheduled.	<b>Schedule</b>	Low	Moderate	Acceptance	Modify schedule - Future PCR to move schedule out may be necessary.	K. Kiaha	
Retired	11	5/8/5015 PID	Environmental	Legal challenge delays PA&ED schedule.	Project gets legally challenged.	<b>Schedule</b>	Low	High	Acceptance	Modify schedule - Future PCR to move schedule out may be necessary.	J. Wilkinson	
Retired	12	5/8/2015 PID	Environmental	Legal challenge delays PA&ED schedule.	Project gets legally challenged.	<b>Cost</b>	Low	High	Acceptance	Increase funding - Future PCR to increase cost to cover litigation may be necessary.	J. Wilkinson	

ATTACHMENT J

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**SHOPP Tool**

SHOPP Project - Accomplishment - Performance Measures - Benefits												
District: 05 Tool ID: 17105 Project ID: 0512000141 EA: 1C420 Co-Rte-PM: SB-154-22.96/22.96 (Primary Location)												
Res In PID WP: 07/01/13 Project Manager: Lowerison HQ PM Conc TYP: 07/07/15 HQ PM Conc PID: 07/07/15 HQ PM Conc PRG: 12/04/17												
<input checked="" type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input type="checkbox"/> Facilities	<input type="checkbox"/> Safety	<input type="checkbox"/> Mobility	<input type="checkbox"/> Roadside	<input type="checkbox"/> Complete Streets	<input type="checkbox"/> Sustainability /Climate Change	<input type="checkbox"/> Advance Mitigation	<input type="checkbox"/> Major Damage	<input type="checkbox"/> Green-house Gases	<input type="checkbox"/> Relinquishment
Performance & Accomplishments (PRG)												
	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Assets in Good Cond	Assets in Fair Cond	Assets in Poor Cond	New Asset Added	Comment			
1	Bridge Preservation (201.119)	Bridge Health	SF	41549.0		41549.0						
2	Fish Passage	No Performance Objective in the SHSMP	Yes/No	No								
3	Number of Bridges	No Performance Objective in the SHSMP	EA	1.0								

ATTACHMENT K

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**Project Report Distribution List**

