

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Route 001 Replace Bridge (07-31960)

Resolution SHOPP-P-2425-01B

(to 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) effective on August 15, 2024 (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

- 3.1 Whereas at its 3/22/2024 meeting the Commission approved the State Highway Operation and Protection Program and included in this program of projects the Route 001 Replace Bridge (07-31960), 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**, the Project Report attached hereto as **Exhibit B**, the Performance Metrics Form, if applicable, attached hereto as **Exhibit C**, as the baseline for project monitoring by the Commission.
- 3.2 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 , "Adoption of Program of Projects for the Active Transportation Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☒ Resolution G-24-34 , "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated 3/22/2024
- ☐ Resolution , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's 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 to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a 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 Caltrans agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 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 and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The 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 six 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 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

Attachments:

- Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form (*if applicable*)

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

ProjectName **Route 001 Replace Bridge (07-31960)**
Resolution **SHOPP-P-2425-01B**
(to be completed by CTC)


Dan Tran (Jun 12, 2024 08:20 PDT)
Date **06/12/2024**
Dan Tran
Project Manager
Project Applicant


Chan Kuoch (Jun 12, 2024 17:38 PDT)
Date **06/12/2024**
Chan Kuoch
Chief, Office of Program Management
Implementing Agency


Date **06/13/2024**
Gloria Roberts
District Director
California Department of Transportation


Date **07/29/2024**
Tony Tavares
Director
California Department of Transportation


Date **10/31/2025**
Tanisha Taylor
Executive Director
California Transportation Commission

August CTC SB1 SHOPP Baseline Agreement

Final Audit Report

2024-07-29

Created:	2024-07-23
By:	Lauren Applegate (s147989@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAI_0SYj_0LuOHY3egKDZ47BVNTT9bxs4c

"August CTC SB1 SHOPP Baseline Agreement" History

-  Document created by Lauren Applegate (s147989@dot.ca.gov)
2024-07-23 - 9:51:56 PM GMT- IP address: 149.136.17.250
-  Document emailed to Tony Tavares (tony.tavares@dot.ca.gov) for signature
2024-07-23 - 9:53:14 PM GMT
-  Email viewed by Tony Tavares (tony.tavares@dot.ca.gov)
2024-07-23 - 10:34:43 PM GMT- IP address: 104.28.123.112
-  Document e-signed by Tony Tavares (tony.tavares@dot.ca.gov)
Signature Date: 2024-07-29 - 9:29:09 PM GMT - Time Source: server- IP address: 149.136.17.253
-  Agreement completed.
2024-07-29 - 9:29:09 PM GMT



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

Date: 07/11/24 04:01:18 PM

District	EA	Project ID		PPNO	Project Manager
07	31960	0716000025		4972	TRAN, DAN T
County	Route	Begin Postmile	End Postmile	Implementing Agency	
VEN	1	21.3	21.9	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

Ventura OH Replacement

Location/Description

Near the city of Ventura, at Ventura Overhead No. 52-0040. Replace bridge and make bicycle and pedestrian improvements.

Legislative Districts

Assembly:	38	Senate:	21	Congressional:	24
------------------	----	----------------	----	-----------------------	----

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Bridge Health	0	27373	0		27373	Square feet of bridge deck
Programmed Condition	Bridge Health	27373	0	0	7296	34669	Square feet of bridge deck

Project Milestone

	Actual	Planned
Project Approval and Environmental Document Milestone	06/26/19	
Right of Way Certification Milestone		08/08/24
Ready to List for Advertisement Milestone		08/15/24
Begin Construction Milestone (Approve Contract)		04/25/25

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED							0
PS&E	24/25	420					420
RW Support							0
Const Support	24/25	9,640					9,640
RW Capital	24/25	5,978					5,978
Const Capital	24/25	40,237					40,237
Total		56,275					56,275

- The project milestone are updated as follows:
 - M410 Planned 8/8/24 (PPR) 7/10/2024 (PR)
 Actual **pending**
 - M460 Planned 8/15/24 (PPR) 7/31/2024 (PR)
 Actual **pending**
 - M500 Planned 4/25/25 (PPR) 2/12/2025 (PR)
- Caltrans is unable to update the PPR and CTIPS record at this time to reflect the correct post-miles as reflected in the 2nd Supplemental PR (SPR) and NPPR. The PPR and CTIPS postmiles will be updated when the project comes in to vote, from 21.5 to 21.3 / 21.9.
- The Performance Measures are updated as follows:
 - 34,669 Square feet of bridge deck (PPR)
 - 27,373 Square feet of bridge deck: Pre-Fair to Post Good
 - 7,296 Square feet of bridge deck: New
 - 27,405 Square feet of bridge deck (PR)
- The project was unpar and reprogrammed at the March 2024 CTC meeting. Therefore, PA&ED (\$1,200K), RW Support (\$635K), and PS&E (\$2,920K) were removed from the project, with an additional PS&E amount of \$420K programmed at the same CTC meeting and allocated at the May 2024 CTC meeting. The sum of these account for the difference in the PPR Total (\$60,610K) and CTIPS/2nd SPR (\$56,275K).
 - COS:
 - \$10,060K
 - \$420K – PSE
 - \$9,640K - CON
 - R/W Cap
 - \$5,978K
 - Con Cap
 - \$40,237
 - Total: \$56,275K

DEPUTY DISTRICT DIRECTOR, et al.

September 12, 2023

Page 2 of 2

If you have any questions, please contact me at (213) 760-6818.

Dan Tran

7/3/2024

2nd Supplemental Project Report Request to Reprogram in the 2024 SHOPP

On Route VEN-001 and VEN-101

At Ventura Overhead (Bridge No:52-0040)
and A Lease Canyon Road

APPROVAL RECOMMENDED:



DAN TRAN
PROJECT MANAGER

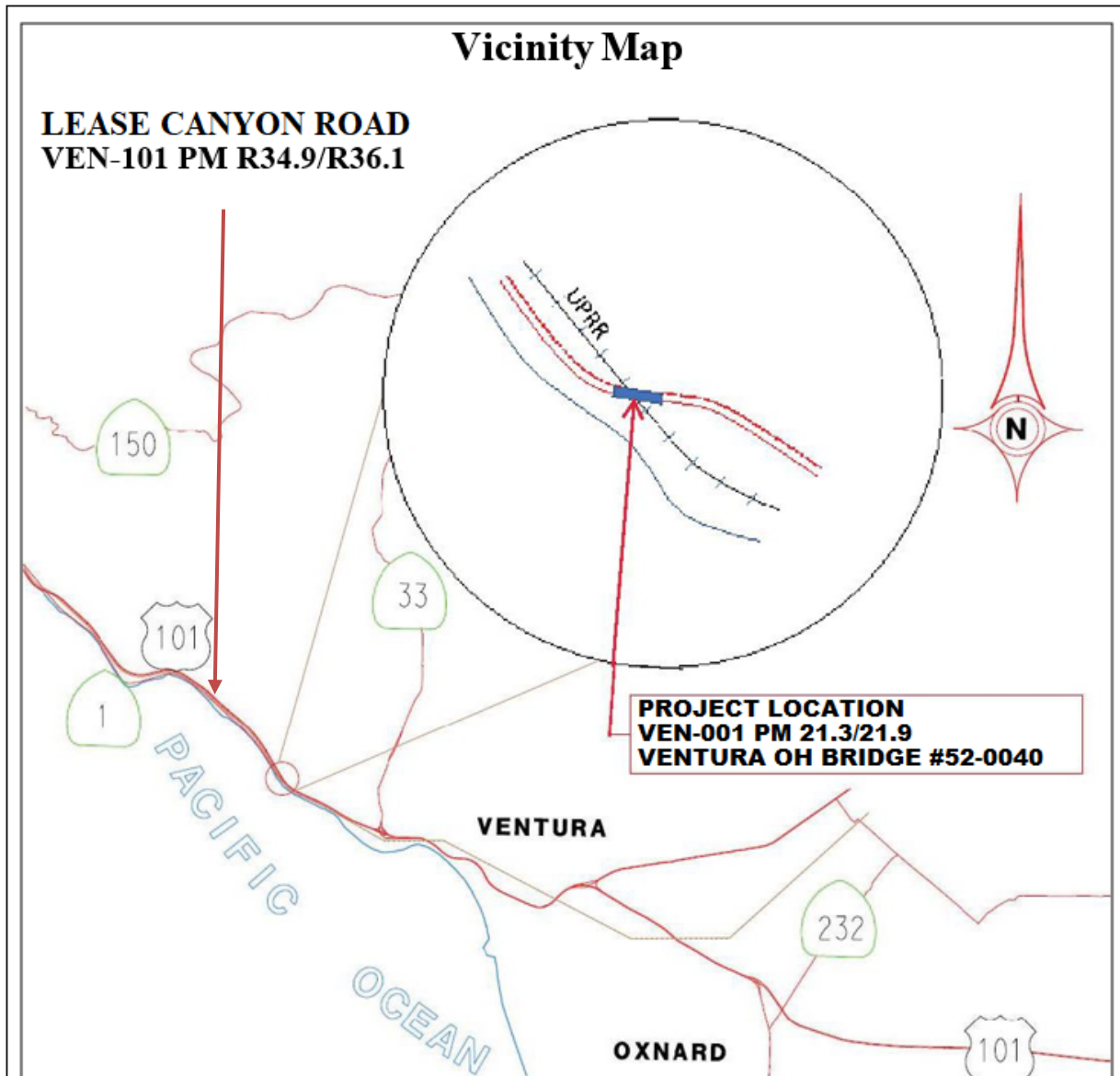
APPROVED:



GREG FARR
DEPUTY DISTRICT DIRECTOR OF DESIGN

1-26-2024

Date



This Supplemental 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.

Aaron Foong

1/26/2024

REGISTERED CIVIL ENGINEER

DATE



1. INTRODUCTION AND BACKGROUND

This Supplemental Project Report (SPR) is prepared to UNPAR project EA 31960 (EFIS: 0716000025) and reprogram the project into the 2024 SHOPP for FY 24/25 delivery. This SPR documents the increase in project scope, proposes to revise the schedule milestones, and updates the construction capital and support cost.

The project had a 7-month Construction Allocation time extension, which expires in January 2024. This project did not achieve RTL in December 2023 due to delays in obtaining permits from the California Coastal Commission (CCC) and the Railroad Agreement from Union Pacific Railroad (UPRR). These permits are expected to be secured by July 10, 2024.

The first Supplemental Project Report, approved on 11/05/2021(Attachment B), amended the project scope to replace the entire bridge. Since then, the project encountered several challenges that required redesign and a further increase in project scope, including but not limited to:

- Temporary Pedestrian and Bike Crossing – due to the complete closure of Route 1 as part of the bridge reconstruction, a temporary bridge for pedestrians and bikes that crosses the UPRR track was added as part of compliance with new Department Complete Streets policies. This was the only viable solution to maintain direct connectivity for pedestrians and bikes that was acceptable to UPRR and the local communities.
- A Class I bike lane was added to the permanent structure to provide safe separation from vehicles. A temporary pedestrian/bike bridge was added for the duration of project construction to maintain access for pedestrians and bikes.
- Retaining Wall – Four other retaining walls were added to the project scope to accommodate the raising of the bridge to meet the Sea Level Rise Study recommendation.
- Additional bridge widening and a new concrete barrier added to separate pedestrians and bikes from the travel way as a result of a Class I Bike Lane added to the project as part of compliance with new Department Complete Streets policies and compliance with CCC permit.
- A pedestrian hybrid beacon (PHB) signalized crossing incorporated at the entrance of State Beach Access Road to provide a safe crossing for pedestrians and bikes.
- A first-responder temporary emergency access ramp was added to comply with the Coastal Planning Development Permit, Condition -26.

Project Limits	07-VEN-001, PM 21.3/21.9 07-VEN-101, PM R34.9/R35.9	
Number of Alternatives	2 Alternatives (Alternative 1: Build Alternative and Alternative 2: No-Build Alternative)	
	Current Cost Estimate:	Escalated Cost Estimate:
Recommended Alternative	Alternative 1 - Build	Alternative 1- Build
Capital Outlay Support	\$18,495,000	\$19,544,000
Capital Outlay Construction	\$40,237,000	\$45,474,000
Capital Outlay Right-of-Way	\$5,978,000	\$5,978.000
Funding Source	20.XX.201.110	
Funding Year	2024/2025	
Type of Facility	2-Lane Highway, 6-Lane Freeway	
Number of Structures	1 bridge	
SHOPP Project Output	34,669 SF	
Environmental Determination or Document	Categorical Exclusion and Categorical Exemption (CE/CE)	
Legal Description	In Ventura County, near the City of Ventura at Ventura Overhead	
Project Development Category	4	

The postmile limits established during the early PS&E phase were based on replacing the bridge at the same profile. As the project was further developed during the PS&E phase, it was determined that the bridge elevation needed to raise nine additional feet as recommended by the Wave Run-Up Study and Railroad clearance requirement. As a result, the approaching and departing ends of the roadway transition to the new roadway profile needed to be extended beyond the original PM limits to address the shoulder transition.

A first-responder temporary emergency access ramp was added on Route 101 to comply with the Coastal Planning Development Permit, Condition -26 to address concerns expressed by local residents.

2. ENVIRONMENTAL COMPLIANCE

Caltrans has determined that this project is categorically exempted under actions listed in Class 2 (“Replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have the same purpose and capacity”) pursuant to the California Environmental Quality Act (CEQA). The project is categorically excluded under actions listed in 23 Code Federal Regulations (CFR) 771.117(c) 28 (“Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at-grade railroad crossings”) of the 23 USC 326 CE Assignment Memorandum of Understanding between Federal Highway Administration (FHWA), California Division and the California Department of Transportation (2022) in

accordance with the National Environmental Policy Act (NEPA). The environmental document was approved on June 20, 2023 (Attachment C). A coastal development permit is required from Ventura County Local Coastal Program and will be obtained during PS&E before RTL.

3. FUNDING/PROGRAMMING/ESTIMATE

It has been determined that this project is eligible for Federal-aid funding. This project will be amended into the 2024 SHOPP cycle under the Bridge Replacement Program. The estimated cost for construction capital as of January 26, 2024 is \$40,237,000. The total escalated construction capital cost in the proposed program year is \$45,474,000. (Attachment E).

Fund Source	Fiscal Year Estimate							
	Prior	20/21	21/22	22/23	23/24	24/25	Future	Total
Component	In thousands of dollars (\$1,000)							
PA&ED Support	\$1,200							\$1,200
PS&E Support	\$6,600					\$420		\$7,020
Right-of-Way Support	\$635							\$635
Construction Support						\$9,640		\$9,640
Right-of-Way						\$5,978		\$5,978
Construction						\$40,237		\$40,237
Total	\$8,435					\$56,275		\$64,710

The support cost ratio is 40.0%.

Due to the delays described above, the additional \$420,000 for PS&E Support will be for designing the first responder temporary emergency access ramp and coordinating with local entities such as fire and emergency medical services.

The additional \$1,600,000 R/W Capital will account for the increased cost associated with SCG's gas line relocation (Attachment F), above the \$80k estimated on the last RW Datasheet (ds5262).

4. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	10/19/2017	Actual
PA & ED	M200	06/26/2019	Actual
PROJECT PS&E	M380	05/24/2024	Target
RIGHT-OF-WAY CERTIFICATION	M410	07/10/2024	Target
READY TO LIST	M460	07/31/2024	Target
AWARD	M495	01/15/2025	Target
APPROVE CONTRACT	M500	02/12/2025	Target
CONTRACT ACCEPTANCE	M600	12/20/2028	Target
END PROJECT EXPENDITURES	M800	06/20/2030	Target

5. EXTERNAL AGENCY COORDINATION

The project requires the following coordination:

California Coastal Commission and Ventura County Local Coastal Program
Coastal Development Permit for Coastal Act

California Department of Parks and Recreation
Section 4(f) De Minimis agreement for U.S. Department of Transportation Act

Railroad
Union Pacific Railroad

Local Agency
City and County of Ventura - Partnering

6. ATTACHMENTS

- A. Project Report (approved June 26, 2019, 62 pages)
- B. Supplemental Project Report (approved November 05, 2021, 5 pages)
- C. CEQA/NEPA CE Determination (approved June 20, 2023, 8 pages)
- D. Hazardous Waste Assessment
- E. Cost Estimate
- F. Right of Way Data Sheet

ATTACHMENT – A

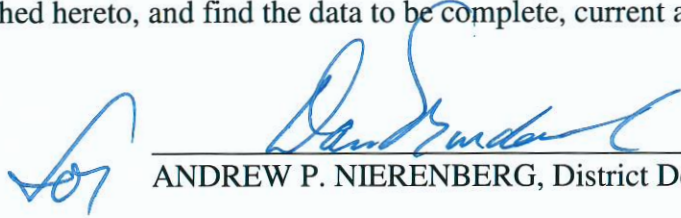
Project Report

Project Report

On Route Pacific Coast Highway (VEN-1)

At Ventura Overhead (Bridge No: 52-0040)

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:



ANDREW P. NIERENBERG, District Deputy Director, Right of Way

APPROVAL RECOMMENDED:



RAVI GHATE, Project Manager

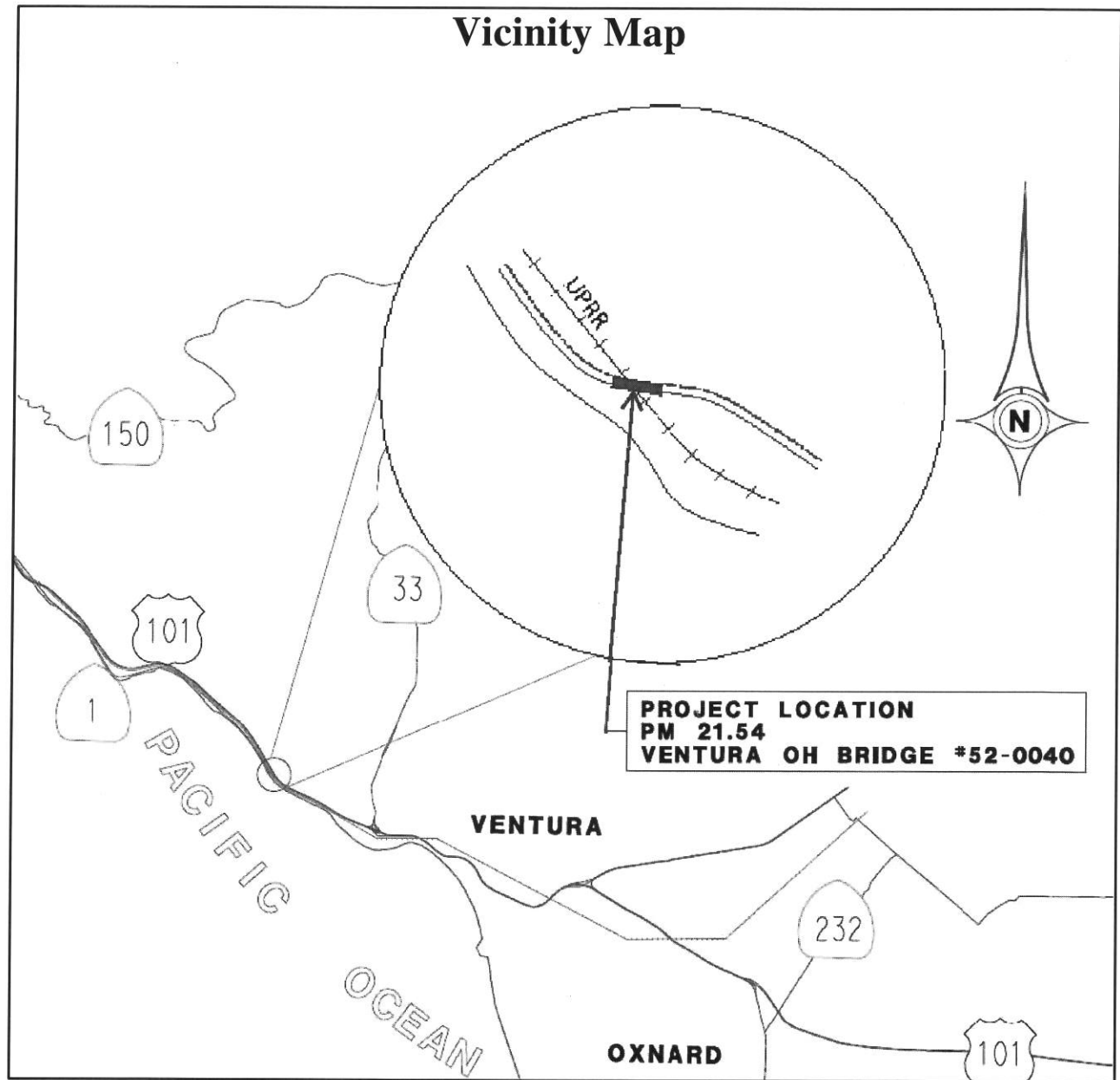
PROJECT APPROVED:



for JOHN BULINSKI, District Director



Date



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.


REGISTERED CIVIL ENGINEER

6-18-2019
DATE



Table of Contents

- 1. INTRODUCTION**
- 2. RECOMMENDATION**
- 3. BACKGROUND**
- 4. PURPOSE AND NEED**
 - A. Problems, Deficiencies, Justification
 - B. Regional and System Planning
 - C. Traffic
- 5. ALTERNATIVES**
 - A. Viable Alternative.
 - B. Rejected Alternatives
- 6. CONSIDERATIONS**
 - A. Hazardous Waste
 - B. Value Analysis
 - C. Resource Conservation
 - D. Right of Way Issues
 - E. Environmental Compliance
 - F. Air Quality Conformity
 - G. Title VI Considerations
 - H. Noise Abatement Decision Report
- 7. OTHER CONSIDERATIONS**
 - A. Transportation Management Plan (TMP)
 - B. Stage Construction
 - C. Railroad involvement
- 8. FUNDING, PROGRAMMING AND ESTIMATE**
- 9. DELIVERY SCHEDULE**
- 10. RISKS**
- 11. EXTERNAL AGENCY COORDINATION**
- 12. PROJECT REVIEWS**
- 13. PROJECT PERSONNEL**
- 14. ATTACHMENTS**

1. INTRODUCTION

Project Description:

The project proposes to replace existing bridge deck and structural steel members on Ventura Overhead Bridge #52-0040 over Union Pacific Railroad (UPRR) track on State Route 1 in City of Ventura, and retrofit bridge concrete columns at Bent 3A, Bent 4A, and Bent 5. To meet the requirements of the federal Coastal Zone Management Act of 1972, Amended 2009, the scope of work also includes upgrading bridge railings from Type 25 to Type 80 with bike railing for full length of the bridge, and provide 10' high chain link fencing across the span over UPRR.

➤ Project Limits	➤ 07-VEN-01 ➤ PM 21.54
➤ Number of Alternatives	➤ 3
➤ Build Alternative	➤ Alternative 1
➤ Capital Outlay Support	➤ \$7.156 million
➤ Capital Outlay Construction	➤ Current Cost (FY 2018/2019) \$8.900 million ➤ Escalated Cost (FY 2021/2022) \$10.347 million
➤ Capital Outlay Right-of-Way	➤ Current Cost (FY 2018/2019) \$1.482 million ➤ Escalated Cost (FY 2021/2022) \$1.930 million
➤ Funding Source	➤ SHOPP Bridge Rehabilitation 201.110
➤ Funding Year	➤ 2021/2022
➤ Type of Facility	➤ 2-lane conventional highway
➤ SHOPP Project Output	➤ 27,405 SF of bridge and 1,220 LF of bridge rail
➤ Anticipated Environmental Determination or Document	➤ Categorical Exemption/Categorical Exclusion (CE/CE)
➤ Legal Description	➤ In Ventura County near Ventura at Ventura Overhead
➤ Project Development Category	➤ Category 5

2. RECOMMENDATION

It is recommended that the project report be approved with proposed build alternative at the cost estimate of \$10,347,500 for construction in 2021/2022 Fiscal Year and proceed to the next phase.

3. BACKGROUND

The Ventura Overhead Bridge was built in 1934. In 1961, the sidewalks on bridge were removed to accommodate standard traveled lane width. The bridge is 570 feet long and is comprised of twelve simply supported spans, eleven of which are reinforced concrete T-beams and one single span (spanning over the railroad track) is comprised of steel I-beams, with one to four column

bents and buried abutments. In 1978, the original baluster bridge rails were replaced with Type 25 concrete barrier rails. A seismic retrofit was completed in 1997.

4. PURPOSE AND NEED

Purpose:

The purpose of this project is to replace the steel span of the bridge that spans over UPRR track, retrofit columns at Bent 3A, Bent 4A, and Bent 5, and upgrade all bridge rails to meet the requirements of the federal Coastal Zone Management Act of 1972, Amended 2009. The project is expected to extend the lifespan of this bridge.

Need:

The Office of Structure Maintenance and Investigation has recommended in the Structure Replacement and Improvement Needs (STRAIN) report and recent Bridge Inspection Records Information System (BIRIS) report that the steel bridge span needs replacement due to its exposed surfaces being rusty with delamination and steel members of the bridge being deteriorated with section loss. There are numerous cracks and spalls in columns at Bent 3A, Bent 4A, and Bent 5. Moreover, portions of the gunite material coating covering the bridge have fallen from the bridge on or near the railroad track. An Advance Planning Study (APS) has been done based on these two reports. (Attachment B)

A. Problem, Deficiencies, Justification

A special inspection was conducted following a complaint made by UPRR about cracked and loose gunite material falling onto the railroad tracks. Inspectors found that steel members (steel outrigger beams, steel girder beams and steel floor beams) have deteriorated with section loss. The exposed surfaces of the steel members were rusty with delamination. There are numerous cracks and spalls in columns at Bent 3A, Bent 4A, and Bent 5. Moreover, due to the deficiencies mentioned above, the load carrying capacity of the bridge steel members has been compromised.

B. Regional and System Planning

This proposed project will help to keep this bridge on Route 1 operable. Construction of this project is consistent with local, regional, and state planning.

C. Traffic

Based on 2016 Traffic Data, AADT on Route VEN-1 within PM limits is 4,400 with 8.91% of trucks. In the period from January 01, 2013 to December 31, 2015, the accident history on Route VEN-1 between PM 21.260 and 21.841 is as follows:

ACCIDENT RATE (Per Million-Vehicle Miles)						
Total No. of Accident	Actual Accident Rate			Average Accident Rate		
	Fatalities	Fatalities & Injuries	Total	Fatalities	Fatalities & Injuries	Total
2	0	0	0.70	0.014	0.42	1.02

TASAS Table B, Caltrans District 7

5. ALTERNATIVES

A. Viable Alternatives

Alternative 1 (Build Alternative): Replace the steel span over UPRR

The proposed rehabilitation strategy includes the following:

- Replace the steel span of the bridge
- Retrofit column bents
- Upgrade the railing of the entire bridge

B. Rejected Alternatives

Alternative 2 – Bridge replacement Alternative

The bridge replacement alternative proposes to replace the entire bridge structure. Impacts to right-of-way are anticipated, and a railroad agreement will be necessary. This alternative will also require a coastal permit and an agreement with California Department of Parks and Recreation. Total structure estimate is \$16.251 million. Based on the STRAIN report and BIRIS report, replacement of the entire bridge is not of high priority. Therefore this alternative is not recommended.

Alternative 3 –No-Build

The No-Build alternative would do nothing to improve the current deficiencies. Steel members of the existing structure that span over UPRR track have deteriorated with section loss. If the recommendations in this PR are not implemented, the existing bridge steel span would eventually deteriorate to a condition where it would need to be closed to all traffic and replaced. Therefore, it is not recommended.

6. CONSIDERATIONS REQUIRING DISCUSSION

A. Hazardous Waste

A full evaluation of potential hazardous waste or contamination issues and disposal site requirements will be addressed during the design phase. Based on available information, there are potential of Asbestos Containing Material (ACM), Polycyclic Aromatic Hydrocarbon (PAH), lead, chromium, creosote, arsenic, herbicides, metals, oil, gasoline, cleaning solvents and Polychlorinated Biphenyls (PCBs) contamination of concern (Attachment C).

Any material excluding hazardous waste that cannot be salvaged shall become the property of the contractor and be disposed of outside of the State's right-of-way in accordance with Caltrans standards and specifications.

B. Value Analysis

Value Analysis is not required as the project cost is below the threshold amount for VA study.

C. Resource Conservation

All materials should be recycled, reused or salvaged, if possible. Recycled Materials should be sent to mixing plants for recycling following Caltrans policy.

D. Right-of-Way Issues

Two parcels owned by UPRR will be acquired for aerial and ground easement. Three Permits to Enter and Construct are required: One from a private property owner Wood - Claeysens Foundation and two from State of California Parks and Recreation. (Attachment D)

The bridge spans over the UPRR track, which is also used by Amtrak. A railroad agreement will be necessary for this project. Currently, Caltrans has a bridge easement with UPRR.

E. Environmental Compliance

The environmental document for this project is determined on June 07, 2019 (Attachment E), as follows:

Environmental Determination/Document:

CEQA

NEPA

☒ Categorical/Statutory Exemption ☒ Categorical Exclusion

☐ Negative Declaration ☐ Finding of No Significant Impact Date

A hazardous waste assessment was prepared on October 11, 2018 (Attachment C). Storm Water Data Report has been approved on 6/12/2019 (Attachment F).

F. Air Quality Conformity

Per FHWA's memos, HDA-CA Doc # 63,437, to Southern California Association of Governments, air quality conformity requirements in the area where this project located are met. (Attachment G)

G. Title VI Considerations

There is no sidewalk nor curb ramps before, within, and after post-mile limits of the project. However, during construction, traffic for bicycles, pedestrian and other vehicles will be impacted by partial or complete bridge closure. Some options are considered in transportation management plan to address traffic impacted.

H. Noise Abatement Decision Report

Scope of this project does not result in capacity increase of the roadway. It is anticipated that noise level would remain as existing after completion of project.

7. OTHER CONSIDERATIONS AS APPROPRIATE**A. Transportation Management Plan (TMP)**

As estimated by Structure Construction, the field construction work to replace the bridge span is estimated to be completed in 4 months on regular 5-day work schedule or in 2 months on an accelerated work schedule of 7-day work. When Ventura OH Bridge is completely closed, following options for bike traffic would be considered:

Option 1: Using a shuttle to transport pedestrians and bikers through the project limits. Staging areas for the shuttles on the southbound and northbound side will be identified through proper signage.

Option 2: Detour the bike traffic to shoulders of Route 101 in both directions, separated from the main line traffic by temporary K-railing.

Option 3: At-grade railroad location for bikes to be evaluated in PS&E.

All other vehicular traffic during construction will be diverted to Route 101 in both the directions. (Attachment H)

Resources, including those for traffic control and public awareness campaign, will be used to inform motorists to divert to the alternative detours. The options will be evaluated during PS&E phase. The risks associated with these options are included in the Risk Register.

B. Stage Construction:

Project will be constructed in 5 stages as follows. The rail traffic will be flagged and monitored during all these stages of construction.

1. Stage 1. Retrofit of existing column bents will be performed during this stage.
2. Stage 2. Containment structure will be placed underneath and throughout the limits of the bridge span replacement portion over the UPRR.
3. Stage 3: Existing span replacement portion of new steel girders and concrete bridge decking will be replaced over the UPRR. During Stages 1, 2 and 3, the bridge will be completely closed for all traffic as indicated in Section 7A.
4. Stage 4: During this stage, bridge railing on one side of the bridge will be installed and the lane on the other side of the bridge will be opened for vehicular and bike traffic. Vehicular and bike traffic will be separated by temporary K-Rail along with one-lane traffic control (See Note below).
5. Stage 5: During this stage, bridge railing on the other side of the bridge will be installed, with the vehicular and bike traffic shifted to the other side. Vehicular and bike traffic will be separated by temporary K-Rail along with one-lane traffic control (See Note below).

Note: One-lane traffic control meaning flagman or one lane signal lights.

C. Railroad involvement:

The bridge spans over the UPRR track, which is also used by Amtrak. A railroad agreement will be necessary for this project. Currently, Caltrans has a bridge easement with UPRR.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

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

Programming

The table below provides the current programmed information for the project cost by component, and the current cost estimate by component. The current cost estimate for support is escalated at 3.2% per year for FY 19/20 through FY 21/22 and at 2.0% after that for the remaining years to middle of each component. The construction capital cost is escalated to mid construction at

3.2% per year. The Right of way capital is escalated at the rate of 8% as indicated in the Right of Way Datasheet.

Fund Source	Programming by Fiscal Year								Current Estimate (Escalated)		Historical
20.XX.201.110	Prior	18/19	19/20	20/21	21/22	22/23	Future	Programmed Total	Total	Support vs Capital Ratio	Support vs Capital Ratio
Component	In thousands of dollars (\$1,000)								%		
PA&ED Support	1200							1200	1200	9.8	4.7
PS&E Support		2500						2500	2500	20.4	15.2
Right-of-Way Support		540						540	716	5.8	9.8
Construction Support					1650			1650	2740	22.3	20.2
Right-of-Way Construction					983			983	1929		
					3565			3565	10347		
Total	1200	3040			6198			10438	19,432	58.3	49.8

The support cost ratio is 58.3%.

The increase in capital cost of the project is mainly due to the following:

- Considerable increase in structural steel cost of the bridge itself.
- Cost of the retrofitting of the existing columns which became necessary after the preliminary design and was not considered in the project scope during project initiation document stage.
- Considerable cost of providing detour for the bicycle traffic during the closure of the bridge (Attachment I)

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	10/19/17	A
BEGIN PAED	M020	1/31/18	A
PA & ED	M200	6/25/19	T
START PS&E	M210	9/3/19	T
PRE-60% PS&E		12/15/20	T
60% PS&E	M313	3/16/21	T
PRE-95% PS&E		5/1/21	T
95% PS&E	M315	8/2/21	T
PS&E TO DOE	M377	9/10/21	T
DRAFT STRUCTURES PS&E	M378	7/2/21	T
PROJECT PS&E	M380	11/1/21	T
RIGHT OF WAY CERTIFICATION	M410	11/15/21	T
READY TO LIST	M460	12/15/21	T

FUND ALLOCATION	M470	3/14/22	T
HEADQUARTERS ADVERTISE	M480	5/2/22	T
AWARD	M495	7/5/22	T
APPROVE CONTRACT	M500	8/15/22	T
CONTRACT ACCEPTANCE	M600	10/14/23	T
END PROJECT	M800	12/31/25	T

10. RISKS

Risk register in Attachment J identifies 14 active threats that might impact project delivery. One is considered high risk and 5 are considered moderate. All risks will be mitigated and resolved during the PS&E.

11. EXTERNAL AGENCY COORDINATION

The following permits and agreements will be required prior to construction:

Section 401 Certification from California Regional Water Quality Control Board

Section 404 Permit for impacts to waters of the U.S. from U.S. Army Corps of Engineers

Section 1602 Agreement for streambed alteration from California Department of Fish and Game

California Public Resources Code Division 20 (California Coastal Act)

Access Permit from State of California Parks and Recreation

Access Permit from Wood-Claeyssens Foundation

Railroad Agreement for at-grade or separated-grade crossings with UPRR

12. PROJECT REVIEWS

This report has incorporated the inputs from following offices during the preparation period from October 8, 2018 thru June 11, 2019:

<u>Reviewer</u>	<u>Unit</u>
Susan Tse	Environmental Planning
Dyari Ahmed	District Traffic Manager
Ravi Ghatе	Project Management

13. PROJECT PERSONNEL

Name	Title	Phone number
Orlance Lee	Senior Transportation Engineer, Design C	(213) 897-0717
Ravi Ghatе	Project Manager	(213) 897-5593

Mike Nguyen	Project Engineer, Design C	(213) 897-0386
Masoud Esnaashari	Technical Liaison Engineer, HQ Bridge	(916) 227-8627
Hernan Perez	Office of Bridge Design South 1-Branch 15	(916) 227-3234
Bing Wu	Senior Bridge Engineer, Structure Maintenance & Investigations South	(213) 897-0874
Leon Valla	Project Engineer, HQ Structure Design	(916) 227-8158

14. ATTACHMENTS

- A. Location map
- B. Advanced Planning Study
- C. Hazardous Waste Assessment
- D. Right of Way Data Sheet
- E. Environmental Document
- F. Storm Water Data Report-signed cover sheet
- G. Air Quality Conformity
- H. Transportation Management Plan
- I. Cost Estimate
- J. Risk Register
- K. SHOPP Project Performance Output

Attachment A

Location map

INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN VENTURA COUNTY
IN VENTURA
AT VENTURA OH

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2015

LOCATION OF CONSTRUCTION
PM 21.54



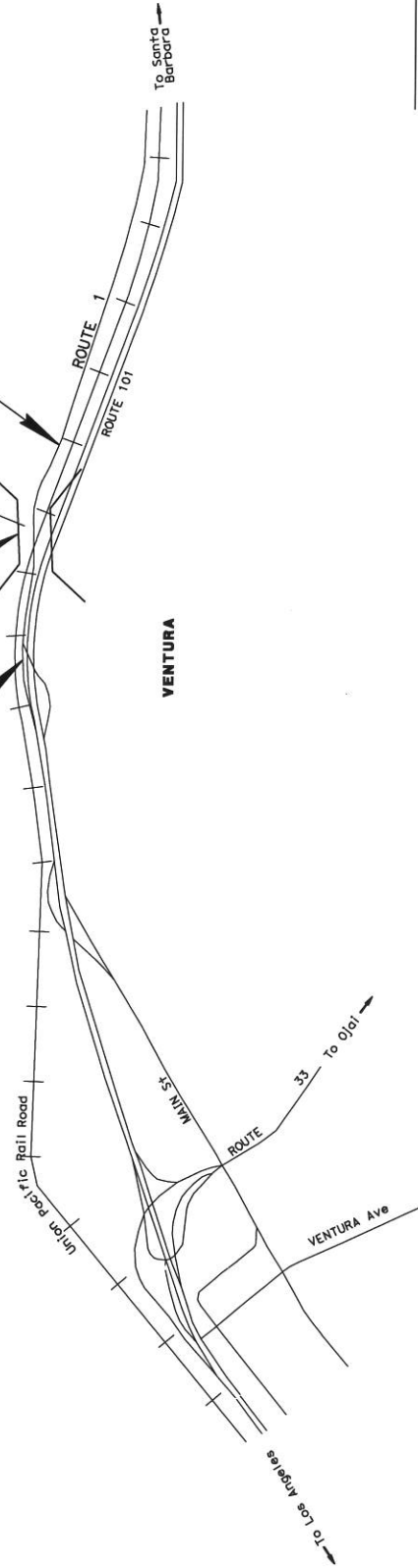
VENTURA OH
Br. No. 52-040

Begin Work
PM 21.3

End Work
PM 22.0

PACIFIC OCEAN

VENTURA



To Santa Barbara

To Los Angeles

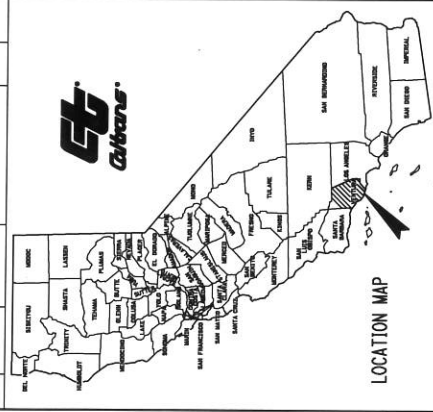
ROUTE 33 To Ojai

ROUTE 52

ROUTE 101

ROUTE 1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
------	--------	-------	-----------------------------	---------------------------



PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE
THE STATE OF CALIFORNIA, BY ITS
REGISTERED PROFESSIONAL ENGINEER,
HEREBY APPROVES THE ACCURACY AND
COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No. 07-319604
PROJECT ID 0716000025
PROJECT NUMBER & PHASE 07160000251

DATE PLOTTED => 21-MAR-2018
DATE PRINTED => 21-MAR-2018
USERNAME => et29377
JOB FILE => 319600001.dgn

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

CALTRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/)

RELATIVE BORDER SCALE 0 1 2 3
1/8" = 1'-0"

BORDER LAST REVISED 8/1/2016

DESIGN MANAGER	PROJECT MANAGER
----------------	-----------------

Attachment B

Advanced Planning Study

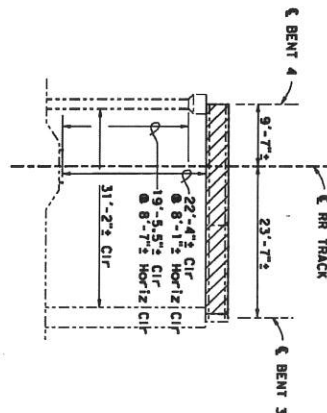
LEGEND:
 Indicates limits of demo.
 - - - - - Indicates existing.

NOTES:

- ① Demolish and remove the existing bridge deck and concrete barrier Rail Type 25 in Span 04. Remove all existing structural steel members and connections in Span 04.
- ② Indicate location of repair spalled surface area of column spalls with new Column Coating or Bent 3A.
- ③ Replace existing structural steel members and connections with similar sized structural steel members and connections. Welds existing steel connections and replace with new 501. Replace existing bearing plates and increase with similar size bearing plates and increase. Reconstruct the Span 04 bridge deck.
- ④ Demolish the remaining existing concrete barrier Rail Type 25 for the full length of the bridge. Replace existing concrete barrier with new Concrete Barrier Rail Type 80 with pile rolling for the full length of the bridge. Provide 10' high chain link fence across the span portion of the upper railway each side of structure.
- ⑤ New Column Coatings Class "C" Bents 10-13.
- ⑥ New Cotcher Blocks Bents 7 and 9-12.
- ⑦ New Structure Approach Type R to be constructed in stages.

ASSUMPTIONS:

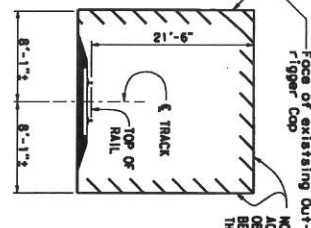
- ① The bridge will be closed to traffic for the duration of construction for the removed and replaced portion of existing structure over the upper only. The cost of traffic handling and permits to be determined by District.
- ② The California Coastal Commission will authorize the use of Concrete Barrier Type 80 for the project. This barrier upgrade will be constructed in stages.
- ③ Structural members to be removed will require an environmental construction sequence for Asbestos containing material (ACB).



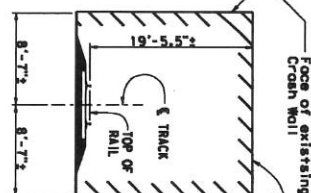
**BENT 4A
MINIMUM CLEARANCE**
NO SCALE

Railroad Traffic

Foilswork Containment Opening required during the full duration of construction for the removed and replaced portion of existing bridge over the Union Pacific Railroad (UPRR).



**MINIMUM RAILROAD
CONSTRUCTION CLEARANCES
(NORMAL TO RAILROAD)**
NO SCALE



**MINIMUM RAILROAD
CONSTRUCTION CLEARANCES
(NORMAL TO RAILROAD)**
NO SCALE

Vertical
Clearance
21'-6"

Horizontal Clear
Width
18'-2"

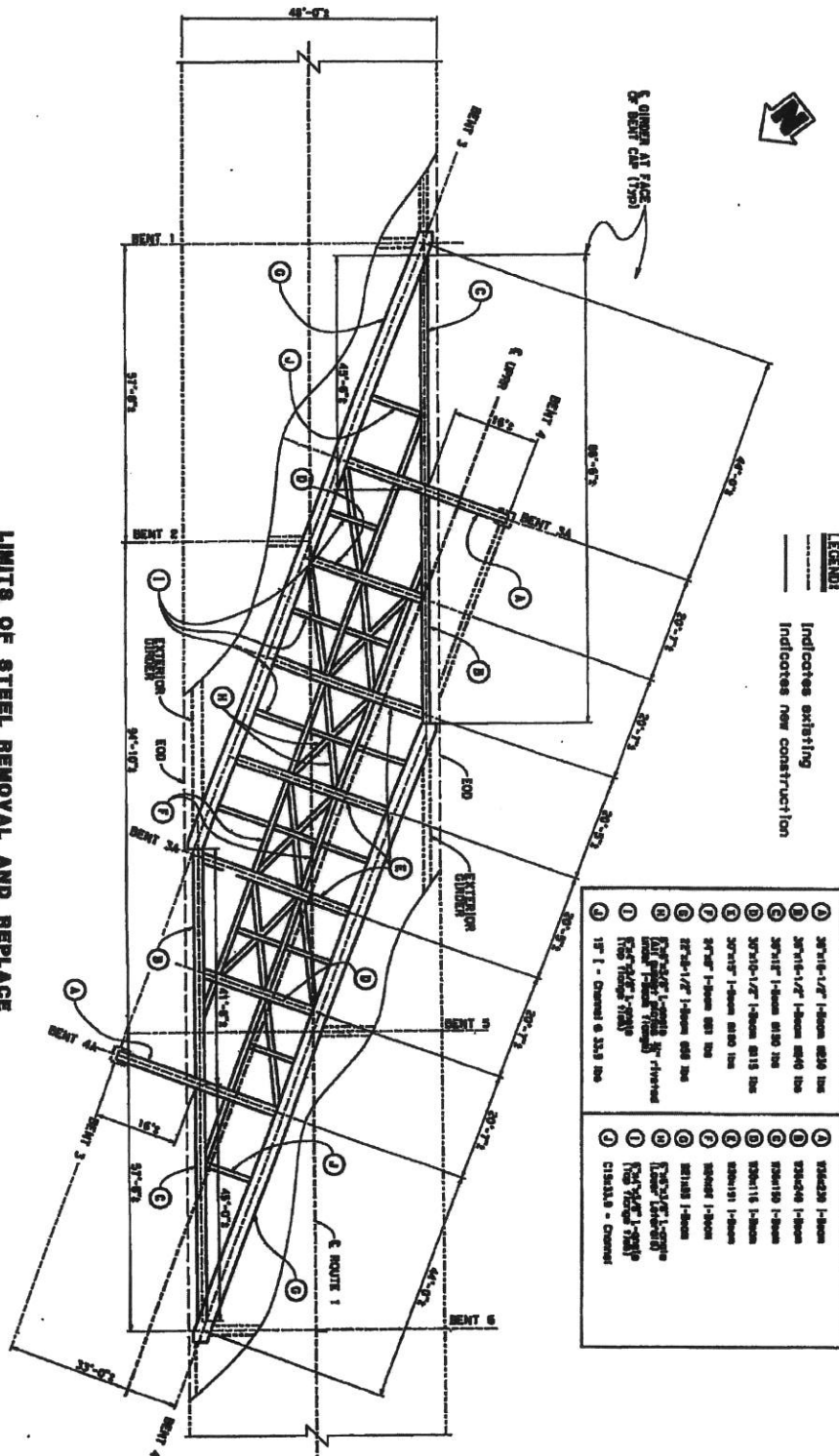
Vertical Traffic

1. New alignment. No traffic at the site.
 2. Traffic will be detoured away from the site.
 3. Traffic will be carried on the structure.
 4. Traffic will pass under the structure on (Name of St. or Hwy.)
- A. No foilswork allowed over traffic.
 B. Foilswork opening(s) required.
 Temporary Vertical Clearance
 Width of Traffic Opening
- C. Two-way temporary traffic lane reduction needed
 Bnd
 For footing excavation.

DESIGNED BY	DATE	DESIGNED BY	DATE
LEON YALLO	12-28-18	LEON YALLO	12-28-18
CHECKED BY	DATE	CHECKED BY	DATE
JOE DALGADO/AF	09-10-18	JOE DALGADO/AF	09-10-18
DATE	DATE	DATE	DATE
09-10-18	09-10-18	09-10-18	09-10-18
APPROVED BY	DATE	APPROVED BY	DATE
JOE DALGADO/AF	09-10-18	JOE DALGADO/AF	09-10-18
DAVID HERNANDEZ/AF	09-10-18	DAVID HERNANDEZ/AF	09-10-18
DAVID HERNANDEZ/AF	09-10-18	DAVID HERNANDEZ/AF	09-10-18

STRUCTURE DESIGN BRANCH	PLANNING STUDY
15	15
SCALE: AS SHOWN	SCALE: AS SHOWN
PROJECT NO. 8 PHASE 0716000025	PROJECT NO. 8 PHASE 0716000025

DIST	COUNTY	ROUTE	POST MILE
07	VEN	1	21.54



EXISTING BEAM SIZE		NEW EXISTING BEAM SIZE	
1	20"x16-1/2" 1-beam 600 lbs	4	20"x26-1/2" 1-beam
2	20"x16-1/2" 1-beam 600 lbs	5	20"x26-1/2" 1-beam 600 lbs
3	20"x12" 1-beam 610 lbs	6	20"x16-1/2" 1-beam
4	20"x16-1/2" 1-beam 615 lbs	7	20"x16-1/2" 1-beam
5	20"x12" 1-beam 610 lbs	8	20"x16-1/2" 1-beam
6	20"x12" 1-beam 600 lbs	9	20"x16-1/2" 1-beam
7	20"x16-1/2" 1-beam 600 lbs	10	20"x16-1/2" 1-beam
8	20"x16-1/2" 1-beam 600 lbs	11	20"x16-1/2" 1-beam
9	20"x16-1/2" 1-beam 600 lbs	12	20"x16-1/2" 1-beam
10	20"x16-1/2" 1-beam 600 lbs	13	20"x16-1/2" 1-beam
11	20"x16-1/2" 1-beam 600 lbs	14	20"x16-1/2" 1-beam
12	20"x16-1/2" 1-beam 600 lbs	15	20"x16-1/2" 1-beam
13	20"x16-1/2" 1-beam 600 lbs	16	20"x16-1/2" 1-beam
14	20"x16-1/2" 1-beam 600 lbs	17	20"x16-1/2" 1-beam
15	20"x16-1/2" 1-beam 600 lbs	18	20"x16-1/2" 1-beam
16	20"x16-1/2" 1-beam 600 lbs	19	20"x16-1/2" 1-beam
17	20"x16-1/2" 1-beam 600 lbs	20	20"x16-1/2" 1-beam
18	20"x16-1/2" 1-beam 600 lbs	21	20"x16-1/2" 1-beam
19	20"x16-1/2" 1-beam 600 lbs	22	20"x16-1/2" 1-beam
20	20"x16-1/2" 1-beam 600 lbs	23	20"x16-1/2" 1-beam
21	20"x16-1/2" 1-beam 600 lbs	24	20"x16-1/2" 1-beam
22	20"x16-1/2" 1-beam 600 lbs	25	20"x16-1/2" 1-beam
23	20"x16-1/2" 1-beam 600 lbs	26	20"x16-1/2" 1-beam
24	20"x16-1/2" 1-beam 600 lbs	27	20"x16-1/2" 1-beam
25	20"x16-1/2" 1-beam 600 lbs	28	20"x16-1/2" 1-beam
26	20"x16-1/2" 1-beam 600 lbs	29	20"x16-1/2" 1-beam
27	20"x16-1/2" 1-beam 600 lbs	30	20"x16-1/2" 1-beam
28	20"x16-1/2" 1-beam 600 lbs	31	20"x16-1/2" 1-beam
29	20"x16-1/2" 1-beam 600 lbs	32	20"x16-1/2" 1-beam
30	20"x16-1/2" 1-beam 600 lbs	33	20"x16-1/2" 1-beam
31	20"x16-1/2" 1-beam 600 lbs	34	20"x16-1/2" 1-beam
32	20"x16-1/2" 1-beam 600 lbs	35	20"x16-1/2" 1-beam
33	20"x16-1/2" 1-beam 600 lbs	36	20"x16-1/2" 1-beam
34	20"x16-1/2" 1-beam 600 lbs	37	20"x16-1/2" 1-beam
35	20"x16-1/2" 1-beam 600 lbs	38	20"x16-1/2" 1-beam
36	20"x16-1/2" 1-beam 600 lbs	39	20"x16-1/2" 1-beam
37	20"x16-1/2" 1-beam 600 lbs	40	20"x16-1/2" 1-beam
38	20"x16-1/2" 1-beam 600 lbs	41	20"x16-1/2" 1-beam
39	20"x16-1/2" 1-beam 600 lbs	42	20"x16-1/2" 1-beam
40	20"x16-1/2" 1-beam 600 lbs	43	20"x16-1/2" 1-beam
41	20"x16-1/2" 1-beam 600 lbs	44	20"x16-1/2" 1-beam
42	20"x16-1/2" 1-beam 600 lbs	45	20"x16-1/2" 1-beam
43	20"x16-1/2" 1-beam 600 lbs	46	20"x16-1/2" 1-beam
44	20"x16-1/2" 1-beam 600 lbs	47	20"x16-1/2" 1-beam
45	20"x16-1/2" 1-beam 600 lbs	48	20"x16-1/2" 1-beam
46	20"x16-1/2" 1-beam 600 lbs	49	20"x16-1/2" 1-beam
47	20"x16-1/2" 1-beam 600 lbs	50	20"x16-1/2" 1-beam
48	20"x16-1/2" 1-beam 600 lbs	51	20"x16-1/2" 1-beam
49	20"x16-1/2" 1-beam 600 lbs	52	20"x16-1/2" 1-beam
50	20"x16-1/2" 1-beam 600 lbs	53	20"x16-1/2" 1-beam
51	20"x16-1/2" 1-beam 600 lbs	54	20"x16-1/2" 1-beam
52	20"x16-1/2" 1-beam 600 lbs	55	20"x16-1/2" 1-beam
53	20"x16-1/2" 1-beam 600 lbs	56	20"x16-1/2" 1-beam
54	20"x16-1/2" 1-beam 600 lbs	57	20"x16-1/2" 1-beam
55	20"x16-1/2" 1-beam 600 lbs	58	20"x16-1/2" 1-beam
56	20"x16-1/2" 1-beam 600 lbs	59	20"x16-1/2" 1-beam
57	20"x16-1/2" 1-beam 600 lbs	60	20"x16-1/2" 1-beam
58	20"x16-1/2" 1-beam 600 lbs	61	20"x16-1/2" 1-beam
59	20"x16-1/2" 1-beam 600 lbs	62	20"x16-1/2" 1-beam
60	20"x16-1/2" 1-beam 600 lbs	63	20"x16-1

07	VEN	1	21.54
----	-----	---	-------

NOTE:
THE CONTRACTOR MUST VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL. EXISTING UTILITY FACILITIES ARE NOT INCLUDED ON THESE PLANS.

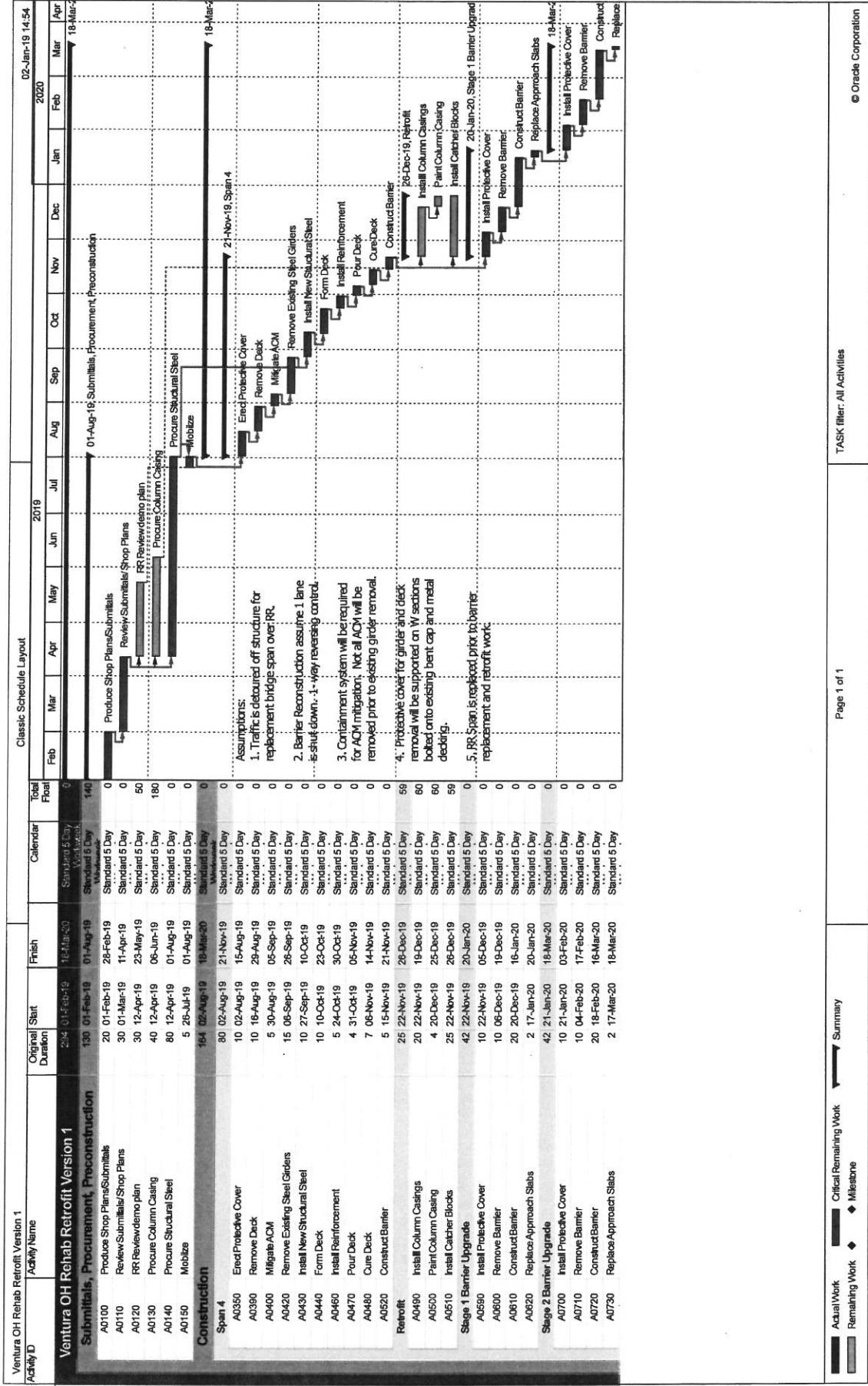
degrees still in place

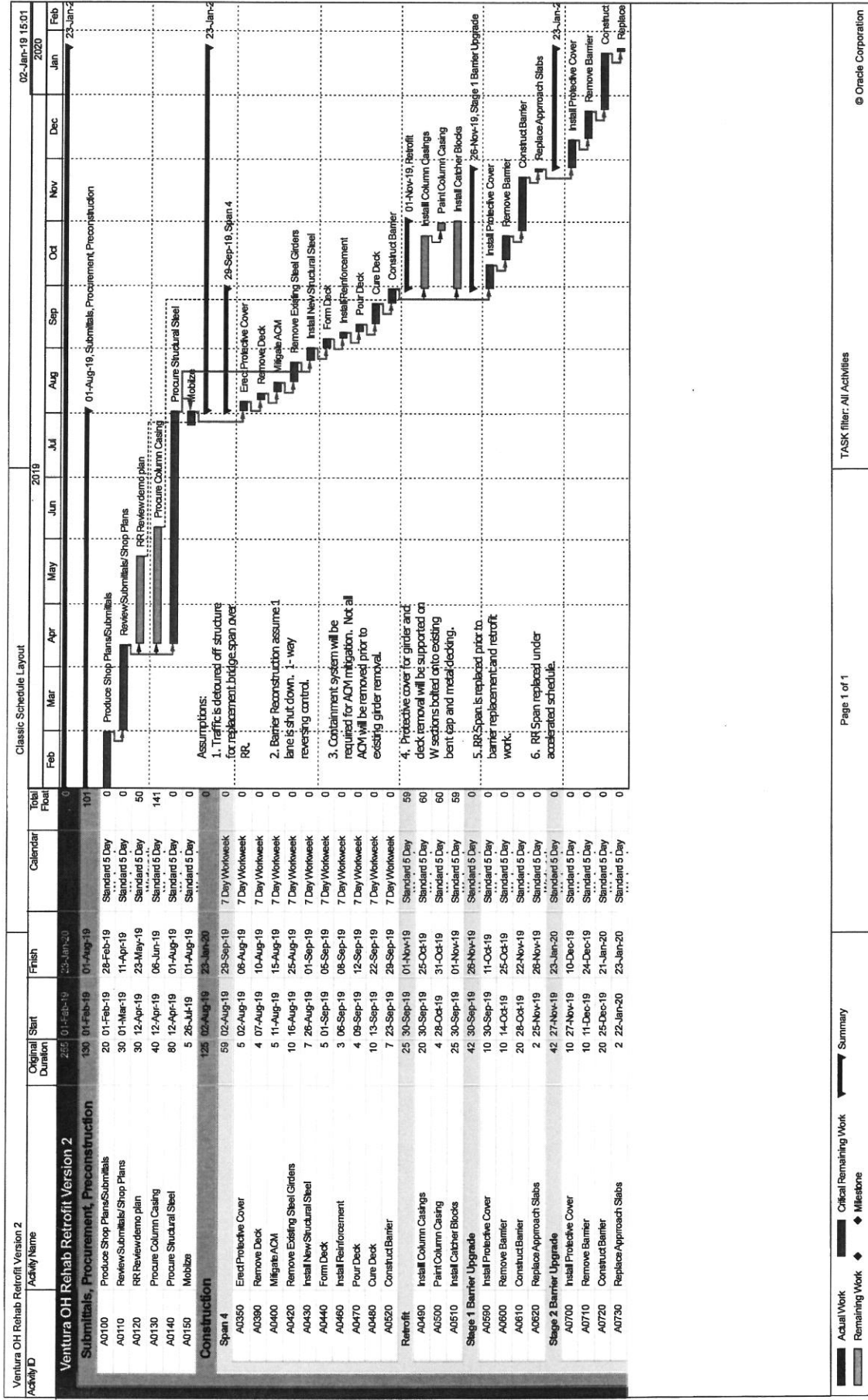
REMOVED BY	DATE
Joe Delatorre/AF	01-10-11
MAILED BY	DATE
Marlene Montemoretti/AV	01-10-11
DECODED BY	DATE
JOSE MARRASO/AV	01-10-11
APPROVED	DATE
Phil Harrison/AF	01-10-11

**STRUCTURE
DESIGN
BRANCH**

PLANNING STUDY	
VENTURA OVERSEAS (HAWAII) AND GEORGINA METROFIT	
DATA 5804	PROJ# 10-55-0040
RESULTS SHOWN	PROJECT 10-55-0040

SCHEDULE	=> DATE	BATS PLAYED =>	#DATE	TIME PLAYED =>	#TIME
-----------------	---------	----------------	-------	----------------	-------





Attachment C

Hazardous Waste Assessment

Memorandum

*Flex your power!
Be energy efficient!*

To: ORLANCE LEE
OFFICE OF DESIGN BRANCH C

Date: October 11, 2018
File: 07-VEN-01 PM 21.54
EA: 07-334-319600
E-FIS: 1847-0716000025

Attn: Mike Nguyen


From: PENNY NAKASHIMA, P.G.
Senior Engineering Geologist
Office of Environmental Engineering (OEE)
District Hazardous Waste Coordinator - North Region

Subject: REQUEST FOR HAZARDOUS WASTE ASSESSEMENT FOR PAED

This is in response to your request for Hazardous Waste Assessment for the above referenced project. This project proposes to replace the existing deficient steel girder span (between Bent 3 and 4) of the Ventura Overhead Bridge #52-0040 that goes over the Union Pacific Railroad Company (UPRR) tracks, repair cracks in columns (bent 3A, 4A and 5) and upgrade the entire bridge rails to meet the requirements of the Federal Coastal Zone Management Act of 1972.

All the work is within the State right-of-way. However, as per e-mail dated 10/11/2018 from Mr. Mike Nguyen, there are five parcels that will be acquired as easements, APN 060-0-310-095 (12,760 SF - Wood-Claeysens Foundation), APN 060-0-310-085 (40 SF - State of California Parks), APN 060-0-210-105 (30,930 SF - State of California Parks) and aerial easement of APNs 060-0-310-120 (4,300 SF - UPRR) and ground easement of 060-0-320-245 (3,470 SF - UPRR). As per the request, there may be a possibility of minimal ground disturbance due to the possibility of putting casings on the columns of the span replacement. The request also indicated that as the bridge span is being demolished, there will be material that will fall to the ground and material will be cleaned up.

We have been informed by our Bridge Engineer (Mr. Tony Brake e-mail dated 01/08/2016) that this bridge (52-0040) was built in 1934 and the bridge steel superstructure members are covered with a 2 inch thick layer of cement based gunite. That gunite material on the girders serves as a means of fire protection. The transition from steam-powered locomotives to diesel-powered locomotives happened during the 1950s. Steam-powered locomotives used either coal or timber as a fuel source. Burning coal or timber can be a fire hazard hence the need to coat the bridge steel members with a fire retardant. Asbestos fibers were extensively used in fire retardant materials up until 1970s.

There is a potential of Asbestos Containing Material (ACM) to be present in the gunite material used to cover the existing deficient steel girder span, in shims on railing, concrete (deck, railing), piping and drains on bridge. Therefore it is recommended that the Asbestos survey be conducted in the project design phase (PS&E) to determine the presence of the ACM. In addition, the asbestos survey report will assist the Contractor to obtain the appropriate NESHAP Notification Permit as required by the Air Quality Management District (AQMD). Please allocate funds for NESHAP Notification permit. We also recommend that concrete be tested for Polycyclic Aromatic Hydrocarbon (PAHs) due to soot from locomotives.

*“Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability”*

Since the existing yellow and white traffic stripes on the bridge span will not be removed prior to demolition of the bridge span, the section of removed span with yellow and white stripe paint will not be considered as hazardous waste. However, if the removed bridge span is sent to a recycler, inform the recycler of the potential for the yellow stripe paint to contain hazardous concentrations of lead and chromium.

As per the discussion with project engineer, we understand that aerial and ground easement will be acquired for two parcels, owned by UPRR, and three ground easements, one from a private property owner Wood-Claeysens foundation and two from State of California Parks, currently vacant land and/or paved road needs to be acquired for this project. Since the easement portions are down slope from and close to UPRR, the following are potential contaminants of concerns:

- Railroad ties, usually treated with chemicals such as creosote
- Coal ash and cinder containing lead and arsenic
- Spilled or leaked liquids such as oil, gasoline, cleaning solvents, PCBs etc.
- Herbicides
- Fossil fuel combustion products (PAHs)
- Metals
- Asbestos (brake pads)

OEE recommend Site Investigation (soil sampling) during early PS&E phase to determine the type and extent of contamination in soil within three parcels requiring easement acquisition and areas where possibility of ground disturbance due to casing on columns are proposed.

Please note that no material should be allowed to fall on the ground during bridge span demolition. A Proper containment system should be in place.

If groundwater is expected to be encountered during casing placement or repair of cracks in columns, dewatering may be needed. Therefore, OEE recommend Site Investigation (sampling and testing) of groundwater during PS&E phase to evaluate the water quality and options for management and disposal of impacted groundwater resulting from construction dewatering.

All applicable Standard Special Provisions and Non Standard Special Provisions will be provided during PS&E phase.

OEE RESOURCE ESTIMATE FOR PROJECT:

WBS 165.10 = 40 hrs

WBS 235.10 = 400 hrs (SI Support)

WBS 255.05 = 80 hrs (PS&E Support)

WBS 280.10 = 80 hrs (Construction Support)

Please inform us of any changes made to the scope of work.

EA: 07-319600
HWA for PAED
October 11, 2018
Page 3

This Hazardous Waste Assessment is applicable to the scope of work described above. Any change in the scope of work will require a Hazardous Waste Re-Assessment. If you have any questions or need additional information, please contact me at (213) 897-0670, Penny.Nakashima@dot.ca.gov or contact Upa Patel, Upa.Patel@dot.ca.gov or my staff at (213) 897-8592.

cc: Ravi Ghate, Project Management

Attachment D

Right of Way Data Sheet

Memorandum

*Serious Drought!
Help Save Water!*

To: Orlance Lee, Design Manager
Office of Design
District 7, Los Angeles Office

Date: 3/28/2019
EA: 31960
Data Sheet ID NO: ds3380
Project ID # 0716000025

From: Dan Murdoch, Office Chief
Right of Way Appraisals, and Planning & Management
District 7, Los Angeles Office

Subject: Current Estimated Right of Way Costs for **Project Report**

We have completed an estimate of the Right of Way costs for the above referenced project based on information received from Mike Nguyen PE and the following assumptions and limiting conditions apply:

- The mapping did not provide sufficient detail to determine the limits of the right of way required.
- The transportation facilities have not been sufficiently designed, so our estimator could not determine the damages to any of the remainder parcels affected by the project.
- Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the estimate.

Right of Way Certificate (RWC) lead time will require a minimum of 24 months after maps to appraisal (MA). Completed Appraisal maps include HMDD, COS, HW Memo, and RE-49. An executed copy of the new freeway agreement is required for the project. When utility relocation is warranted, utility conflict maps will be required. Additionally a minimum of 18 months will be required after receiving the last revision to the appraisal map. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed and present a risk to the RWC project delivery milestone. Due to the passage of Map 21 and the Buy America provision, the Right of Way Certification process will be longer, if Utility Relocation is necessary.

Current Schedule: PRSM

PAED (M 200)	MA (M 224)	RWC (M 410)	RTL (M 460)	CCA (M 600)
3/29/2019	N/A	11/15/2021	12/15/2021	12/29/2023

TO Orlande Lee
ATTN Mike Nguyen

R/W DATA SHEET

ID NO ds3380

SENIOR R/W P&M Ravi Ghatge

Date of Data Sheet 3/28/2019

ROUTE 1

PM_KM 21.54

EA 31960

Project ID #

ALT

Project Description The project proposes to replace the steel span of the Ventura Overhead Bridge #52- 0040 located on California State Route 1 (SR-1) in the City of Ventura that spans over Union Pacific Railroad Company (UPRR) tracks and repair cracks in columns (Bent 3A, Bent 4A, and Bent 5).

This cost estimate is valid for the above scoping report only. This is an estimate only and not an appraisal. It may be based on worse case scenarios.

The estimate is subject to change and revision.

The mapping did not provide sufficient nor adequate detail to determine the limits of the Right of Way required and effects on the improvements.

The transportation facilities have not been sufficiently designed for our estimator to determine the damages to any of the remainder parcels affected by the project.

This cost estimate is pursuant to the following responses supplied by Orlande Lee to the Data Sheet Request Form.

	YES	NO	Not known at this time
Utilities are depicted on plans		X	
Railroads are depicted on plans		X	
There are Material and/or Disposal Sites Required			X
Caltrans will do the Right of Way work	X		
There will be a Cooperative Agreement	X		
This is a reimbursable project			X
There is Hazardous Waste potential			X

RW COST ESTIMATE

	CURRENT VALUE	ESCALATED VALUE
R/ w acq.(incl.contingency G.w-condem.-adm.s'tl.)Permits	\$1,174,680	\$1,484,435
Clearance		
RAP (cont rate.)		
Escrow costs (cont rate.)	\$11,008	\$13,973
Utility relocation costs	\$289,000	\$423,562
Estimate of Reimbursed Appraisal Fee	\$7,500	\$7,500
Total estimated cost	\$1,482,188	\$1,929,470

Escalation Rate Rw .07

Escalation Rate Utilities .08

Cert.date 11/15/21

ROUTE 1

PM_KM 21.54

EA 31960

ALT

Parcel Count and Py Info

PARCEL DUAL TYPES APPR.		
A		
B	5	
C		
D		
F		

RIGHTS NEEDED	
FEE	
EASE	5
TCE	

TAKES	
FULL	0
PART	5
TOTAL	5

DISPLACEMENT OF UNITS	
SFR	
BUS	
MULTI	

PARCELS WITH RAP	

POTENTIAL CLEARANCE PARCELS	

POTENTIAL CONDEMNATION PARCELS	
	2

POTENTIAL EXCESS PARCELS	

UTILITY IMPACTS	
u4-1	
u4-2	
u4-3	
u4-4	2
u5-7	
u5-8	
u5-9	2

Estimate Of Right Of Way Support Hours

Activity Codes	Function	Hours
225 & 245	Appraisals	875
225 & 245	Acquisitions	1,025
200	Utilities	860
185.20.40	Utility Potholing	405
205	Railroads	840
225 & 245	Condemnation	630
225 & 245	Clearance	
225 & 245	Relocation	
220 & 300	RW Engineering	1,500
	Total	6,135

UTILITY INFORMATION

1) 6-Potholes for 4-Du, AT&T along RR	6	3000	\$18,000
2) 4-Potholes for underground LVL-3 communications	4	3000	\$12,000
3) 4-Potholes for underground MCI communications	4	3000	\$12,000
4) 4-Potholes for underground QWEST communications	4	3000	\$12,000
5) 4-Potholes for underground Sprint communication	8	3000	\$24,000
6) 8-Potholes for 16" gas (SCG)	4	3000	\$12,000
7) 8-Potholes for Ellwood pipeline	8	3000	\$24,000
8) Relocation of cable TV 300'	300	250	\$75,000
9) Relocation of overhead "Telephone line" (Service Line to Lifeguard)	400	250	\$100,000

Are utility easements required? NoAre Utility agreements required? YesTotal Cu Ent Cost \$289,000Const. Completion Date 12/29/2023Utility Escalation Rate 8%Total Escalated Cost \$423,562

RR INFORMATION

Are RR affected UP & AMTRAK

Describe the RR facilities affected, and ownership: UNION PACIFIC & AMTRACK
(i.e. RR name, RR spurs, branch lines, at grade crossings?)

Will construction work be performed in RR right of way? Y/N If yes, describe:

What types of agreements are anticipated to be required from the RR?

Will Temporary Construction Easement (TCE) rights be required for the project construction? If yes, explain.

Phase 4 costs: RR Flagging related to construction activity. This cost is a phase 4 construction contract cost. Though noted on the RW datasheet, the estimated flagging cost is not a RW cost, and not a part of the RW Capital. This estimate is provided so it can be added to the engineer's estimate for construction – RR flagging estimate is based on the number of days flagging is needed for construction activity.	\$1,000,00
Phase 9 costs: Purchase of rights for construction, agreements, Preliminary Engineering Contracts, RR re-arrangement costs. This figure is included in the RW Capital estimate total.	\$ 25000

DATE

Right of Way Estimate prepared by Victor Lee

7/18/18

Estimate prepared by Steve Johnson

8/20/18

Utilities Estimate prepared by Michele Graves

1/11/19

I have personally reviewed this R/W Data Sheet and all supporting information I certify that the probable highest and best use estimated values and assumptions are reasonable and proper subject to the limiting conditions set forth and I find this Data Sheet complete and current.

This Data Sheet is not to be signed by Chief unless accompanied by final scoping report(PR,PSR,PSSR) for review and/or signature.

CHIEF



06/21/19

Attachment E

Environmental Document

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

07-VEN-01 Dist.-Co.-Rte. (or Local Agency)	21.54 P.M./P.M.	31960 E.A/Project No.	EFIS: 0716000025 Federal-Aid Project No. (Local Project)/Project No.	CE#: 201810003
PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)				
Caltrans proposes to repair and upgrade the existing structure of the Ventura Overhead Bridge (Bridge #52-0040) on Route 1 in Ventura County at post-mile 21.54. The project will replace the steel span of the bridge that spans over Union Pacific Railroad tracks, retrofit column bents, and upgrade bridge rails to meet the requirements of the Coastal Zone Management Act of 1972. Utility will be relocated as a part of this project. Two parcels will be acquired for aerial and ground easement, and 3 permanent access parcels will be required for construction and future maintenance.				
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.				
☐ Common Sense Exemption. [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].)]				
Susan Tse Koo Print Name: Senior Environmental Planner or Environmental Branch Chief		Ravi Ghate Print Name: Project Manager		
Susan Tse Koo Signature		Ravi Ghate Signature		
06/07/19 Date		06/07/2019 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.				
Susan Tse Koo Print Name: Senior Environmental Planner or Environmental Branch Chief		Ravi Ghate Print Name: Project Manager/DLA Engineer		
Susan Tse Koo Signature		Ravi Ghate Signature		
06/07/19 Date		06/07/2019 Date		
Date of Categorical Exclusion Checklist completion: 06/07/2019 Date of ECR or equivalent : 06/07/2019				

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Continued from page 1:

Biology

- The Division of Environmental Planning will be provided with the Plans, Specifications, & Estimates (PS&E) Package for review and comment.
- If the scope of work or impact area changes, the District Biologist, Patrick Thompson (213-897-0707), shall be immediately notified before construction can begin or continue.
- The District Biologist must be invited to the pre-construction meeting with one week prior notice.
- The project must employ all appropriate Stormwater and Erosion Control Best Management Practices, and these must be incorporated into the project specifications.
- Prior to the start of construction, all drain inlets and outlets must be protected to prevent construction materials and/or debris from entering drainages.
- If vegetation removal is needed, or loud machinery is to be used, all vegetation removal and loud noise-making machinery use should occur outside of bird nesting season which is from February 1st to September 1st. Should vegetation removal or noise-making machinery be used during this period, the District Biologist shall be notified two weeks prior to the start of construction to determine if nesting birds are present. In the event that nesting birds are observed, the Resident Engineer (RE) should pause work until a qualified biologist has determined that fledglings have left the nest. If this is not possible, the RE should coordinate with the District Biologist to minimize the risk of violating the Migratory Bird Treaty Act (MBTA). Most likely, the District Biologist will require a buffer of 150 ft for songbirds and a buffer of 500 ft for raptors during all phases of construction. Nesting birds are protected under the MBTA and cannot be impacted by construction activities, including noise and dust pollution. If vegetation is to be removed, this is a change in scope, and the District Biologist must be notified. No work shall commence until the vegetation to be removed has been surveyed for nesting birds and cleared by the District Biologist.
- Use existing pull outs and parking lots for staging and storing and avoid the removal of existing native vegetation.
- Litter and pollution laws shall be adhered to by all personnel working within the project limits.
- No asphalt grindings shall be used within 100 feet of any water course. Water course, for this purpose, is defined as any feature, either natural or man-made, which conveys water during any time of the year. It is recommended that this measure should be included in the Environmental Document. The limitation on asphalt use near waterways is restricted to compacted shoulder backing.
- If any species of concern and/or special status species are observed during any phase of construction, the RE will need to contact the District Biologist and all work shall cease immediately.

Hazardous Waste

- Asbestos survey must be conducted during PS&E to determine the presence of the Asbestos Containing Material (ACM).
- Concrete should be tested for Polycyclic Aromatic Hydrocarbon (PAHs) due to soot from locomotives.
- The Contractor will obtain the appropriate NESHAP Notification Permit as required by the Air Quality Management District (AQMD).
- Since the existing yellow and white stripes on the bridge span will not be removed prior to the demolition of the bridge span, the section of removed span with yellow and white stripe paint will not be considered hazardous waste. However, if the removed bridge span is sent to a recycler. Inform the recycler of the potential for the yellow stripe paint to contain hazardous concentrations of lead and chromium.
- Site Investigation (SI) is required during early PS&E phase to determine the type and extent of contamination in soil within the three parcels that require easement acquisition and areas where there is a possibility of ground disturbance due to proposed casing on columns.
- No material should be allowed to fall on the ground during bridge span demolition. A proper containment system must be in place.
- If groundwater is expected to be encountered during the placement of casing or repair of cracks in the columns, dewatering is required. Therefore, OEE requires Site Investigation (sampling and testing) of groundwater during PS&E phase to evaluate the water quality and options for management and disposal of impacted groundwater resulting from construction dewatering.
- If there are any changes to the scope of work, please inform the Division of Environmental Planning. Any change in the scope of work will require a Hazardous Waste Re-Assessment.

Cultural Resources

- If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find.
- If there are any changes to the proposed activities or if any additional locations are added, an additional review by the cultural resources unit in the Division of Environmental Planning will be required.

Section 4(f)

- Per Appendix C of the Section 4(f) *De Minimis* finding, coordination with California Department of Parks and Recreation will occur during design and construction of the project to discuss topics of concern mentioned in the correspondence.
- Construction will occur during off-peak seasons to minimize impacts to the recreational facility.
- Caltrans will return parcels back to its initial state and the area will resume its original functions after construction completion.
- Caltrans will abide by permits set forth in permanent access permit.
- Construction will incorporate all best management practices (BMPs) into project construction to minimize impacts to noise, air quality, vegetation, and water quality.
- Water or dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emissions or at the right-of-way line, depending on local regulations.
- A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

07-VEN-01	21.54	31960	EFIS: 0716000025	CE#: 201810003
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.	
- Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly. - Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to decrease particulate matter.				

Attachment F

Storm Water Data Report-signed Cover Sheet



Dist-County-Route: 07-VEN-01
Post Mile Limits: 21.54
Project Type: Bridge-Rehabilitation
Project ID (EA): 0716000025 (319600)
Program Identification: 20.10.201.110
Phase: ☐ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Los Angeles - Region 4

1. Does the project disturb 5 or more acres of soil? Yes ☐ No ☒
2. Does the project disturb 1 or more acres of soil and not qualify for the Rainfall Erosivity Waiver? Yes ☐ No ☒
3. Is the project required to implement Treatment BMPs? Yes ☐ No ☒
4. Does the project impact existing Treatment BMPs? Yes ☐ No ☒

If the answer to any of the preceding questions is "Yes", prepare a Long Form – Stormwater Data Report. Unless otherwise agreed upon by the District/Regional Design Stormwater Coordinator.

Total Disturbed Soil Area: 0.011 acre New Impervious Surface: 0 acre
Estimated Const. Start Date: 08/15/22 Estimated Const. Completion Date: 12/30/23
Risk Level: RL 1 ☐ RL 2 ☐ RL 3 ☐ Not Applicable ☒
Is MWEL0 applicable? Yes ☐ No ☒

This Short Form – Stormwater 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 only.


Mike Nguyen, Registered Project
Engineer/Landscape Architect

6/12/2019
Date

I have reviewed the stormwater quality design issues and find this report to be complete, current, and accurate:

[Stamp Required at PS&E only]


Sunny Liem, District/Regional Design SW Coordinator Date
or Designee

06/12/2019.

Attachment G

Air Quality Conformity

<i>County/Planning Area/Air District</i> Exit CT	<i>Regional Planning Agency Doing Conformity Analysis</i> Exit CT	<i>Conformity Pollutants (NAAQS* for which the area is Nonattainment, or Attainment with a "Section 175A" Maintenance SIP)</i>	<i>Conformity Status¹</i>
Los Angeles (South Coast Air Basin)	<u>Southern California Association of Governments</u>	Carbon Monoxide (Maintenance)	OK RTP: 6/4/2012
		Ozone	2008 Ozone Conformity: 6/18/2013
		Particulate Matter - PM10	
		Particulate Matter - PM2.5 (1997 and 2006 standards)	
		Nitrogen Dioxide (Maintenance – annual standard)	
		Lead	
Los Angeles (Antelope Valley)	<u>Southern California Association of Governments</u>	Ozone	OK RTP: 6/4/2012 2008 Ozone Conformity: 6/18/2013
Orange	<u>Southern California Association of Governments</u>	Carbon Monoxide (Maintenance)	OK RTP: 6/4/2012
		Ozone	2008 Ozone Conformity: 6/18/2013
		Particulate Matter - PM10	
		Particulate Matter - PM2.5 (1997 and 2006 standards)	
		Nitrogen Dioxide (Maintenance – annual standard)	



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

June 4, 2012

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

In Reply Refer To:
HDA-CA
Doc#: 63,437

Mr. Hasan Ikhata
Executive Officer
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

Dear Mr. Ikhata:

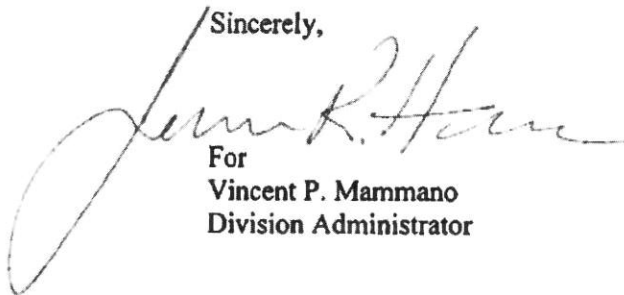
SUBJECT: CONFORMITY DETERMINATION FOR SCAG's 2012 RTP/SCS and 2010/11 FTIP through AMENDMENT NO. 11-24

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have completed our review of the conformity determinations for the Southern California Association of Governments' (SCAG) 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) – *Towards a Sustainable Future*, and the 2010/11 Federal Transportation Improvement Program (FTIP) through Amendment No. 11-24. A FTA/FHWA air quality conformity determination is required pursuant to the Environmental Protection Agency's (EPA) *Transportation Conformity Rule*, 40 Code of Regulations (CFR) Parts 51 and 93, and the United States Department of Transportation's *Metropolitan Planning Rule*, 23 CFR Part 450. SCAG's new conformity determination for the 2010/11 FTIP was completed to ensure consistency with the new RTP.

On April 4, 2012 SCAG adopted the 2012 RTP/SCS and the associated Consistency Amendment No. 11-24 to the 2010/11 FTIP via Resolution No. 12-538-2. The conformity analysis submitted by SCAG indicates that all air quality conformity requirements have been met. Based on our review, we find that the 2012 RTP/SCS and 2010/11 FTIP through Amendment No. 11-24 conform to the applicable state implementation plan in accordance with the provisions of 40 CFR Parts 51 and 93. In accordance with the July 15, 2004 *Memorandum of Understanding (MOU) between the Federal Highway Administration California Division and Federal Transit Administration Region IX*, the FTA has concurred with this conformity determination. Furthermore, this conformity determination was made in consultation with the EPA's Region IX office.

In accordance with the MOU between the FHWA and FTA mentioned above, the FHWA's single signature constitutes the FHWA and FTA's joint air quality conformity determination for SCAG's new 2012 RTP/SCS and amended 2010/11 FTIP via Amendment No. 11-24. If you have any questions pertaining to this conformity finding, please contact Stew Sonnenberg at (916) 498-5889, or by email at stew.sonnenberg@dot.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read "Vincent P. Mammano". The signature is fluid and cursive, with a large loop at the beginning and a long, sweeping tail.

For
Vincent P. Mammano
Division Administrator

cc: (email)

Hasan Ikhata, SCAG (ikhata@scag.ca.gov)

Rich Macias, SCAG (macias@scag.ca.gov)

Jonathan Nadler, SCAG (nadler@scag.ca.gov)

Naresh Amatya, SCAG (amatya@scag.ca.gov)

Rosemary Ayala, SCAG (ayala@scag.ca.gov)

Ted Matley, FTA Region IX

Abhijit Bagde, Caltrans Programming (abhijit_bagde@dot.ca.gov)

Muhaned Aljabiry, Caltrans Programming (muhaned_aljabiry@dot.ca.gov)

Mike Brady, Caltrans Planning (mike_brady@dot.ca.gov)

Karina O'Connor, EPA Region IX

Lisa Hanf, EPA Region IX

Marchelle Berry, FHWA-CA

Kara Magdaleno, FHWA-CA

Jermaine Hannon, FHWA-CA

Stew Sonnenberg, FHWA-CA

Michael Morris, FHWA-CA

cc:

SCAG 2012 RTP Binder

SCAG 2010/11 FTIP Binder

MM/mb



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

June 18, 2013

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

In Reply Refer To:
HDA-CA

Mr. Hasan Ikhata
Executive Director
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

SUBJECT: Conformity Re-Determination for SCAG's 2012-2035 RTP/SCS & 2013 FTIP for the
2008 8-hour Ozone National Ambient Air Quality Standards (NAAQS)

Dear Mr. Ikhata:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the conformity determination for the Southern California Association of Governments' (SCAG's) 2012-2035 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and the 2013 Federal Transportation Improvement Program (FTIP) for the 2008 8-hour Ozone NAAQS. A FHWA/FTA air quality conformity determination is required pursuant to the Environmental Protection Agency's (EPA) *Transportation Conformity Rule*, 40 CFR Parts 51 and 93, and the United States Department of Transportation's *Metropolitan Planning Rule*, 23 CFR Part 450.

On April 4, 2013, SCAG adopted the 2012-2035 RTP/SCS, the 2013 FTIP, and corresponding conformity determination for the 2008 8-hour Ozone NAAQS. The conformity analysis submitted by SCAG indicates that all air quality conformity requirements have been met. Based on our review, we find that the 2012-2035 RTP/SCS and 2013 FTIP conform to the applicable state implementation plan in accordance with the provisions of 40 CFR Parts 51 and 93. In accordance with the July 15, 2004, *Memorandum of Understanding (MOU) between the Federal Highway Administration, California Division and the Federal Transit Administration, Region IX*, the FTA has concurred with this conformity determination. Additionally, this conformity determination was made after consultation with the EPA Region 9 office.

If you have questions or need additional information concerning this conformity determination, please contact Mr. Stew Sonnenberg of the FHWA California Division office at (916) 498-5889 or by email at Stew.Sonnenberg@dot.gov.

/s/ Leslie T. Rogers

Leslie T. Rogers
Regional Administrator
Federal Transit Administration

Sincerely,

For: Vincent P. Mammano
Division Administrator
Federal Highway Administration

Attachment H

Transportation Management Plan Data Sheet

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

(Preliminary TMP Elements and Costs)

07-319600

Co/Rte/PM Ven-1, PM 21.54 EA 0716000025 Alternative No. N/A

Project Limit City of Ventura, Ventura County on PCH, OH bridge #52-0040

Project Description Replace steel bridge over railroad crossing at PCH

1) Public Information

- | | |
|---|----------|
| ☐ a. Brochures and Mailers | \$ _____ |
| ☒ b. Press Release | |
| ☒ c. Paid Advertising | \$50,000 |
| ☐ d. Public Information Center/Kiosk | \$ _____ |
| ☒ e. Public Meeting/Speakers Bureau | |
| ☐ f. Telephone Hotline | |
| ☒ g. Internet | |
| ☐ h. Others _____ | \$ _____ |

2) Motorists Information Strategies

- | | |
|---|----------|
| ☐ a. Changeable Message Signs (Fixed) | \$ _____ |
| ☐ b. Changeable Message Signs (Portable) | \$ _____ |
| ☐ c. Ground Mounted Signs | \$ _____ |
| ☐ d. Highway Advisory Radio | \$ _____ |
| ☐ e. Caltrans Highway Information Network (CHIN) | |
| ☐ f. Others _____ | \$ _____ |

3) Incident Management

- | | |
|--|-----------|
| ☒ a. Construction Zone Enhanced Enforcement Program (COZEEP) | \$135,000 |
| ☐ b. Freeway Service Patrol | \$ _____ |
| ☐ c. Traffic Management Team | |
| ☐ d. Helicopter Surveillance | \$ _____ |
| ☐ e. Traffic Surveillance Stations (Loop Detector and CCTV) | \$ _____ |
| ☐ f. Others _____ | \$ _____ |

4) Construction Strategies

- | | |
|--|-----|
| ☒ a. Lane Closure Chart | |
| ☒ b. Reversible Lanes | |
| ☐ c. Total Freeway Mainline Closure | |
| ☐ d. Extended Weekend Closure | |
| ☐ e. Contra Flow | |
| ☐ f. Truck Traffic Restrictions | \$ |
| ☒ g. Reduced Speed Zone | \$0 |
| ☒ h. Connector and Ramp Closures | |
| ☐ i. Incentive and Disincentive | \$ |
| ☐ j. Moveable Barrier | \$ |
| ☐ k. Others _____ | \$ |

5) Demand Management

- | | |
|--|----|
| ☐ a. HOV Lanes/Ramps (New or Convert) | \$ |
| ☐ b. Park and Ride Lots | \$ |
| ☐ c. Rideshare Incentives | \$ |
| ☐ d. Variable Work Hours | |
| ☐ e. Telecommute | |
| ☐ f. Ramp Metering (Temporary Installation) | \$ |
| ☐ g. Ramp Metering (Modify Existing) | \$ |
| ☐ h. Others _____ | \$ |

6) Alternative Route Strategies

- | | |
|--|----|
| ☐ a. Add Capacity to Freeway Connector/Ramps | \$ |
| ☐ b. Street Improvement (widening, traffic signal... etc) | \$ |
| ☐ c. Traffic Control Officers | \$ |
| ☐ d. Parking Restrictions | |
| ☐ e. Others _____ | \$ |

7) Other Strategies

- | | |
|---|----|
| ☐ a. Application of New Technology | \$ |
| ☐ e. Others _____ | \$ |

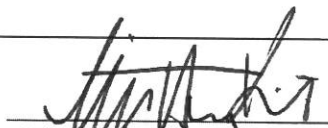
TOTAL ESTIMATED COST OF TMP ELEMENTS =

\$185,000

Project Notes:

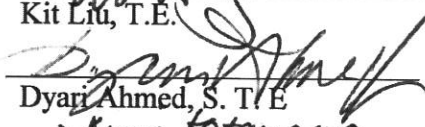
1. This TMP Data Sheet supersedes the TMP Data dated 3/17/17. Update is needed due to the new cyclists / pedestrians handling proposals.
2. The updated Public Awareness Campaign (PAC) cost estimate was provided by Dave White from Office of Public Affairs and Media Relation on 6/4/19. In the "Instruction to RE File", inform RE to Notify Public Affairs prior to construction to ensure that a PIO is assigned for the project.
3. Updated COZEEP cost estimate was provided by Mike Lopez (Construction Traffic Advisor) on 6/10/19.
4. There will be long term closure on the existing steel structure (PCH) for about 3 months for the reconstruction. During that time, bike lane will be interrupted.
Three proposals on handling cyclists/pedestrian traffic:
 - A. Shuttle Bus: 1 bus / direction, 24/7, Cost is \$792,000
 - B. Install K-rails along shoulders of Route 101 and divert cyclists/pedestrians to use it. Cost is \$2,000,000
 - C. Construct new at-grade crossing at beach parking for cyclists/pedestrians access. Cost is \$250,000Office of Design will make the final decision at a later stage, cost will be included as an BEES item.
5. State Beaches off-ramp from NB Route 101 will be closed when steel bridge is under reconstruction.
6. Total duration of project is about 1 year and total construction cost is about 16 million.
7. It is anticipated that work will be performed within the lane closure hours and shall conform to the lane requirement chart provided in the Maintaining Traffic Specifications.
8. Office of Design will prepare facts sheet and presentation for the DLCRC on the long term closure on PCH and the choice of handling cyclists/pedestrians during PCH closure.
9. Any change in construction strategy or project scope may require a revision on the TMP Data Sheet.

PREPARED BY


Kit Liu, T.E.

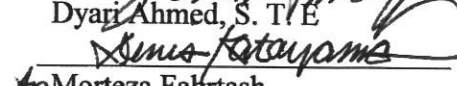
DATE 6/11/19

APPROVAL RECOMMENDED BY


Dyari Ahmed, S. T/E

DATE 6/11/2019

APPROVED BY


Morteza Falirtash,
District Traffic Manager

DATE 6/11/19

Attachment I

Cost Estimate

**PROJECT
PLANNING COST ESTIMATE ©**

EA: 07-319600

EA: 07-319600 PID: 716000025

PID: 716000025

District-County-Route: 07-Ven-001

PM: 21.54

Type of Estimate : Project Report

Program Code : SHOPP

Project Limits : In Ventura County in Ventura at Ventura Overhead

Project Description: The project proposes to replace the steel span of the Ventura Overhead Bridge #52- 0040

Scope : Bridge Rehabilitation

Alternative : Alternative # 1: Replace the steel span over UPRR

SUMMARY OF PROJECT COST ESTIMATE

	<u>Current Year Cost</u>	<u>Escalated Cost</u>
TOTAL ROADWAY COST	\$ 4,566,200	\$ 5,237,431
TOTAL STRUCTURES COST	\$ 4,334,000	\$ 5,110,000
SUBTOTAL CONSTRUCTION COST	\$ 8,900,200	\$ 10,347,431
TOTAL RIGHT OF WAY COST	\$ 1,482,188	\$ 1,929,470
TOTAL CAPITAL OUTLAY COSTS	\$ 10,383,000	\$ 12,277,000
PA/ED SUPPORT	\$ 1,200,000	\$ 1,200,000
PS&E SUPPORT	\$ 2,500,000	\$ 2,500,000
RIGHT OF WAY SUPPORT	\$ 540,000	\$ 716,000
CONSTRUCTION SUPPORT	\$ 2,740,000	\$ 2,740,000
TOTAL SUPPORT COST	\$ 6,980,000	\$ 7,156,000

TOTAL PROJECT COST	\$ 16,450,000	\$ 18,350,000
---------------------------	----------------------	----------------------

Programmed Amount

Date of Estimate (Month/Year) Month / Year
6 / 2019

Estimated Construction Start (Month/Year) 9 / 2022

Number of Working Days = 250

Estimated Mid-Point of Construction (Month/Year) /

Estimated Construction End (Month/Year) /

Number of Plant Establishment Days

Estimated Project Schedule

PID Approval	6/1/2017
PA/ED Approval	6/14/2019*
PS&E	11/21/2021
RTL	12/15/2021
Begin Construction	9/1/2022

Program Manager Steve Tran 6/10/2019 (213) 897 0126

Office Engineer / Cost Estimate Certifier **Date** **Phone**

Approved by Project Manager Ravi Gbate 6/12/2019 (213) 897 5593

Project Manager **Date** **Phone**

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 120,000
2	Pavement Structural Section	\$ -
3	Drainage	\$ -
4	Specialty Items	\$ -
5	Environmental	\$ -
6	Traffic Items	\$ 1,992,100
7	Detours	\$ 150,000
8	Minor Items	\$ 232,300
9	Roadway Mobilization	\$ 255,500
10	Supplemental Work	\$ 1,176,100
11	State Furnished	\$ 245,900
12	Time-Related Overhead	\$ 654,200
13	Roadway Contingency	\$ 733,000
TOTAL ROADWAY ITEMS		\$ 4,566,200

Estimate Prepared By :

Mike K Nguyen, PE

Name and Title

6/4/2019

Date

(213) 897 0386

Phone

Estimate Reviewed By :

Ravi Ghatge, PM

Name and Title

6/10/2019

Date

(213) 897-5593

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		Unit	Quantity	Unit Price (\$)	Cost
190101	Roadway Excavation	CY	x	= \$	-
152320	Lead Compliance Plan	LS	x	= \$	-
194001	Ditch Excavation	CY	x	= \$	-
19801X	Imported Borrow	CY/TON	x	= \$	-
192037	Structure Excavation (Retaining Wall)	CY	x	= \$	-
193013	Structure Backfill (Retaining Wall)	CY	x	= \$	-
193031	Pervious Backfill Material (Retaining Wall)	CY	x	= \$	-
16010X	Clearing & Grubbing	LS/ACRE	1	x 5,000.00	= \$ 5,000
170101	Develop Water Supply	LS	x	= \$	-
19801X	Imported Borrow	CY/TON	x	= \$	-
210130	Duff	ACRE	x	= \$	-
XXXXXX	Some Item	LS	1	x 115,000	= \$ 115,000

TOTAL EARTHWORK SECTION ITEMS	\$ 120,000
--------------------------------------	-------------------

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity	Unit Price (\$)	Cost
401050	Jointed Plain Concrete Pavement	CY	x	= \$	-
400050	Continuously Reinforced Concrete Pavement	CY	x	= \$	-
404092	Seal Pavement Joint	LF	x	= \$	-
404093	Seal Isolation Joint	LF	x	= \$	-
413117	Seal Concrete Pavement Joint (Silicone)	LF	x	= \$	-
413118	Seal Pavement Joint (Asphalt Rubber)	LF	x	= \$	-
280010	Rapid Strength Concrete Base	CY	x	= \$	-
410095	Dowel Bar (Drill and Bond)	EA	x	= \$	-
390132	Hot Mix Asphalt (Type A)	TON	x	= \$	-
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON	x	= \$	-
39300X	Geosynthetic Pavement Interlayer (Type X)	SQYD	x	= \$	-
26020X	Class 2 Aggregate Base	TON/CY	x	= \$	-
290201	Asphalt Treated Permeable Base	CY	x	= \$	-
250401	Class 4 Aggregate Subbase	CY	x	= \$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON	x	= \$	-
397005	Tack Coat	TON	x	= \$	-
377501	Slurry Seal	TON	x	= \$	-
3750XX	Screenings (Type XX)	TON	x	= \$	-
374492	Asphaltic Emulsion (Polymer Modified)	TON	x	= \$	-
370001	Sand Cover (Seal)	TON	x	= \$	-
731530	Minor Concrete (Textured Paving)	CY	x	= \$	-
731502	Minor Concrete (Miscellaneous Construction)	CY	x	= \$	-
39407X	Place Hot Mix Asphalt Dike (Type X)	LF	x	= \$	-
150771	Remove Asphalt Concrete Dike	LF	x	= \$	-
420201	Grind Existing Concrete Pavement	SQYD	x	= \$	-
150860	Remove Base and Surfacing	CY	x	= \$	-
390095	Replace Asphalt Concrete Surfacing	CY	x	= \$	-
15312X	Remove Concrete	LF/CY/LS	x	= \$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD	x	= \$	-
153103	Cold Plane Asphalt Concrete Pavement	SQYD	x	= \$	-
39405X	Shoulder Rumble Strip (HMA, X-In Indentations)	STA	x	= \$	-
413113	Repair Spalled Joints, Polyester Grout	SQYD	x	= \$	-
420102	Groove Existing Concrete Pavement	SQYD	x	= \$	-
390136	Minor Hot Mix Asphalt	TON	x	= \$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD	x	= \$	-
XXXXXX	Some Item	Unit	x	= \$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$ -
--	-------------

SECTION 3: DRAINAGE

Item code		Unit	Quantity	Unit Price (\$)	Cost
15080X	Remove Culvert	EA/LF	x	= \$	-
150820	Modify Inlet	EA	x	= \$	-
155232	Sand Backfill	CY	x	= \$	-
15020X	Abandon Culvert	EA/LF	x	= \$	-
152430	Adjust Inlet	LF	x	= \$	-
155003	Cap Inlet	EA	x	= \$	-
510501	Minor Concrete	CY	x	= \$	-
510502	Minor Concrete (Minor Structure)	CY	x	= \$	-
5105XX	Minor Concrete (Type XX)	CY	x	= \$	-
620XXX	XX" Alternative Pipe Culvert (Type X)	LF	x	= \$	-
6411XX	XX" Plastic Pipe	LF	x	= \$	-
65XXXX	XX" Reinforced Concrete Pipe (Type X)	LF	x	= \$	-
6650XX	XX" Corrugated Steel Pipe (0.XXX" Thick)	LF	x	= \$	-
68XXXX	XX" Plastic Pipe (Edge Drain)	LF	x	= \$	-
69011X	XX" Corrugated Steel Pipe Downdrain (0.XXX" Thi	LF	x	= \$	-
70321X	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF	x	= \$	-
70XXXX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF	x	= \$	-
7050XX	XX" Steel Flared End Section	EA	x	= \$	-
703233	Grated Line Drain	LF	x	= \$	-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON	x	= \$	-
72901X	Rock Slope Protection Fabric (Class X)	SQYD	x	= \$	-
721420	Concrete (Ditch Lining)	CY	x	= \$	-
721430	Concrete (Channel Lining)	CY	x	= \$	-
750001	Miscellaneous Iron and Steel	LB	x	= \$	-
XXXXXX	Additional Drainage	LS	x	= \$	-

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

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity	Unit Price (\$)	Cost
080050	Progress Schedule (Critical Path Method)	LS	x	= \$	-
582001	Sound Wall (Masonry Block)	SQFT	x	= \$	-
510530	Minor Concrete (Wall)	CY	x	= \$	-
15325X	Remove Sound Wall	LF/LS	x	= \$	-
070030	Lead Compliance Plan	LS	x	= \$	-
141120	Treated Wood Waste	LB	x	= \$	-
153221	Remove Concrete Barrier	LF	x	= \$	-
150662	Remove Metal Beam Guard Railing	LF	x	= \$	-
150668	Remove Flared End Section	EA	x	= \$	-
8000XX	Chain Link Fence (Type XX)	LF	x	= \$	-
80XXXX	XX" Chain Link Gate (Type CL-6)	EA	x	= \$	-
832001	Metal Beam Guard Railing	LF	x	= \$	-
839301	Single Thrie Beam Barrier	LF	x	= \$	-
839310	Double Thrie Beam Barrier	LF	x	= \$	-
839521	Cable Railing	LF	x	= \$	-
8395XX	Terminal System (Type CAT)	EA	x	= \$	-
839585	Alternative Flared Terminal System	EA	x	= \$	-
839584	Alternative In-line Terminal System	EA	x	= \$	-
4906XX	CIDH Concrete Piling (Insert Diameter)	LF	x	= \$	-
839XXX	Crash Cushion (Insert Type)	EA	x	= \$	-
83XXXX	Concrete Barrier (Insert Type)	LF	x	= \$	-
520103	Bar Reinforced Steel (Retaining Wall)	LB	x	= \$	-
510060	Structural Concrete, Retaining Wall	CY	x	= \$	-
513553	Retaining Wall (Masonry Wall)	SQFT	x	= \$	-
511035	Architectural Treatment	SQFT	x	= \$	-
598001	Anti-Graffiti Coating	SQFT	x	= \$	-
203070	Rock Stain	SQFT	x	= \$	-
5136XX	Reinforced Concrete Crib Wall (Type X)	SQFT	x	= \$	-
83954X	Transition Railing (Type X)	EA	x	= \$	-
597601	Prepare and Stain Concrete	SQFT	x	= \$	-
839561	Rail Tensioning Assembly	EA	x	= \$	-
83958X	End Anchor Assembly (Type X)	EA	x	= \$	-
XXXXXX	Some Item	Unit	x	= \$	-

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

SECTION 5: ENVIRONMENTAL**5A - ENVIRONMENTAL MITIGATION**

Item code	Unit	Quantity	Unit Price (\$)	Cost
Biological Mitigation	LS	x	= \$	-
130670 Temporary Reinforced Silt Fence	LF	x	= \$	-
130730 Street Sweeping	LS	1	x 3,000.00	= \$ 3,000
141000 Temporary Fence (Type ESA)	LF	x	= \$	-
Subtotal Environmental Mitigation				\$ 3,000

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
20XXXX Highway Planting	LS	x	= \$	-
20XXXX Irrigation System	LS	x	= \$	-
204099 Plant Establishment Work	LS	x	= \$	-
204101 Extend Plant Establishment Work	LS	x	= \$	-
20XXXX Follow-up Landscape Project	LS	x	= \$	-
150685 Remove Irrigation Facility	LS	x	= \$	-
20XXXX Maintain Existing (Irrigation or Planted Areas)	LS	x	= \$	-
206400 Check and Test Existing Irrigation Facilities	LS	x	= \$	-
21011X Imported Topsoil (X)	CY/TON	x	= \$	-
20XXXX Rock Blanket, Rock Mulch, DG, Gravel Mulch	SQFT/SQYD	x	= \$	-
200122 Weed Germination	SQYD	x	= \$	-
208304 Water Meter	EA	x	= \$	-
2087XX XX" Conduit (Use for Irrigation x-overs)	LF	x	= \$	-
20890X XXX" Conduit (Use for Extension of Irrigation x-overs)	LF	x	= \$	-
Subtotal Landscape and Irrigation				\$ -

5C - EROSION CONTROL

Item code	Unit	Quantity	Unit Price (\$)	Cost
210010 Move In/Move Out (Erosion Control)	EA	x	= \$	-
210350 Fiber Rolls	LF	x	= \$	-
210360 Compost Sock	LF	x	= \$	-
2102XX Rolled Erosion Control Product (X)	SQFT	x	= \$	-
21025X Bonded Fiber Matrix	SQFT/ACRE	x	= \$	-
210300 Hydromulch	SQFT	x	= \$	-
210420 Straw	SQFT	x	= \$	-
210430 Hydroseed	SQFT	x	= \$	-
210600 Compost	SQFT	x	= \$	-
210630 Incorporate Materials	SQFT	x	= \$	-
Subtotal Erosion Control				\$ -

5D - NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
130100 Job Site Management	LS	1	x 33,000.00	= \$ 33,000
130200 Prepare WPCP	LS	1	x 1,200.00	= \$ 1,200
130670 Temporary Reinforced Silt Fence	LF	x	= \$	-
130680 Temporary Silt fence	LF	x	= \$	-
130500 Temporary Erosion Control Blanket	SQYD	400	x 24.00	= \$ 9,600
130640 Temporary Fiber Roll	LF	x	= \$	-
130900 Temporary Concrete Washout	LS	1	x 4,000.00	= \$ 4,000
130710 Temporary Construction Entrance	EA	1	x 4,000.00	= \$ 4,000
130610 Temporary Check Dam	LF	x	= \$	-
130505 Move In/ Move Out (Temporary Erosion Control)	EA	1	x 4,800.00	= \$ 4,800
130620 Temporary Drainage Inlet Protection	EA	1	x 375.00	= \$ 375
Subtotal NPDES				\$ 56,975

Supplemental Work for NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
066595 Water Pollution Control Maintenance Sharing*	LS	1	x 3,000.00	= \$ 3,000
066596 Additional Water Pollution Control**	LS	1	x 5,000.00	= \$ 5,000
066597 Storm Water Sampling and Analysis***	LS	x	= \$	-
XXXXXX Some Item	LS	x	= \$	-
Subtotal Supplemental Work for NDPS				\$ 8,000

TOTAL ENVIRONMENTAL	\$ 60,000
----------------------------	------------------

*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	Unit	Quantity	Unit Price (\$)	Cost
860460 Lighting and Sign Illumination	LS	x	= \$	-
860201 Signal and Lighting	LS	x	= \$	-
860990 Closed Circuit Television System	LS	x	= \$	-
86110X Ramp Metering System (Location X)	LS	x	= \$	-
86070X Interconnection Conduit and Cable	LF/LS	x	= \$	-
5602XX Furnish Sign Structure (Type X)	LB	x	= \$	-
5602XX Install Sign Structure (Type X)	LB	x	= \$	-
498040 XX" CIDHC Pile (Sign Foundation)	LF	x	= \$	-
86080X Inductive Loop Detectors	EA/LS	x	= \$	-
8609XX Traffic Monitoring Station (Type X)	LS	x	= \$	-
15075X Remove Sign Structure	EA/LS	x	= \$	-
151581 Reconstruct Sign Structure	EA	x	= \$	-
152641 Modify Sign Structure	EA	x	= \$	-
860090 Maintain Existing Traffic Management System Eler	LS	x	= \$	-
86XXXX Fiber Optic Conduit System	LS	x	= \$	-
XXXXX Some Item	Unit	x	= \$	-
Subtotal Traffic Electrical				\$ -

6B - Traffic Signing and Striping

Item code	Unit	Quantity	Unit Price (\$)	Cost
566011 Roadside Sign - One Post	EA	x	= \$	-
566012 Roadside Sign - Two Post	EA	x	= \$	-
5602XX Furnish Sign	SQFT	x	= \$	-
568016 Install Sign Panel on Existing Frame	SQFT	x	= \$	-
150711 Remove Painted Traffic Stripe	LF	x	= \$	-
141101 Remove Yellow Painted Traffic Stripe (Hazardous Material)	LF	x	= \$	-
150712 Remove Painted Pavement Marking	SQFT	x	= \$	-
150742 Remove Roadside Sign	EA	x	= \$	-
152320 Reset Roadside Sign	EA	x	= \$	-
152390 Relocate Roadside Sign	EA	x	= \$	-
82010X Delineator (Class X)	EA	x	= \$	-
840502 Thermoplastic Traffic Stripe (Enhanced Wet Night)	LF	x	= \$	-
846012 Thermoplastic Crosswalk and Pavement Marking (T	SQFT	x	= \$	-
120090 Construction Area Signs	LS	1	20,000.00 = \$	20,000
84XXXX Permanent Pavement Delineation	LS	x	= \$	-
Subtotal Traffic Signing and Striping				\$ 20,000

6C - Traffic Management Plan

Item code	Unit	Quantity	Unit Price (\$)	Cost
12865X Portable Changeable Message Signs	EA/LS	4	x \$ 10,000 = \$	40,000
Subtotal Traffic Management Plan				\$ 40,000

6C - Stage Construction and Traffic Handling

Item code	Unit	Quantity	Unit Price (\$)	Cost
120199 Traffic Plastic Drum	EA	x	= \$	-
12016X Channelizer (Type X)	EA	x	= \$	-
840505 Thermoplastic Traffic Stripe	LF	337,920	x 0.60 = \$	202,752
129100 Temporary Crash Cushion Module	EA	x	= \$	-
120100 Traffic Control System	LS	1	x 350,000.00 = \$	350,000
129110 Temporary Crash Cushion	EA	56	x 260.00 = \$	14,560
129000 Temporary Railing (Type K)	LF	84,480	x 12.20 = \$	1,030,656
120159 Temporary Traffic Stripe (Paint)	LF	84,480	x 0.30 = \$	25,344
390132 HOT MIX ASPHALT (TYPE A)	Ton	2,084	x 100.00 = \$	208,400
XXXXXX Railroad Flaggers	LS	1	x 100,300.00 = \$	100,300
Subtotal Stage Construction and Traffic Handling				\$ 1,932,012
TOTAL TRAFFIC ITEMS				\$ 1,992,100

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code	Unit	Quantity	Unit Price (\$)	Cost
190101 Roadway Excavation	CY	x	= \$	-
19801X Imported Borrow	CY/TON	x	= \$	-
390132 Hot Mix Asphalt (Type A)	TON	x	= \$	-
26020X Class 2 Aggregate Base	TON/CY	x	= \$	-
250401 Class 4 Aggregate Subbase	CY	x	= \$	-
130620 Temporary Drainage Inlet Protection	EA	x	= \$	-
129000 Temporary Railing (Type K)	LF	x	= \$	-
128601 Temporary Signal System	LS	x	= \$	-
120149 Temporary Pavement Marking (Paint)	SQFT	x	= \$	-
80010X Temporary Fence (Type X)	LF	x	= \$	-
XXXXXX Some Item	LS	1	x 150,000 = \$	150,000

* Includes constructing, maintaining, and removal

TOTAL DETOURS	\$ 150,000
----------------------	-------------------

SUBTOTAL SECTIONS 1 through 7	\$ 2,322,100
--------------------------------------	---------------------

SECTION 8: MINOR ITEMS**8A - Americans with Disabilities Act Items**

ADA Items	1.0%	\$	23,221
-----------	------	----	--------

8B - Bike Path Items

Bike Path Items	1.0%	\$	23,221
-----------------	------	----	--------

8C - Other Minor Items

Other Minor Items	8.0%	\$	185,768
-------------------	------	----	---------

Total of Section 1-7	\$ 2,322,100	x 10.0%	= \$ 232,210
----------------------	--------------	---------	--------------

TOTAL MINOR ITEMS	\$ 232,300
--------------------------	-------------------

SECTIONS 9: ROADWAY MOBILIZATION

Item code					
999990	Total Section 1-8	\$ 2,554,400	x 10%	= \$	255,440

TOTAL ROADWAY MOBILIZATION	\$ 255,500
-----------------------------------	-------------------

SECTION 10: SUPPLEMENTAL WORK

Item code	Unit	Quantity	Unit Price (\$)	Cost
066670 Payment Adjustments For Price Index Fluctuations	LS	1	x 900.00 = \$	900
066094 Value Analysis	LS	x	= \$	-
066070 Maintain Traffic	LS	1	x 12,000.00 = \$	12,000
066919 Dispute Resolution Board	LS	1	x 5,000.00 = \$	5,000
xxxxxx Railroad Flagging	LS	1	x 1,000,000.00 = \$	1,000,000
066015 Federal Trainee Program	LS	x	= \$	-
066610 Partnering	LS	x	= \$	-
066204 Remove Rock and Debris	LS	1	x 43,000.00 = \$	43,000
066222 Locate Existing Crossover	LS	x	= \$	-
066866 Operation of Existing Traffic Management Sys	LS	1	x 5,000.00 = \$	5,000

Cost of NPDES Supplemental Work specified in Section 5D	= \$	8,000
---	------	-------

Total Section 1-8	\$ 2,554,400	4%	= \$	102,176
-------------------	--------------	----	------	---------

TOTAL SUPPLEMENTAL WORK	\$ 1,176,100
--------------------------------	---------------------

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)		Cost
066105	Resident Engineers Office	LS	1	x	169,800.00	=	\$169,800
066063	Traffic Management Plan - Public Information	LS	1	x	3,000.00	=	\$3,000
066901	Water Expenses	LS		x		=	\$0
8609XX	Traffic Monitoring Station (X)	LS		x		=	\$0
066841	Traffic Controller Assembly	LS		x		=	\$0
066840	Traffic Signal Controller Assembly	LS	1	x	2,000.00	=	\$2,000
066062	COZEEP Contract	LS	1	x	20,000.00	=	\$20,000
066838	Reflective Numbers and Edge Sealer	LS		x		=	\$0
066065	Tow Truck Service Patrol	LS		x		=	\$0
066916	Annual Construction General Permit Fee	LS		x		=	\$0
XXXXXX	Some Item	Unit		x		=	\$0
Total Section 1-8		\$	2,554,400	2%	=	\$	51,088

TOTAL STATE FURNISHED	\$245,900
------------------------------	------------------

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization \$6,541,680 (used to calculate TRO)
 Total Construction Cost (excluding TRO and Contingency) \$8,565,900 (used to check if project is greater than \$5 million excluding contingency)

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

Item code		Unit	Quantity		Unit Price (\$)		Cost
090100	Time-Related Overhead	WD	250	X	\$2,617	=	\$654,200

TOTAL TIME-RELATED OVERHEAD	\$654,200
------------------------------------	------------------

SECTION 13: ROADWAY CONTINGENCY

Total Section 1-12 \$ 4,886,100 x 15% = \$732,915

TOTAL CONTINGENCY	\$733,000
--------------------------	------------------

II. STRUCTURE ITEMS

	Bridge 1		Bridge 2		
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Bridge Name	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxxxx		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)	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Cost Per Square Foot	\$0		\$0		\$0
COST OF EACH	\$3,467,200		\$0		\$0

	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]	0 LF		0 LF		0 LF
Total Building 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)	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Cost Per Square Foot	\$0		\$0		\$0
COST OF EACH	\$0		\$0		\$0

TOTAL COST OF BRIDGES	\$3,467,200
------------------------------	--------------------

TOTAL COST OF BUILDINGS	\$0
--------------------------------	------------

STRUCTURES MOBILIZATION	10%	\$346,720
--------------------------------	-----	------------------

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

Total recommended percentages includes any quantified risk based contingency from the risk register.

STRUCTURES CONTINGENCY	15%	\$520,080
-------------------------------	-----	------------------

TOTAL COST OF STRUCTURES	\$4,334,000
---------------------------------	--------------------

Estimate Prepared By: Leon Valla
 Structure Project Engineer ----- Division of Structures

1/3/2019
 Date

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	\$	1,174,680
	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	\$	18,508
H)		Environmental Review	\$	0
I)		Condemnation Settlements <u>0%</u>	\$	0
J)		Design Appreciation Factor <u>0%</u>	\$	0
K)		Utility Relocation (Construction Cost)	\$	289,000

L)	TOTAL RIGHT OF WAY ESTIMATE	\$1,482,188
----	------------------------------------	--------------------

M)	TOTAL R/W ESTIMATE: Escalated	\$1,929,470
----	--------------------------------------	--------------------

N)	RIGHT OF WAY SUPPORT	\$540,000
----	-----------------------------	------------------

Support Cost Estimate Prepared By	Victor Lee Project Coordinator ¹	(213) 897-3711 Phone
Utility Estimate Prepared By	Michele Graves Utility Coordinator ²	(213) 897-2858 Phone
R/W Acquisition Estimate Prepared By	Steve Johnson Right of Way Estimator ³	(213) 897-0698 Phone

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

¹ When estimate has Support Costs only² When estimate has Utility Relocation³ When R/W Acquisition is required

Attachment J

Risk Register

LEVEL 2 RISK REGISTER			Route(s):		07-VEN-001		Project Description: Bridge Preservation on Route Pacific Coast Highway (VEN-1) at Ventura Overhead (Bridge No: 52-0040).			DIST-EA: 319600		Project Manager:		Ravi Ghate		Construction Capital Cost:		\$10,347,000		Total Capital Escalated Cost:		\$12,276,000	
			Post Mile(s):		21.54							Risk Manager		Gerald Richard		Right of Way Capital Cost:		\$1,929,000		Construction Durations:		250 Working Days	
Scope Summary: The project proposes to replace the steel span of the Ventura Overhead Bridge #52-0040 located on State Route 1 (SR-1) in the City of Ventura that spans over Union Pacific Railroad (UPRR) tracks and repair/retrofit bridge columns (Bent 3A, Bent 4A, and Bent 5). The bridge rails will also be upgraded to meet the requirements of the federal Coastal Zone Management Act of 1972. The project is expected to extend the lifespan of this bridge.																							
Risk Identification							Risk Assessment					Risk Response											
Risk No.	Status	Type	Category	Title	Risk Statement	Current Status/Assumptions	Probability	Cost Impact	Cost Score	Time Impact	Time Score	Rationale	Strategy	Response Actions	Risk Owner	Updated							
1	Active	Threat	ROW	Right of Way Railroad Needs	Because work will affect an existing railroad crossing, a railroad agreement addressing additional project requirements and constraints will be needed. Any changes proposed by the railroad, such as towards existing vertical and horizontal clearances, may lead to considerable changes in current design and increased costs and duration.	There are two parcels owned by Union Pacific Railroad that will need to be acquired as permanent easements within project schedule. Also, existing vertical and horizontal clearances would be acceptable to UPRR and would remain unchanged.	4-High	8-High	32	8-High	32	The current schedule and cost are based on available information and assumptions. UPRR has since revised their vertical and horizontal clearances; but for this existing bridge existing clearances would remain acceptable to UPRR.	Accept	Involve all key stakeholders early during the PS&E Phase and keep them involved as the project develops.	Project Engineer/Right-of-Way Senior	6/20/2019							
2	Active	Threat	TRF	Traffic Systems, Handling, and Detours	As a result of the bridge being fully closed during deck construction, changes in traffic handling and detours may lead to increased project costs and schedule delays.	Traffic Handling and Detours are developed with options to cover various scenarios.	3-Moderate	2-Low	6	2-Low	6	Current estimates cover the cost of the most expensive options.	Accept	Develop detour plans as soon as possible during the PS&E Phase to identify cost impacts accurately.	Project Engineer/ Traffic Senior	6/11/2019							
3	Active	Threat	DGN	Interference from Other Projects	As a result of other contracts being constructed within this project limits and during the same time, the schedule and cost for this project may be impacted.	Based on the current project location, project EA 32390 has a similar construction schedule.	2-Low	2-Low	4	2-Low	4	Since this project occurs at a single isolated location, it is feasible to have both projects to be constructed at the same time with proper coordination.	Accept	A coordination clause is included in the project PS&E package. Review the construction schedule at the kick-off meeting in order to identify potential impacts.	Project Engineer	6/11/2019							
4	Active	Threat	CON	Man-Made Buried Objects	Due to the possibility of discovering man-made buried objects during construction, the removal and disposal process may result in a delay in the schedule and increase in the project's cost.	It is possible to find man-made objects buried during excavation for Bridge footing.	2-Low	2-Low	4	2-Low	4	The PDT believes this is a low risk based on minimal excavation required for the project.	Accept	If this risk occurs, contingency funds will be used to cover the risk.	Construction Manager	6/11/2019							
5	Active	Threat	ENV	Hazardous Waste - Asbestos Containing Material (ACM), Polycyclic Aromatic Hydrocarbon (PAH)	As a result of years of usage, the existence of Asbestos Containing Material (ACM) and Polycyclic Aromatic Hydrocarbon (PAH) may be discovered requiring removal, (possibly) onsite storage and disposal, which would lead to increased project costs and schedule delays.	Hazardous levels of ACM and PAH are present in some portions of the project. A Hazardous Waste Plan is required for worker safety.	2-Low	2-Low	4	2-Low	4	Hazardous materials will need special handling and permits for storage and disposal.	Mitigate	Estimate possible hazardous waste quantity during the PS&E Phase. Develop plans to handle its storage and disposal to minimize cost impact.	Project Engineer/Environmental Senior	6/11/2019							
6	Active	Threat	ENV	Permits & Approvals	As a result of delay in securing proper permits and approvals, additional delays and concessions may occur, which would lead to increased project costs and schedule delays.	Local permits are required for a project of this nature.	2-Low	2-Low	4	2-Low	4	Permit reviews and final permits from some agencies can take longer than anticipated.	Mitigate	Identify various permit requirements during the PS&E Phase and initiate the permit process early.	Project Engineer/Environmental Senior	6/11/2019							

LEVEL 2 RISK REGISTER	Route(s):		07-VEN-001	Project Description: Bridge Preservation on Route Pacific Coast Highway (VEN-1) at Ventura Overhead (Bridge No: 52-0040).			DIST-EA: 319600	Project Manager:		Ravi Ghate		Construction Capital Cost:		\$10,347,000	Total Capital Escalated Cost:		\$12,276,000	
	Post Mile(s):		21.54					Risk Manager		Gerald Richard		Right of Way Capital Cost:		\$1,929,000	Construction Durations:		250 Working Days	
Scope Summary: The project proposes to replace the steel span of the Ventura Overhead Bridge #52-0040 located on State Route 1 (SR-1) in the City of Ventura that spans over Union Pacific Railroad (UPRR) tracks and repair/retrofit bridge columns (Bent 3A, Bent 4A, and Bent 5). The bridge rails will also be upgraded to meet the requirements of the federal Coastal Zone Management Act of 1972. The project is expected to extend the lifespan of this bridge.																		
Risk Identification							Risk Assessment					Risk Response						
Risk No.	Status	Type	Category	Title	Risk Statement	Current Status/Assumptions	Probability	Cost Impact	Cost Score	Time Impact	Time Score	Rationale	Strategy	Response Actions	Risk Owner	Updated		
7	Active	Threat	ENV	Environmental Impact & Clearance	As a result of details uncovered by further environmental studies, a requirement for extensive mitigation measures may occur, which would lead to increased project costs and schedule delays.	The Categorical Exemption (CE) was completed for this project on 06/07/2019. Due to the Right-of-Way needs, additional environmental study may need to be re-evaluated.	2-Low	2-Low	4	2-Low	4	Identify all studies to be conducted early.	Mitigate	Conduct any additional studies necessary for environmental compliance during PS&E Phase.	Project Engineer/Environmental Senior	6/11/2019		
8	Active	Threat	ROW	Construction Staging Areas	As a result of the changes in construction staging around the bridge, lack of access to the State Park and work areas may occur, which would lead to changes and increased project costs and schedule delays.	The work area around the bridge has been identified adequately.	3-Moderate	4-Moderate	12	4-Moderate	12	Construction Staging around the bridge is critical for the project schedule and cost.	Mitigate	Identify and commence acquiring easement areas early in the PS&E Phase.	Right-of-Way Senior	6/11/2019		
9	Active	Threat	CON	Public Outreach	As a result of traffic detours, complaints from bike path and park users may need to be addressed, which may lead to changes in detours causing delays and increase project cost.	Necessary cost towards resolution has been provided in the cost estimate.	3-Moderate	4-Moderate	12	4-Moderate	12	Bridge closure to traffic is a major inconvenience to motorists and bicyclists.	Mitigate	Account for public outreach costs and minimize bridge closures.	Project Manager/Construction Manager	6/11/2019		
10	Active	Threat	DGN	Coordination with Union Pacific Railroad (UPRR)	As a result of changes in the project schedule due to requirements of Union Pacific Railroad, the construction schedule may need to be readjusted, which may lead to schedule delays and an increase in project cost.	The estimated construction duration assumed is feasible. Caltrans currently has a bridge easement with UPRR and will need a flagging agreement.	3-Moderate	8-High	24	8-High	24	Scheduling work at heavily traveled railroad may impact the construction duration assumed.	Accept	Initiate early coordination with Union Pacific Railroad to confirm construction duration and agreements.	Project Engineer/Railroad Coordinator	6/18/2019		
11	Active	Threat	ROW	Utility Relocation	If the relocation of the 400 ft. Avenue Cable TV is not done on time, the contractor may not be able to start construction work on time, which may lead to a schedule delay in the project.	Timely coordination with the Cable TV company will be required for this relocation to keep the project in schedule.	2-Low	2-Low	4	2-Low	4	There is a low probability of the risk impacting the schedule.	Accept	During the early PS& E phase, initiate coordination with the cable TV company about the relocation.	Right-of-Way Senior	6/11/2019		
12	Active	Threat	ROW	Permanent Access Easement	As a result of one parcel owned by a private property, Wood-Claeyssens Foundation, a condemnation process (in case of non-cooperation from the private property owner) to acquire the necessary legal right for the parcel may be needed, which may delay the project schedule.	PA&ED to R/W certification needs at least two years assuming Caltrans will be able to acquire the parcel within the time frame.	3-Moderate	4-Moderate	12	4-Moderate	12	The risk is moderate because the work around this risk is difficult.	Mitigate	Early and regular coordination with the private property owner, Wood- Claeyssens Foundation, and HQ will be required to keep the project on schedule.	Right-of-Way Senior	6/11/2019		

LEVEL 2 RISK REGISTER	Route(s):		07-VEN-001		Project Description: Bridge Preservation on Route Pacific Coast Highway (VEN-1) at Ventura Overhead (Bridge No: 52-0040).	DIST-EA: 319600	Project Manager:		Ravi Ghate		Construction Capital Cost:		\$10,347,000		Total Capital Escalated Cost:		\$12,276,000	
	Post Mile(s):		21.54				Risk Manager		Gerald Richard		Right of Way Capital Cost:		\$1,929,000		Construction Durations:		250 Working Days	
Scope Summary: The project proposes to replace the steel span of the Ventura Overhead Bridge #52-0040 located on State Route 1 (SR-1) in the City of Ventura that spans over Union Pacific Railroad (UPRR) tracks and repair/retrofit bridge columns (Bent 3A, Bent 4A, and Bent 5). The bridge rails will also be upgraded to meet the requirements of the federal Coastal Zone Management Act of 1972. The project is expected to extend the lifespan of this bridge.																		
Risk Identification							Risk Assessment					Risk Response						
Risk No.	Status	Type	Category	Title	Risk Statement	Current Status/Assumptions	Probability	Cost Impact	Cost Score	Time Impact	Time Score	Rationale	Strategy	Response Actions	Risk Owner	Updated		
14	Active	Threat	ENV	Costal Permits	As a result of the project falling within the State and Local coastal jurisdictions, coastal development permits are required, and a delay in application for and/ or receipt of permits or appeals may occur, which would lead to a delay in the project and possible changes to comply with permit conditions.	Due to the location of the project, a consolidated permit is anticipated.	3-Moderate	4-Moderate	12	4-Moderate	12	This is a moderate risk.	Accept	During the PS&E phase, conduct early coordination with California Coastal Commission (CCC) staff and Anywhere County Planning Department to ensure that permit conditions are reasonable and biddable.	Project Engineer/ Environmental Biologist	6/11/2019		
	Retired	Threat	CON	Broken Loose Materials	As no material would be allowed to fall on the Railroad Right-of-Way during the bridge span demolition, a proper containment system must be in place, which may increase the construction capital cost and delay the schedule.	Containment structure will be included in the project design during PS&E.	2-Low	2-Low	4	2-Low	4	N/A	Accept	N/A	Project Engineer/ Resident Engineer	6/11/2019		
	Retired	Threat	DGN	Geotechnical/ Structure Design	Due to insufficient information available to predict seismicity, proposed scope of structure work for the bridge span replacement may not be adequate/ sufficient, resulting in additional work and increase in project capital and support costs.	Geotechnical Investigation has been completed and the preliminary design is based of the geotechnical information.	4-High	8-High	32	8-High	32	N/A	Accept	N/A	Project Engineer	6/11/2019		
	Retired	Threat	DGN	Build Alternatives	Geotechnical Investigations will be performed during the follow up phase to determine the scope of the seismic retrofit. This investigation may determine whether the bridge will need to be replaced.	Geotechnical Investigation has been completed and the preliminary design is based of the geotechnical information.	4-High	8-High	32	8-High	32	N/A	Accept	N/A	Project Engineer	6/11/2019		

Attachment K

SHOPP Project Performance Output

District: 07

Tool ID: 16830

Project ID: 0716000025

Project Manager: Ravi Ghate, 7-5593

Res In PID WP: 07/01/15

31960

EA: 05/21/15

HQ PM Conc TYP: 05/21/15

HQ PM Conc PID: 05/21/15

VEN-001-21.54/21.54

Co-Rte-PM: VEN-001-21.54/21.54

Primary Location: VEN-001-21.54/21.54

View/Print PIR (Performance) Report

☒ Bridge

☐ Pavement

☐ Drainage

☐ Facilities

☐ Safety

☐ Mobility

☐ Roadside

☒ Streets

☐ Climate Change

☐ Sustainability

☐ Advance Mitigation

☐ Other

☐ Major Damage

☒ Green-house Gases

Performance & Accomplishments (PRG)

	Activity Detail	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)	SF	27405.0		27405.0			super sructure rehab
2	Bridge Rail (201.112)	LF	1220.0	1220.0				bridge rail should be brought to std
3	Complete Streets Not Applicable (1) - CSC	1						Not suitable due to scope
4	Quantitative - Proposed Mitigated	MTCO2e	62.0					
5	Quantitative - Unmitigated	MTCO2e	62.0					bridge preventive maintenance

ATTACHMENT - B

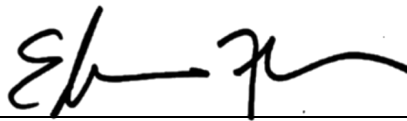
Supplemental Project Report

Supplemental Project Report (Bridge Replacement) For Documentation

On Route Pacific Coast Highway (VEN-1)

At Ventura Overhead (Bridge No: 52-0040)

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:



EDWARD FRANCIS, District Deputy Director, Right of Way

APPROVAL RECOMMENDED:



DAN TRAN, Project Manager

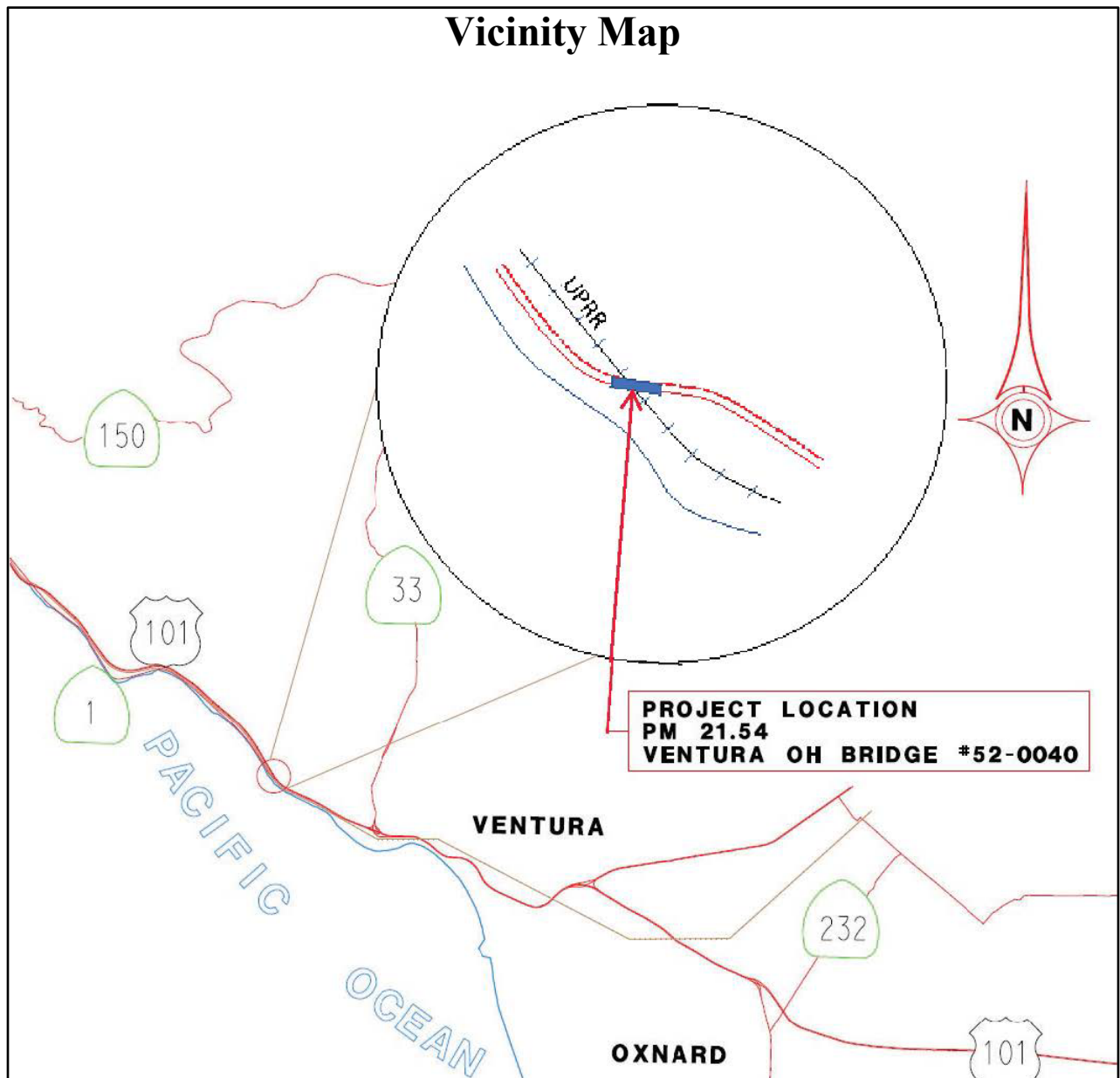
PROJECT APPROVED:



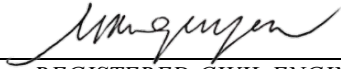
JERREL KAM, Deputy District Director, Design

11/5/2021

Date



This Supplemental 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.



REGISTERED CIVIL ENGINEER

11/05/2021

DATE



This Supplemental Project Report (SPR) documents the proposal of revising the approved scope of the project from replacing the existing bridge deck and structural corroded steel span members, upgrading bridge railing, and retrofitting the bridge concrete columns to replacing the entire existing Ventura Overhead Bridge #52-0040 over the Union Pacific Railroad (UPRR) track on State Route 1 in the City of Ventura.

A special bridge inspection was conducted in May 2016 which identified substantial section loss at the top and bottom flanges of several steel beams spanning over the railroad tracks. In June 2021, Geotech and Structural Design re-evaluated the earthquake loading demand that was roughly 40% higher than what was estimated during the Advanced Plan Study stage. Furthermore, due to the age of the bridge being approximately 87 years and all additional work items, the bridge Life-Cycle Cost Analysis was performed and revealed that replacing the complete bridge (instead of retrofitting) would be more cost-effective. The total life-cycle savings for the bridge replacement option shows a saving of \$350,000.

The additional benefits for the bridge replacement include a new, cleaner substructure with fewer columns and improved aesthetics since this bridge is near the State beaches.

All information remains the same as in the attached approved Project Report except Environmental requirements and demands from multiple State and Federal Resource Agencies' stringent permits requirements are being confirmed as the design progresses.

A full Supplemental Project Report will be forthcoming for project approval.

HQ Milestones	Delivery Date
PA&ED	6/26/2019 Actual
Updated PA&ED	6/02/2022 Target
Project PS&E	1/18/2023 Target
Right of Way Certification	1/23/2023 Target
Ready to List	2/01/2023 Target
Approve Contract	9/21/2023 Target
Contract Acceptance	9/25/2025 Target
End Project	3/25/2027 Target

Fund Source	Fiscal Year Estimate								Current Estimate (Escalated)
20.XX.201.110	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Programmed Total	Total
Component	In thousands of dollars (\$1,000)								
PA&ED Support	1,200							1,200	1,200
PS&E Support		2,500						2,500	2,500
Right-of-Way Support		540						540	635
Construction Support						5,247		5,247	5,247
Right-of-Way						4,378		4,378	4,378
Construction						28,096		28,096	28,096
Total	1,200	3,040				37,721		41,961	42,056

ATTACHMENT

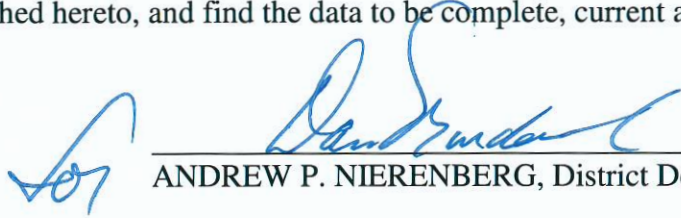
A. Approved Project Report – Cover Sheet

Project Report

On Route Pacific Coast Highway (VEN-1)

At Ventura Overhead (Bridge No: 52-0040)

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:



ANDREW P. NIERENBERG, District Deputy Director, Right of Way

APPROVAL RECOMMENDED:



RAVI GHATE, Project Manager

PROJECT APPROVED:



for JOHN BULINSKI, District Director



Date

ATTACHMENT - C

CEQA/NEPA CE Determination



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): Ventura Overhead Bridge Replacement Project

DIST-CO-RTE: 07-VEN-01

PM/PM: 21.3/21.9 **CE#:** 201810003

EA: 31960

EFIS: 0716000025 **Federal-Aid Project Number:**

N/A

Project Description

The California Department of Transportation proposes a bridge replacement project on State Route 1 from post-mile (PM) 21.3 to 21.9 in Ventura County. The proposed project will replace the entirety of Bridge #52-0040 on PM 21.54 and widen the cross-section of the bridge deck to incorporate a Class 1 bicycle and pedestrian shared-use path (on the ocean side of the bridge) adjacent to the southbound travel lanes. The shared-use path will be separated from the roadway through a concrete barrier, which will be constructed between PM 21.3 (near the US-101 and SR-1 ramp interchange) to 21.9 (State Beach Access Rd intersection). A pedestrian hybrid beacon (PHB) signalized crossing will be incorporated at the entrance of State Beach Access Rd for bicyclists to safely transition to the next part of their journey at PM 21.9. Ample crosswalk signs will be posted to ensure drivers are aware of bicyclists and pedestrians crossing at this location. The aesthetics (fencing, barriers, etc.) of the Class 1 bicycle and pedestrian shared-use path will be comparable to the existing shared-use path between Mussel Shoals and the Ventura and Santa Barbara County Line (north of the project). State Beach Access Rd entrance will also be widened approximately ten feet inward through grading and placement of retaining walls. There are no right-of-way acquisitions required, but permanent and temporary construction easements (TCE) from the Wood-Claeysens Foundation, California Department of Parks and Recreation (State Parks) and Union Pacific Railroad (UPRR) will be required. Utility relocations are also anticipated, and more information will be available as the project progresses.

Caltrans CEQA Determination (Check one)

☐ **Not Applicable** – Caltrans is not the CEQA Lead Agency

☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

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

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)

☒ **Categorically Exempt. Class 2.** (PRC 21084; 14 CCR 15300 et seq.)

☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.

☒ **Covered by the Common Sense Exemption.** 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].)

Senior Environmental Planner or Environmental Branch Chief

Christopher Laurel

Print Name

Signature

06/20/2023

Date

Project Manager

Dan Tran

Print Name

Signature

For Dan Tran

06/20/2023

Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans 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). See [SER Chapter 30](#) for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans 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)(Enter activity number)**

☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans 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 May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Christopher Laurel

Print Name

Christopher Laurel

Signature

06/20/2023

Date

Project Manager/ DLA Engineer

Dan Tran

Print Name

[Signature]

Signature

For Dan Tran

06/20/2023

Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A

Date of Environmental Commitment Record or equivalent: 06/15/2023

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

General

- The Division of Environmental Planning will be provided 95% and 100% PS&E Package for review and comments.
- The Division of Environmental Planning should be informed of any changes to the proposed scope of the project. Such changes may require a revalidation to assess whether current environmental documentation is adequate.

Cultural Resources

- If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find.

Section 4(f)

- Affected parcels will be returned to its former state, or better, in coordination with Department of Parks and Recreation.
- Public access to Emma Woods State Beach North Beach Campground will be restored to its original state after construction completion.
- The proposed project will use native plants endemic to the coastal zone to retain the natural setting and preserve the landscape aesthetics.
- Impacts to vegetation will be minimized through habitat abatement measures and tree replacement. Caltrans is currently exploring options to adequately address vegetation impacts and replacement.
- Caltrans will apply aesthetic treatment to bridges, retaining walls, railing barriers, fences, etc. as appropriate to enhance visual experience to travelers.
- Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly.

Visual

- Aesthetic treatment should be considered for the bridge structure (Figure 4 and 5 of Visual Impact Assessment (VIA), 2023)
- Color staining, clad texture, or light sandblasting should be considered to reinvigorate concrete (Figure 4, 5, 6 of VIA, 2023)
- Only native vegetation should be used to replace vegetation within the project vicinity (Figure 7 of VIA, 2023).

Air Quality

- The project must comply with the Ventura County Air Pollution Control District (VCAPD) Fugitive Dust Implementation Rule 55 to minimize temporary emissions during construction of the project as applicable and appropriate.
- In order to accommodate air quality requirements from the VCAPCD, the AQB will coordinate with HQ for approval of a nonstandard special provision (NSSP) 14-9.05 to mandate contractors to comply with all applicable rules and be responsible for fees and payments as required.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- Senate Bill 1 Section 2030(e) directs Caltrans “To the extent deemed cost effective, and where feasible, in the context of both the project scope and the risk level for the asset due to global climate change to better adapt the asset to withstand the negative effects of climate change and make the asset more resilient to impacts such as fires, floods, and sea level rise.” In response, Caltrans Division of Environmental Analysis, Office of Environmental Management, developed a GHG Reduction Measures Toolbox (<https://env.onramp.dot.ca.gov/downloads/env/managedfiles/caltrans-ghgreduction-measures-jun-2021-a11y.pdf>) for use in project development. It is recommended that the PDT review, evaluate, and consider project measures in Tables 1 and 3 of the Toolbox and that the project commit to include all feasible and relevant measures identified from the Tables. If any measures are proposed outside the Tables in the Toolbox, the PDT shall ensure that those measures are biddable, buildable, and can be successfully implemented. All identified reduction measures shall be carried forward in the ECR.
- VCAPCD Rule 74.2 (Architectural Coating) limits the amount of VOC emissions from paving, asphalt, concrete curing, and cement coatings operations. Construction of the proposed project shall comply with all applicable APCD Rules.
- Objectionable odors should also be minimized by conducting certain construction activities in areas at least 500 feet from the sensitive receptors as feasible.

Hazardous Waste

- An asbestos survey during PS&E will be required for the project. It is also recommended that concrete and/or gunite samples be analyzed for Polyaromatic Hydrocarbons (PAHs) due to soot from locomotives. Asbestos fibers may be present in soils beneath and adjacent to areas with cement based gunite and should be samples during soil site investigations. Upon request by the Project Engineer during the PS&E phase, Office of Environmental Engineering (OEE) will execute a task order for an asbestos survey. Please allow four months in the project schedule to complete the asbestos survey and report. OEE will issue the appropriate Non-Standard Special Provisions following the survey.
- Lead based paint (LBP) may be present on the Bridge Railings. An LBP survey during PS&E will be required. The LBP Survey will be conducted in conjunction with the ACCM survey. Upon request by the Project Engineer during the PS&E phase, OEE will execute a task order for an LBP survey. Please allow four months in the project schedule to complete the survey and report. OEE will issue the appropriate Non-Standard Special Provisions following the survey.
- Bridges are considered regulated structures by the USEPA and require compliance with National Emission Standards for Hazardous Air Pollutants (NESHAP) including notification to the delegated air district. The delegated air district for this project is the Ventura County Air Pollution Control District (VCAPCD). NESHAP notification requires accompanying ACCM and LBP Surveys, along with abatement/management/disposal plans for structures containing ACCM and/or LBP.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- OEE will need to be provided the Right of way maps, along with scope details to conduct adequate site investigations of the parcels.
- The Union Pacific Railroad Property is considered a high-risk property for contamination in soils due to the historic railroad operations. Operations with potential for contamination include:
 - • Railroad ties, usually treated with chemicals such as creosote
 - • Coal ash and cinder containing lead and arsenic
 - • Spilled or leaked liquids such as petroleum hydrocarbons, cleaning solvents, PCBs etc.
 - • Herbicides
 - • Fossil fuel combustion products (PAHs)
 - • Metals (from treated wood, combustion, and herbicides)
 - • Asbestos (brake pads)

The other properties due to the proximity to the railroads and local and state roadways have the potential for contamination from the railroad operations and aerially deposited lead. Site Investigations of soils and groundwater are required to determine if contamination is present on the easement properties and delineate the extent contamination in construction areas. Design, OEE, and Right of Way will need to coordinate to obtain access agreements to conduct Site Investigations. Obtaining access agreements can take up to six months to an average of one year depending if court action is required. After obtaining access agreements Site Investigations can take up to four months to complete, Site Investigations on the Railroad property may take additional time due to potential conflicts with railway operations.

- Site Investigation of exposed soils for ADL will be required during PS&E. Upon request by the Project Engineer during the PS&E phase, OEE will execute a task order for an ADL Site Investigation. Please allow four months in the project schedule to complete the survey and report. OEE will issue the appropriate Provisions following the Investigation.
- A Lead Compliance Plan (LCP) will be required to protect workers from exposure to lead while handling soils.
- Yellow thermoplastic and yellow painted stripes and pavement markings may contain lead and chromium at hazardous waste levels. The residue generated from removal of the traffic stripe and pavement marking is classified as non-RCRA (California) hazardous waste and requires proper collection, storage, transportation, and disposal. Management of hazardous waste residue exposes workers to the hazards from lead and requires the contractor to prepare a Lead Compliance Plan that is signed and sealed by a Certified Industrial Hygienist. The Contractor is required to submit a workplan for management, testing, transport and disposal of the hazardous waste residue under a uniform hazardous waste manifest. During the PS&E phase OEE will prepare the appropriate Standard Special Provision for the handling of yellow thermoplastic and painted stripes.
- White, non-yellow, and new, low lead yellow thermoplastic and painted traffic stripe and pavement marking contain lead at a concentration that is not hazardous. Yellow thermoplastic traffic stripe and pavement markings applied



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

after 2006 and yellow traffic paint applied after 1997 contain lead at concentrations that are non-hazardous. OEE must be provided with “as built” plans showing removal and replacement or records to verify application of low lead yellow thermoplastic, yellow traffic paint, and pavement marking. If replacement with low lead thermoplastic and paint cannot be verified, these materials will be considered hazardous.

- The contractor will be required to develop a project-specific LCP and provide Lead Awareness Training to ensure compliance with requirements established by Cal/OSHA for protection of workers from exposure to lead hazards. The LCP is required for removal of all traffic stripe and pavement marking.
- Given the proximity to the Coast groundwater at the construction location is likely shallow and the project may require construction dewatering. OEE will require sampling and testing of groundwater to evaluate the water quality and options for management and disposal of impacted groundwater resulting from construction dewatering. Note from recent experience with projects in Ventura County that disposal of water from construction dewatering at a treatment facility has increased significantly. Upon request by the Project Engineer during the PS&E phase, OEE will execute a task order for a groundwater site investigation either on Caltrans Right of Way or as part Parcel Site Investigations. Please allow four months in the project schedule to complete the investigation and report.

Biological Resources

- Impacts to Monterey cypress trees shall be avoided as feasible. Environmentally Sensitive Areas (ESA) fencing will be placed around trees that are outside of the impact area so that further impacts do not occur. An environmental sensitive area (ESA) shall consist of an area within and near the limits of construction where access is prohibited or limited for the preservation of archeological site or existing vegetation, or protection of biological habitat as shown on the plans.
- Should there be a need to remove Monterey cypress trees, then Caltrans shall replace any tree that are impacted at a 2-1 ratio on-site. A potential avenue for mitigation would be to plant more Monterey cypress, thus create suitable roosting habitats for monarch butterfly.
- Caltrans will conduct pre-construction surveys to monitor evidence of California legless lizard presence. If California legless lizard is found adjacent to construction, consultation with CDFW would be initiated. Surveys shall be conducted at most two weeks prior to clearing and grubbing of vegetation.
- Caltrans will conduct pre-construction surveys to monitor evidence of coastal California gnatcatcher presence. If coastal California gnatcatcher is found adjacent to construction, consultation with USFWS would be initiated.
- Caltrans will conduct pre-construction surveys within the spring (May to June) prior to construction, to confirm the presence/absence of Crotch bumble bee nests.
- If a Crotch bumble bee nest is identified in the Biological Survey Area (BSA), efforts would be taken to avoid the nest, and an appropriate buffer would be installed as determined by a qualified biologist. Surveys shall be conducted at



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

most two weeks prior to the clearing and grubbing of vegetation. As it is a candidate for listing, Caltrans will consult with CDFW if the species is found.

- During construction, the construction contractor shall inspect and clean construction equipment at the beginning and end of each day and prior to transporting equipment from one project location to another.
- During construction, the contractor shall ensure that all active portions of the construction site are watered at a minimum of twice daily or more often when needed due to dry or windy conditions to prevent excess amounts of dust.
- During construction, the contractor shall ensure that all material stockpiled is sufficiently watered or covered to prevent excess amounts of dust.
- During construction, soil/gravel/rock will be obtained from weed-free sources.
- Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control.
- After construction, affected areas adjacent to native vegetation will be revegetated with plant species approved by the District Biologist that are native to the vicinity.
- After construction, all revegetated areas will avoid the use of species listed on Cal-IPC's California Invasive Plant Inventory.
- Erosion control and revegetation sites will be monitored for 2 to 3 years after construction to detect and control the introduction/invasion of nonnative species.
- Eradication procedures (e.g., spraying and/or hand weeding) will be outlined should an infestation occur; the use of herbicides will be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the District Biologist and Landscape Architect.
- Invasive species such as iceplant (*Carpobrotus edulis*) and Russian thistle (*Salsola australis*) will be removed from sight and be replaced with native vegetation.
- The removal and/or disturbance of trees or suitable roosting shrubbery would be minimized to the greatest extent possible.
- Wherever possible, vegetation would be trimmed and/or removed outside of core nesting period (February 1st - September 1st).
- If avoidance of these activities during this period is not possible, pre-construction surveys by a qualified biologist would be conducted to identify any existing nests or breeding birds within the area scheduled for construction. The survey should be completed no more than 48 hours prior to the start of project activities. Additional surveys would be conducted if more than 72 hours pass between preconstruction nesting bird surveys and the start of construction.
- If breeding/nesting birds are located within 150 ft. of the limits of disturbance, a buffer shall be flagged around the nest and ESA signs posted. Any work within 150 ft. of the flagged area would require a biologist to monitor the birds and ensure that the construction activities do not negatively impact the birds.
- If the biologist identifies signs of stress, the biologist will inform the Engineer that activities within the immediate area cannot resume until the birds resume their normal behavior or until the nest has been determined to be no longer active.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- Should breeding/nesting of raptors be located within the area scheduled for construction, the buffer shall be extended to 500 ft. as raptors are more sensitive to disturbance.
- Prior to project construction, a Caltrans biologist shall conduct bat surveys within and immediately adjacent to the project impact areas to identify the presence of bats and/or bat pups. If bat pups are confirmed, work shall be delayed until the bat pups are able to fly and forage.
- All applicable Construction Best Management Practices for water quality shall be implemented to minimize project affects to jurisdictional drainages. All Federal and State litter laws shall be followed by the contractors.
- All applicable construction Best Management Practices (BMPs) for water quality shall be implemented to minimize affects to the Pacific Ocean.
- Do not work in flowing water.
- Temporary construction staging areas and access roads shall be strategically placed to avoid and/or minimize impacts to all jurisdictional features to the extent feasible and are expected to be enhanced to pre-project conditions.
- Any heavy equipment used in the project area will be removed at the end of each workday. All heavy equipment will be checked for oil leaks, gas, hydraulic fluid and any other pollutant which could impact water quality and instream habitat each workday prior to being deployed into the project area. Drip pans should be installed on all equipment working in the project area to control leaks and for the purpose of avoiding water quality impacts to surface waters.
- Typical sediment control devices include siltation curtains, sandbags, hay bales, filter fabrics, and fiber rolls. Caltrans and CDFW manuals provide instruction and appropriate methodologies for deployment of sediment control devices.
- Fiber rolls and/or terraced slopes will be installed to prevent erosion due to the temporary loss of vegetation at the State Beach Access Road widening location limits.
- Boulders removed from digging and grubbing shall be strategically placed along the top of slope to help with soil stabilization.
- Vehicle equipment and construction equipment shall be staged in existing disturbed lots and not on sensitive coastal habitat.
- Temporary impacts to coastal scrub brush will be replaced at 1-1 ratio.
- The entire slope adjacent to Emma Wood State Beach Road will be replanted (hydroseed) with species presently occurring. Species in the planting mix will include deerweed (*Acmispon glaber*) Menzies' golden bush (*Isocoma menziesii*), California Brittlebush (*Encelia californica*), ashyleaf buckwheat (*Eriogonum cinereum*), and coastal saltbush (*Atriplex lentiformis*). Lemonade berry (*Rhus integrifolia*) will be strategically planted using container plants, and installed at 1 every 100 feet to allow optimal grow space.
- All permanent impacts to coastal sage scrub will be replaced at 2-1 ratio.

ATTACHMENT - D

HAZARDOUS WASTE ASSESSMENT

Memorandum

*Making Conservation
a California Way of Life.*

To: SUSAN TSE
Senior Environmental Planner

Date: October 6, 2021

File: 07-VEN-1-PM 21.54

Attn: Lillian Cai – DEP
Dan Tran – PPM
Orlance Lee – Office of Design Branch C
Mike Nguyen – Office of Design Branch C

EA: 07-319600

EFIS: 1847- 0716000025

From: HENRY JONES, P.G. 
Senior Engineering Geologist
Hazardous Waste Branch, North Region
Office of Environmental Engineering (OEE)

**Subject: HAZARDOUS WASTE ASSESSMENT FOR SUPPLEMENTAL PROJECT REPORT BRIDGE
#52-0040**

On May 04, 2021, OEE received a Request Updated Environmental Documents for Supplemental Project Report for the above referenced project. The PDT team has changed the scope of work from retrofitting the bridge #52-0040 to replacing the complete bridge on the same alignment. The bridge is over the UPRR tracks, located at PM 21.52 on VEN-001 in City of Ventura. The new scope includes demolition of the existing bridge, construction of new approaches and bridge, Class 4 Bike Lanes on the bridge (added to the project 9/28/2021 following Coastal Commission Comments), additional excavations, clearing and grubbing of vegetation. Additional temporary construction and permanent easements have been added to the project.

OEE has reviewed the provided plans and project needs. OEE's revised assessment is provided below:

Bridge #52-0040 – Site Background and Bridge Details

OEE has reviewed historical aerial photography for the following years, 1947, 1967, 1980, 1994, 2005, 2009, 2010, 2012, 2014, 2016, and 2018. In the 1947 and 1967 the Bridge, railroad, state beach access roads are in their current alignment, properties surrounding the bridge are otherwise undeveloped, and a dirt road is visible to the north of the bridge and railroads running along the current alignment of the modern 101 freeway. In the 1980 aerial photograph the Ven-101 has been constructed along its current alignment. In 2005 photograph the 101 freeway was been expanded and no significant changes are noted in the 2009, 2010, 2012, 2014, 2016, and 2018 photographs.

OEE has reviewed historical topographic maps for the following years, 1904, 1910, 1918, 1921, 1938, 1946, 1952, 1955, 1961, 1964, 1966, 1968, 1972, 2012, 2015, and 2018. The topographic maps from 1904 to 1938 show a railroad line labeled Santa Barbara Line in the 1904 map, with

a roadway running parallel to the north of the railroad and a road crossing tracks at approximately the current bridge location. The 1952 to 1972 topographic maps show an upgraded route 101 running through the current VEN-1 alignment. The 2012 to 2018 topographic maps show the roadways in their modern configurations.

Based on a 2016 email from Sr. Bridge Engineer, Mr. Tony Brake, the bridge was constructed in 1934. The bridge spans a Union Pacific Railroad Company (UPRR) track. The bridge steel superstructure members are covered with a 2-inch-thick layer of cement based gunite. That gunite material on the girders serves as a means of fire protection and likely contains asbestos fibers as asbestos was used extensively in fire retardant materials up until the 1970s.

Observing the Bridge Railings from google street view (March 2021) it appears the railing may be painted. Paint systems on bridges may contain lead-based paints. OEE will need to verify if a paint system has been historically applied to the bridge railing.

Asbestos Containing Construction Material (ACCM)

Asbestos Containing Construction Material (ACCM) is likely present on Bridge #52-0040 in the cement based gunite and potentially present in shims, concrete, piping, and drains. An asbestos survey during PS&E will be required for the project. It is also recommended that concrete and/or gunite samples be analyzed for Polyaromatic Hydrocarbons (PAHs) due to soot from locomotives. Asbestos fibers may be present in soils beneath and adjacent to areas with cement based gunite and should be samples during soil site investigations.

Upon request by the Project Engineer during the PS&E phase, OEE will execute a task order for an asbestos survey. Please allow four months in the project schedule to complete the asbestos survey and report. OEE will issue the appropriate Non-Standard Special Provisions following the survey.

Lead Based Paint (LBP)

Lead based paint may be present on the Bridge Railings. An LBP survey during PS&E will be required. The LBP Survey will be conducted in conjunction with the ACCM survey.

Upon request by the Project Engineer during the PS&E phase, OEE will execute a task order for an LBP survey. Please allow four months in the project schedule to complete the survey and report. OEE will issue the appropriate Non-Standard Special Provisions following the survey.

NESHAP notification

Bridges are considered regulated structures by the USEPA and require compliance with National Emission Standards for Hazardous Air Pollutants (NESHAP) including notification to the delegated air district. The delegated air district for this project is the Ventura County Air Pollution Control District (VCAPCD).

NESHAP notification requires accompanying ACCM and LBP Surveys, along with abatement/management/disposal plans for structures containing ACCM and/or LBP.

Easements

Temporary Construction Easements, Highway Easements from UPRR, and Permanent access easements from State Parks and the Woods-Claeyssens Foundation will be required for construction and future maintenance of the bridge. Currently, right of way maps showing exact ownership of TCE parcels is pending. OEE will need to be provided the Right of way maps, along with scope details to conduct adequate site investigations of the parcels.

The Union Pacific Railroad Property is considered a high-risk property for contamination in soils due to the historic railroad operations. Operations with potential for contamination include:

- Railroad ties, usually treated with chemicals such as creosote
- Coal ash and cinder containing lead and arsenic
- Spilled or leaked liquids such as petroleum hydrocarbons, cleaning solvents, PCBs etc.
- Herbicides
- Fossil fuel combustion products (PAHs)
- Metals (from treated wood, combustion, and herbicides)
- Asbestos (brake pads)

The other properties due to the proximity to the railroads and local and state roadways have the potential for contamination from the railroad operations and aerially deposited lead.

Site Investigations of soils and groundwater are required to determine if contamination is present on the easement properties and delineate the extent contamination in construction areas. Design, OEE, and Right of Way will need to coordinate to obtain access agreements to conduct Site Investigations. Obtaining access agreements can take up to six months to an average of one year depending if court action is required. After obtaining access agreements Site Investigations can take up to four months to complete, Site Investigations on the Railroad property may take additional time due to potential conflicts with railway operations.

Aerially Deposited Lead

Exposed soils along roadways may be impacted by Aerially Deposited Lead (ADL) due to historic use of lead compounds in gasoline. ADL impacts in soils are generally present up to 30 feet from the edge of the paved road and to depths of two feet below ground surface (ft-bgs), sometime extending to five ft-bgs. Caltrans has specific requirements and agreements with the Department of Toxic Controlled Substances (DTSC) on how it assesses, manages, and dispose of ADL impacted soils.

A review of site investigations in the project corridor identified a site investigation at VEN-01 21.54, Task Order No. 07-149801-01, prepared by Geocon Consultants Inc. dated March 1, 1995, as part of a seismic Bridge retrofit. With the current work from home order OEE has been unable to confirm this task order was prepared for Bridge #52-0040 and the exact sample locations, however the data from this investigation can be used for general planning purposes.

Soil Samples from Surface to 2 feet below ground surface appear to be impacted with regulated concretions of lead (type Z-2 for disposal). Give the age of the previous site investigation, and difference in scope of work for a bridge replacement, a Site Investigation of exposed soils for ADL will be required during PS&E.

For cost estimating purposes assume the top 2 feet of material is Type Z-2 soil for disposal.

Upon request by the Project Engineer during the PS&E phase, OEE will execute a task order for an ADL Site Investigation. Please allow four months in the project schedule to complete the survey and report. OEE will issue the appropriate Provisions following the Investigation.

A Lead Compliance Plan (LCP) will be required to protect workers from exposure to lead while handling soils. Please refer to the latest Contract Cost Database (<http://sv08doweb1/contractcost/>) for the funds that need to be allocated for the lump sum cost of the Contractor's LCP. During PS&E and after the SI has been completed, the appropriate Special Provision will be provided for your PS&E package.

Thermoplastic and Painted Stripes and Pavement Marking

The project will include removal of thermoplastic, painted stripes, and pavement markings. Currently the method of removal is unspecified. OEE will review as-builts to determine if hazardous yellow thermoplastic and Yellow Painted Stripes have been removed and replaced in prior projects.

Yellow thermoplastic and Yellow Painted Stripes and Pavement Markings

Yellow thermoplastic and yellow painted stripes and pavement markings may contain lead and chromium at hazardous waste levels. The residue generated from removal of the traffic stripe and pavement marking is classified as non-RCRA (California) hazardous waste and requires proper collection, storage, transportation, and disposal. Management of hazardous waste residue exposes workers to the hazards from lead and requires the contractor to prepare a Lead Compliance Plan that is signed and sealed by a Certified Industrial Hygienist. The Contractor is required to submit a workplan for management, testing, transport and disposal of the hazardous waste residue under a uniform hazardous waste manifest.

During the PS&E phase OEE will prepare the appropriate Standard Special Provision for the handling of yellow thermoplastic and painted stripes.

White, Non-yellow, and Low Lead Yellow Thermoplastic and Painted Stripes and Traffic Markings

White, non-yellow, and new, low lead yellow thermoplastic and painted traffic stripe and pavement marking contain lead at a concentration that is not hazardous. Yellow thermoplastic traffic stripe and pavement markings applied after 2006 and yellow traffic paint applied after 1997 contain lead at concentrations that are non-hazardous. OEE must be provided with "as built" plans showing removal and replacement or records to verify application of low lead yellow

thermoplastic, yellow traffic paint, and pavement marking. If replacement with low lead thermoplastic and paint cannot be verified, these materials will be considered hazardous.

Lead Compliance Plan for Traffic Stripe Removal

The contractor will be required to develop a project-specific LCP and provide Lead Awareness Training to ensure compliance with requirements established by Cal/OSHA for protection of workers from exposure to lead hazards. The LCP is required for removal of all traffic stripe and pavement marking. Please allocate appropriate funds for preparation of the LCP for removal of all traffic stripe. For the engineer's cost estimate for an LCP please refer to the latest Contract Cost Database (<http://sv08web/contractcost/index.php>).

Groundwater

Given the proximity to the Coast groundwater at the construction location is likely shallow and the project may require construction dewatering. OEE will require sampling and testing of groundwater to evaluate the water quality and options for management and disposal of impacted groundwater resulting from construction dewatering. Note from recent experience with projects in Ventura County that disposal of water from construction dewatering at a treatment facility has increased significantly.

Upon request by the Project Engineer during the PS&E phase, OEE will execute a task order for a groundwater site investigation either on Caltrans Right of Way or as part Parcel Site Investigations. Please allow four months in the project schedule to complete the investigation and report.

Hazardous Waste Sites in the Project Vicinity

OEE has reviewed the State Water Resources Control Board, the Department of Toxic Substances Control Board, and the Department of Conservation environmental databases, Geotracker, Envirostor, and Well Finder respectively. No Hazardous waste or abandoned oil or gas wells were identified within 2500 feet of the construction footprint.

Resource Needs

- WBS 235.10 = 800 hrs (200 for staff PS&E Support, SI, and 600 (PYE for SIs))
- WBS 255.05 = 120 hrs (Final PS&E package Quality Review, permit applications, and support)
- WBS 270.66 = 80 hrs (Construction support)
- WBS 280.10 = 32 hrs (ECR/CEC project closeout, reporting to regulatory agencies)

Questions and Contacts

This Hazardous Waste Assessment is applicable to the scope of work described above. Any change in the scope of work will require a Hazardous Waste Re-Assessment. If you have any question or need additional information, please contact me at 213-269-1118, Henry.Jones@dot.ca.gov or contact my staff Michael Cronin at 213-266-6974, Michael.Cronin@dot.ca.gov.

ATTACHMENT - E

Cost Estimate



District EA: 07-319601

State of California
Department of Transportation
Proposal Preliminary Estimate of Cost

01/26/2024

Page 1 of 10

Project ID: 0716000025

CITY OF VENTURA, AT VENTURA OVERHEAD NO. 52-0040

DIST-CO-RTE-PM:

07 - Ven-1-21.5

SUPERSTRUCTURE REPLACEMENT

Advertisement Date:

Not Scheduled

FEDERAL AID NUMBER(S):

Bid Opening Date:

Not Scheduled

Bid Item List

Combined Estimate

No.	Item Code	Item Description	Unit	Quantity	Price	Amount
1	070030	LEAD COMPLIANCE PLAN	LS	LUMP SUM	\$10,000.00	\$10,000.00
2	090100	TIME-RELATED OVERHEAD (WDAY)	WDAY	550.0	\$3,300.00	\$1,815,000.00
3	090205	DISPUTE RESOLUTION BOARD ON-SITE MEETING	EA	7.0	\$6,000.00	\$42,000.00
4	090210	HOURLY OFF-SITE DISPUTE-RESOLUTION-BOARD-RELATED TASKS	HR	140.0	\$200.00	\$28,000.00
5	100100	DEVELOP WATER SUPPLY	LS	LUMP SUM	\$20,000.00	\$20,000.00
6	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	\$25,000.00	\$25,000.00
7	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	\$140,000.00	\$140,000.00
8	120120	TYPE III BARRICADE	EA	55.0	\$150.00	\$8,250.00
9	120165	CHANNELIZER (SURFACE MOUNTED)	EA	240.0	\$30.00	\$7,200.00
10	120204	PORTABLE RADAR SPEED FEEDBACK SIGN SYSTEM DAY	EA	2.0	\$13,000.00	\$26,000.00
11	120320	TEMPORARY BARRIER SYSTEM	LF	5,180.0	\$65.00	\$336,700.00
12	129100	TEMPORARY CRASH CUSHION MODULE	EA	28.0	\$350.00	\$9,800.00
13	129150	TEMPORARY TRAFFIC SCREEN	LF	1,070.0	\$10.00	\$10,700.00
14	129152	TEMPORARY RADAR SPEED FEEDBACK SIGN SYSTEM	EA	2.0	\$12,500.00	\$25,000.00
15	130100	JOB SITE MANAGEMENT	LS	LUMP SUM	\$55,000.00	\$55,000.00

No.	Item Code	Item Description	Unit	Quantity	Price	Amount
16	130201	WATER POLLUTION CONTROL PROGRAM	LS	LUMP SUM	\$12,000.00	\$12,000.00
17	130510	TEMPORARY MULCH	SQYD	2,300.0	\$5.00	\$11,500.00
18	130640	TEMPORARY FIBER ROLL	LF	3,020.0	\$2.50	\$7,550.00
19	130650	TEMPORARY GRAVEL BAG BERM	LF	1,000.0	\$1.50	\$1,500.00
20	130730	STREET SWEEPING	LS	LUMP SUM	\$10,000.00	\$10,000.00
21	130900	TEMPORARY CONCRETE WASHOUT	LS	LUMP SUM	\$30,000.00	\$30,000.00
22	140003	B ASBESTOS COMPLIANCE PLAN	LS	LUMP SUM	\$8,000.00	\$8,000.00
23	141103	REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE (HAZARDOUS WASTE)	LF	4,940.0	\$2.50	\$12,350.00
24	141120	TREATED WOOD WASTE	LB	13,600.0	\$1.40	\$19,040.00
25	160110	TEMPORARY HIGH-VISIBILITY FENCE	LF	2,500.0	\$10.00	\$25,000.00
26	037522	TEMPORARY PROTECTION FENCE (ROPE)	LF	530.0	\$13.00	\$6,890.00
27	170103	CLEARING AND GRUBBING (LS)	LS	LUMP SUM	\$5,000.00	\$5,000.00
28	190101	ROADWAY EXCAVATION	CY	2,370.0	\$35.00	\$82,950.00
29	190105	ROADWAY EXCAVATION (TYPE Z-2) (AERIALY DEPOSITED LEAD)	CY	35.0	\$350.00	\$12,250.00
30	192003	F B STRUCTURE EXCAVATION (BRIDGE)	CY	745.0	\$230.00	\$171,350.00
31	192037	F B STRUCTURE EXCAVATION (RETAINING WALL)	CY	850.0	\$150.00	\$127,500.00
32	192049	F B STRUCTURE EXCAVATION (SOLDIER PILE WALL)	CY	1,302.0	\$135.00	\$175,770.00
33	193003	F B STRUCTURE BACKFILL (BRIDGE)	CY	278.0	\$235.00	\$65,330.00
34	193006	F B STRUCTURE BACKFILL (SLURRY CEMENT)	CY	25.0	\$820.00	\$20,500.00
35	193013	F B STRUCTURE BACKFILL (RETAINING WALL)	CY	1,205.0	\$110.00	\$132,550.00
36	193029	F B STRUCTURE BACKFILL (SOLDIER PILE WALL)	CY	302.0	\$140.00	\$42,280.00
37	193116	F B CONCRETE BACKFILL (SOLDIER PILE WALL)	CY	267.0	\$425.00	\$113,475.00
38	193119	F B LEAN CONCRETE BACKFILL	CY	406.0	\$310.00	\$125,860.00
39	200002	ROADSIDE CLEARING	LS	LUMP SUM	\$35,000.00	\$35,000.00
40	200052	PRUNE EXISTING PLANTS	LS	LUMP SUM	\$8,000.00	\$8,000.00

No.	Item Code	Item Description	Unit	Quantity	Price	Amount
41	202004	IRON SULFATE (LB)	LB	10.3	\$9.50	\$97.85
42	202006	SOIL AMENDMENT	CY	1.6	\$90.00	\$144.00
43	202038	PACKET FERTILIZER	EA	102.0	\$0.60	\$61.20
44	204035	PLANT (GROUP A)	EA	62.0	\$18.00	\$1,116.00
45	204038	PLANT (GROUP U)	EA	10.0	\$190.00	\$1,900.00
46	014899	TREE PROTECTION	EA	9.0	\$1,000.00	\$9,000.00
47	204096	MAINTAIN EXISTING PLANTED AREAS	LS	LUMP SUM	\$18,000.00	\$18,000.00
48	204099	PLANT ESTABLISHMENT WORK	LS	LUMP SUM	\$50,000.00	\$50,000.00
49	205035	WOOD MULCH	CY	2.1	\$75.00	\$157.50
50	206300	TEMPORARY IRRIGATION SYSTEM	LS	LUMP SUM	\$100,000.00	\$100,000.00
51	208445	TREE WELL SPRINKLER ASSEMBLY	EA	20.0	\$70.00	\$1,400.00
52	208562	CAM COUPLER ASSEMBLY	EA	2.0	\$400.00	\$800.00
53	208595	F 1" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	LF	480.0	\$5.50	\$2,640.00
54	210300	HYDROMULCH	SQFT	109,000.0	\$0.50	\$54,500.00
55	210430	HYDROSEED	SQFT	109,000.0	\$0.70	\$76,300.00
56	210610	COMPOST (CY)	CY	330.0	\$78.00	\$25,740.00
57	211111	PERMANENT EROSION CONTROL ESTABLISHMENT WORK	LS	LUMP SUM	\$10,000.00	\$10,000.00
58	260303	CLASS 3 AGGREGATE BASE (CY)	CY	2,890.0	\$65.00	\$187,850.00
59	280000	LEAN CONCRETE BASE	CY	1,210.0	\$225.00	\$272,250.00
60	375009	TACK COAT (SEAL)	TON	1.0	\$4,000.00	\$4,000.00
61	390132	HOT MIX ASPHALT (TYPE A)	TON	1,400.0	\$110.00	\$154,000.00
62	390137	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	TON	800.0	\$125.00	\$100,000.00
63	394077	PLACE HOT MIX ASPHALT DIKE (TYPE F)	LF	420.0	\$6.00	\$2,520.00
64	398100	REMOVE ASPHALT CONCRETE DIKE	LF	470.0	\$6.00	\$2,820.00
65	398200	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	3,390.0	\$15.00	\$50,850.00

No.	Item Code		Item Description	Unit	Quantity	Price	Amount
66	401050		JOINTED PLAIN CONCRETE PAVEMENT	CY	420.0	\$330.00	\$138,600.00
67	460210	B	GROUND ANCHOR (SUBHORIZONTAL)	EA	143.0	\$7,000.00	\$1,001,000.00
68	048628	B	TEMPORARY PEDESTRIAN BRIDGE	LS	LUMP SUM	\$1,036,000.00	\$1,036,000.00
69	048629	B	STEEL SOLDIER PILE (2 - W 18 X 50)	LF	2,869.0	\$140.00	\$401,660.00
70	490406	B	36" DRILLED HOLE	LF	2,663.0	\$210.00	\$559,230.00
71	048631	B	114" PERMANENT STEEL CASING	LF	36.0	\$2,400.00	\$86,400.00
72	048632	B	72" PERMANENT CORRUGATED METAL PIPE CASING	LF	313.0	\$1,500.00	\$469,500.00
73	048633	B	120" PERMANENT CORRUGATED METAL PIPE CASING	LF	108.0	\$2,450.00	\$264,600.00
74	490609	B	60" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	172.0	\$1,400.00	\$240,800.00
75	490611	B	72" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	313.0	\$1,950.00	\$610,350.00
76	490620	B	108" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	360.0	\$4,900.00	\$1,764,000.00
77	048630	B	114" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	36.0	\$4,800.00	\$172,800.00
78	490622	B	120" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	108.0	\$5,700.00	\$615,600.00
79	500001	B	PRESTRESSING CAST-IN-PLACE CONCRETE	LS	LUMP SUM	\$420,000.00	\$420,000.00
80	510051	F B	STRUCTURAL CONCRETE, BRIDGE FOOTING	CY	38.0	\$1,300.00	\$49,400.00
81	510053	F B	STRUCTURAL CONCRETE, BRIDGE	CY	2,468.0	\$1,800.00	\$4,442,400.00
82	510054	F B	STRUCTURAL CONCRETE, BRIDGE (POLYMER FIBER)	CY	1,083.0	\$1,600.00	\$1,732,800.00
83	048246	F B	STRUCTURAL CONCRETE, BRIDGE (POLYMER FIBER, LIGHTWEIGHT)	CY	109.0	\$1,800.00	\$196,200.00
84	510060	F B	STRUCTURAL CONCRETE, RETAINING WALL	CY	425.0	\$1,200.00	\$510,000.00
85	046697	F B	STRUCTURAL CONCRETE, WALL FACING	CY	680.0	\$1,600.00	\$1,088,000.00
86	510086	F B	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE N)	CY	163.0	\$1,200.00	\$195,600.00
87	047166	B	CONCRETE SURFACE TEXTURE (FORMED RELIEF)	SQFT	18,780.0	\$22.00	\$413,160.00
88	511106	B	DRILL AND BOND DOWEL	LF	566.0	\$55.00	\$31,130.00
89	048634	B	FURNISH PRECAST PRESTRESSED CONCRETE SLAB (TYPE SIII MODIFIED)	SQFT	996.0	\$150.93	\$150,330.00
90	512410	F B	ERECT PRECAST CONCRETE DECK UNIT	EA	6.0	\$10,000.00	\$60,000.00

No.	Item Code		Item Description	Unit	Quantity	Price	Amount
91	048361	B	PIPE PIN	LB	12,280.0	\$10.00	\$122,800.00
92	519081	B	JOINT SEAL (MR 1/2")	LF	44.0	\$200.00	\$8,800.00
93	519095	B	JOINT SEAL ASSEMBLY (MR 4")	LF	110.0	\$475.00	\$52,250.00
94	048167	F B	BAR REINFORCING STEEL (RETAINING WALL, EPOXY COATED)	LB	50,700.0	\$1.75	\$88,725.00
95	048194	F B	BAR REINFORCING STEEL (WALL FACING, EPOXY COATED)	LB	61,600.0	\$2.30	\$141,680.00
96	048204	F B	BAR REINFORCING STEEL (BRIDGE, EPOXY COATED)	LB	1,355,500.0	\$1.85	\$2,507,675.00
97	520115	F B	BAR REINFORCING STEEL (GALVANIZED)	LB	1,094.0	\$2.90	\$3,172.60
98	575004	F B	TIMBER LAGGING	MFBM	69.0	\$6,500.00	\$448,500.00
99	590120	B	CLEAN AND PAINT STEEL SOLDIER PILING	LS	LUMP SUM	\$97,000.00	\$97,000.00
100	600023	B	REMOVE RETAINING WALL (PORTION) (CY)	CY	132.0	\$1,000.00	\$132,000.00
101	048635	B	TEMPORARY BRIDGE (BRIDGE REMOVAL)	LS	LUMP SUM	\$120,000.00	\$120,000.00
102	600037	B	PREPARE CONCRETE BRIDGE DECK SURFACE	SQFT	493.0	\$16.00	\$7,888.00
103	600041	B	FURNISH POLYESTER CONCRETE OVERLAY	CF	84.0	\$130.00	\$10,920.00
104	600043	F B	PLACE POLYESTER CONCRETE OVERLAY	SQFT	493.0	\$45.00	\$22,185.00
105	600097	B	BRIDGE REMOVAL	LS	LUMP SUM	\$950,000.00	\$950,000.00
106	014798	B	8" WELDED STEEL PIPE CASING (BRIDGE)	LF	258.0	\$140.00	\$36,120.00
107	710150		REMOVE INLET	EA	1.0	\$3,000.00	\$3,000.00
108	723070		ROCK SLOPE PROTECTION (150 LB, CLASS III, METHOD B) (CY)	CY	8.0	\$200.00	\$1,600.00
109	730040	B	MINOR CONCRETE (GUTTER) (LF)	LF	90.0	\$80.00	\$7,200.00
110	750042	F B	ISOLATION CASING (CORRUGATED STEEL PIPE)	LB	8,027.0	\$13.50	\$108,364.50
111	750043	F B	ISOLATION CASING (NON-CORRUGATED STEEL PIPE)	LB	6,167.0	\$18.50	\$114,089.50
112	750501	F B	MISCELLANEOUS METAL (BRIDGE)	LB	860.0	\$14.50	\$12,470.00
113	780440	B	PREPARE AND STAIN CONCRETE	SQFT	1,125.0	\$25.00	\$28,125.00
114	810120		REMOVE PAVEMENT MARKER	EA	324.0	\$2.50	\$810.00
115	810190		GUARD RAILING DELINEATOR	EA	50.0	\$5.00	\$250.00

No.	Item Code	Item Description	Unit	Quantity	Price	Amount
116	810230	PAVEMENT MARKER (RETROREFLECTIVE)	EA	280.0	\$6.00	\$1,680.00
117	820270	REMOVE ROADSIDE SIGN (WOOD POST)	EA	3.0	\$150.00	\$450.00
118	820280	REMOVE ROADSIDE SIGN (METAL POST)	EA	23.0	\$200.00	\$4,600.00
119	820310	REMOVE ROADSIDE SIGN PANEL	EA	1.0	\$100.00	\$100.00
120	820750	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED)	SQFT	142.0	\$20.00	\$2,840.00
121	820760	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-UNFRAMED)	SQFT	40.0	\$20.00	\$800.00
122	820790	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-FRAMED)	SQFT	40.0	\$30.00	\$1,200.00
123	820820	METAL (BARRIER MOUNTED SIGN)	LB	1,250.0	\$18.00	\$22,500.00
124	820840	ROADSIDE SIGN - ONE POST	EA	22.0	\$400.00	\$8,800.00
125	820860	INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)	EA	6.0	\$160.00	\$960.00
126	820880	INSTALL SIGN (MAST-ARM HANGER METHOD)	EA	2.0	\$250.00	\$500.00
127	820900	INSTALL ROADSIDE SIGN PANEL ON EXISTING POST	EA	1.0	\$150.00	\$150.00
128	832006	MIDWEST GUARDRAIL SYSTEM (STEEL POST)	LF	450.0	\$65.00	\$29,250.00
129	832070	VEGETATION CONTROL (MINOR CONCRETE)	SQYD	90.0	\$120.00	\$10,800.00
130	833033	F B CHAIN LINK RAILING (TYPE 7 MODIFIED)	LF	86.0	\$200.00	\$17,200.00
131	048636	F B PEDESTRIAN RAILING WITH CHAIN LINK RAILING TYPE 7 (MODIFIED)	LF	443.0	\$500.00	\$221,500.00
132	833085	F B PIPE HANDRAILING	LF	706.0	\$80.00	\$56,480.00
133	046732	F B PEDESTRIAN RAILING	LF	3,916.0	\$334.28	\$1,309,050.00
134	839521	F B CABLE RAILING	LF	90.0	\$100.00	\$9,000.00
135	839543	TRANSITION RAILING (TYPE WB-31)	EA	1.0	\$2,000.00	\$2,000.00
136	839578	END CAP (TYPE TC)	EA	1.0	\$500.00	\$500.00
137	839580	END ANCHOR ASSEMBLY (TYPE SFT-M)	EA	1.0	\$1,000.00	\$1,000.00
138	839584	ALTERNATIVE IN-LINE TERMINAL SYSTEM	EA	1.0	\$5,000.00	\$5,000.00
139	048549	F B CONCRETE BARRIER (TYPE 86H MODIFIED)	LF	1,356.0	\$750.00	\$1,017,000.00

No.	Item Code		Item Description	Unit	Quantity	Price	Amount
140	048637	F B	CONCRETE BARRIER (TYPE 86HA MODIFIED)	LF	336.0	\$750.00	\$252,000.00
141	839752		REMOVE GUARDRAIL	LF	1,350.0	\$15.00	\$20,250.00
142	839775		REMOVE CONCRETE BARRIER (TYPE K)	LF	240.0	\$40.00	\$9,600.00
143	840516		THERMOPLASTIC PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)	SQFT	320.0	\$5.00	\$1,600.00
144	840517		PREFORMED THERMOPLASTIC PAVEMENT MARKING	SQFT	740.0	\$5.00	\$3,700.00
145	840621		6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 17-7)	LF	1,900.0	\$2.00	\$3,800.00
146	846007		6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	8,210.0	\$2.60	\$21,346.00
147	846008		6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 8-4)	LF	400.0	\$2.40	\$960.00
148	846030		REMOVE THERMOPLASTIC TRAFFIC STRIPE	LF	7,290.0	\$0.85	\$6,196.50
149	846035		REMOVE THERMOPLASTIC PAVEMENT MARKING	SQFT	480.0	\$2.50	\$1,200.00
150	847218		6" TRAFFIC STRIPE TAPE WITH CONTRAST (WARRANTY)	LF	1,850.0	\$7.00	\$12,950.00
151	847221		6" TRAFFIC STRIPE TAPE WITH CONTRAST (WARRANTY) (BROKEN 17-7)	LF	620.0	\$5.00	\$3,100.00
152	870800		PEDESTRIAN HYBRID BEACON SYSTEMS	LS	LUMP SUM	\$146,150.00	\$146,150.00
153	048280	B	1 1/2" CONDUIT (BRIDGE)	LS	LUMP SUM	\$57,000.00	\$57,000.00
154	872131		MODIFYING LIGHTING SYSTEMS	LS	LUMP SUM	\$439,700.00	\$439,700.00
155	046735	B	2" CONDUIT (BRIDGE)	LS	LUMP SUM	\$105,000.00	\$105,000.00
156	046926	B	4" CONDUIT (BRIDGE)	LS	LUMP SUM	\$131,000.00	\$131,000.00
157	999990		MOBILIZATION	9.75% LS	LUMP SUM	\$3,483,400.00	\$3,483,400.00
158	NS-CY		NON-STANDARD ITEM - CY (CUBIC YARD) ROADWAY EXCAVATION (RETAINING WALL)	CY	4,000.0	\$50.00	\$200,000.00
159	NS-EA		NON-STANDARD ITEM - EA (EACH) CRASH CUSHION SCI-100 GM	EA	3.0	\$4,000.00	\$12,000.00
160	NS-LF		NON-STANDARD ITEM - LF (LINEAR FOOT) 2' PEDESTRIAN RAILING	LF	1,670.0	\$60.00	\$100,200.00
161	NS-LF		NON-STANDARD ITEM - LF (LINEAR FOOT) 4' PEDESTRIAN RAILING	LF	890.0	\$75.00	\$66,750.00

No.	Item Code	Item Description	Unit	Quantity	Price	Amount
162	NS-LF	NON-STANDARD ITEM - LF (LINEAR FOOT) CONCRETE BARRIER TYPE 86 HB (MOD 2)	LF	320.0	\$200.00	\$64,000.00
163	NS-LF	NON-STANDARD ITEM - LF (LINEAR FOOT) CONCRETE BARRIER TYPE 86HB (MOD 3)	LF	1,510.0	\$200.00	\$302,000.00
164	NS-LF	NON-STANDARD ITEM - LF (LINEAR FOOT) CONCRETE BARRIER TYPE 86HB (MOD 4)	LF	170.0	\$200.00	\$34,000.00
165	NS-LS	NON-STANDARD ITEM - LS (LUMP SUM) temporary access road on Route 101	LS	LUMP SUM	\$900,000.00	\$900,000.00
166	NS-SQFT	NON-STANDARD ITEM - SQFT (SQUARE FOOT) METHYL METHACRYLATE PAVEMENT MARKING (GREEN)	SQFT	830.0	\$13.00	\$10,790.00
Bid Item List Subtotal:						\$35,733,678.65

Supplemental Work

Item Code	Item Description	Units	Quantity	Price	Amount
066015	FEDERAL TRAINEE PROGRAM	LS	LUMP SUM	24,000.00	24,000.00
066040A	SPECIES PROTECTION	LS	LUMP SUM	10,000.00	10,000.00
066041	BIRD PROTECTION	LS	LUMP SUM	10,000.00	10,000.00
066065	TOW TRUCK SERVICE PATROL	LS	LUMP SUM	20,000.00	20,000.00
066070	MAINTAIN TRAFFIC	LS	LUMP SUM	25,000.00	25,000.00
066094	VALUE ANALYSIS	LS	LUMP SUM	10,000.00	10,000.00
066195	ADDITIONAL ROAD WORK	LS	LUMP SUM	6,000.00	6,000.00
066595	WATER POLLUTION CONTROL MAINTENANCE SHARING	LS	LUMP SUM	10,000.00	10,000.00
066596	ADDITIONAL WATER POLLUTION CONTROL	LS	LUMP SUM	10,000.00	10,000.00
066610	PARTNERING	LS	LUMP SUM	70,000.00	70,000.00
066670	PAYMENT ADJUSTMENTS FOR PRICE INDEX FLUCTUATIONS	LS	LUMP SUM	20,000.00	20,000.00
066860	MAINTAIN EXISTING ELECTRICAL SYSTEM	LS	LUMP SUM	5,000.00	5,000.00
SW Subtotal:					\$220,000.00

Department Furnished Materials and Expenses

Item Code	Item Description	Units	Quantity	Price	Amount
066062	COZEEP CONTRACT	LS	LUMP SUM	300,000.00	300,000.00
066063	TRAFFIC MANAGEMENT PLAN - PUBLIC INFORMATION	LS	LUMP SUM	25,000.00	25,000.00
066105	RESIDENT ENGINEERS OFFICE	LS	LUMP SUM	300,000.00	300,000.00
DF Subtotal:					\$625,000.00

Project Subtotal (Bid and Non-Bid Items):	\$36,578,678.65
--	------------------------

Contingencies:	10.00 %	\$3,657,867.87
-----------------------	---------	-----------------------

Project Total (with Contingency):	\$40,236,546.52
--	------------------------

ATTACHMENT - F

RIGHT OF WAY DATA SHEET

DEPARTMENT OF TRANSPORTATION

M e m o r a n d u m

*Serious Drought!
Help Save Water!*

To: Orlance Lee, Design Manager
Office of Design
District 7, Los Angeles Office

Date: 1/29/2024

EA: 31960

Data Sheet ID NO: ds6371

Project ID # 0716000025

From: Zoltan Elo, Office Chief
Right of Way Appraisals, and Planning & Management
District 7, Los Angeles Office

Subject: Current Estimated Right of Way Costs for **Project Report**

We have completed an estimate of the Right of Way costs for the above referenced project based on information received from Mike Nguyen, PE and the following assumptions and limiting conditions apply:

- The mapping did not provide sufficient detail to determine the limits of the right of way required.
- The transportation facilities have not been sufficiently designed, so our estimator could not determine the damages to any of the remainder parcels affected by the project.
- Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the estimate.

Right of Way Certificate (RWC) lead time will require a minimum of 24 months after maps to appraisal (MA). Completed Appraisal maps include HMDD, COS, HW Memo, and RE-49. An executed copy of the new freeway agreement is required for the project. When utility relocation is warranted, utility conflict maps will be required. Additionally a minimum of 18 months will be required after receiving the last revision to the appraisal map. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed and present a risk to the RWC project delivery milestone. Due to the passage of Map 21 and the Buy America provision, the Right of Way Certification process will be longer, if Utility Relocation is necessary.

Current Schedule: PRSM

PAED (M 200)	MA (M 224)	RWC (M 410)	RTL (M 460)	CCA (M 600)
6/26/2019	3/1/2021	7/10/24	7/31/2024	12/20/2028

TO Orlance Lee
ATTN Mike Nguyen
SENIOR R/W P&M Jatinder Gaur
ROUTE 1
PM_KM 21.54
EA 31960
Project ID # 0716000025
ALT

R/W DATA SHEET

ID NO ds6371

Date of Data Sheet 1/29/2024
Project Description Replace existing bridge # 52-0040 on existing alignment with higher profile.

This cost estimate is valid for the above scoping report only. This is an estimate only and not an appraisal. It may be based on worse case scenarios.

The estimate is subject to change and revision.

The mapping did not provide sufficient nor adequate detail to determine the limits of the Right of Way required and effects on the improvements.

The transportation facilities have not been sufficiently designed for our estimator to determine the damages to any of the remainder parcels affected by the project.

This cost estimate is pursuant to the following responses supplied by Orlance Lee to the Data Sheet Request Form.

	YES	NO	Not known at this time
Utilities are depicted on plans	x		
Railroads are depicted on plans	x		
There are Material and/or Disposal Sites Required			x
Caltrans will do the Right of Way work	x		
There will be a Cooperative Agreement	x		
This is a reimbursable project		x	
There is Hazardous Waste potential			x

RW COST ESTIMATE

	CURRENT VALUE	ESCALATED VALUE
R/ w acq.(incl.contingency G.w-condem.-adm.s'tl.)Permits	\$3,746,243	\$3,861,162
Clearance		
RAP (cont rate.)		
Escrow costs (cont rate.)	\$13,181	\$13,586
Utility relocation costs	\$1,437,807	\$2,095,752
Estimate of Reimbursed Appraisal Fee	\$7,500	\$7,500
Total estimated cost	\$5,204,732	\$5,978,000

Escalation Rate Rw .07
Escalation Rate Utilities .08
Cert.date 7/10/24

Parcel Count and Py Info

ROUTE 1

PM_KM 21.54

EA 31960

ALT

PARCEL DUAL
TYPES APPR.

A		
B	4	
C	1	
D		
F		

RIGHTS
NEEDED

FEE	
EASE	4
TCE	2

TAKES

FULL	0
PART	6
TOTAL	6

DISPLACEMENT
OF UNITS

SFR	
BUS	
MULTI	

PARCELS WITH
RAP
POTENTIAL
CLEARANCE
PARCELS
POTENTIAL
CONDEMNATION
PARCELS
POTENTIAL
EXCESS
PARCELS

UTILITY IMPACTS

u4-1	
u4-2	
u4-3	
u4-4	3
u5-7	
u5-8	
u5-9	3

Estimate Of Right Of Way Support Hours

Activity Codes	Function	Hours
225 & 245	Appraisals	995
225 & 245	Acquisitions	1,115
200	Utilities	1,290
185.20.40	Utility Potholing	110
205	Railroads	
225 & 245	Condemnation	756
225 & 245	Clearance	
225 & 245	Relocation	
220 & 300	RW Engineering	1,800
	Total	6,066

UTILITY INFORMATION

1) Pothole 4-Du AT&T, along northside RR	4	2000	\$8,000
2) Pothole underground Level 3 communications, along northside RR	4	2000	\$8,000
3) Pothole underground Qwest communications, southside RR	4	2000	\$8,000
4) Pothole underground Sprint communications, southside RR	4	2000	\$8,000
5) Pothole 22" Mobil Oil	8	2000	\$16,000
6) Pothole 16" gas line SCG, on PCH and along northside RR	8	2000	\$16,000
7) Pothole 8" pressure sewer Ventura County, along southside RR	8	2000	\$16,000
8) Relocate cable TV attached to bridge	300	250	\$75,000
9) Relocate OH service phone line to Lifeguard station	400	250	\$100,000
10) Relocate 16" gas line SCG	400	4000	\$1,600,000
11) Pothole underground MCI communications, southside RR	4	2000	\$8,000

Are utility easements required? NoAre Utility agreements required? YesTotal Cu Ent Cost \$1,437,807Const. Completion Date 12/20/2028Utility Escalation Rate 8%Total Escalated Cost \$2,095,752

RR INFORMATION

Are RR affected YES

Describe the RR facilities affected, and ownership: UP & Amtrak will be impacted by the project.
(i.e. RR name, RR spurs, branch lines, at grade crossings?)

Will construction work be performed in RR right of way? Y/N If yes, describe:

What types of agreements are anticipated to be required from the RR?

Will Temporary Construction Easement (TCE) rights be required for the project construction? If yes, explain.

Phase 4 costs: RR Flagging related to construction activity. This cost is a phase 4 construction contract cost. Though noted on the RW datasheet, the estimated flagging cost is not a RW cost, and not a part of the RW Capital. This estimate is provided so it can be added to the engineer's estimate for construction – RR flagging estimate is based on the number of days flagging is needed for construction activity.

\$1,500,000

Phase 9 costs: Purchase of rights for construction, agreements, Preliminary Engineering Contracts, RR re-arrangement costs. This figure is included in the RW Capital estimate total.

\$ 2,500,000

	Victor Lee	<u>DATE</u>
Right of Way Estimate prepared by	_____	<u>1/29/24</u>
Estimate prepared by	_____	<u>1/29/24</u>
Utilities Estimate prepared by	_____	<u>1/29/24</u>

I have personally reviewed this R/W Data Sheet and all supporting information I certify that the probable highest and best use estimated values and assumptions are reasonable and proper subject to the limiting conditions set forth and I find this Data Sheet complete and current.

This Data Sheet is not to be signed by Chief unless accompanied by final scoping report(PR,PSR,PSSR) for review and/or signature.

CHIEF

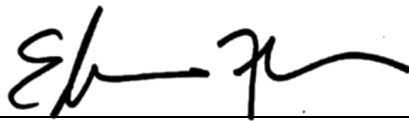

01/29/2024

Supplemental Project Report (Bridge Replacement) For Documentation

On Route Pacific Coast Highway (VEN-1)

At Ventura Overhead (Bridge No: 52-0040)

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:



EDWARD FRANCIS, District Deputy Director, Right of Way

APPROVAL RECOMMENDED:



DAN TRAN, Project Manager

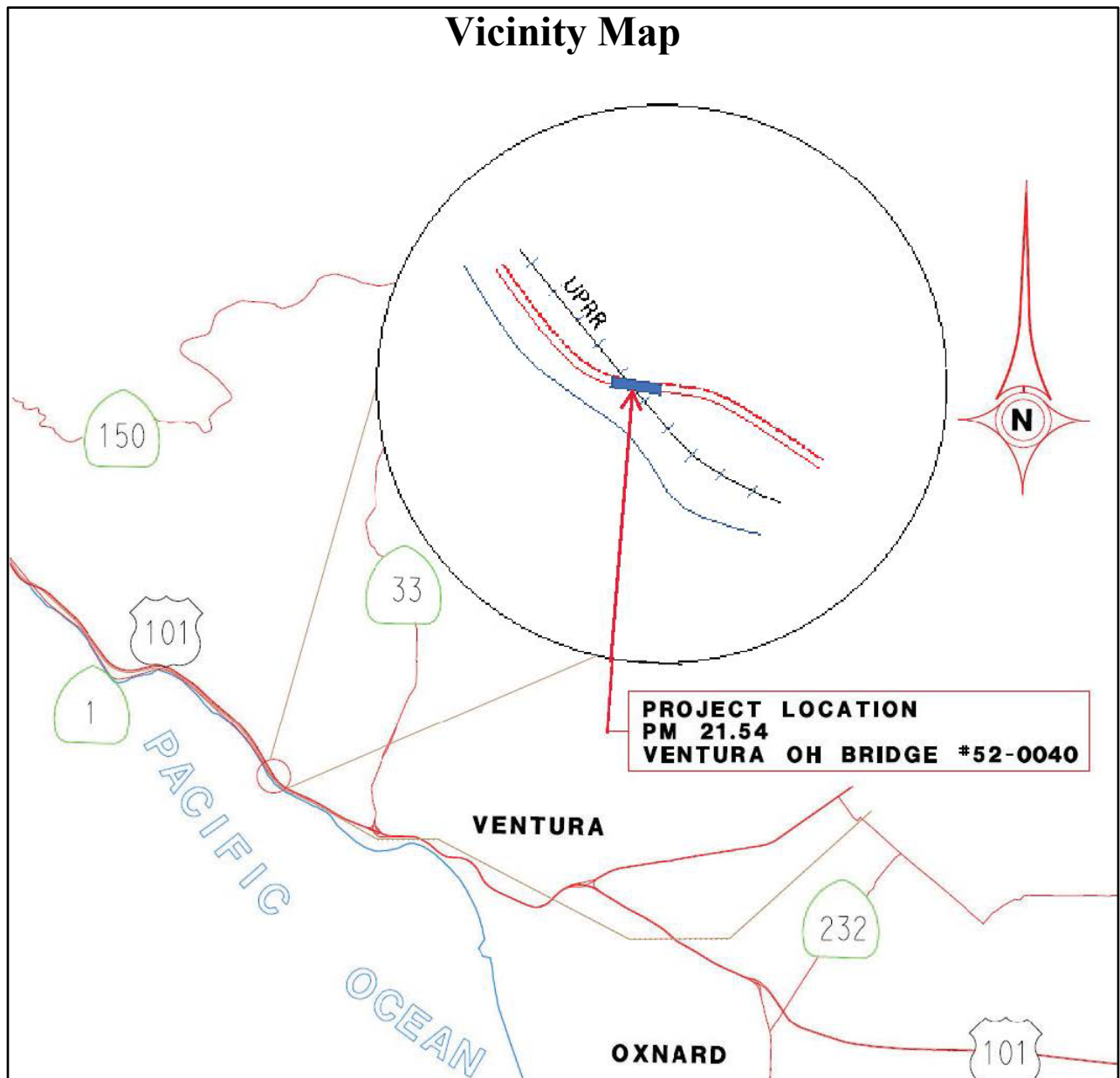
PROJECT APPROVED:



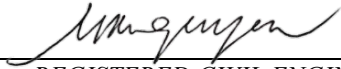
JERREL KAM, Deputy District Director, Design

11/5/2021

Date



This Supplemental 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.



REGISTERED CIVIL ENGINEER

11/05/2021

DATE



This Supplemental Project Report (SPR) documents the proposal of revising the approved scope of the project from replacing the existing bridge deck and structural corroded steel span members, upgrading bridge railing, and retrofitting the bridge concrete columns to replacing the entire existing Ventura Overhead Bridge #52-0040 over the Union Pacific Railroad (UPRR) track on State Route 1 in the City of Ventura.

A special bridge inspection was conducted in May 2016 which identified substantial section loss at the top and bottom flanges of several steel beams spanning over the railroad tracks. In June 2021, Geotech and Structural Design re-evaluated the earthquake loading demand that was roughly 40% higher than what was estimated during the Advanced Plan Study stage. Furthermore, due to the age of the bridge being approximately 87 years and all additional work items, the bridge Life-Cycle Cost Analysis was performed and revealed that replacing the complete bridge (instead of retrofitting) would be more cost-effective. The total life-cycle savings for the bridge replacement option shows a saving of \$350,000.

The additional benefits for the bridge replacement include a new, cleaner substructure with fewer columns and improved aesthetics since this bridge is near the State beaches.

All information remains the same as in the attached approved Project Report except Environmental requirements and demands from multiple State and Federal Resource Agencies' stringent permits requirements are being confirmed as the design progresses.

A full Supplemental Project Report will be forthcoming for project approval.

HQ Milestones	Delivery Date
PA&ED	6/26/2019 Actual
Updated PA&ED	6/02/2022 Target
Project PS&E	1/18/2023 Target
Right of Way Certification	1/23/2023 Target
Ready to List	2/01/2023 Target
Approve Contract	9/21/2023 Target
Contract Acceptance	9/25/2025 Target
End Project	3/25/2027 Target

Fund Source	Fiscal Year Estimate								Current Estimate (Escalated)
20.XX.201.110	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Programmed Total	Total
Component	In thousands of dollars (\$1,000)								
PA&ED Support	1,200							1,200	1,200
PS&E Support		2,500						2,500	2,500
Right-of-Way Support		540						540	635
Construction Support						5,247		5,247	5,247
Right-of-Way						4,378		4,378	4,378
Construction						28,096		28,096	28,096
Total	1,200	3,040				37,721		41,961	42,056

ATTACHMENT

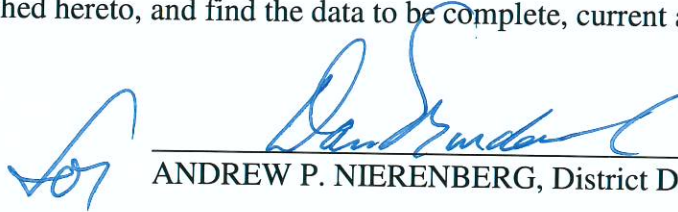
A. Approved Project Report – Cover Sheet

Project Report

On Route Pacific Coast Highway (VEN-1)

At Ventura Overhead (Bridge No: 52-0040)

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:



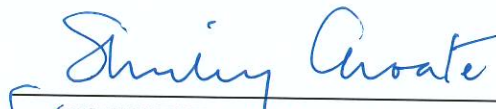
ANDREW P. NIERENBERG, District Deputy Director, Right of Way

APPROVAL RECOMMENDED:

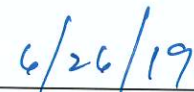


RAVI GHATE, Project Manager

PROJECT APPROVED:



for JOHN BULINSKI, District Director



Date

2nd Supplemental Project Report Request to Reprogram in the 2024 SHOPP

On Route VEN-001 and VEN-101

At Ventura Overhead (Bridge No:52-0040)
and A Lease Canyon Road

APPROVAL RECOMMENDED:



DAN TRAN
PROJECT MANAGER

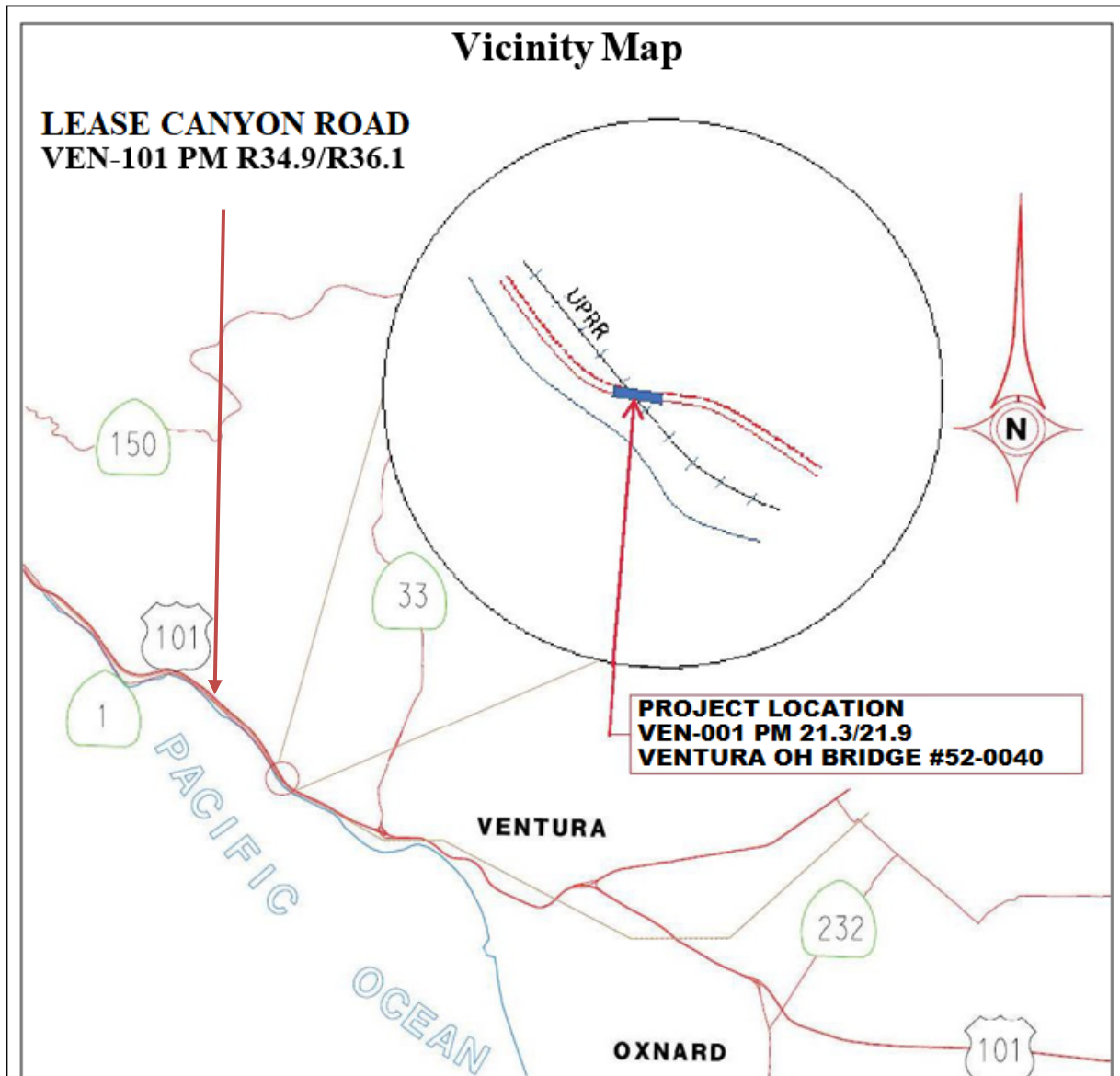
APPROVED:



GREG FARR
DEPUTY DISTRICT DIRECTOR OF DESIGN

1-26-2024

Date



This Supplemental 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.

Aaron Foong

1/26/2024

REGISTERED CIVIL ENGINEER

DATE



1. INTRODUCTION AND BACKGROUND

This Supplemental Project Report (SPR) is prepared to UNPAR project EA 31960 (EFIS: 0716000025) and reprogram the project into the 2024 SHOPP for FY 24/25 delivery. This SPR documents the increase in project scope, proposes to revise the schedule milestones, and updates the construction capital and support cost.

The project had a 7-month Construction Allocation time extension, which expires in January 2024. This project did not achieve RTL in December 2023 due to delays in obtaining permits from the California Coastal Commission (CCC) and the Railroad Agreement from Union Pacific Railroad (UPRR). These permits are expected to be secured by July 10, 2024.

The first Supplemental Project Report, approved on 11/05/2021(Attachment B), amended the project scope to replace the entire bridge. Since then, the project encountered several challenges that required redesign and a further increase in project scope, including but not limited to:

- Temporary Pedestrian and Bike Crossing – due to the complete closure of Route 1 as part of the bridge reconstruction, a temporary bridge for pedestrians and bikes that crosses the UPRR track was added as part of compliance with new Department Complete Streets policies. This was the only viable solution to maintain direct connectivity for pedestrians and bikes that was acceptable to UPRR and the local communities.
- A Class I bike lane was added to the permanent structure to provide safe separation from vehicles. A temporary pedestrian/bike bridge was added for the duration of project construction to maintain access for pedestrians and bikes.
- Retaining Wall – Four other retaining walls were added to the project scope to accommodate the raising of the bridge to meet the Sea Level Rise Study recommendation.
- Additional bridge widening and a new concrete barrier added to separate pedestrians and bikes from the travel way as a result of a Class I Bike Lane added to the project as part of compliance with new Department Complete Streets policies and compliance with CCC permit.
- A pedestrian hybrid beacon (PHB) signalized crossing incorporated at the entrance of State Beach Access Road to provide a safe crossing for pedestrians and bikes.
- A first-responder temporary emergency access ramp was added to comply with the Coastal Planning Development Permit, Condition -26.

Project Limits	07-VEN-001, PM 21.3/21.9 07-VEN-101, PM R34.9/R35.9	
Number of Alternatives	2 Alternatives (Alternative 1: Build Alternative and Alternative 2: No-Build Alternative)	
	Current Cost Estimate:	Escalated Cost Estimate:
Recommended Alternative	Alternative 1 - Build	Alternative 1- Build
Capital Outlay Support	\$18,495,000	\$19,544,000
Capital Outlay Construction	\$40,237,000	\$45,474,000
Capital Outlay Right-of-Way	\$5,978,000	\$5,978.000
Funding Source	20.XX.201.110	
Funding Year	2024/2025	
Type of Facility	2-Lane Highway, 6-Lane Freeway	
Number of Structures	1 bridge	
SHOPP Project Output	34,669 SF	
Environmental Determination or Document	Categorical Exclusion and Categorical Exemption (CE/CE)	
Legal Description	In Ventura County, near the City of Ventura at Ventura Overhead	
Project Development Category	4	

The postmile limits established during the early PS&E phase were based on replacing the bridge at the same profile. As the project was further developed during the PS&E phase, it was determined that the bridge elevation needed to raise nine additional feet as recommended by the Wave Run-Up Study and Railroad clearance requirement. As a result, the approaching and departing ends of the roadway transition to the new roadway profile needed to be extended beyond the original PM limits to address the shoulder transition.

A first-responder temporary emergency access ramp was added on Route 101 to comply with the Coastal Planning Development Permit, Condition -26 to address concerns expressed by local residents.

2. ENVIRONMENTAL COMPLIANCE

Caltrans has determined that this project is categorically exempted under actions listed in Class 2 (“Replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have the same purpose and capacity”) pursuant to the California Environmental Quality Act (CEQA). The project is categorically excluded under actions listed in 23 Code Federal Regulations (CFR) 771.117(c) 28 (“Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at-grade railroad crossings”) of the 23 USC 326 CE Assignment Memorandum of Understanding between Federal Highway Administration (FHWA), California Division and the California Department of Transportation (2022) in

accordance with the National Environmental Policy Act (NEPA). The environmental document was approved on June 20, 2023 (Attachment C). A coastal development permit is required from Ventura County Local Coastal Program and will be obtained during PS&E before RTL.

3. FUNDING/PROGRAMMING/ESTIMATE

It has been determined that this project is eligible for Federal-aid funding. This project will be amended into the 2024 SHOPP cycle under the Bridge Replacement Program. The estimated cost for construction capital as of January 26, 2024 is \$40,237,000. The total escalated construction capital cost in the proposed program year is \$45,474,000. (Attachment E).

Fund Source	Fiscal Year Estimate							
	Prior	20/21	21/22	22/23	23/24	24/25	Future	Total
Component	In thousands of dollars (\$1,000)							
PA&ED Support	\$1,200							\$1,200
PS&E Support	\$6,600					\$420		\$7,020
Right-of-Way Support	\$635							\$635
Construction Support						\$9,640		\$9,640
Right-of-Way						\$5,978		\$5,978
Construction						\$40,237		\$40,237
Total	\$8,435					\$56,275		\$64,710

The support cost ratio is 40.0%.

Due to the delays described above, the additional \$420,000 for PS&E Support will be for designing the first responder temporary emergency access ramp and coordinating with local entities such as fire and emergency medical services.

The additional \$1,600,000 R/W Capital will account for the increased cost associated with SCG's gas line relocation (Attachment F), above the \$80k estimated on the last RW Datasheet (ds5262).

4. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	10/19/2017	Actual
PA & ED	M200	06/26/2019	Actual
PROJECT PS&E	M380	05/24/2024	Target
RIGHT-OF-WAY CERTIFICATION	M410	07/10/2024	Target
READY TO LIST	M460	07/31/2024	Target
AWARD	M495	01/15/2025	Target
APPROVE CONTRACT	M500	02/12/2025	Target
CONTRACT ACCEPTANCE	M600	12/20/2028	Target
END PROJECT EXPENDITURES	M800	06/20/2030	Target

5. EXTERNAL AGENCY COORDINATION

The project requires the following coordination:

California Coastal Commission and Ventura County Local Coastal Program
Coastal Development Permit for Coastal Act

California Department of Parks and Recreation
Section 4(f) De Minimis agreement for U.S. Department of Transportation Act

Railroad
Union Pacific Railroad

Local Agency
City and County of Ventura - Partnering

6. ATTACHMENTS

- A. Project Report (approved June 26, 2019, 62 pages)
- B. Supplemental Project Report (approved November 05, 2021, 5 pages)
- C. CEQA/NEPA CE Determination (approved June 20, 2023, 8 pages)
- D. Hazardous Waste Assessment
- E. Cost Estimate
- F. Right of Way Data Sheet

ATTACHMENT – A

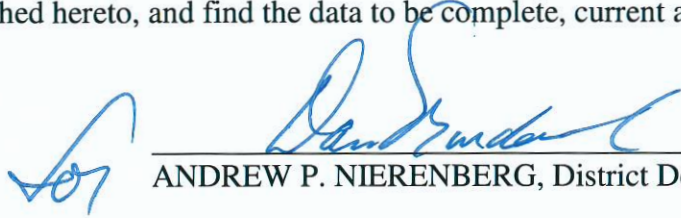
Project Report

Project Report

On Route Pacific Coast Highway (VEN-1)

At Ventura Overhead (Bridge No: 52-0040)

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:



ANDREW P. NIERENBERG, District Deputy Director, Right of Way

APPROVAL RECOMMENDED:



RAVI GHATE, Project Manager

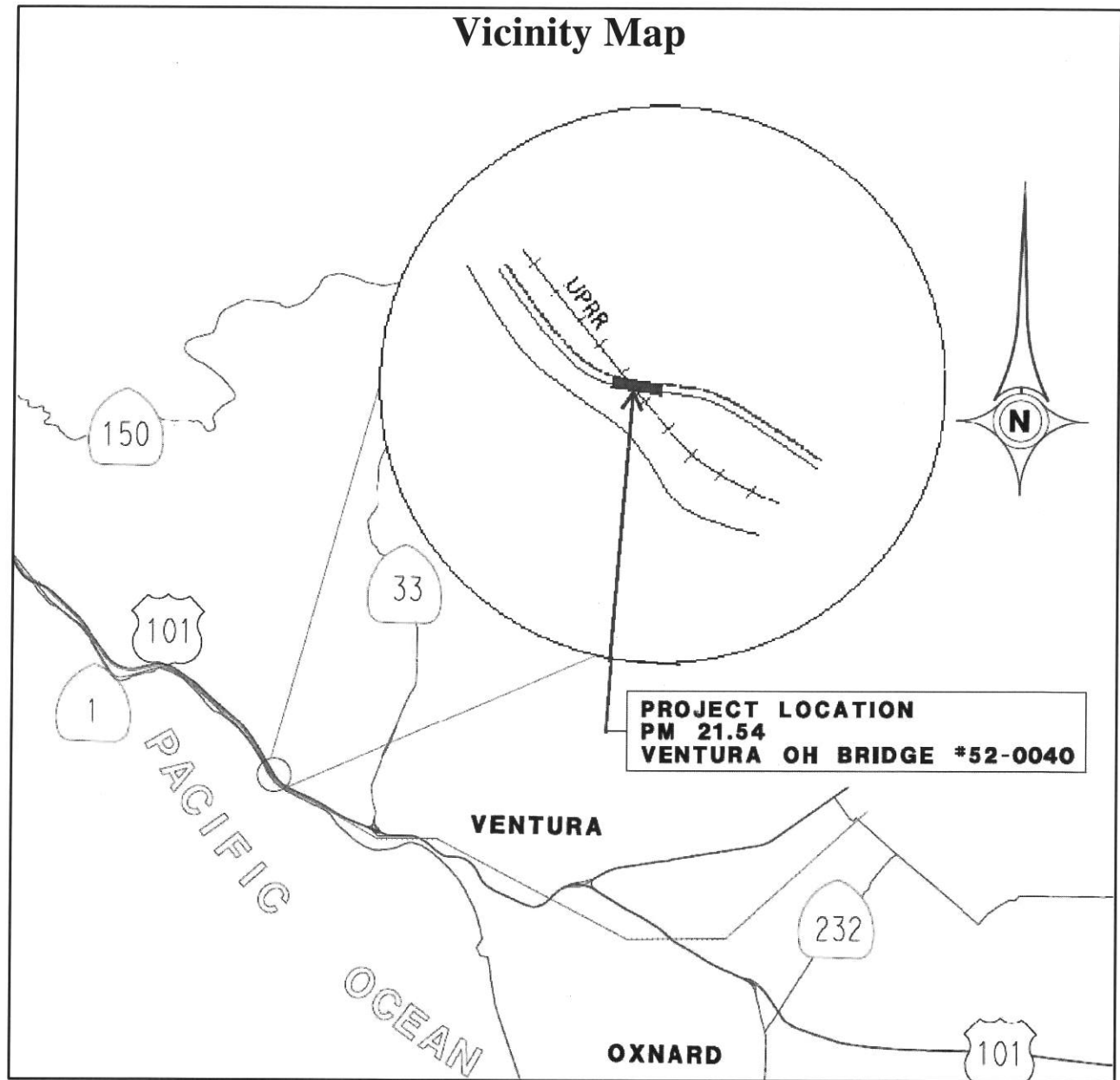
PROJECT APPROVED:



for JOHN BULINSKI, District Director



Date



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.


REGISTERED CIVIL ENGINEER

6-18-2019
DATE



Table of Contents

- 1. INTRODUCTION**
- 2. RECOMMENDATION**
- 3. BACKGROUND**
- 4. PURPOSE AND NEED**
 - A. Problems, Deficiencies, Justification
 - B. Regional and System Planning
 - C. Traffic
- 5. ALTERNATIVES**
 - A. Viable Alternative.
 - B. Rejected Alternatives
- 6. CONSIDERATIONS**
 - A. Hazardous Waste
 - B. Value Analysis
 - C. Resource Conservation
 - D. Right of Way Issues
 - E. Environmental Compliance
 - F. Air Quality Conformity
 - G. Title VI Considerations
 - H. Noise Abatement Decision Report
- 7. OTHER CONSIDERATIONS**
 - A. Transportation Management Plan (TMP)
 - B. Stage Construction
 - C. Railroad involvement
- 8. FUNDING, PROGRAMMING AND ESTIMATE**
- 9. DELIVERY SCHEDULE**
- 10. RISKS**
- 11. EXTERNAL AGENCY COORDINATION**
- 12. PROJECT REVIEWS**
- 13. PROJECT PERSONNEL**
- 14. ATTACHMENTS**

1. INTRODUCTION

Project Description:

The project proposes to replace existing bridge deck and structural steel members on Ventura Overhead Bridge #52-0040 over Union Pacific Railroad (UPRR) track on State Route 1 in City of Ventura, and retrofit bridge concrete columns at Bent 3A, Bent 4A, and Bent 5. To meet the requirements of the federal Coastal Zone Management Act of 1972, Amended 2009, the scope of work also includes upgrading bridge railings from Type 25 to Type 80 with bike railing for full length of the bridge, and provide 10' high chain link fencing across the span over UPRR.

➤ Project Limits	➤ 07-VEN-01 ➤ PM 21.54
➤ Number of Alternatives	➤ 3
➤ Build Alternative	➤ Alternative 1
➤ Capital Outlay Support	➤ \$7.156 million
➤ Capital Outlay Construction	➤ Current Cost (FY 2018/2019) \$8.900 million ➤ Escalated Cost (FY 2021/2022) \$10.347 million
➤ Capital Outlay Right-of-Way	➤ Current Cost (FY 2018/2019) \$1.482 million ➤ Escalated Cost (FY 2021/2022) \$1.930 million
➤ Funding Source	➤ SHOPP Bridge Rehabilitation 201.110
➤ Funding Year	➤ 2021/2022
➤ Type of Facility	➤ 2-lane conventional highway
➤ SHOPP Project Output	➤ 27,405 SF of bridge and 1,220 LF of bridge rail
➤ Anticipated Environmental Determination or Document	➤ Categorical Exemption/Categorical Exclusion (CE/CE)
➤ Legal Description	➤ In Ventura County near Ventura at Ventura Overhead
➤ Project Development Category	➤ Category 5

2. RECOMMENDATION

It is recommended that the project report be approved with proposed build alternative at the cost estimate of \$10,347,500 for construction in 2021/2022 Fiscal Year and proceed to the next phase.

3. BACKGROUND

The Ventura Overhead Bridge was built in 1934. In 1961, the sidewalks on bridge were removed to accommodate standard traveled lane width. The bridge is 570 feet long and is comprised of twelve simply supported spans, eleven of which are reinforced concrete T-beams and one single span (spanning over the railroad track) is comprised of steel I-beams, with one to four column

bents and buried abutments. In 1978, the original baluster bridge rails were replaced with Type 25 concrete barrier rails. A seismic retrofit was completed in 1997.

4. PURPOSE AND NEED

Purpose:

The purpose of this project is to replace the steel span of the bridge that spans over UPRR track, retrofit columns at Bent 3A, Bent 4A, and Bent 5, and upgrade all bridge rails to meet the requirements of the federal Coastal Zone Management Act of 1972, Amended 2009. The project is expected to extend the lifespan of this bridge.

Need:

The Office of Structure Maintenance and Investigation has recommended in the Structure Replacement and Improvement Needs (STRAIN) report and recent Bridge Inspection Records Information System (BIRIS) report that the steel bridge span needs replacement due to its exposed surfaces being rusty with delamination and steel members of the bridge being deteriorated with section loss. There are numerous cracks and spalls in columns at Bent 3A, Bent 4A, and Bent 5. Moreover, portions of the gunite material coating covering the bridge have fallen from the bridge on or near the railroad track. An Advance Planning Study (APS) has been done based on these two reports. (Attachment B)

A. Problem, Deficiencies, Justification

A special inspection was conducted following a complaint made by UPRR about cracked and loose gunite material falling onto the railroad tracks. Inspectors found that steel members (steel outrigger beams, steel girder beams and steel floor beams) have deteriorated with section loss. The exposed surfaces of the steel members were rusty with delamination. There are numerous cracks and spalls in columns at Bent 3A, Bent 4A, and Bent 5. Moreover, due to the deficiencies mentioned above, the load carrying capacity of the bridge steel members has been compromised.

B. Regional and System Planning

This proposed project will help to keep this bridge on Route 1 operable. Construction of this project is consistent with local, regional, and state planning.

C. Traffic

Based on 2016 Traffic Data, AADT on Route VEN-1 within PM limits is 4,400 with 8.91% of trucks. In the period from January 01, 2013 to December 31, 2015, the accident history on Route VEN-1 between PM 21.260 and 21.841 is as follows:

ACCIDENT RATE (Per Million-Vehicle Miles)						
Total No. of Accident	Actual Accident Rate			Average Accident Rate		
	Fatalities	Fatalities & Injuries	Total	Fatalities	Fatalities & Injuries	Total
2	0	0	0.70	0.014	0.42	1.02

TASAS Table B, Caltrans District 7

5. ALTERNATIVES

A. Viable Alternatives

Alternative 1 (Build Alternative): Replace the steel span over UPRR

The proposed rehabilitation strategy includes the following:

- Replace the steel span of the bridge
- Retrofit column bents
- Upgrade the railing of the entire bridge

B. Rejected Alternatives

Alternative 2 – Bridge replacement Alternative

The bridge replacement alternative proposes to replace the entire bridge structure. Impacts to right-of-way are anticipated, and a railroad agreement will be necessary. This alternative will also require a coastal permit and an agreement with California Department of Parks and Recreation. Total structure estimate is \$16.251 million. Based on the STRAIN report and BIRIS report, replacement of the entire bridge is not of high priority. Therefore this alternative is not recommended.

Alternative 3 –No-Build

The No-Build alternative would do nothing to improve the current deficiencies. Steel members of the existing structure that span over UPRR track have deteriorated with section loss. If the recommendations in this PR are not implemented, the existing bridge steel span would eventually deteriorate to a condition where it would need to be closed to all traffic and replaced. Therefore, it is not recommended.

6. CONSIDERATIONS REQUIRING DISCUSSION

A. Hazardous Waste

A full evaluation of potential hazardous waste or contamination issues and disposal site requirements will be addressed during the design phase. Based on available information, there are potential of Asbestos Containing Material (ACM), Polycyclic Aromatic Hydrocarbon (PAH), lead, chromium, creosote, arsenic, herbicides, metals, oil, gasoline, cleaning solvents and Polychlorinated Biphenyls (PCBs) contamination of concern (Attachment C).

Any material excluding hazardous waste that cannot be salvaged shall become the property of the contractor and be disposed of outside of the State's right-of-way in accordance with Caltrans standards and specifications.

B. Value Analysis

Value Analysis is not required as the project cost is below the threshold amount for VA study.

C. Resource Conservation

All materials should be recycled, reused or salvaged, if possible. Recycled Materials should be sent to mixing plants for recycling following Caltrans policy.

D. Right-of-Way Issues

Two parcels owned by UPRR will be acquired for aerial and ground easement. Three Permits to Enter and Construct are required: One from a private property owner Wood - Claeysens Foundation and two from State of California Parks and Recreation. (Attachment D)

The bridge spans over the UPRR track, which is also used by Amtrak. A railroad agreement will be necessary for this project. Currently, Caltrans has a bridge easement with UPRR.

E. Environmental Compliance

The environmental document for this project is determined on June 07, 2019 (Attachment E), as follows:

Environmental Determination/Document:

CEQA

NEPA

☒ Categorical/Statutory Exemption ☒ Categorical Exclusion

☐ Negative Declaration ☐ Finding of No Significant Impact Date

A hazardous waste assessment was prepared on October 11, 2018 (Attachment C). Storm Water Data Report has been approved on 6/12/2019 (Attachment F).

F. Air Quality Conformity

Per FHWA's memos, HDA-CA Doc # 63,437, to Southern California Association of Governments, air quality conformity requirements in the area where this project located are met. (Attachment G)

G. Title VI Considerations

There is no sidewalk nor curb ramps before, within, and after post-mile limits of the project. However, during construction, traffic for bicycles, pedestrian and other vehicles will be impacted by partial or complete bridge closure. Some options are considered in transportation management plan to address traffic impacted.

H. Noise Abatement Decision Report

Scope of this project does not result in capacity increase of the roadway. It is anticipated that noise level would remain as existing after completion of project.

7. OTHER CONSIDERATIONS AS APPROPRIATE**A. Transportation Management Plan (TMP)**

As estimated by Structure Construction, the field construction work to replace the bridge span is estimated to be completed in 4 months on regular 5-day work schedule or in 2 months on an accelerated work schedule of 7-day work. When Ventura OH Bridge is completely closed, following options for bike traffic would be considered:

Option 1: Using a shuttle to transport pedestrians and bikers through the project limits. Staging areas for the shuttles on the southbound and northbound side will be identified through proper signage.

Option 2: Detour the bike traffic to shoulders of Route 101 in both directions, separated from the main line traffic by temporary K-railing.

Option 3: At-grade railroad location for bikes to be evaluated in PS&E.

All other vehicular traffic during construction will be diverted to Route 101 in both the directions. (Attachment H)

Resources, including those for traffic control and public awareness campaign, will be used to inform motorists to divert to the alternative detours. The options will be evaluated during PS&E phase. The risks associated with these options are included in the Risk Register.

B. Stage Construction:

Project will be constructed in 5 stages as follows. The rail traffic will be flagged and monitored during all these stages of construction.

1. Stage 1. Retrofit of existing column bents will be performed during this stage.
2. Stage 2. Containment structure will be placed underneath and throughout the limits of the bridge span replacement portion over the UPRR.
3. Stage 3: Existing span replacement portion of new steel girders and concrete bridge decking will be replaced over the UPRR. During Stages 1, 2 and 3, the bridge will be completely closed for all traffic as indicated in Section 7A.
4. Stage 4: During this stage, bridge railing on one side of the bridge will be installed and the lane on the other side of the bridge will be opened for vehicular and bike traffic. Vehicular and bike traffic will be separated by temporary K-Rail along with one-lane traffic control (See Note below).
5. Stage 5: During this stage, bridge railing on the other side of the bridge will be installed, with the vehicular and bike traffic shifted to the other side. Vehicular and bike traffic will be separated by temporary K-Rail along with one-lane traffic control (See Note below).

Note: One-lane traffic control meaning flagman or one lane signal lights.

C. Railroad involvement:

The bridge spans over the UPRR track, which is also used by Amtrak. A railroad agreement will be necessary for this project. Currently, Caltrans has a bridge easement with UPRR.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

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

Programming

The table below provides the current programmed information for the project cost by component, and the current cost estimate by component. The current cost estimate for support is escalated at 3.2% per year for FY 19/20 through FY 21/22 and at 2.0% after that for the remaining years to middle of each component. The construction capital cost is escalated to mid construction at

3.2% per year. The Right of way capital is escalated at the rate of 8% as indicated in the Right of Way Datasheet.

Fund Source	Programming by Fiscal Year								Current Estimate (Escalated)		Historical
20.XX.201.110	Prior	18/19	19/20	20/21	21/22	22/23	Future	Programmed Total	Total	Support vs Capital Ratio	Support vs Capital Ratio
Component	In thousands of dollars (\$1,000)								%		
PA&ED Support	1200							1200	1200	9.8	4.7
PS&E Support		2500						2500	2500	20.4	15.2
Right-of-Way Support		540						540	716	5.8	9.8
Construction Support					1650			1650	2740	22.3	20.2
Right-of-Way Construction					983			983	1929		
					3565			3565	10347		
Total	1200	3040			6198			10438	19,432	58.3	49.8

The support cost ratio is 58.3%.

The increase in capital cost of the project is mainly due to the following:

- Considerable increase in structural steel cost of the bridge itself.
- Cost of the retrofitting of the existing columns which became necessary after the preliminary design and was not considered in the project scope during project initiation document stage.
- Considerable cost of providing detour for the bicycle traffic during the closure of the bridge (Attachment I)

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	10/19/17	A
BEGIN PAED	M020	1/31/18	A
PA & ED	M200	6/25/19	T
START PS&E	M210	9/3/19	T
PRE-60% PS&E		12/15/20	T
60% PS&E	M313	3/16/21	T
PRE-95% PS&E		5/1/21	T
95% PS&E	M315	8/2/21	T
PS&E TO DOE	M377	9/10/21	T
DRAFT STRUCTURES PS&E	M378	7/2/21	T
PROJECT PS&E	M380	11/1/21	T
RIGHT OF WAY CERTIFICATION	M410	11/15/21	T
READY TO LIST	M460	12/15/21	T

FUND ALLOCATION	M470	3/14/22	T
HEADQUARTERS ADVERTISE	M480	5/2/22	T
AWARD	M495	7/5/22	T
APPROVE CONTRACT	M500	8/15/22	T
CONTRACT ACCEPTANCE	M600	10/14/23	T
END PROJECT	M800	12/31/25	T

10. RISKS

Risk register in Attachment J identifies 14 active threats that might impact project delivery. One is considered high risk and 5 are considered moderate. All risks will be mitigated and resolved during the PS&E.

11. EXTERNAL AGENCY COORDINATION

The following permits and agreements will be required prior to construction:

Section 401 Certification from California Regional Water Quality Control Board

Section 404 Permit for impacts to waters of the U.S. from U.S. Army Corps of Engineers

Section 1602 Agreement for streambed alteration from California Department of Fish and Game

California Public Resources Code Division 20 (California Coastal Act)

Access Permit from State of California Parks and Recreation

Access Permit from Wood-Claeyssens Foundation

Railroad Agreement for at-grade or separated-grade crossings with UPRR

12. PROJECT REVIEWS

This report has incorporated the inputs from following offices during the preparation period from October 8, 2018 thru June 11, 2019:

<u>Reviewer</u>	<u>Unit</u>
Susan Tse	Environmental Planning
Dyari Ahmed	District Traffic Manager
Ravi Ghatge	Project Management

13. PROJECT PERSONNEL

Name	Title	Phone number
Orlance Lee	Senior Transportation Engineer, Design C	(213) 897-0717
Ravi Ghatge	Project Manager	(213) 897-5593

Mike Nguyen	Project Engineer, Design C	(213) 897-0386
Masoud Esnaashari	Technical Liaison Engineer, HQ Bridge	(916) 227-8627
Hernan Perez	Office of Bridge Design South 1-Branch 15	(916) 227-3234
Bing Wu	Senior Bridge Engineer, Structure Maintenance & Investigations South	(213) 897-0874
Leon Valla	Project Engineer, HQ Structure Design	(916) 227-8158

14. ATTACHMENTS

- A. Location map
- B. Advanced Planning Study
- C. Hazardous Waste Assessment
- D. Right of Way Data Sheet
- E. Environmental Document
- F. Storm Water Data Report-signed cover sheet
- G. Air Quality Conformity
- H. Transportation Management Plan
- I. Cost Estimate
- J. Risk Register
- K. SHOPP Project Performance Output

Attachment A

Location map

INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN VENTURA COUNTY
IN VENTURA
AT VENTURA OH

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2015

LOCATION OF CONSTRUCTION
PM 21.54



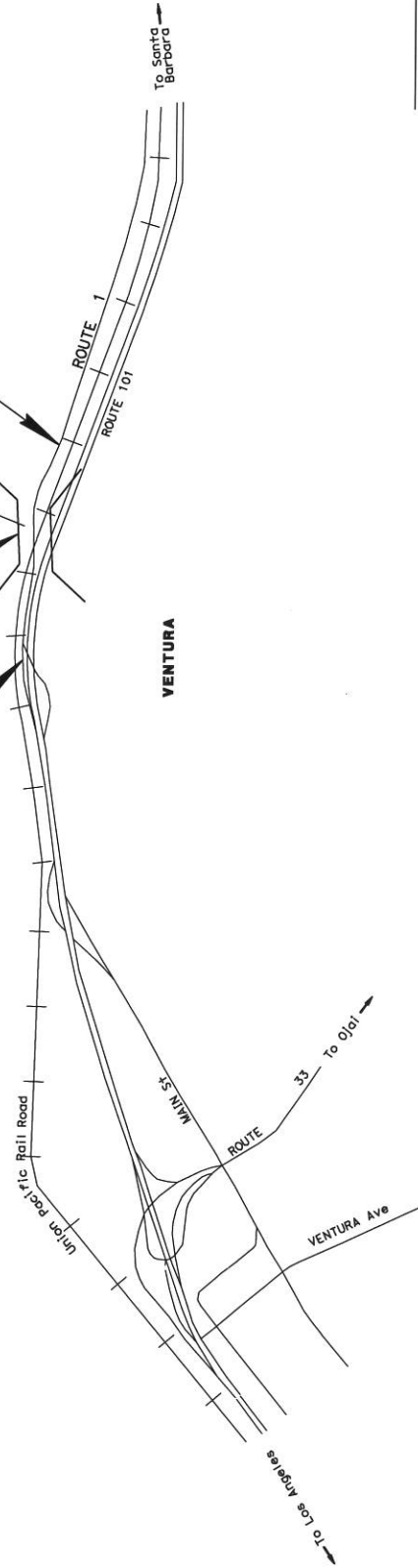
VENTURA OH
Br. No. 52-040

Begin Work
PM 21.3

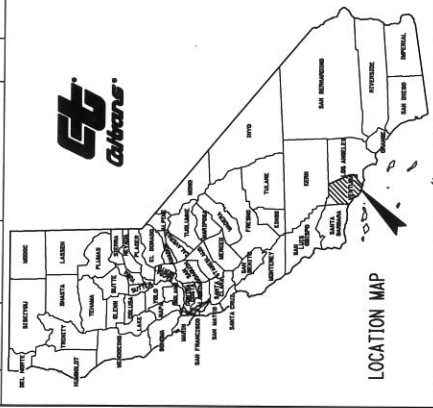
End Work
PM 22.0

PACIFIC OCEAN

VENTURA



Dist COUNTY ROUTE DIST. TOTAL PROJECT SHEET TOTAL SHEETS



DATE PLOTTED => 21-MAR-2018
DATE PRINTED => 21-MAR-2018



PROJECT ENGINEER
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, BY ITS
REGISTERED PROFESSIONAL ENGINEER,
HEREBY APPROVES THE ACCURACY AND
COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No. **07-319604**
PROJECT ID **0716000025**
PROJECT NUMBER & PHASE 07160000251

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

CALTRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/)

RELATIVE BORDER SCALE 0 1 2 3
1/8" = 1'-0"

USERNAME => et29377
JOB FILE => 319600001.dgn

DESIGN MANAGER

PROJECT MANAGER

Attachment B

Advanced Planning Study

- (A) The bridge will be closed to traffic for the duration of construction for the removed and replaced portion of existing structure over the unexcavated portion of the bridge. The exact duration of the bridge closure and the permit to be determined by District.
- (B) The California State Commission will authorize the use of Concrete Barrier Type 80 for the project. This barrier upgrade will be constructed in stages.
- (C) Structural members to be removed will require an environmental construction sequence for Asbestos Containing Material(ACM).



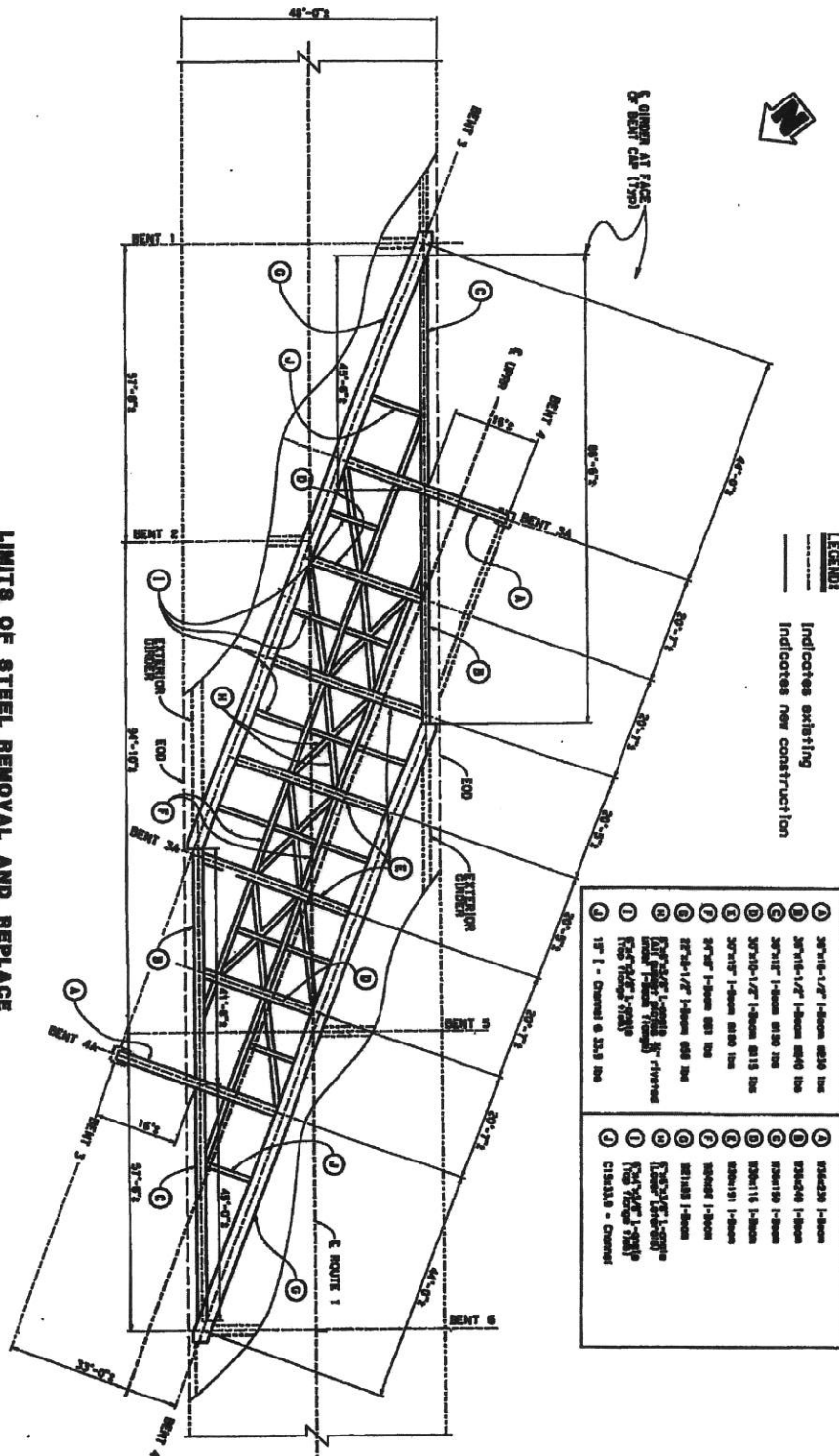
1. new alignment. No traffic at the site.

2. A traffic will be detoured away from the site.
3. B traffic will be carried on the structures.
Stage construction will not be required.
4. C traffic will pass under the structure on
(Name of St. or Hwy.) _____
 - A. No towlwork allowed over traffic.
 - B. Fallowork opening(s) required:
Temporary Vertical Clearance Width of Traffic Opening
- _____ Bnd _____
_____ Bnd _____
C. Temporary traffic lane reduction needed
for footing excavation.

[illegible]

SHEET 2 OF 3	
STRUCTURE DESIGN BRANCH 15	PLANNING STUDY
VENTURA OVERHEAD REPAIR AND BEARING NETWORK	
UNIT 3804	BRIDGE NO. 52-0040
SCALES SHOWN	PROJECT NO. & PAGES 015000025
DATE: 2-2-78	

DIST	COUNTY	ROUTE	POST MILE
07	VEN	1	21.54



EXISTING BEAM SIZE		NEW EXISTING BEAM SIZE	
1	20"x16-1/2" 1-beam 600 lbs	4	20"x26-1/2" 1-beam
2	20"x16-1/2" 1-beam 600 lbs	5	20"x26-1/2" 1-beam 600 lbs
3	20"x12" 1-beam 610 lbs	6	20"x16-1/2" 1-beam
4	20"x16-1/2" 1-beam 615 lbs	7	20"x16-1/2" 1-beam
5	20"x12" 1-beam 610 lbs	8	20"x16-1/2" 1-beam
6	20"x12" 1-beam 600 lbs	9	20"x16-1/2" 1-beam
7	20"x16-1/2" 1-beam 600 lbs	10	20"x16-1/2" 1-beam
8	20"x16-1/2" 1-beam 600 lbs	11	20"x16-1/2" 1-beam
9	20"x16-1/2" 1-beam 600 lbs	12	20"x16-1/2" 1-beam
10	20"x16-1/2" 1-beam 600 lbs	13	20"x16-1/2" 1-beam
11	20"x16-1/2" 1-beam 600 lbs	14	20"x16-1/2" 1-beam
12	20"x16-1/2" 1-beam 600 lbs	15	20"x16-1/2" 1-beam
13	20"x16-1/2" 1-beam 600 lbs	16	20"x16-1/2" 1-beam
14	20"x16-1/2" 1-beam 600 lbs	17	20"x16-1/2" 1-beam
15	20"x16-1/2" 1-beam 600 lbs	18	20"x16-1/2" 1-beam
16	20"x16-1/2" 1-beam 600 lbs	19	20"x16-1/2" 1-beam
17	20"x16-1/2" 1-beam 600 lbs	20	20"x16-1/2" 1-beam
18	20"x16-1/2" 1-beam 600 lbs	21	20"x16-1/2" 1-beam
19	20"x16-1/2" 1-beam 600 lbs	22	20"x16-1/2" 1-beam
20	20"x16-1/2" 1-beam 600 lbs	23	20"x16-1/2" 1-beam
21	20"x16-1/2" 1-beam 600 lbs	24	20"x16-1/2" 1-beam
22	20"x16-1/2" 1-beam 600 lbs	25	20"x16-1/2" 1-beam
23	20"x16-1/2" 1-beam 600 lbs	26	20"x16-1/2" 1-beam
24	20"x16-1/2" 1-beam 600 lbs	27	20"x16-1/2" 1-beam
25	20"x16-1/2" 1-beam 600 lbs	28	20"x16-1/2" 1-beam
26	20"x16-1/2" 1-beam 600 lbs	29	20"x16-1/2" 1-beam
27	20"x16-1/2" 1-beam 600 lbs	30	20"x16-1/2" 1-beam
28	20"x16-1/2" 1-beam 600 lbs	31	20"x16-1/2" 1-beam
29	20"x16-1/2" 1-beam 600 lbs	32	20"x16-1/2" 1-beam
30	20"x16-1/2" 1-beam 600 lbs	33	20"x16-1/2" 1-beam
31	20"x16-1/2" 1-beam 600 lbs	34	20"x16-1/2" 1-beam
32	20"x16-1/2" 1-beam 600 lbs	35	20"x16-1/2" 1-beam
33	20"x16-1/2" 1-beam 600 lbs	36	20"x16-1/2" 1-beam
34	20"x16-1/2" 1-beam 600 lbs	37	20"x16-1/2" 1-beam
35	20"x16-1/2" 1-beam 600 lbs	38	20"x16-1/2" 1-beam
36	20"x16-1/2" 1-beam 600 lbs	39	20"x16-1/2" 1-beam
37	20"x16-1/2" 1-beam 600 lbs	40	20"x16-1/2" 1-beam
38	20"x16-1/2" 1-beam 600 lbs	41	20"x16-1/2" 1-beam
39	20"x16-1/2" 1-beam 600 lbs	42	20"x16-1/2" 1-beam
40	20"x16-1/2" 1-beam 600 lbs	43	20"x16-1/2" 1-beam
41	20"x16-1/2" 1-beam 600 lbs	44	20"x16-1/2" 1-beam
42	20"x16-1/2" 1-beam 600 lbs	45	20"x16-1/2" 1-beam
43	20"x16-1/2" 1-beam 600 lbs	46	20"x16-1/2" 1-beam
44	20"x16-1/2" 1-beam 600 lbs	47	20"x16-1/2" 1-beam
45	20"x16-1/2" 1-beam 600 lbs	48	20"x16-1/2" 1-beam
46	20"x16-1/2" 1-beam 600 lbs	49	20"x16-1/2" 1-beam
47	20"x16-1/2" 1-beam 600 lbs	50	20"x16-1/2" 1-beam
48	20"x16-1/2" 1-beam 600 lbs	51	20"x16-1/2" 1-beam
49	20"x16-1/2" 1-beam 600 lbs	52	20"x16-1/2" 1-beam
50	20"x16-1/2" 1-beam 600 lbs	53	20"x16-1/2" 1-beam
51	20"x16-1/2" 1-beam 600 lbs	54	20"x16-1/2" 1-beam
52	20"x16-1/2" 1-beam 600 lbs	55	20"x16-1/2" 1-beam
53	20"x16-1/2" 1-beam 600 lbs	56	20"x16-1/2" 1-beam
54	20"x16-1/2" 1-beam 600 lbs	57	20"x16-1/2" 1-beam
55	20"x16-1/2" 1-beam 600 lbs	58	20"x16-1/2" 1-beam
56	20"x16-1/2" 1-beam 600 lbs	59	20"x16-1/2" 1-beam
57	20"x16-1/2" 1-beam 600 lbs	60	20"x16-1/2" 1-beam
58	20"x16-1/2" 1-beam 600 lbs	61	20"x16-1/2" 1-beam
59	20"x16-1/2" 1-beam 600 lbs	62	20"x16-1/2" 1-beam
60	20"x16-1/2" 1-beam 600 lbs	63	20"x16-1

07	VEN	1	21.54
----	-----	---	-------

NOTE:
THE CONTRACTOR MUST VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL. EXISTING UTILITY FACILITIES ARE NOT INCLUDED ON THESE PLANS.

Copyright © 1994 by McGraw-Hill, Inc.

REMOVED BY	DATE
Joe Delatorre/AF	01-10-11
MAILED BY	DATE
Marlene Montemoretti/AV	01-10-11
DECODED BY	DATE
JOSE MARRASO/AV	01-10-11
APPROVED	DATE
Phil Harrison/AF	01-10-11

**STRUCTURE
DESIGN
BRANCH
15**

PLANNING STUDY	
VENTURA OVERSEAS (HAWAII) AND GEORGINA METROFIT	
DATA 5804	PROJ# 10-55-0040
RESULTS SHOWN	PROJECT 10-55-0040

SEASONAL	DATE	DATE PLAYED	DATE	TIME PLAYED	DATE
1970-71	10/10/70	10/10/70	10/10/70	10/10/70	10/10/70
1971-72	10/10/71	10/10/71	10/10/71	10/10/71	10/10/71
1972-73	10/10/72	10/10/72	10/10/72	10/10/72	10/10/72
1973-74	10/10/73	10/10/73	10/10/73	10/10/73	10/10/73
1974-75	10/10/74	10/10/74	10/10/74	10/10/74	10/10/74
1975-76	10/10/75	10/10/75	10/10/75	10/10/75	10/10/75
1976-77	10/10/76	10/10/76	10/10/76	10/10/76	10/10/76
1977-78	10/10/77	10/10/77	10/10/77	10/10/77	10/10/77
1978-79	10/10/78	10/10/78	10/10/78	10/10/78	10/10/78
1979-80	10/10/79	10/10/79	10/10/79	10/10/79	10/10/79
1980-81	10/10/80	10/10/80	10/10/80	10/10/80	10/10/80
1981-82	10/10/81	10/10/81	10/10/81	10/10/81	10/10/81
1982-83	10/10/82	10/10/82	10/10/82	10/10/82	10/10/82
1983-84	10/10/83	10/10/83	10/10/83	10/10/83	10/10/83
1984-85	10/10/84	10/10/84	10/10/84	10/10/84	10/10/84
1985-86	10/10/85	10/10/85	10/10/85	10/10/85	10/10/85
1986-87	10/10/86	10/10/86	10/10/86	10/10/86	10/10/86
1987-88	10/10/87	10/10/87	10/10/87	10/10/87	10/10/87
1988-89	10/10/88	10/10/88	10/10/88	10/10/88	10/10/88
1989-90	10/10/89	10/10/89	10/10/89	10/10/89	10/10/89
1990-91	10/10/90	10/10/90	10/10/90	10/10/90	10/10/90
1991-92	10/10/91	10/10/91	10/10/91	10/10/91	10/10/91
1992-93	10/10/92	10/10/92	10/10/92	10/10/92	10/10/92
1993-94	10/10/93	10/10/93	10/10/93	10/10/93	10/10/93
1994-95	10/10/94	10/10/94	10/10/94	10/10/94	10/10/94
1995-96	10/10/95	10/10/95	10/10/95	10/10/95	10/10/95
1996-97	10/10/96	10/10/96	10/10/96	10/10/96	10/10/96
1997-98	10/10/97	10/10/97	10/10/97	10/10/97	10/10/97
1998-99	10/10/98	10/10/98	10/10/98	10/10/98	10/10/98
1999-00	10/10/99	10/10/99	10/10/99	10/10/99	10/10/99
2000-01	10/10/00	10/10/00	10/10/00	10/10/00	10/10/00
2001-02	10/10/01	10/10/01	10/10/01	10/10/01	10/10/01
2002-03	10/10/02	10/10/02	10/10/02	10/10/02	10/10/02
2003-04	10/10/03	10/10/03	10/10/03	10/10/03	10/10/03
2004-05	10/10/04	10/10/04	10/10/04	10/10/04	10/10/04
2005-06	10/10/05	10/10/05	10/10/05	10/10/05	10/10/05
2006-07	10/10/06	10/10/06	10/10/06	10/10/06	10/10/06
2007-08	10/10/07	10/10/07	10/10/07	10/10/07	10/10/07
2008-09	10/10/08	10/10/08	10/10/08	10/10/08	10/10/08
2009-10	10/10/09	10/10/09	10/10/09	10/10/09	10/10/09
2010-11	10/10/10	10/10/10	10/10/10	10/10/10	10/10/10
2011-12	10/10/11	10/10/11	10/10/11	10/10/11	10/10/11
2012-13	10/10/12	10/10/12	10/10/12	10/10/12	10/10/12
2013-14	10/10/13	10/10/13	10/10/13	10/10/13	10/10/13
2014-15	10/10/14	10/10/14	10/10/14	10/10	

Ventura OH Rehab Retrofit Version 1	Classic Schedule Layout					
Activity ID	Activity Name	Original Duration	Start	Finish	Calendar	Total Float
Ventura OH Rehab Retrofit Version 1						
Submittals, Procurement, Preconstruction						
A0100	Produce Shop Plans/Submittals	25d 01-Feb-19	01-Feb-19	18-Mar-20	Standard 5 Day Workweek	0
A0110	Review Submittals/Shop Plans	30d 01-Mar-19	01-Apr-19	01-Aug-19	Standard 5 Day	140
A0120	RR Review/demo plan	30d 12-Apr-19	06-Jun-19	21-Nov-19	Standard 5 Day	0
A0130	Procure Column Casing	80d 12-Apr-19	01-Aug-19	18-Mar-20	Standard 5 Day	50
A0140	Procure Structural Steel	5d 25-Jul-19	01-Aug-19	01-Sep-19	Standard 5 Day	180
A0150	Mobilize	16d 02-Aug-19	01-Aug-19	18-Mar-20	Standard 5 Day	0
Construction						
Span 4						
A0350	Erect Protective Cover	80d 02-Aug-19	01-Aug-19	21-Nov-19	Standard 5 Day	0
A0390	Remove Deck	10d 02-Aug-19	01-Aug-19	15-Aug-19	Standard 5 Day	0
A0400	Migrate ACM	5d 30-Aug-19	05-Sep-19	05-Sep-19	Standard 5 Day	0
A0420	Remove Existing Steel Girders	15d 06-Sep-19	26-Sep-19	26-Sep-19	Standard 5 Day	0
A0430	Install New Structural Steel	10d 27-Sep-19	10-Oct-19	23-Oct-19	Standard 5 Day	0
A0440	Form Deck	5d 24-Oct-19	30-Oct-19	30-Oct-19	Standard 5 Day	0
A0460	Install Reinforcement	4d 31-Oct-19	05-Nov-19	05-Nov-19	Standard 5 Day	0
A0470	Pour Deck	7d 06-Nov-19	14-Nov-19	14-Nov-19	Standard 5 Day	0
A0480	Cure Deck	5d 15-Nov-19	21-Nov-19	21-Nov-19	Standard 5 Day	0
A0520	Construct Barrier	25d 22-Nov-19	28-Dec-19	28-Dec-19	Standard 5 Day	59
Retrofit						
A0490	Install Column Casings	20d 22-Nov-19	19-Dec-19	19-Dec-19	Standard 5 Day	80
A0500	Paint Column Casing	4d 20-Dec-19	25-Dec-19	25-Dec-19	Standard 5 Day	80
A0510	Install Catcher Blocks	25d 22-Nov-19	28-Dec-19	28-Dec-19	Standard 5 Day	59
Stage 1 Barrier Upgrade						
A0550	Install Protective Cover	10d 22-Nov-19	05-Dec-19	05-Dec-19	Standard 5 Day	0
A0600	Remove Barrier	10d 06-Dec-19	16-Jan-20	16-Jan-20	Standard 5 Day	0
A0610	Construct Barrier	20d 20-Dec-19	16-Jan-20	16-Jan-20	Standard 5 Day	0
A0620	Replace Approach Slabs	2d 17-Jan-20	20-Jan-20	20-Jan-20	Standard 5 Day	0
Stage 2 Barrier Upgrade						
A0700	Install Protective Cover	42d 21-Jan-20	18-Mar-20	18-Mar-20	Standard 5 Day	0
A0710	Remove Barrier	10d 21-Jan-20	03-Feb-20	03-Feb-20	Standard 5 Day	0
A0720	Construct Barrier	20d 04-Feb-20	17-Feb-20	17-Feb-20	Standard 5 Day	0
A0730	Replace Approach Slabs	2d 17-Mar-20	18-Mar-20	18-Mar-20	Standard 5 Day	0

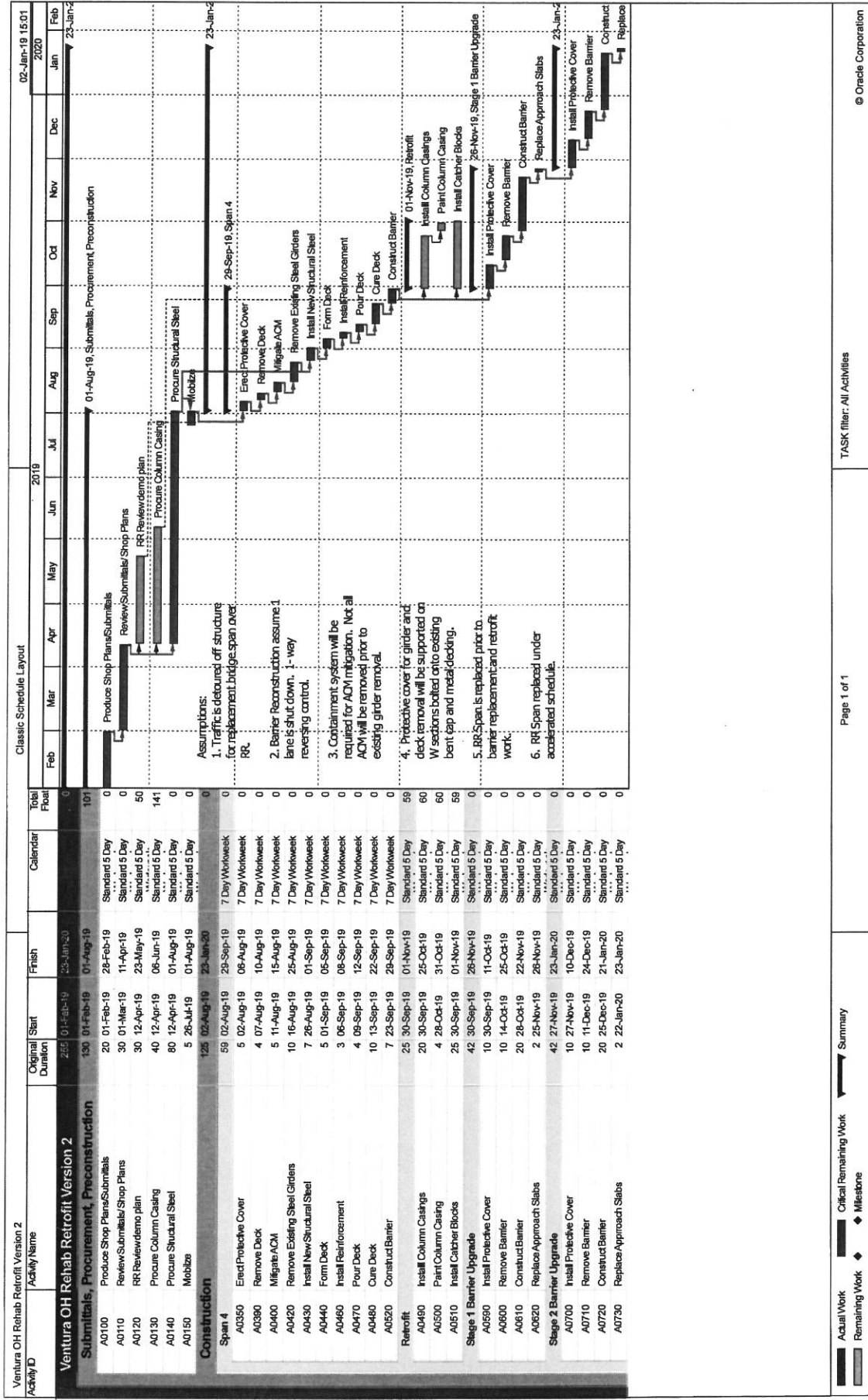
Actual Work Remaining Work Milestone

Summary

Page 1 of 1

TASK filter: All Activities

© Orade Corporation



Attachment C

Hazardous Waste Assessment

Memorandum

*Flex your power!
Be energy efficient!*

To: ORLANCE LEE
OFFICE OF DESIGN BRANCH C

Date: October 11, 2018
File: 07-VEN-01 PM 21.54
EA: 07-334-319600
E-FIS: 1847-0716000025

Attn: Mike Nguyen


From: PENNY NAKASHIMA, P.G.
Senior Engineering Geologist
Office of Environmental Engineering (OEE)
District Hazardous Waste Coordinator - North Region

Subject: REQUEST FOR HAZARDOUS WASTE ASSESSEMENT FOR PAED

This is in response to your request for Hazardous Waste Assessment for the above referenced project. This project proposes to replace the existing deficient steel girder span (between Bent 3 and 4) of the Ventura Overhead Bridge #52-0040 that goes over the Union Pacific Railroad Company (UPRR) tracks, repair cracks in columns (bent 3A, 4A and 5) and upgrade the entire bridge rails to meet the requirements of the Federal Coastal Zone Management Act of 1972.

All the work is within the State right-of-way. However, as per e-mail dated 10/11/2018 from Mr. Mike Nguyen, there are five parcels that will be acquired as easements, APN 060-0-310-095 (12,760 SF - Wood-Claeysens Foundation), APN 060-0-310-085 (40 SF - State of California Parks), APN 060-0-210-105 (30,930 SF - State of California Parks) and aerial easement of APNs 060-0-310-120 (4,300 SF - UPRR) and ground easement of 060-0-320-245 (3,470 SF - UPRR). As per the request, there may be a possibility of minimal ground disturbance due to the possibility of putting casings on the columns of the span replacement. The request also indicated that as the bridge span is being demolished, there will be material that will fall to the ground and material will be cleaned up.

We have been informed by our Bridge Engineer (Mr. Tony Brake e-mail dated 01/08/2016) that this bridge (52-0040) was built in 1934 and the bridge steel superstructure members are covered with a 2 inch thick layer of cement based gunite. That gunite material on the girders serves as a means of fire protection. The transition from steam-powered locomotives to diesel-powered locomotives happened during the 1950s. Steam-powered locomotives used either coal or timber as a fuel source. Burning coal or timber can be a fire hazard hence the need to coat the bridge steel members with a fire retardant. Asbestos fibers were extensively used in fire retardant materials up until 1970s.

There is a potential of Asbestos Containing Material (ACM) to be present in the gunite material used to cover the existing deficient steel girder span, in shims on railing, concrete (deck, railing), piping and drains on bridge. Therefore it is recommended that the Asbestos survey be conducted in the project design phase (PS&E) to determine the presence of the ACM. In addition, the asbestos survey report will assist the Contractor to obtain the appropriate NESHAP Notification Permit as required by the Air Quality Management District (AQMD). Please allocate funds for NESHAP Notification permit. We also recommend that concrete be tested for Polycyclic Aromatic Hydrocarbon (PAHs) due to soot from locomotives.

*“Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability”*

Since the existing yellow and white traffic stripes on the bridge span will not be removed prior to demolition of the bridge span, the section of removed span with yellow and white stripe paint will not be considered as hazardous waste. However, if the removed bridge span is sent to a recycler, inform the recycler of the potential for the yellow stripe paint to contain hazardous concentrations of lead and chromium.

As per the discussion with project engineer, we understand that aerial and ground easement will be acquired for two parcels, owned by UPRR, and three ground easements, one from a private property owner Wood-Claeysens foundation and two from State of California Parks, currently vacant land and/or paved road needs to be acquired for this project. Since the easement portions are down slope from and close to UPRR, the following are potential contaminants of concerns:

- Railroad ties, usually treated with chemicals such as creosote
- Coal ash and cinder containing lead and arsenic
- Spilled or leaked liquids such as oil, gasoline, cleaning solvents, PCBs etc.
- Herbicides
- Fossil fuel combustion products (PAHs)
- Metals
- Asbestos (brake pads)

OEE recommend Site Investigation (soil sampling) during early PS&E phase to determine the type and extent of contamination in soil within three parcels requiring easement acquisition and areas where possibility of ground disturbance due to casing on columns are proposed.

Please note that no material should be allowed to fall on the ground during bridge span demolition. A Proper containment system should be in place.

If groundwater is expected to be encountered during casing placement or repair of cracks in columns, dewatering may be needed. Therefore, OEE recommend Site Investigation (sampling and testing) of groundwater during PS&E phase to evaluate the water quality and options for management and disposal of impacted groundwater resulting from construction dewatering.

All applicable Standard Special Provisions and Non Standard Special Provisions will be provided during PS&E phase.

OEE RESOURCE ESTIMATE FOR PROJECT:

WBS 165.10 = 40 hrs

WBS 235.10 = 400 hrs (SI Support)

WBS 255.05 = 80 hrs (PS&E Support)

WBS 280.10 = 80 hrs (Construction Support)

Please inform us of any changes made to the scope of work.

EA: 07-319600
HWA for PAED
October 11, 2018
Page 3

This Hazardous Waste Assessment is applicable to the scope of work described above. Any change in the scope of work will require a Hazardous Waste Re-Assessment. If you have any questions or need additional information, please contact me at (213) 897-0670, Penny.Nakashima@dot.ca.gov or contact Upa Patel, Upa.Patel@dot.ca.gov or my staff at (213) 897-8592.

cc: Ravi Ghate, Project Management

Attachment D

Right of Way Data Sheet

Memorandum

*Serious Drought!
Help Save Water!*

To: Orland Lee, Design Manager
Office of Design
District 7, Los Angeles Office

Date: 3/28/2019
EA: 31960
Data Sheet ID NO: ds3380
Project ID # 0716000025

From: Dan Murdoch, Office Chief
Right of Way Appraisals, and Planning & Management
District 7, Los Angeles Office

Subject: Current Estimated Right of Way Costs for **Project Report**

We have completed an estimate of the Right of Way costs for the above referenced project based on information received from Mike Nguyen PE and the following assumptions and limiting conditions apply:

- The mapping did not provide sufficient detail to determine the limits of the right of way required.
- The transportation facilities have not been sufficiently designed, so our estimator could not determine the damages to any of the remainder parcels affected by the project.
- Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the estimate.

Right of Way Certificate (RWC) lead time will require a minimum of 24 months after maps to appraisal (MA). Completed Appraisal maps include HMDD, COS, HW Memo, and RE-49. An executed copy of the new freeway agreement is required for the project. When utility relocation is warranted, utility conflict maps will be required. Additionally a minimum of 18 months will be required after receiving the last revision to the appraisal map. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed and present a risk to the RWC project delivery milestone. Due to the passage of Map 21 and the Buy America provision, the Right of Way Certification process will be longer, if Utility Relocation is necessary.

Current Schedule: PRSM

PAED (M 200)	MA (M 224)	RWC (M 410)	RTL (M 460)	CCA (M 600)
3/29/2019	N/A	11/15/2021	12/15/2021	12/29/2023

TO Orlande Lee
ATTN Mike Nguyen

R/W DATA SHEET

ID NO ds3380

SENIOR R/W P&M Ravi Ghatge

Date of Data Sheet 3/28/2019

ROUTE 1

PM_KM 21.54

EA 31960

Project ID #

ALT

Project Description The project proposes to replace the steel span of the Ventura Overhead Bridge #52- 0040 located on California State Route 1 (SR-1) in the City of Ventura that spans over Union Pacific Railroad Company (UPRR) tracks and repair cracks in columns (Bent 3A, Bent 4A, and Bent 5).

This cost estimate is valid for the above scoping report only. This is an estimate only and not an appraisal. It may be based on worse case scenarios.

The estimate is subject to change and revision.

The mapping did not provide sufficient nor adequate detail to determine the limits of the Right of Way required and effects on the improvements.

The transportation facilities have not been sufficiently designed for our estimator to determine the damages to any of the remainder parcels affected by the project.

This cost estimate is pursuant to the following responses supplied by Orlande Lee to the Data Sheet Request Form.

	YES	NO	Not known at this time
Utilities are depicted on plans		X	
Railroads are depicted on plans		X	
There are Material and/or Disposal Sites Required			X
Caltrans will do the Right of Way work	X		
There will be a Cooperative Agreement	X		
This is a reimbursable project			X
There is Hazardous Waste potential			X

RW COST ESTIMATE

	CURRENT VALUE	ESCALATED VALUE
R/ w acq.(incl.contingency G.w-condem.-adm.s'tl.)Permits	\$1,174,680	\$1,484,435
Clearance		
RAP (cont rate.)		
Escrow costs (cont rate.)	\$11,008	\$13,973
Utility relocation costs	\$289,000	\$423,562
Estimate of Reimbursed Appraisal Fee	\$7,500	\$7,500
Total estimated cost	\$1,482,188	\$1,929,470

Escalation Rate Rw .07

Escalation Rate Utilities .08

Cert.date 11/15/21

ROUTE 1

PM_KM 21.54

EA 31960

ALT

Parcel Count and Py Info

PARCEL DUAL TYPES APPR.		
A		
B	5	
C		
D		
F		

RIGHTS NEEDED	
FEE	
EASE	5
TCE	

TAKES	
FULL	0
PART	5
TOTAL	5

DISPLACEMENT OF UNITS	
SFR	
BUS	
MULTI	

PARCELS WITH RAP	

POTENTIAL CLEARANCE PARCELS	

POTENTIAL CONDEMNATION PARCELS	
	2

POTENTIAL EXCESS PARCELS	

UTILITY IMPACTS	
u4-1	
u4-2	
u4-3	
u4-4	2
u5-7	
u5-8	
u5-9	2

Estimate Of Right Of Way Support Hours

Activity Codes	Function	Hours
225 & 245	Appraisals	875
225 & 245	Acquisitions	1,025
200	Utilities	860
185.20.40	Utility Potholing	405
205	Railroads	840
225 & 245	Condemnation	630
225 & 245	Clearance	
225 & 245	Relocation	
220 & 300	RW Engineering	1,500
	Total	6,135

UTILITY INFORMATION

1) 6-Potholes for 4-Du, AT&T along RR	6	3000	\$18,000
2) 4-Potholes for underground LVL-3 communications	4	3000	\$12,000
3) 4-Potholes for underground MCI communications	4	3000	\$12,000
4) 4-Potholes for underground QWEST communications	4	3000	\$12,000
5) 4-Potholes for underground Sprint communication	8	3000	\$24,000
6) 8-Potholes for 16" gas (SCG)	4	3000	\$12,000
7) 8-Potholes for Ellwood pipeline	8	3000	\$24,000
8) Relocation of cable TV 300'	300	250	\$75,000
9) Relocation of overhead "Telephone line" (Service Line to Lifeguard)	400	250	\$100,000

Are utility easements required? NoAre Utility agreements required? YesTotal Cu Ent Cost \$289,000Const. Completion Date 12/29/2023Utility Escalation Rate 8%Total Escalated Cost \$423,562

RR INFORMATION

Are RR affected UP & AMTRAK

Describe the RR facilities affected, and ownership: UNION PACIFIC & AMTRACK
(i.e. RR name, RR spurs, branch lines, at grade crossings?)

Will construction work be performed in RR right of way? Y/N If yes, describe:

What types of agreements are anticipated to be required from the RR?

Will Temporary Construction Easement (TCE) rights be required for the project construction? If yes, explain.

Phase 4 costs: RR Flagging related to construction activity. This cost is a phase 4 construction contract cost. Though noted on the RW datasheet, the estimated flagging cost is not a RW cost, and not a part of the RW Capital. This estimate is provided so it can be added to the engineer's estimate for construction – RR flagging estimate is based on the number of days flagging is needed for construction activity.	\$1,000,00
Phase 9 costs: Purchase of rights for construction, agreements, Preliminary Engineering Contracts, RR re-arrangement costs. This figure is included in the RW Capital estimate total.	\$ 25000

DATE

Right of Way Estimate prepared by	Victor Lee	7/18/18
Estimate prepared by	Steve Johnson	8/20/18
Utilities Estimate prepared by	Michele Graves	1/11/19

I have personally reviewed this R/W Data Sheet and all supporting information I certify that the probable highest and best use estimated values and assumptions are reasonable and proper subject to the limiting conditions set forth and I find this Data Sheet complete and current.

This Data Sheet is not to be signed by Chief unless accompanied by final scoping report(PR,PSR,PSSR) for review and/or signature.

CHIEF



06/21/19

Attachment E

Environmental Document

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

07-VEN-01 Dist.-Co.-Rte. (or Local Agency)	21.54 P.M./P.M.	31960 E.A/Project No.	EFIS: 0716000025 Federal-Aid Project No. (Local Project)/Project No.	CE#: 201810003
PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)				
Caltrans proposes to repair and upgrade the existing structure of the Ventura Overhead Bridge (Bridge #52-0040) on Route 1 in Ventura County at post-mile 21.54. The project will replace the steel span of the bridge that spans over Union Pacific Railroad tracks, retrofit column bents, and upgrade bridge rails to meet the requirements of the Coastal Zone Management Act of 1972. Utility will be relocated as a part of this project. Two parcels will be acquired for aerial and ground easement, and 3 permanent access parcels will be required for construction and future maintenance.				
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.				
☐ Common Sense Exemption. [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].)]				
Susan Tse Koo Print Name: Senior Environmental Planner or Environmental Branch Chief		Ravi Ghate Print Name: Project Manager		
Susan Tse Koo Signature		Ravi Ghate Signature		
06/07/19 Date		06/07/2019 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.				
Susan Tse Koo Print Name: Senior Environmental Planner or Environmental Branch Chief		Ravi Ghate Print Name: Project Manager/DLA Engineer		
Susan Tse Koo Signature		Ravi Ghate Signature		
06/07/19 Date		06/07/2019 Date		
Date of Categorical Exclusion Checklist completion: 06/07/2019 Date of ECR or equivalent : 06/07/2019				

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Continued from page 1:

Biology

- The Division of Environmental Planning will be provided with the Plans, Specifications, & Estimates (PS&E) Package for review and comment.
- If the scope of work or impact area changes, the District Biologist, Patrick Thompson (213-897-0707), shall be immediately notified before construction can begin or continue.
- The District Biologist must be invited to the pre-construction meeting with one week prior notice.
- The project must employ all appropriate Stormwater and Erosion Control Best Management Practices, and these must be incorporated into the project specifications.
- Prior to the start of construction, all drain inlets and outlets must be protected to prevent construction materials and/or debris from entering drainages.
- If vegetation removal is needed, or loud machinery is to be used, all vegetation removal and loud noise-making machinery use should occur outside of bird nesting season which is from February 1st to September 1st. Should vegetation removal or noise-making machinery be used during this period, the District Biologist shall be notified two weeks prior to the start of construction to determine if nesting birds are present. In the event that nesting birds are observed, the Resident Engineer (RE) should pause work until a qualified biologist has determined that fledglings have left the nest. If this is not possible, the RE should coordinate with the District Biologist to minimize the risk of violating the Migratory Bird Treaty Act (MBTA). Most likely, the District Biologist will require a buffer of 150 ft for songbirds and a buffer of 500 ft for raptors during all phases of construction. Nesting birds are protected under the MBTA and cannot be impacted by construction activities, including noise and dust pollution. If vegetation is to be removed, this is a change in scope, and the District Biologist must be notified. No work shall commence until the vegetation to be removed has been surveyed for nesting birds and cleared by the District Biologist.
- Use existing pull outs and parking lots for staging and storing and avoid the removal of existing native vegetation.
- Litter and pollution laws shall be adhered to by all personnel working within the project limits.
- No asphalt grindings shall be used within 100 feet of any water course. Water course, for this purpose, is defined as any feature, either natural or man-made, which conveys water during any time of the year. It is recommended that this measure should be included in the Environmental Document. The limitation on asphalt use near waterways is restricted to compacted shoulder backing.
- If any species of concern and/or special status species are observed during any phase of construction, the RE will need to contact the District Biologist and all work shall cease immediately.

Hazardous Waste

- Asbestos survey must be conducted during PS&E to determine the presence of the Asbestos Containing Material (ACM).
- Concrete should be tested for Polycyclic Aromatic Hydrocarbon (PAHs) due to soot from locomotives.
- The Contractor will obtain the appropriate NESHAP Notification Permit as required by the Air Quality Management District (AQMD).
- Since the existing yellow and white stripes on the bridge span will not be removed prior to the demolition of the bridge span, the section of removed span with yellow and white stripe paint will not be considered hazardous waste. However, if the removed bridge span is sent to a recycler. Inform the recycler of the potential for the yellow stripe paint to contain hazardous concentrations of lead and chromium.
- Site Investigation (SI) is required during early PS&E phase to determine the type and extent of contamination in soil within the three parcels that require easement acquisition and areas where there is a possibility of ground disturbance due to proposed casing on columns.
- No material should be allowed to fall on the ground during bridge span demolition. A proper containment system must be in place.
- If groundwater is expected to be encountered during the placement of casing or repair of cracks in the columns, dewatering is required. Therefore, OEE requires Site Investigation (sampling and testing) of groundwater during PS&E phase to evaluate the water quality and options for management and disposal of impacted groundwater resulting from construction dewatering.
- If there are any changes to the scope of work, please inform the Division of Environmental Planning. Any change in the scope of work will require a Hazardous Waste Re-Assessment.

Cultural Resources

- If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find.
- If there are any changes to the proposed activities or if any additional locations are added, an additional review by the cultural resources unit in the Division of Environmental Planning will be required.

Section 4(f)

- Per Appendix C of the Section 4(f) *De Minimis* finding, coordination with California Department of Parks and Recreation will occur during design and construction of the project to discuss topics of concern mentioned in the correspondence.
- Construction will occur during off-peak seasons to minimize impacts to the recreational facility.
- Caltrans will return parcels back to its initial state and the area will resume its original functions after construction completion.
- Caltrans will abide by permits set forth in permanent access permit.
- Construction will incorporate all best management practices (BMPs) into project construction to minimize impacts to noise, air quality, vegetation, and water quality.
- Water or dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emissions or at the right-of-way line, depending on local regulations.
- A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

07-VEN-01	21.54	31960	EFIS: 0716000025	CE#: 201810003
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.	
- Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly. - Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to decrease particulate matter.				

Attachment F

Storm Water Data Report-signed Cover Sheet



Dist-County-Route: 07-VEN-01
Post Mile Limits: 21.54
Project Type: Bridge-Rehabilitation
Project ID (EA): 0716000025 (319600)
Program Identification: 20.10.201.110
Phase: ☐ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Los Angeles - Region 4

1. Does the project disturb 5 or more acres of soil? Yes ☐ No ☒
2. Does the project disturb 1 or more acres of soil and not qualify for the Rainfall Erosivity Waiver? Yes ☐ No ☒
3. Is the project required to implement Treatment BMPs? Yes ☐ No ☒
4. Does the project impact existing Treatment BMPs? Yes ☐ No ☒

If the answer to any of the preceding questions is "Yes", prepare a Long Form – Stormwater Data Report. Unless otherwise agreed upon by the District/Regional Design Stormwater Coordinator.

Total Disturbed Soil Area: 0.011 acre New Impervious Surface: 0 acre
Estimated Const. Start Date: 08/15/22 Estimated Const. Completion Date: 12/30/23
Risk Level: RL 1 ☐ RL 2 ☐ RL 3 ☐ Not Applicable ☒
Is MWEL0 applicable? Yes ☐ No ☒

This Short Form – Stormwater 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 only.


Mike Nguyen, Registered Project
Engineer/Landscape Architect

6/12/2019
Date

I have reviewed the stormwater quality design issues and find this report to be complete, current, and accurate:

[Stamp Required at PS&E only]


Sunny Liem, District/Regional Design SW Coordinator
or Designee

06/12/2019
Date

Attachment G

Air Quality Conformity

<i>County/Planning Area/Air District</i> Exit CT	<i>Regional Planning Agency Doing Conformity Analysis</i> Exit CT	<i>Conformity Pollutants (NAAQS* for which the area is Nonattainment, or Attainment with a "Section 175A" Maintenance SIP)</i>	<i>Conformity Status¹</i>
Los Angeles (South Coast Air Basin)	<u>Southern California Association of Governments</u>	Carbon Monoxide (Maintenance)	OK RTP: 6/4/2012
		Ozone	2008 Ozone Conformity: 6/18/2013
		Particulate Matter - PM10	
		Particulate Matter - PM2.5 (1997 and 2006 standards)	
		Nitrogen Dioxide (Maintenance – annual standard)	
		Lead	
Los Angeles (Antelope Valley)	<u>Southern California Association of Governments</u>	Ozone	OK RTP: 6/4/2012 2008 Ozone Conformity: 6/18/2013
Orange	<u>Southern California Association of Governments</u>	Carbon Monoxide (Maintenance)	OK RTP: 6/4/2012
		Ozone	2008 Ozone Conformity: 6/18/2013
		Particulate Matter - PM10	
		Particulate Matter - PM2.5 (1997 and 2006 standards)	
		Nitrogen Dioxide (Maintenance – annual standard)	



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

June 4, 2012

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

In Reply Refer To:
HDA-CA
Doc#: 63,437

Mr. Hasan Ikhata
Executive Officer
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

Dear Mr. Ikhata:

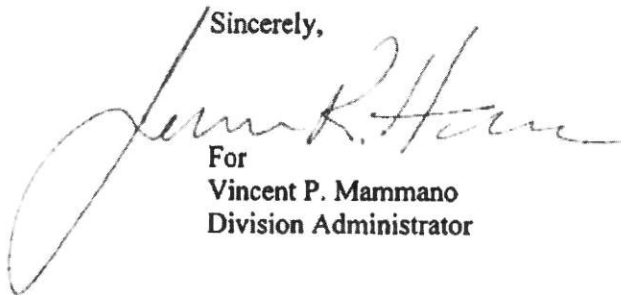
SUBJECT: CONFORMITY DETERMINATION FOR SCAG's 2012 RTP/SCS and 2010/11 FTIP through AMENDMENT NO. 11-24

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have completed our review of the conformity determinations for the Southern California Association of Governments' (SCAG) 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) – *Towards a Sustainable Future*, and the 2010/11 Federal Transportation Improvement Program (FTIP) through Amendment No. 11-24. A FTA/FHWA air quality conformity determination is required pursuant to the Environmental Protection Agency's (EPA) *Transportation Conformity Rule*, 40 Code of Regulations (CFR) Parts 51 and 93, and the United States Department of Transportation's *Metropolitan Planning Rule*, 23 CFR Part 450. SCAG's new conformity determination for the 2010/11 FTIP was completed to ensure consistency with the new RTP.

On April 4, 2012 SCAG adopted the 2012 RTP/SCS and the associated Consistency Amendment No. 11-24 to the 2010/11 FTIP via Resolution No. 12-538-2. The conformity analysis submitted by SCAG indicates that all air quality conformity requirements have been met. Based on our review, we find that the 2012 RTP/SCS and 2010/11 FTIP through Amendment No. 11-24 conform to the applicable state implementation plan in accordance with the provisions of 40 CFR Parts 51 and 93. In accordance with the July 15, 2004 *Memorandum of Understanding (MOU) between the Federal Highway Administration California Division and Federal Transit Administration Region IX*, the FTA has concurred with this conformity determination. Furthermore, this conformity determination was made in consultation with the EPA's Region IX office.

In accordance with the MOU between the FHWA and FTA mentioned above, the FHWA's single signature constitutes the FHWA and FTA's joint air quality conformity determination for SCAG's new 2012 RTP/SCS and amended 2010/11 FTIP via Amendment No. 11-24. If you have any questions pertaining to this conformity finding, please contact Stew Sonnenberg at (916) 498-5889, or by email at stew.sonnenberg@dot.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read "Vincent P. Mammano". The signature is fluid and cursive, with a large loop at the beginning and a long, sweeping tail.

For
Vincent P. Mammano
Division Administrator

cc: (email)

Hasan Ikhata, SCAG (ikhata@scag.ca.gov)

Rich Macias, SCAG (macias@scag.ca.gov)

Jonathan Nadler, SCAG (nadler@scag.ca.gov)

Naresh Amatya, SCAG (amatya@scag.ca.gov)

Rosemary Ayala, SCAG (ayala@scag.ca.gov)

Ted Matley, FTA Region IX

Abhijit Bagde, Caltrans Programming (abhijit_bagde@dot.ca.gov)

Muhaned Aljabiry, Caltrans Programming (muhaned_aljabiry@dot.ca.gov)

Mike Brady, Caltrans Planning (mike_brady@dot.ca.gov)

Karina O'Connor, EPA Region IX

Lisa Hanf, EPA Region IX

Marchelle Berry, FHWA-CA

Kara Magdaleno, FHWA-CA

Jermaine Hannon, FHWA-CA

Stew Sonnenberg, FHWA-CA

Michael Morris, FHWA-CA

cc:

SCAG 2012 RTP Binder

SCAG 2010/11 FTIP Binder

MM/mb



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

June 18, 2013

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

In Reply Refer To:
HDA-CA

Mr. Hasan Ikhata
Executive Director
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

SUBJECT: Conformity Re-Determination for SCAG's 2012-2035 RTP/SCS & 2013 FTIP for the
2008 8-hour Ozone National Ambient Air Quality Standards (NAAQS)

Dear Mr. Ikhata:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the conformity determination for the Southern California Association of Governments' (SCAG's) 2012-2035 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and the 2013 Federal Transportation Improvement Program (FTIP) for the 2008 8-hour Ozone NAAQS. A FHWA/FTA air quality conformity determination is required pursuant to the Environmental Protection Agency's (EPA) *Transportation Conformity Rule*, 40 CFR Parts 51 and 93, and the United States Department of Transportation's *Metropolitan Planning Rule*, 23 CFR Part 450.

On April 4, 2013, SCAG adopted the 2012-2035 RTP/SCS, the 2013 FTIP, and corresponding conformity determination for the 2008 8-hour Ozone NAAQS. The conformity analysis submitted by SCAG indicates that all air quality conformity requirements have been met. Based on our review, we find that the 2012-2035 RTP/SCS and 2013 FTIP conform to the applicable state implementation plan in accordance with the provisions of 40 CFR Parts 51 and 93. In accordance with the July 15, 2004, *Memorandum of Understanding (MOU) between the Federal Highway Administration, California Division and the Federal Transit Administration, Region IX*, the FTA has concurred with this conformity determination. Additionally, this conformity determination was made after consultation with the EPA Region 9 office.

If you have questions or need additional information concerning this conformity determination, please contact Mr. Stew Sonnenberg of the FHWA California Division office at (916) 498-5889 or by email at Stew.Sonnenberg@dot.gov.

/s/ Leslie T. Rogers

Leslie T. Rogers
Regional Administrator
Federal Transit Administration

Sincerely,

For: Vincent P. Mammano
Division Administrator
Federal Highway Administration

Attachment H

Transportation Management Plan Data Sheet

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

(Preliminary TMP Elements and Costs)

07-319600

Co/Rte/PM Ven-1, PM 21.54 EA 0716000025 Alternative No. N/A

Project Limit City of Ventura, Ventura County on PCH, OH bridge #52-0040

Project Description Replace steel bridge over railroad crossing at PCH

1) Public Information

- | | |
|---|----------|
| ☐ a. Brochures and Mailers | \$ _____ |
| ☒ b. Press Release | |
| ☒ c. Paid Advertising | \$50,000 |
| ☐ d. Public Information Center/Kiosk | \$ _____ |
| ☒ e. Public Meeting/Speakers Bureau | |
| ☐ f. Telephone Hotline | |
| ☒ g. Internet | |
| ☐ h. Others _____ | \$ _____ |

2) Motorists Information Strategies

- | | |
|---|----------|
| ☐ a. Changeable Message Signs (Fixed) | \$ _____ |
| ☐ b. Changeable Message Signs (Portable) | \$ _____ |
| ☐ c. Ground Mounted Signs | \$ _____ |
| ☐ d. Highway Advisory Radio | \$ _____ |
| ☐ e. Caltrans Highway Information Network (CHIN) | |
| ☐ f. Others _____ | \$ _____ |

3) Incident Management

- | | |
|--|-----------|
| ☒ a. Construction Zone Enhanced Enforcement Program (COZEEP) | \$135,000 |
| ☐ b. Freeway Service Patrol | \$ _____ |
| ☐ c. Traffic Management Team | |
| ☐ d. Helicopter Surveillance | \$ _____ |
| ☐ e. Traffic Surveillance Stations (Loop Detector and CCTV) | \$ _____ |
| ☐ f. Others _____ | \$ _____ |

4) Construction Strategies

- | | |
|--|-----|
| ☒ a. Lane Closure Chart | |
| ☒ b. Reversible Lanes | |
| ☐ c. Total Freeway Mainline Closure | |
| ☐ d. Extended Weekend Closure | |
| ☐ e. Contra Flow | |
| ☐ f. Truck Traffic Restrictions | \$ |
| ☒ g. Reduced Speed Zone | \$0 |
| ☒ h. Connector and Ramp Closures | |
| ☐ i. Incentive and Disincentive | \$ |
| ☐ j. Moveable Barrier | \$ |
| ☐ k. Others _____ | \$ |

5) Demand Management

- | | |
|--|----|
| ☐ a. HOV Lanes/Ramps (New or Convert) | \$ |
| ☐ b. Park and Ride Lots | \$ |
| ☐ c. Rideshare Incentives | \$ |
| ☐ d. Variable Work Hours | |
| ☐ e. Telecommute | |
| ☐ f. Ramp Metering (Temporary Installation) | \$ |
| ☐ g. Ramp Metering (Modify Existing) | \$ |
| ☐ h. Others _____ | \$ |

6) Alternative Route Strategies

- | | |
|--|----|
| ☐ a. Add Capacity to Freeway Connector/Ramps | \$ |
| ☐ b. Street Improvement (widening, traffic signal... etc) | \$ |
| ☐ c. Traffic Control Officers | \$ |
| ☐ d. Parking Restrictions | |
| ☐ e. Others _____ | \$ |

7) Other Strategies

- | | |
|---|----|
| ☐ a. Application of New Technology | \$ |
| ☐ e. Others _____ | \$ |

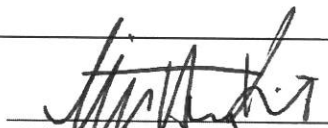
TOTAL ESTIMATED COST OF TMP ELEMENTS =

\$185,000

Project Notes:

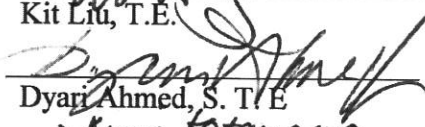
1. This TMP Data Sheet supersedes the TMP Data dated 3/17/17. Update is needed due to the new cyclists / pedestrians handling proposals.
2. The updated Public Awareness Campaign (PAC) cost estimate was provided by Dave White from Office of Public Affairs and Media Relation on 6/4/19. In the "Instruction to RE File", inform RE to Notify Public Affairs prior to construction to ensure that a PIO is assigned for the project.
3. Updated COZEEP cost estimate was provided by Mike Lopez (Construction Traffic Advisor) on 6/10/19.
4. There will be long term closure on the existing steel structure (PCH) for about 3 months for the reconstruction. During that time, bike lane will be interrupted.
Three proposals on handling cyclists/pedestrian traffic:
 - A. Shuttle Bus: 1 bus / direction, 24/7, Cost is \$792,000
 - B. Install K-rails along shoulders of Route 101 and divert cyclists/pedestrians to use it. Cost is \$2,000,000
 - C. Construct new at-grade crossing at beach parking for cyclists/pedestrians access. Cost is \$250,000Office of Design will make the final decision at a later stage, cost will be included as an BEES item.
5. State Beaches off-ramp from NB Route 101 will be closed when steel bridge is under reconstruction.
6. Total duration of project is about 1 year and total construction cost is about 16 million.
7. It is anticipated that work will be performed within the lane closure hours and shall conform to the lane requirement chart provided in the Maintaining Traffic Specifications.
8. Office of Design will prepare facts sheet and presentation for the DLCRC on the long term closure on PCH and the choice of handling cyclists/pedestrians during PCH closure.
9. Any change in construction strategy or project scope may require a revision on the TMP Data Sheet.

PREPARED BY


Kit Liu, T.E.

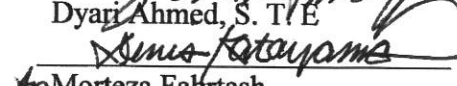
DATE 6/11/19

APPROVAL RECOMMENDED BY


Dyari Ahmed, S. T/E

DATE 6/11/2019

APPROVED BY


Morteza Falirtash,
District Traffic Manager

DATE 6/11/19

Attachment I

Cost Estimate

6/19/2019

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 120,000
2	Pavement Structural Section	\$ -
3	Drainage	\$ -
4	Specialty Items	\$ -
5	Environmental	\$ -
6	Traffic Items	\$ 1,992,100
7	Detours	\$ 150,000
8	Minor Items	\$ 232,300
9	Roadway Mobilization	\$ 255,500
10	Supplemental Work	\$ 1,176,100
11	State Furnished	\$ 245,900
12	Time-Related Overhead	\$ 654,200
13	Roadway Contingency	\$ 733,000
TOTAL ROADWAY ITEMS		\$ 4,566,200

Estimate Prepared By :

Mike K Nguyen, PE

Name and Title

6/4/2019

Date

(213) 897 0386

Phone

Estimate Reviewed By :

Ravi Gbate, PM

Name and Title

6/10/2019

Date

(213) 897-5593

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		Unit	Quantity	Unit Price (\$)	Cost
190101	Roadway Excavation	CY	x	= \$	-
152320	Lead Compliance Plan	LS	x	= \$	-
194001	Ditch Excavation	CY	x	= \$	-
19801X	Imported Borrow	CY/TON	x	= \$	-
192037	Structure Excavation (Retaining Wall)	CY	x	= \$	-
193013	Structure Backfill (Retaining Wall)	CY	x	= \$	-
193031	Pervious Backfill Material (Retaining Wall)	CY	x	= \$	-
16010X	Clearing & Grubbing	LS/ACRE	1	x 5,000.00	= \$ 5,000
170101	Develop Water Supply	LS	x	= \$	-
19801X	Imported Borrow	CY/TON	x	= \$	-
210130	Duff	ACRE	x	= \$	-
XXXXXX	Some Item	LS	1	x 115,000	= \$ 115,000

TOTAL EARTHWORK SECTION ITEMS	\$ 120,000
--------------------------------------	-------------------

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity	Unit Price (\$)	Cost
401050	Jointed Plain Concrete Pavement	CY	x	= \$	-
400050	Continuously Reinforced Concrete Pavement	CY	x	= \$	-
404092	Seal Pavement Joint	LF	x	= \$	-
404093	Seal Isolation Joint	LF	x	= \$	-
413117	Seal Concrete Pavement Joint (Silicone)	LF	x	= \$	-
413118	Seal Pavement Joint (Asphalt Rubber)	LF	x	= \$	-
280010	Rapid Strength Concrete Base	CY	x	= \$	-
410095	Dowel Bar (Drill and Bond)	EA	x	= \$	-
390132	Hot Mix Asphalt (Type A)	TON	x	= \$	-
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON	x	= \$	-
39300X	Geosynthetic Pavement Interlayer (Type X)	SQYD	x	= \$	-
26020X	Class 2 Aggregate Base	TON/CY	x	= \$	-
290201	Asphalt Treated Permeable Base	CY	x	= \$	-
250401	Class 4 Aggregate Subbase	CY	x	= \$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON	x	= \$	-
397005	Tack Coat	TON	x	= \$	-
377501	Slurry Seal	TON	x	= \$	-
3750XX	Screenings (Type XX)	TON	x	= \$	-
374492	Asphaltic Emulsion (Polymer Modified)	TON	x	= \$	-
370001	Sand Cover (Seal)	TON	x	= \$	-
731530	Minor Concrete (Textured Paving)	CY	x	= \$	-
731502	Minor Concrete (Miscellaneous Construction)	CY	x	= \$	-
39407X	Place Hot Mix Asphalt Dike (Type X)	LF	x	= \$	-
150771	Remove Asphalt Concrete Dike	LF	x	= \$	-
420201	Grind Existing Concrete Pavement	SQYD	x	= \$	-
150860	Remove Base and Surfacing	CY	x	= \$	-
390095	Replace Asphalt Concrete Surfacing	CY	x	= \$	-
15312X	Remove Concrete	LF/CY/LS	x	= \$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD	x	= \$	-
153103	Cold Plane Asphalt Concrete Pavement	SQYD	x	= \$	-
39405X	Shoulder Rumble Strip (HMA, X-In Indentations)	STA	x	= \$	-
413113	Repair Spalled Joints, Polyester Grout	SQYD	x	= \$	-
420102	Groove Existing Concrete Pavement	SQYD	x	= \$	-
390136	Minor Hot Mix Asphalt	TON	x	= \$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD	x	= \$	-
XXXXXX	Some Item	Unit	x	= \$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$ -
--	-------------

SECTION 3: DRAINAGE

Item code		Unit	Quantity	Unit Price (\$)	Cost
15080X	Remove Culvert	EA/LF	x	= \$	-
150820	Modify Inlet	EA	x	= \$	-
155232	Sand Backfill	CY	x	= \$	-
15020X	Abandon Culvert	EA/LF	x	= \$	-
152430	Adjust Inlet	LF	x	= \$	-
155003	Cap Inlet	EA	x	= \$	-
510501	Minor Concrete	CY	x	= \$	-
510502	Minor Concrete (Minor Structure)	CY	x	= \$	-
5105XX	Minor Concrete (Type XX)	CY	x	= \$	-
620XXX	XX" Alternative Pipe Culvert (Type X)	LF	x	= \$	-
6411XX	XX" Plastic Pipe	LF	x	= \$	-
65XXXX	XX" Reinforced Concrete Pipe (Type X)	LF	x	= \$	-
6650XX	XX" Corrugated Steel Pipe (0.XXX" Thick)	LF	x	= \$	-
68XXXX	XX" Plastic Pipe (Edge Drain)	LF	x	= \$	-
69011X	XX" Corrugated Steel Pipe Down drain (0.XXX" Thi	LF	x	= \$	-
70321X	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF	x	= \$	-
70XXXX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF	x	= \$	-
7050XX	XX" Steel Flared End Section	EA	x	= \$	-
703233	Grated Line Drain	LF	x	= \$	-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON	x	= \$	-
72901X	Rock Slope Protection Fabric (Class X)	SQYD	x	= \$	-
721420	Concrete (Ditch Lining)	CY	x	= \$	-
721430	Concrete (Channel Lining)	CY	x	= \$	-
750001	Miscellaneous Iron and Steel	LB	x	= \$	-
XXXXXX	Additional Drainage	LS	x	= \$	-

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

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity	Unit Price (\$)	Cost
080050	Progress Schedule (Critical Path Method)	LS	x	= \$	-
582001	Sound Wall (Masonry Block)	SQFT	x	= \$	-
510530	Minor Concrete (Wall)	CY	x	= \$	-
15325X	Remove Sound Wall	LF/LS	x	= \$	-
070030	Lead Compliance Plan	LS	x	= \$	-
141120	Treated Wood Waste	LB	x	= \$	-
153221	Remove Concrete Barrier	LF	x	= \$	-
150662	Remove Metal Beam Guard Railing	LF	x	= \$	-
150668	Remove Flared End Section	EA	x	= \$	-
8000XX	Chain Link Fence (Type XX)	LF	x	= \$	-
80XXXX	XX" Chain Link Gate (Type CL-6)	EA	x	= \$	-
832001	Metal Beam Guard Railing	LF	x	= \$	-
839301	Single Thrie Beam Barrier	LF	x	= \$	-
839310	Double Thrie Beam Barrier	LF	x	= \$	-
839521	Cable Railing	LF	x	= \$	-
8395XX	Terminal System (Type CAT)	EA	x	= \$	-
839585	Alternative Flared Terminal System	EA	x	= \$	-
839584	Alternative In-line Terminal System	EA	x	= \$	-
4906XX	CIDH Concrete Piling (Insert Diameter)	LF	x	= \$	-
839XXX	Crash Cushion (Insert Type)	EA	x	= \$	-
83XXXX	Concrete Barrier (Insert Type)	LF	x	= \$	-
520103	Bar Reinforced Steel (Retaining Wall)	LB	x	= \$	-
510060	Structural Concrete, Retaining Wall	CY	x	= \$	-
513553	Retaining Wall (Masonry Wall)	SQFT	x	= \$	-
511035	Architectural Treatment	SQFT	x	= \$	-
598001	Anti-Graffiti Coating	SQFT	x	= \$	-
203070	Rock Stain	SQFT	x	= \$	-
5136XX	Reinforced Concrete Crib Wall (Type X)	SQFT	x	= \$	-
83954X	Transition Railing (Type X)	EA	x	= \$	-
597601	Prepare and Stain Concrete	SQFT	x	= \$	-
839561	Rail Tensioning Assembly	EA	x	= \$	-
83958X	End Anchor Assembly (Type X)	EA	x	= \$	-
XXXXXX	Some Item	Unit	x	= \$	-

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

SECTION 5: ENVIRONMENTAL**5A - ENVIRONMENTAL MITIGATION**

Item code	Unit	Quantity	Unit Price (\$)	Cost
Biological Mitigation	LS	x	= \$	-
130670 Temporary Reinforced Silt Fence	LF	x	= \$	-
130730 Street Sweeping	LS	1	x 3,000.00	= \$ 3,000
141000 Temporary Fence (Type ESA)	LF	x	= \$	-
Subtotal Environmental Mitigation				\$ 3,000

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
20XXXX Highway Planting	LS	x	= \$	-
20XXXX Irrigation System	LS	x	= \$	-
204099 Plant Establishment Work	LS	x	= \$	-
204101 Extend Plant Establishment Work	LS	x	= \$	-
20XXXX Follow-up Landscape Project	LS	x	= \$	-
150685 Remove Irrigation Facility	LS	x	= \$	-
20XXXX Maintain Existing (Irrigation or Planted Areas)	LS	x	= \$	-
206400 Check and Test Existing Irrigation Facilities	LS	x	= \$	-
21011X Imported Topsoil (X)	CY/TON	x	= \$	-
20XXXX Rock Blanket, Rock Mulch, DG, Gravel Mulch	SQFT/SQYD	x	= \$	-
200122 Weed Germination	SQYD	x	= \$	-
208304 Water Meter	EA	x	= \$	-
2087XX XX" Conduit (Use for Irrigation x-overs)	LF	x	= \$	-
20890X XXX" Conduit (Use for Extension of Irrigation x-overs)	LF	x	= \$	-
Subtotal Landscape and Irrigation				\$ -

5C - EROSION CONTROL

Item code	Unit	Quantity	Unit Price (\$)	Cost
210010 Move In/Move Out (Erosion Control)	EA	x	= \$	-
210350 Fiber Rolls	LF	x	= \$	-
210360 Compost Sock	LF	x	= \$	-
2102XX Rolled Erosion Control Product (X)	SQFT	x	= \$	-
21025X Bonded Fiber Matrix	SQFT/ACRE	x	= \$	-
210300 Hydromulch	SQFT	x	= \$	-
210420 Straw	SQFT	x	= \$	-
210430 Hydroseed	SQFT	x	= \$	-
210600 Compost	SQFT	x	= \$	-
210630 Incorporate Materials	SQFT	x	= \$	-
Subtotal Erosion Control				\$ -

5D - NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
130100 Job Site Management	LS	1	x 33,000.00	= \$ 33,000
130200 Prepare WPCP	LS	1	x 1,200.00	= \$ 1,200
130670 Temporary Reinforced Silt Fence	LF	x	= \$	-
130680 Temporary Silt fence	LF	x	= \$	-
130500 Temporary Erosion Control Blanket	SQYD	400	x 24.00	= \$ 9,600
130640 Temporary Fiber Roll	LF	x	= \$	-
130900 Temporary Concrete Washout	LS	1	x 4,000.00	= \$ 4,000
130710 Temporary Construction Entrance	EA	1	x 4,000.00	= \$ 4,000
130610 Temporary Check Dam	LF	x	= \$	-
130505 Move In/ Move Out (Temporary Erosion Control)	EA	1	x 4,800.00	= \$ 4,800
130620 Temporary Drainage Inlet Protection	EA	1	x 375.00	= \$ 375
Subtotal NPDES				\$ 56,975

Supplemental Work for NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
066595 Water Pollution Control Maintenance Sharing*	LS	1	x 3,000.00	= \$ 3,000
066596 Additional Water Pollution Control**	LS	1	x 5,000.00	= \$ 5,000
066597 Storm Water Sampling and Analysis***	LS	x	= \$	-
XXXXXX Some Item	LS	x	= \$	-
Subtotal Supplemental Work for NDPS				\$ 8,000

TOTAL ENVIRONMENTAL	\$ 60,000
----------------------------	------------------

*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	Unit	Quantity	Unit Price (\$)	Cost
860460 Lighting and Sign Illumination	LS	x	= \$	-
860201 Signal and Lighting	LS	x	= \$	-
860990 Closed Circuit Television System	LS	x	= \$	-
86110X Ramp Metering System (Location X)	LS	x	= \$	-
86070X Interconnection Conduit and Cable	LF/LS	x	= \$	-
5602XX Furnish Sign Structure (Type X)	LB	x	= \$	-
5602XX Install Sign Structure (Type X)	LB	x	= \$	-
498040 XX" CIDHC Pile (Sign Foundation)	LF	x	= \$	-
86080X Inductive Loop Detectors	EA/LS	x	= \$	-
8609XX Traffic Monitoring Station (Type X)	LS	x	= \$	-
15075X Remove Sign Structure	EA/LS	x	= \$	-
151581 Reconstruct Sign Structure	EA	x	= \$	-
152641 Modify Sign Structure	EA	x	= \$	-
860090 Maintain Existing Traffic Management System Eler	LS	x	= \$	-
86XXXX Fiber Optic Conduit System	LS	x	= \$	-
XXXXX Some Item	Unit	x	= \$	-
Subtotal Traffic Electrical				\$ -

6B - Traffic Signing and Striping

Item code	Unit	Quantity	Unit Price (\$)	Cost
566011 Roadside Sign - One Post	EA	x	= \$	-
566012 Roadside Sign - Two Post	EA	x	= \$	-
5602XX Furnish Sign	SQFT	x	= \$	-
568016 Install Sign Panel on Existing Frame	SQFT	x	= \$	-
150711 Remove Painted Traffic Stripe	LF	x	= \$	-
141101 Remove Yellow Painted Traffic Stripe (Hazardous Material)	LF	x	= \$	-
150712 Remove Painted Pavement Marking	SQFT	x	= \$	-
150742 Remove Roadside Sign	EA	x	= \$	-
152320 Reset Roadside Sign	EA	x	= \$	-
152390 Relocate Roadside Sign	EA	x	= \$	-
82010X Delineator (Class X)	EA	x	= \$	-
840502 Thermoplastic Traffic Stripe (Enhanced Wet Night)	LF	x	= \$	-
846012 Thermoplastic Crosswalk and Pavement Marking (T	SQFT	x	= \$	-
120090 Construction Area Signs	LS	1	20,000.00 = \$	20,000
84XXXX Permanent Pavement Delineation	LS	x	= \$	-
Subtotal Traffic Signing and Striping				\$ 20,000

6C - Traffic Management Plan

Item code	Unit	Quantity	Unit Price (\$)	Cost
12865X Portable Changeable Message Signs	EA/LS	4	x \$ 10,000 = \$	40,000
Subtotal Traffic Management Plan				\$ 40,000

6C - Stage Construction and Traffic Handling

Item code	Unit	Quantity	Unit Price (\$)	Cost
120199 Traffic Plastic Drum	EA	x	= \$	-
12016X Channelizer (Type X)	EA	x	= \$	-
840505 Thermoplastic Traffic Stripe	LF	337,920	x 0.60 = \$	202,752
129100 Temporary Crash Cushion Module	EA	x	= \$	-
120100 Traffic Control System	LS	1	x 350,000.00 = \$	350,000
129110 Temporary Crash Cushion	EA	56	x 260.00 = \$	14,560
129000 Temporary Railing (Type K)	LF	84,480	x 12.20 = \$	1,030,656
120159 Temporary Traffic Stripe (Paint)	LF	84,480	x 0.30 = \$	25,344
390132 HOT MIX ASPHALT (TYPE A)	Ton	2,084	x 100.00 = \$	208,400
XXXXXX Railroad Flaggers	LS	1	x 100,300.00 = \$	100,300
Subtotal Stage Construction and Traffic Handling				\$ 1,932,012
TOTAL TRAFFIC ITEMS				\$ 1,992,100

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code	Unit	Quantity	Unit Price (\$)	Cost
190101 Roadway Excavation	CY	x	= \$	-
19801X Imported Borrow	CY/TON	x	= \$	-
390132 Hot Mix Asphalt (Type A)	TON	x	= \$	-
26020X Class 2 Aggregate Base	TON/CY	x	= \$	-
250401 Class 4 Aggregate Subbase	CY	x	= \$	-
130620 Temporary Drainage Inlet Protection	EA	x	= \$	-
129000 Temporary Railing (Type K)	LF	x	= \$	-
128601 Temporary Signal System	LS	x	= \$	-
120149 Temporary Pavement Marking (Paint)	SQFT	x	= \$	-
80010X Temporary Fence (Type X)	LF	x	= \$	-
XXXXXX Some Item	LS	1	x 150,000 = \$	150,000

* Includes constructing, maintaining, and removal

TOTAL DETOURS	\$ 150,000
----------------------	-------------------

SUBTOTAL SECTIONS 1 through 7	\$ 2,322,100
--------------------------------------	---------------------

SECTION 8: MINOR ITEMS**8A - Americans with Disabilities Act Items**

ADA Items	1.0%	\$	23,221
-----------	------	----	--------

8B - Bike Path Items

Bike Path Items	1.0%	\$	23,221
-----------------	------	----	--------

8C - Other Minor Items

Other Minor Items	8.0%	\$	185,768
-------------------	------	----	---------

Total of Section 1-7	\$ 2,322,100	x 10.0%	= \$ 232,210
----------------------	--------------	---------	--------------

TOTAL MINOR ITEMS	\$ 232,300
--------------------------	-------------------

SECTIONS 9: ROADWAY MOBILIZATION

Item code					
999990	Total Section 1-8	\$ 2,554,400	x 10%	= \$	255,440

TOTAL ROADWAY MOBILIZATION	\$ 255,500
-----------------------------------	-------------------

SECTION 10: SUPPLEMENTAL WORK

Item code	Unit	Quantity	Unit Price (\$)	Cost
066670 Payment Adjustments For Price Index Fluctuations	LS	1	x 900.00 = \$	900
066094 Value Analysis	LS	x	= \$	-
066070 Maintain Traffic	LS	1	x 12,000.00 = \$	12,000
066919 Dispute Resolution Board	LS	1	x 5,000.00 = \$	5,000
xxxxxx Railroad Flagging	LS	1	x 1,000,000.00 = \$	1,000,000
066015 Federal Trainee Program	LS	x	= \$	-
066610 Partnering	LS	x	= \$	-
066204 Remove Rock and Debris	LS	1	x 43,000.00 = \$	43,000
066222 Locate Existing Crossover	LS	x	= \$	-
066866 Operation of Existing Traffic Management Sys	LS	1	x 5,000.00 = \$	5,000

Cost of NPDES Supplemental Work specified in Section 5D	= \$	8,000
---	------	-------

Total Section 1-8	\$ 2,554,400	4%	= \$	102,176
-------------------	--------------	----	------	---------

TOTAL SUPPLEMENTAL WORK	\$ 1,176,100
--------------------------------	---------------------

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)		Cost
066105	Resident Engineers Office	LS	1	x	169,800.00	=	\$169,800
066063	Traffic Management Plan - Public Information	LS	1	x	3,000.00	=	\$3,000
066901	Water Expenses	LS		x		=	\$0
8609XX	Traffic Monitoring Station (X)	LS		x		=	\$0
066841	Traffic Controller Assembly	LS		x		=	\$0
066840	Traffic Signal Controller Assembly	LS	1	x	2,000.00	=	\$2,000
066062	COZEEP Contract	LS	1	x	20,000.00	=	\$20,000
066838	Reflective Numbers and Edge Sealer	LS		x		=	\$0
066065	Tow Truck Service Patrol	LS		x		=	\$0
066916	Annual Construction General Permit Fee	LS		x		=	\$0
XXXXXX	Some Item	Unit		x		=	\$0
Total Section 1-8		\$	2,554,400	2%	=	\$	51,088

TOTAL STATE FURNISHED	\$245,900
------------------------------	------------------

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization	\$6,541,680 (used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency)	\$8,565,900 (used to check if project is greater than \$5 million excluding contingency)

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

Item code		Unit	Quantity		Unit Price (\$)		Cost
090100	Time-Related Overhead	WD	250	X	\$2,617	=	\$654,200

TOTAL TIME-RELATED OVERHEAD	\$654,200
------------------------------------	------------------

SECTION 13: ROADWAY CONTINGENCY

Total Section 1-12	\$	4,886,100	x	15%	=	\$732,915
--------------------	----	-----------	---	-----	---	-----------

TOTAL CONTINGENCY	\$733,000
--------------------------	------------------

II. STRUCTURE ITEMS

	<u>Bridge 1</u>		<u>Bridge 2</u>		
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Bridge Name	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxxxx		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)	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Cost Per Square Foot	\$0		\$0		\$0
COST OF EACH	\$3,467,200		\$0		\$0

	<u>Building 1</u>				
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]	0 LF		0 LF		0 LF
Total Building 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)	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Cost Per Square Foot	\$0		\$0		\$0
COST OF EACH	\$0		\$0		\$0

TOTAL COST OF BRIDGES	\$3,467,200
------------------------------	--------------------

TOTAL COST OF BUILDINGS	\$0
--------------------------------	------------

STRUCTURES MOBILIZATION	10%	\$346,720
--------------------------------	-----	------------------

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

Total recommended percentages includes any quantified risk based contingency from the risk register.

STRUCTURES CONTINGENCY	15%	\$520,080
-------------------------------	-----	------------------

TOTAL COST OF STRUCTURES	\$4,334,000
---------------------------------	--------------------

Estimate Prepared By: Leon Valla
Structure Project Engineer ----- Division of Structures

1/3/2019

Date

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	\$	1,174,680
	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	\$	18,508
H)	Environmental Review	\$	0
I)	Condemnation Settlements <u>0%</u>	\$	0
J)	Design Appreciation Factor <u>0%</u>	\$	0
K)	Utility Relocation (Construction Cost)	\$	289,000

L)

TOTAL RIGHT OF WAY ESTIMATE**\$1,482,188**

M)

TOTAL R/W ESTIMATE: Escalated**\$1,929,470**

N)

RIGHT OF WAY SUPPORT**\$540,000**

Support Cost Estimate Prepared By	Victor Lee Project Coordinator ¹	(213) 897-3711 Phone
Utility Estimate Prepared By	Michele Graves Utility Coordinator ²	(213) 897-2858 Phone
R/W Acquisition Estimate Prepared By	Steve Johnson Right of Way Estimator ³	(213) 897-0698 Phone

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

¹ When estimate has Support Costs only² When estimate has Utility Relocation³ When R/W Acquisition is required

Attachment J

Risk Register

LEVEL 2 RISK REGISTER	Route(s):	07-VEN-001	Project Description: Bridge Preservation on Route Pacific Coast Highway (VEN-1) at Ventura Overhead (Bridge No: 52-0040).	DIST-EA: 319600	Project Manager:	Ravi Ghate	Construction Capital Cost:	\$10,347,000	Total Capital Escalated Cost:	\$12,276,000
	Post Mile(s):	21.54			Risk Manager	Gerald Richard	Right of Way Capital Cost:	\$1,929,000	Construction Durations:	250 Working Days

Scope Summary: The project proposes to replace the steel span of the Ventura Overhead Bridge #52-0040 located on State Route 1 (SR-1) in the City of Ventura that spans over Union Pacific Railroad (UPRR) tracks and repair/retrofit bridge columns (Bent 3A, Bent 4A, and Bent 5). The bridge rails will also be upgraded to meet the requirements of the federal Coastal Zone Management Act of 1972. The project is expected to extend the lifespan of this bridge.

Risk Identification							Risk Assessment					Risk Response				
Risk No.	Status	Type	Category	Title	Risk Statement	Current Status/Assumptions	Probability	Cost Impact	Cost Score	Time Impact	Time Score	Rationale	Strategy	Response Actions	Risk Owner	Updated
1	Active	Threat	ROW	Right of Way Railroad Needs	Because work will affect an existing railroad crossing, a railroad agreement addressing additional project requirements and constraints will be needed. Any changes proposed by the railroad, such as towards existing vertical and horizontal clearances, may lead to considerable changes in current design and increased costs and duration.	There are two parcels owned by Union Pacific Railroad that will need to be acquired as permanent easements within project schedule. Also, existing vertical and horizontal clearances would be acceptable to UPRR and would remain unchanged.	4-High	8-High	32	8-High	32	The current schedule and cost are based on available information and assumptions. UPRR has since revised their vertical and horizontal clearances; but for this existing bridge existing clearances would remain acceptable to UPRR.	Accept	Involve all key stakeholders early during the PS&E Phase and keep them involved as the project develops.	Project Engineer/Right-of-Way Senior	6/20/2019
2	Active	Threat	TRF	Traffic Systems, Handling, and Detours	As a result of the bridge being fully closed during deck construction, changes in traffic handling and detours may lead to increased project costs and schedule delays.	Traffic Handling and Detours are developed with options to cover various scenarios.	3-Moderate	2-Low	6	2-Low	6	Current estimates cover the cost of the most expensive options.	Accept	Develop detour plans as soon as possible during the PS&E Phase to identify cost impacts accurately.	Project Engineer/ Traffic Senior	6/11/2019
3	Active	Threat	DGN	Interference from Other Projects	As a result of other contracts being constructed within this project limits and during the same time, the schedule and cost for this project may be impacted.	Based on the current project location, project EA 32390 has a similar construction schedule.	2-Low	2-Low	4	2-Low	4	Since this project occurs at a single isolated location, it is feasible to have both projects to be constructed at the same time with proper coordination.	Accept	A coordination clause is included in the project PS&E package. Review the construction schedule at the kick-off meeting in order to identify potential impacts.	Project Engineer	6/11/2019
4	Active	Threat	CON	Man-Made Buried Objects	Due to the possibility of discovering man-made buried objects during construction, the removal and disposal process may result in a delay in the schedule and increase in the project's cost.	It is possible to find man-made objects buried during excavation for Bridge footing.	2-Low	2-Low	4	2-Low	4	The PDT believes this is a low risk based on minimal excavation required for the project.	Accept	If this risk occurs, contingency funds will be used to cover the risk.	Construction Manager	6/11/2019
5	Active	Threat	ENV	Hazardous Waste - Asbestos Containing Material (ACM), Polycyclic Aromatic Hydrocarbon (PAH)	As a result of years of usage, the existence of Asbestos Containing Material (ACM) and Polycyclic Aromatic Hydrocarbon (PAH) may be discovered requiring removal, (possibly) onsite storage and disposal, which would lead to increased project costs and schedule delays.	Hazardous levels of ACM and PAH are present in some portions of the project. A Hazardous Waste Plan is required for worker safety.	2-Low	2-Low	4	2-Low	4	Hazardous materials will need special handling and permits for storage and disposal.	Mitigate	Estimate possible hazardous waste quantity during the PS&E Phase. Develop plans to handle its storage and disposal to minimize cost impact.	Project Engineer/Environmental Senior	6/11/2019
6	Active	Threat	ENV	Permits & Approvals	As a result of delay in securing proper permits and approvals, additional delays and concessions may occur, which would lead to increased project costs and schedule delays.	Local permits are required for a project of this nature.	2-Low	2-Low	4	2-Low	4	Permit reviews and final permits from some agencies can take longer than anticipated.	Mitigate	Identify various permit requirements during the PS&E Phase and initiate the permit process early.	Project Engineer/Environmental Senior	6/11/2019

LEVEL 2 RISK REGISTER	Route(s):		07-VEN-001	Project Description: Bridge Preservation on Route Pacific Coast Highway (VEN-1) at Ventura Overhead (Bridge No: 52-0040).			DIST-EA: 319600	Project Manager:		Ravi Ghate		Construction Capital Cost:		\$10,347,000	Total Capital Escalated Cost:		\$12,276,000	
	Post Mile(s):		21.54					Risk Manager		Gerald Richard		Right of Way Capital Cost:		\$1,929,000	Construction Durations:		250 Working Days	
Scope Summary: The project proposes to replace the steel span of the Ventura Overhead Bridge #52-0040 located on State Route 1 (SR-1) in the City of Ventura that spans over Union Pacific Railroad (UPRR) tracks and repair/retrofit bridge columns (Bent 3A, Bent 4A, and Bent 5). The bridge rails will also be upgraded to meet the requirements of the federal Coastal Zone Management Act of 1972. The project is expected to extend the lifespan of this bridge.																		
Risk Identification							Risk Assessment					Risk Response						
Risk No.	Status	Type	Category	Title	Risk Statement	Current Status/Assumptions	Probability	Cost Impact	Cost Score	Time Impact	Time Score	Rationale	Strategy	Response Actions	Risk Owner	Updated		
7	Active	Threat	ENV	Environmental Impact & Clearance	As a result of details uncovered by further environmental studies, a requirement for extensive mitigation measures may occur, which would lead to increased project costs and schedule delays.	The Categorical Exemption (CE) was completed for this project on 06/07/2019. Due to the Right-of-Way needs, additional environmental study may need to be re-evaluated.	2-Low	2-Low	4	2-Low	4	Identify all studies to be conducted early.	Mitigate	Conduct any additional studies necessary for environmental compliance during PS&E Phase.	Project Engineer/Environmental Senior	6/11/2019		
8	Active	Threat	ROW	Construction Staging Areas	As a result of the changes in construction staging around the bridge, lack of access to the State Park and work areas may occur, which would lead to changes and increased project costs and schedule delays.	The work area around the bridge has been identified adequately.	3-Moderate	4-Moderate	12	4-Moderate	12	Construction Staging around the bridge is critical for the project schedule and cost.	Mitigate	Identify and commence acquiring easement areas early in the PS&E Phase.	Right-of-Way Senior	6/11/2019		
9	Active	Threat	CON	Public Outreach	As a result of traffic detours, complaints from bike path and park users may need to be addressed, which may lead to changes in detours causing delays and increase project cost.	Necessary cost towards resolution has been provided in the cost estimate.	3-Moderate	4-Moderate	12	4-Moderate	12	Bridge closure to traffic is a major inconvenience to motorists and bicyclists.	Mitigate	Account for public outreach costs and minimize bridge closures.	Project Manager/Construction Manager	6/11/2019		
10	Active	Threat	DGN	Coordination with Union Pacific Railroad (UPRR)	As a result of changes in the project schedule due to requirements of Union Pacific Railroad, the construction schedule may need to be readjusted, which may lead to schedule delays and an increase in project cost.	The estimated construction duration assumed is feasible. Caltrans currently has a bridge easement with UPRR and will need a flagging agreement.	3-Moderate	8-High	24	8-High	24	Scheduling work at heavily traveled railroad may impact the construction duration assumed.	Accept	Initiate early coordination with Union Pacific Railroad to confirm construction duration and agreements.	Project Engineer/Railroad Coordinator	6/18/2019		
11	Active	Threat	ROW	Utility Relocation	If the relocation of the 400 ft. Avenue Cable TV is not done on time, the contractor may not be able to start construction work on time, which may lead to a schedule delay in the project.	Timely coordination with the Cable TV company will be required for this relocation to keep the project in schedule.	2-Low	2-Low	4	2-Low	4	There is a low probability of the risk impacting the schedule.	Accept	During the early PS& E phase, initiate coordination with the cable TV company about the relocation.	Right-of-Way Senior	6/11/2019		
12	Active	Threat	ROW	Permanent Access Easement	As a result of one parcel owned by a private property, Wood-Claeyssens Foundation, a condemnation process (in case of non-cooperation from the private property owner) to acquire the necessary legal right for the parcel may be needed, which may delay the project schedule.	PA&ED to R/W certification needs at least two years assuming Caltrans will be able to acquire the parcel within the time frame.	3-Moderate	4-Moderate	12	4-Moderate	12	The risk is moderate because the work around this risk is difficult.	Mitigate	Early and regular coordination with the private property owner, Wood- Claeyssens Foundation, and HQ will be required to keep the project on schedule.	Right-of-Way Senior	6/11/2019		

LEVEL 2 RISK REGISTER	Route(s):		07-VEN-001		Project Description: Bridge Preservation on Route Pacific Coast Highway (VEN-1) at Ventura Overhead (Bridge No: 52-0040).	DIST-EA: 319600	Project Manager:		Ravi Ghate		Construction Capital Cost:		\$10,347,000		Total Capital Escalated Cost:		\$12,276,000	
	Post Mile(s):		21.54				Risk Manager		Gerald Richard		Right of Way Capital Cost:		\$1,929,000		Construction Durations:		250 Working Days	
Scope Summary: The project proposes to replace the steel span of the Ventura Overhead Bridge #52-0040 located on State Route 1 (SR-1) in the City of Ventura that spans over Union Pacific Railroad (UPRR) tracks and repair/retrofit bridge columns (Bent 3A, Bent 4A, and Bent 5). The bridge rails will also be upgraded to meet the requirements of the federal Coastal Zone Management Act of 1972. The project is expected to extend the lifespan of this bridge.																		
Risk Identification						Risk Assessment					Risk Response							
Risk No.	Status	Type	Category	Title	Risk Statement	Current Status/Assumptions	Probability	Cost Impact	Cost Score	Time Impact	Time Score	Rationale	Strategy	Response Actions	Risk Owner	Updated		
14	Active	Threat	ENV	Costal Permits	As a result of the project falling within the State and Local coastal jurisdictions, coastal development permits are required, and a delay in application for and/ or receipt of permits or appeals may occur, which would lead to a delay in the project and possible changes to comply with permit conditions.	Due to the location of the project, a consolidated permit is anticipated.	3-Moderate	4-Moderate	12	4-Moderate	12	This is a moderate risk.	Accept	During the PS&E phase, conduct early coordination with California Coastal Commission (CCC) staff and Anywhere County Planning Department to ensure that permit conditions are reasonable and biddable.	Project Engineer/ Environmental Biologist	6/11/2019		
	Retired	Threat	CON	Broken Loose Materials	As no material would be allowed to fall on the Railroad Right-of-Way during the bridge span demolition, a proper containment system must be in place, which may increase the construction capital cost and delay the schedule.	Containment structure will be included in the project design during PS&E.	2-Low	2-Low	4	2-Low	4	N/A	Accept	N/A	Project Engineer/ Resident Engineer	6/11/2019		
	Retired	Threat	DGN	Geotechnical/ Structure Design	Due to insufficient information available to predict seismicity, proposed scope of structure work for the bridge span replacement may not be adequate/ sufficient, resulting in additional work and increase in project capital and support costs.	Geotechnical Investigation has been completed and the preliminary design is based of the geotechnical information.	4-High	8-High	32	8-High	32	N/A	Accept	N/A	Project Engineer	6/11/2019		
	Retired	Threat	DGN	Build Alternatives	Geotechnical Investigations will be performed during the follow up phase to determine the scope of the seismic retrofit. This investigation may determine whether the bridge will need to be replaced.	Geotechnical Investigation has been completed and the preliminary design is based of the geotechnical information.	4-High	8-High	32	8-High	32	N/A	Accept	N/A	Project Engineer	6/11/2019		

Attachment K

SHOPP Project Performance Output

District: 07

Tool ID: 16830

Project ID: 0716000025

Project Manager: Ravi Ghate, 7-5593

Res In PID WP: 07/01/15

EA: 31960

HQ PM Conc TYP: 05/21/15

HQ PM Conc PID: 05/21/15

Co-Rte-PM: VEN-001-21.54/21.54 (Primary Location)

View/Print PIR (Performance) Report

☒ Bridge

☐ Pavement

☐ Drainage

☐ Facilities

☐ Safety

☐ Mobility

☐ Roadside

☒ Streets

☐ Climate Change

☐ Sustainability /Climate Change Mitigation

☐ Advance

☐ Other

☐ Major Damage

☒ Green-house Gases

SHOPP Project - Accomplishment - Performance Measures - Benefits

Performance & Accomplishments (PRG)

	Activity Detail	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)	SF	27405.0		27405.0			super sructure rehab
2	Bridge Rail (201.112)	LF	1220.0	1220.0				bridge rail should be brought to std
3	Complete Streets Not Applicable (1) - CSC	1						Not suitable due to scope
4	Quantitative - Proposed Mitigated	MTCO2e	62.0					
5	Quantitative - Unmitigated	MTCO2e	62.0					bridge preventive maintenance

ATTACHMENT - B

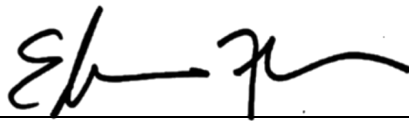
Supplemental Project Report

Supplemental Project Report (Bridge Replacement) For Documentation

On Route Pacific Coast Highway (VEN-1)

At Ventura Overhead (Bridge No: 52-0040)

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:



EDWARD FRANCIS, District Deputy Director, Right of Way

APPROVAL RECOMMENDED:



DAN TRAN, Project Manager

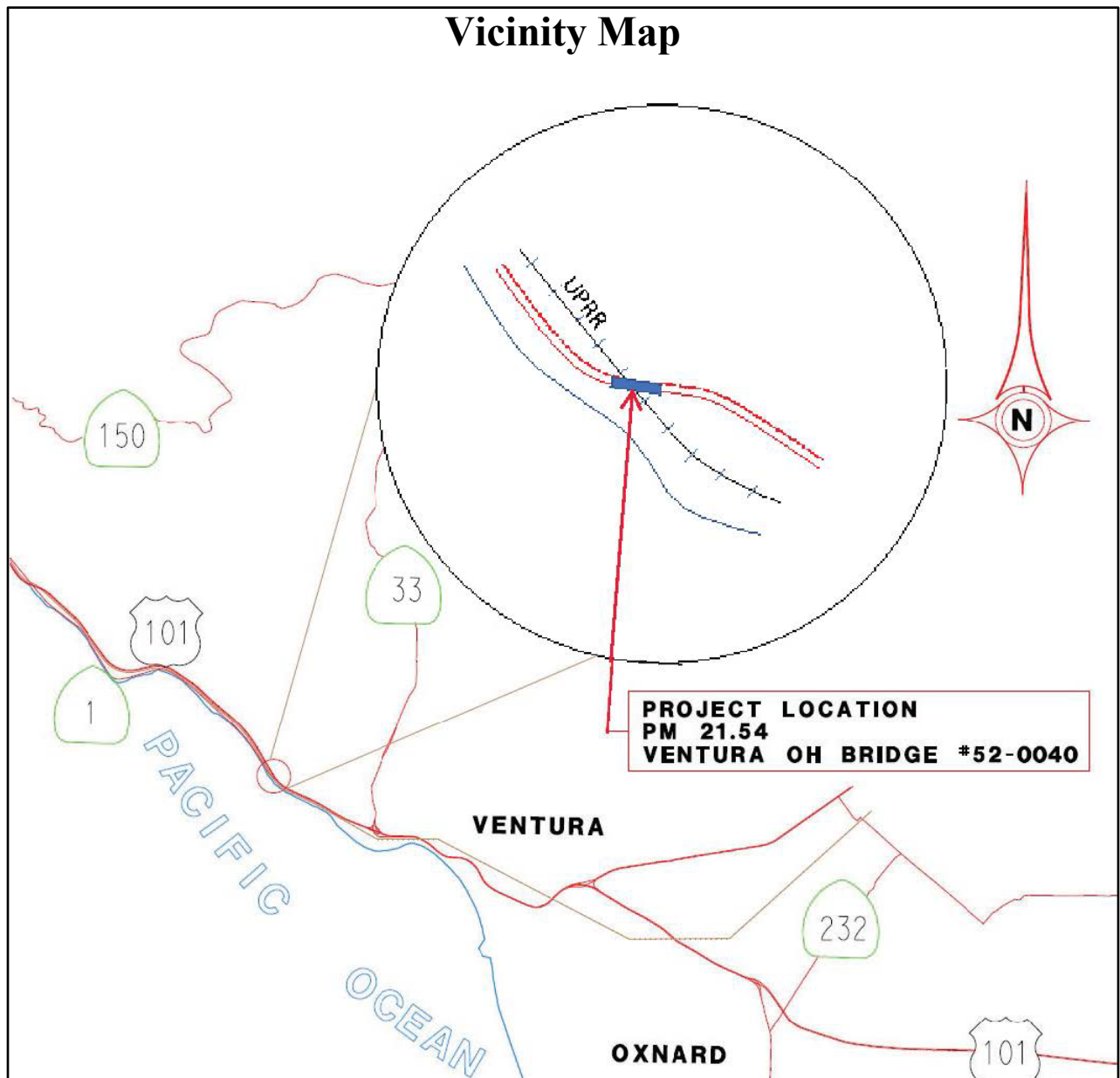
PROJECT APPROVED:



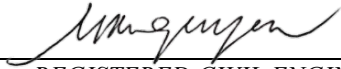
JERREL KAM, Deputy District Director, Design

11/5/2021

Date



This Supplemental 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.



REGISTERED CIVIL ENGINEER

11/05/2021

DATE



This Supplemental Project Report (SPR) documents the proposal of revising the approved scope of the project from replacing the existing bridge deck and structural corroded steel span members, upgrading bridge railing, and retrofitting the bridge concrete columns to replacing the entire existing Ventura Overhead Bridge #52-0040 over the Union Pacific Railroad (UPRR) track on State Route 1 in the City of Ventura.

A special bridge inspection was conducted in May 2016 which identified substantial section loss at the top and bottom flanges of several steel beams spanning over the railroad tracks. In June 2021, Geotech and Structural Design re-evaluated the earthquake loading demand that was roughly 40% higher than what was estimated during the Advanced Plan Study stage. Furthermore, due to the age of the bridge being approximately 87 years and all additional work items, the bridge Life-Cycle Cost Analysis was performed and revealed that replacing the complete bridge (instead of retrofitting) would be more cost-effective. The total life-cycle savings for the bridge replacement option shows a saving of \$350,000.

The additional benefits for the bridge replacement include a new, cleaner substructure with fewer columns and improved aesthetics since this bridge is near the State beaches.

All information remains the same as in the attached approved Project Report except Environmental requirements and demands from multiple State and Federal Resource Agencies' stringent permits requirements are being confirmed as the design progresses.

A full Supplemental Project Report will be forthcoming for project approval.

HQ Milestones	Delivery Date
PA&ED	6/26/2019 Actual
Updated PA&ED	6/02/2022 Target
Project PS&E	1/18/2023 Target
Right of Way Certification	1/23/2023 Target
Ready to List	2/01/2023 Target
Approve Contract	9/21/2023 Target
Contract Acceptance	9/25/2025 Target
End Project	3/25/2027 Target

Fund Source	Fiscal Year Estimate								Current Estimate (Escalated)
20.XX.201.110	Prior	18/19	19/20	20/21	21/22	22/23	23/24	Programmed Total	Total
Component	In thousands of dollars (\$1,000)								
PA&ED Support	1,200							1,200	1,200
PS&E Support		2,500						2,500	2,500
Right-of-Way Support		540						540	635
Construction Support						5,247		5,247	5,247
Right-of-Way						4,378		4,378	4,378
Construction						28,096		28,096	28,096
Total	1,200	3,040				37,721		41,961	42,056

ATTACHMENT

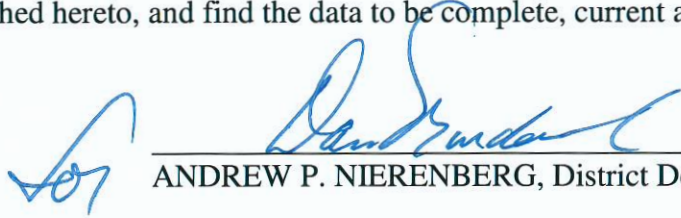
A. Approved Project Report – Cover Sheet

Project Report

On Route Pacific Coast Highway (VEN-1)

At Ventura Overhead (Bridge No: 52-0040)

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:



ANDREW P. NIERENBERG, District Deputy Director, Right of Way

APPROVAL RECOMMENDED:



RAVI GHATE, Project Manager

PROJECT APPROVED:



for JOHN BULINSKI, District Director



Date

ATTACHMENT - C

CEQA/NEPA CE Determination



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): Ventura Overhead Bridge Replacement Project

DIST-CO-RTE: 07-VEN-01

PM/PM: 21.3/21.9 **CE#:** 201810003

EA: 31960

EFIS: 0716000025 **Federal-Aid Project Number:**

N/A

Project Description

The California Department of Transportation proposes a bridge replacement project on State Route 1 from post-mile (PM) 21.3 to 21.9 in Ventura County. The proposed project will replace the entirety of Bridge #52-0040 on PM 21.54 and widen the cross-section of the bridge deck to incorporate a Class 1 bicycle and pedestrian shared-use path (on the ocean side of the bridge) adjacent to the southbound travel lanes. The shared-use path will be separated from the roadway through a concrete barrier, which will be constructed between PM 21.3 (near the US-101 and SR-1 ramp interchange) to 21.9 (State Beach Access Rd intersection). A pedestrian hybrid beacon (PHB) signalized crossing will be incorporated at the entrance of State Beach Access Rd for bicyclists to safely transition to the next part of their journey at PM 21.9. Ample crosswalk signs will be posted to ensure drivers are aware of bicyclists and pedestrians crossing at this location. The aesthetics (fencing, barriers, etc.) of the Class 1 bicycle and pedestrian shared-use path will be comparable to the existing shared-use path between Mussel Shoals and the Ventura and Santa Barbara County Line (north of the project). State Beach Access Rd entrance will also be widened approximately ten feet inward through grading and placement of retaining walls. There are no right-of-way acquisitions required, but permanent and temporary construction easements (TCE) from the Wood-Claeysens Foundation, California Department of Parks and Recreation (State Parks) and Union Pacific Railroad (UPRR) will be required. Utility relocations are also anticipated, and more information will be available as the project progresses.

Caltrans CEQA Determination (Check one)

☐ **Not Applicable** – Caltrans is not the CEQA Lead Agency

☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

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

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)

☒ **Categorically Exempt. Class 2.** (PRC 21084; 14 CCR 15300 et seq.)

☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.

☒ **Covered by the Common Sense Exemption.** 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].)

Senior Environmental Planner or Environmental Branch Chief

Christopher Laurel

Print Name

Signature

06/20/2023

Date

Project Manager

Dan Tran

Print Name

Signature

For Dan Tran

06/20/2023

Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans 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). See [SER Chapter 30](#) for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans 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)(Enter activity number)**

☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans 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 May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Christopher Laurel

Print Name

Christopher Laurel

Signature

06/20/2023

Date

Project Manager/ DLA Engineer

Dan Tran

Print Name

[Signature]

Signature

For Dan Tran

06/20/2023

Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A

Date of Environmental Commitment Record or equivalent: 06/15/2023

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

General

- The Division of Environmental Planning will be provided 95% and 100% PS&E Package for review and comments.
- The Division of Environmental Planning should be informed of any changes to the proposed scope of the project. Such changes may require a revalidation to assess whether current environmental documentation is adequate.

Cultural Resources

- If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find.

Section 4(f)

- Affected parcels will be returned to its former state, or better, in coordination with Department of Parks and Recreation.
- Public access to Emma Woods State Beach North Beach Campground will be restored to its original state after construction completion.
- The proposed project will use native plants endemic to the coastal zone to retain the natural setting and preserve the landscape aesthetics.
- Impacts to vegetation will be minimized through habitat abatement measures and tree replacement. Caltrans is currently exploring options to adequately address vegetation impacts and replacement.
- Caltrans will apply aesthetic treatment to bridges, retaining walls, railing barriers, fences, etc. as appropriate to enhance visual experience to travelers.
- Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly.

Visual

- Aesthetic treatment should be considered for the bridge structure (Figure 4 and 5 of Visual Impact Assessment (VIA), 2023)
- Color staining, clad texture, or light sandblasting should be considered to reinvigorate concrete (Figure 4, 5, 6 of VIA, 2023)
- Only native vegetation should be used to replace vegetation within the project vicinity (Figure 7 of VIA, 2023).

Air Quality

- The project must comply with the Ventura County Air Pollution Control District (VCAPD) Fugitive Dust Implementation Rule 55 to minimize temporary emissions during construction of the project as applicable and appropriate.
- In order to accommodate air quality requirements from the VCAPCD, the AQB will coordinate with HQ for approval of a nonstandard special provision (NSSP) 14-9.05 to mandate contractors to comply with all applicable rules and be responsible for fees and payments as required.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- Senate Bill 1 Section 2030(e) directs Caltrans “To the extent deemed cost effective, and where feasible, in the context of both the project scope and the risk level for the asset due to global climate change to better adapt the asset to withstand the negative effects of climate change and make the asset more resilient to impacts such as fires, floods, and sea level rise.” In response, Caltrans Division of Environmental Analysis, Office of Environmental Management, developed a GHG Reduction Measures Toolbox (<https://env.onramp.dot.ca.gov/downloads/env/managedfiles/caltrans-ghgreduction-measures-jun-2021-a11y.pdf>) for use in project development. It is recommended that the PDT review, evaluate, and consider project measures in Tables 1 and 3 of the Toolbox and that the project commit to include all feasible and relevant measures identified from the Tables. If any measures are proposed outside the Tables in the Toolbox, the PDT shall ensure that those measures are biddable, buildable, and can be successfully implemented. All identified reduction measures shall be carried forward in the ECR.
- VCAPCD Rule 74.2 (Architectural Coating) limits the amount of VOC emissions from paving, asphalt, concrete curing, and cement coatings operations. Construction of the proposed project shall comply with all applicable APCD Rules.
- Objectionable odors should also be minimized by conducting certain construction activities in areas at least 500 feet from the sensitive receptors as feasible.

Hazardous Waste

- An asbestos survey during PS&E will be required for the project. It is also recommended that concrete and/or gunite samples be analyzed for Polyaromatic Hydrocarbons (PAHs) due to soot from locomotives. Asbestos fibers may be present in soils beneath and adjacent to areas with cement based gunite and should be sampled during soil site investigations. Upon request by the Project Engineer during the PS&E phase, Office of Environmental Engineering (OEE) will execute a task order for an asbestos survey. Please allow four months in the project schedule to complete the asbestos survey and report. OEE will issue the appropriate Non-Standard Special Provisions following the survey.
- Lead based paint (LBP) may be present on the Bridge Railings. An LBP survey during PS&E will be required. The LBP Survey will be conducted in conjunction with the ACCM survey. Upon request by the Project Engineer during the PS&E phase, OEE will execute a task order for an LBP survey. Please allow four months in the project schedule to complete the survey and report. OEE will issue the appropriate Non-Standard Special Provisions following the survey.
- Bridges are considered regulated structures by the USEPA and require compliance with National Emission Standards for Hazardous Air Pollutants (NESHAP) including notification to the delegated air district. The delegated air district for this project is the Ventura County Air Pollution Control District (VCAPCD). NESHAP notification requires accompanying ACCM and LBP Surveys, along with abatement/management/disposal plans for structures containing ACCM and/or LBP.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- OEE will need to be provided the Right of way maps, along with scope details to conduct adequate site investigations of the parcels.
- The Union Pacific Railroad Property is considered a high-risk property for contamination in soils due to the historic railroad operations. Operations with potential for contamination include:
 - • Railroad ties, usually treated with chemicals such as creosote
 - • Coal ash and cinder containing lead and arsenic
 - • Spilled or leaked liquids such as petroleum hydrocarbons, cleaning solvents, PCBs etc.
 - • Herbicides
 - • Fossil fuel combustion products (PAHs)
 - • Metals (from treated wood, combustion, and herbicides)
 - • Asbestos (brake pads)

The other properties due to the proximity to the railroads and local and state roadways have the potential for contamination from the railroad operations and aerially deposited lead. Site Investigations of soils and groundwater are required to determine if contamination is present on the easement properties and delineate the extent contamination in construction areas. Design, OEE, and Right of Way will need to coordinate to obtain access agreements to conduct Site Investigations. Obtaining access agreements can take up to six months to an average of one year depending if court action is required. After obtaining access agreements Site Investigations can take up to four months to complete, Site Investigations on the Railroad property may take additional time due to potential conflicts with railway operations.

- Site Investigation of exposed soils for ADL will be required during PS&E. Upon request by the Project Engineer during the PS&E phase, OEE will execute a task order for an ADL Site Investigation. Please allow four months in the project schedule to complete the survey and report. OEE will issue the appropriate Provisions following the Investigation.
- A Lead Compliance Plan (LCP) will be required to protect workers from exposure to lead while handling soils.
- Yellow thermoplastic and yellow painted stripes and pavement markings may contain lead and chromium at hazardous waste levels. The residue generated from removal of the traffic stripe and pavement marking is classified as non-RCRA (California) hazardous waste and requires proper collection, storage, transportation, and disposal. Management of hazardous waste residue exposes workers to the hazards from lead and requires the contractor to prepare a Lead Compliance Plan that is signed and sealed by a Certified Industrial Hygienist. The Contractor is required to submit a workplan for management, testing, transport and disposal of the hazardous waste residue under a uniform hazardous waste manifest. During the PS&E phase OEE will prepare the appropriate Standard Special Provision for the handling of yellow thermoplastic and painted stripes.
- White, non-yellow, and new, low lead yellow thermoplastic and painted traffic stripe and pavement marking contain lead at a concentration that is not hazardous. Yellow thermoplastic traffic stripe and pavement markings applied



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

after 2006 and yellow traffic paint applied after 1997 contain lead at concentrations that are non-hazardous. OEE must be provided with “as built” plans showing removal and replacement or records to verify application of low lead yellow thermoplastic, yellow traffic paint, and pavement marking. If replacement with low lead thermoplastic and paint cannot be verified, these materials will be considered hazardous.

- The contractor will be required to develop a project-specific LCP and provide Lead Awareness Training to ensure compliance with requirements established by Cal/OSHA for protection of workers from exposure to lead hazards. The LCP is required for removal of all traffic stripe and pavement marking.
- Given the proximity to the Coast groundwater at the construction location is likely shallow and the project may require construction dewatering. OEE will require sampling and testing of groundwater to evaluate the water quality and options for management and disposal of impacted groundwater resulting from construction dewatering. Note from recent experience with projects in Ventura County that disposal of water from construction dewatering at a treatment facility has increased significantly. Upon request by the Project Engineer during the PS&E phase, OEE will execute a task order for a groundwater site investigation either on Caltrans Right of Way or as part Parcel Site Investigations. Please allow four months in the project schedule to complete the investigation and report.

Biological Resources

- Impacts to Monterey cypress trees shall be avoided as feasible. Environmentally Sensitive Areas (ESA) fencing will be placed around trees that are outside of the impact area so that further impacts do not occur. An environmental sensitive area (ESA) shall consist of an area within and near the limits of construction where access is prohibited or limited for the preservation of archeological site or existing vegetation, or protection of biological habitat as shown on the plans.
- Should there be a need to remove Monterey cypress trees, then Caltrans shall replace any tree that are impacted at a 2-1 ratio on-site. A potential avenue for mitigation would be to plant more Monterey cypress, thus create suitable roosting habitats for monarch butterfly.
- Caltrans will conduct pre-construction surveys to monitor evidence of California legless lizard presence. If California legless lizard is found adjacent to construction, consultation with CDFW would be initiated. Surveys shall be conducted at most two weeks prior to clearing and grubbing of vegetation.
- Caltrans will conduct pre-construction surveys to monitor evidence of coastal California gnatcatcher presence. If coastal California gnatcatcher is found adjacent to construction, consultation with USFWS would be initiated.
- Caltrans will conduct pre-construction surveys within the spring (May to June) prior to construction, to confirm the presence/absence of Crotch bumble bee nests.
- If a Crotch bumble bee nest is identified in the Biological Survey Area (BSA), efforts would be taken to avoid the nest, and an appropriate buffer would be installed as determined by a qualified biologist. Surveys shall be conducted at



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

most two weeks prior to the clearing and grubbing of vegetation. As it is a candidate for listing, Caltrans will consult with CDFW if the species is found.

- During construction, the construction contractor shall inspect and clean construction equipment at the beginning and end of each day and prior to transporting equipment from one project location to another.
- During construction, the contractor shall ensure that all active portions of the construction site are watered at a minimum of twice daily or more often when needed due to dry or windy conditions to prevent excess amounts of dust.
- During construction, the contractor shall ensure that all material stockpiled is sufficiently watered or covered to prevent excess amounts of dust.
- During construction, soil/gravel/rock will be obtained from weed-free sources.
- Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control.
- After construction, affected areas adjacent to native vegetation will be revegetated with plant species approved by the District Biologist that are native to the vicinity.
- After construction, all revegetated areas will avoid the use of species listed on Cal-IPC's California Invasive Plant Inventory.
- Erosion control and revegetation sites will be monitored for 2 to 3 years after construction to detect and control the introduction/invasion of nonnative species.
- Eradication procedures (e.g., spraying and/or hand weeding) will be outlined should an infestation occur; the use of herbicides will be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the District Biologist and Landscape Architect.
- Invasive species such as iceplant (*Carpobrotus edulis*) and Russian thistle (*Salsola australis*) will be removed from sight and be replaced with native vegetation.
- The removal and/or disturbance of trees or suitable roosting shrubbery would be minimized to the greatest extent possible.
- Wherever possible, vegetation would be trimmed and/or removed outside of core nesting period (February 1st - September 1st).
- If avoidance of these activities during this period is not possible, pre-construction surveys by a qualified biologist would be conducted to identify any existing nests or breeding birds within the area scheduled for construction. The survey should be completed no more than 48 hours prior to the start of project activities. Additional surveys would be conducted if more than 72 hours pass between preconstruction nesting bird surveys and the start of construction.
- If breeding/nesting birds are located within 150 ft. of the limits of disturbance, a buffer shall be flagged around the nest and ESA signs posted. Any work within 150 ft. of the flagged area would require a biologist to monitor the birds and ensure that the construction activities do not negatively impact the birds.
- If the biologist identifies signs of stress, the biologist will inform the Engineer that activities within the immediate area cannot resume until the birds resume their normal behavior or until the nest has been determined to be no longer active.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

- Should breeding/nesting of raptors be located within the area scheduled for construction, the buffer shall be extended to 500 ft. as raptors are more sensitive to disturbance.
- Prior to project construction, a Caltrans biologist shall conduct bat surveys within and immediately adjacent to the project impact areas to identify the presence of bats and/or bat pups. If bat pups are confirmed, work shall be delayed until the bat pups are able to fly and forage.
- All applicable Construction Best Management Practices for water quality shall be implemented to minimize project affects to jurisdictional drainages. All Federal and State litter laws shall be followed by the contractors.
- All applicable construction Best Management Practices (BMPs) for water quality shall be implemented to minimize affects to the Pacific Ocean.
- Do not work in flowing water.
- Temporary construction staging areas and access roads shall be strategically placed to avoid and/or minimize impacts to all jurisdictional features to the extent feasible and are expected to be enhanced to pre-project conditions.
- Any heavy equipment used in the project area will be removed at the end of each workday. All heavy equipment will be checked for oil leaks, gas, hydraulic fluid and any other pollutant which could impact water quality and instream habitat each workday prior to being deployed into the project area. Drip pans should be installed on all equipment working in the project area to control leaks and for the purpose of avoiding water quality impacts to surface waters.
- Typical sediment control devices include siltation curtains, sandbags, hay bales, filter fabrics, and fiber rolls. Caltrans and CDFW manuals provide instruction and appropriate methodologies for deployment of sediment control devices.
- Fiber rolls and/or terraced slopes will be installed to prevent erosion due to the temporary loss of vegetation at the State Beach Access Road widening location limits.
- Boulders removed from digging and grubbing shall be strategically placed along the top of slope to help with soil stabilization.
- Vehicle equipment and construction equipment shall be staged in existing disturbed lots and not on sensitive coastal habitat.
- Temporary impacts to coastal scrub brush will be replaced at 1-1 ratio.
- The entire slope adjacent to Emma Wood State Beach Road will be replanted (hydroseed) with species presently occurring. Species in the planting mix will include deerweed (*Acmispon glaber*) Menzies' golden bush (*Isocoma menziesii*), California Brittlebush (*Encelia californica*), ashyleaf buckwheat (*Eriogonum cinereum*), and coastal saltbush (*Atriplex lentiformis*). Lemonade berry (*Rhus integrifolia*) will be strategically planted using container plants, and installed at 1 every 100 feet to allow optimal grow space.
- All permanent impacts to coastal sage scrub will be replaced at 2-1 ratio.

ATTACHMENT - D

HAZARDOUS WASTE ASSESSMENT

Memorandum

*Making Conservation
a California Way of Life.*

To: SUSAN TSE
Senior Environmental Planner

Date: October 6, 2021
File: 07-VEN-1-PM 21.54

Attn: Lillian Cai – DEP
Dan Tran – PPM
Orlance Lee – Office of Design Branch C
Mike Nguyen – Office of Design Branch C

EA: 07-319600

EFIS: 1847- 0716000025

From: HENRY JONES, P.G. 
Senior Engineering Geologist
Hazardous Waste Branch, North Region
Office of Environmental Engineering (OEE)

**Subject: HAZARDOUS WASTE ASSESSMENT FOR SUPPLEMENTAL PROJECT REPORT BRIDGE
#52-0040**

On May 04, 2021, OEE received a Request Updated Environmental Documents for Supplemental Project Report for the above referenced project. The PDT team has changed the scope of work from retrofitting the bridge #52-0040 to replacing the complete bridge on the same alignment. The bridge is over the UPRR tracks, located at PM 21.52 on VEN-001 in City of Ventura. The new scope includes demolition of the existing bridge, construction of new approaches and bridge, Class 4 Bike Lanes on the bridge (added to the project 9/28/2021 following Coastal Commission Comments), additional excavations, clearing and grubbing of vegetation. Additional temporary construction and permanent easements have been added to the project.

OEE has reviewed the provided plans and project needs. OEE's revised assessment is provided below:

Bridge #52-0040 – Site Background and Bridge Details

OEE has reviewed historical aerial photography for the following years, 1947, 1967, 1980, 1994, 2005, 2009, 2010, 2012, 2014, 2016, and 2018. In the 1947 and 1967 the Bridge, railroad, state beach access roads are in their current alignment, properties surrounding the bridge are otherwise undeveloped, and a dirt road is visible to the north of the bridge and railroads running along the current alignment of the modern 101 freeway. In the 1980 aerial photograph the Ven-101 has been constructed along its current alignment. In 2005 photograph the 101 freeway was been expanded and no significant changes are noted in the 2009, 2010, 2012, 2014, 2016, and 2018 photographs.

OEE has reviewed historical topographic maps for the following years, 1904, 1910, 1918, 1921, 1938, 1946, 1952, 1955, 1961, 1964, 1966, 1968, 1972, 2012, 2015, and 2018. The topographic maps from 1904 to 1938 show a railroad line labeled Santa Barbara Line in the 1904 map, with

a roadway running parallel to the north of the railroad and a road crossing tracks at approximately the current bridge location. The 1952 to 1972 topographic maps show an upgraded route 101 running through the current VEN-1 alignment. The 2012 to 2018 topographic maps show the roadways in their modern configurations.

Based on a 2016 email from Sr. Bridge Engineer, Mr. Tony Brake, the bridge was constructed in 1934. The bridge spans a Union Pacific Railroad Company (UPRR) track. The bridge steel superstructure members are covered with a 2-inch-thick layer of cement based gunite. That gunite material on the girders serves as a means of fire protection and likely contains asbestos fibers as asbestos was used extensively in fire retardant materials up until the 1970s.

Observing the Bridge Railings from google street view (March 2021) it appears the railing may be painted. Paint systems on bridges may contain lead-based paints. OEE will need to verify if a paint system has been historically applied to the bridge railing.

Asbestos Containing Construction Material (ACCM)

Asbestos Containing Construction Material (ACCM) is likely present on Bridge #52-0040 in the cement based gunite and potentially present in shims, concrete, piping, and drains. An asbestos survey during PS&E will be required for the project. It is also recommended that concrete and/or gunite samples be analyzed for Polyaromatic Hydrocarbons (PAHs) due to soot from locomotives. Asbestos fibers may be present in soils beneath and adjacent to areas with cement based gunite and should be samples during soil site investigations.

Upon request by the Project Engineer during the PS&E phase, OEE will execute a task order for an asbestos survey. Please allow four months in the project schedule to complete the asbestos survey and report. OEE will issue the appropriate Non-Standard Special Provisions following the survey.

Lead Based Paint (LBP)

Lead based paint may be present on the Bridge Railings. An LBP survey during PS&E will be required. The LBP Survey will be conducted in conjunction with the ACCM survey.

Upon request by the Project Engineer during the PS&E phase, OEE will execute a task order for an LBP survey. Please allow four months in the project schedule to complete the survey and report. OEE will issue the appropriate Non-Standard Special Provisions following the survey.

NESHAP notification

Bridges are considered regulated structures by the USEPA and require compliance with National Emission Standards for Hazardous Air Pollutants (NESHAP) including notification to the delegated air district. The delegated air district for this project is the Ventura County Air Pollution Control District (VCAPCD).

NESHAP notification requires accompanying ACCM and LBP Surveys, along with abatement/management/disposal plans for structures containing ACCM and/or LBP.

Easements

Temporary Construction Easements, Highway Easements from UPRR, and Permanent access easements from State Parks and the Woods-Claeysens Foundation will be required for construction and future maintenance of the bridge. Currently, right of way maps showing exact ownership of TCE parcels is pending. OEE will need to be provided the Right of way maps, along with scope details to conduct adequate site investigations of the parcels.

The Union Pacific Railroad Property is considered a high-risk property for contamination in soils due to the historic railroad operations. Operations with potential for contamination include:

- Railroad ties, usually treated with chemicals such as creosote
- Coal ash and cinder containing lead and arsenic
- Spilled or leaked liquids such as petroleum hydrocarbons, cleaning solvents, PCBs etc.
- Herbicides
- Fossil fuel combustion products (PAHs)
- Metals (from treated wood, combustion, and herbicides)
- Asbestos (brake pads)

The other properties due to the proximity to the railroads and local and state roadways have the potential for contamination from the railroad operations and aerially deposited lead.

Site Investigations of soils and groundwater are required to determine if contamination is present on the easement properties and delineate the extent contamination in construction areas. Design, OEE, and Right of Way will need to coordinate to obtain access agreements to conduct Site Investigations. Obtaining access agreements can take up to six months to an average of one year depending if court action is required. After obtaining access agreements Site Investigations can take up to four months to complete, Site Investigations on the Railroad property may take additional time due to potential conflicts with railway operations.

Aerially Deposited Lead

Exposed soils along roadways may be impacted by Aerially Deposited Lead (ADL) due to historic use of lead compounds in gasoline. ADL impacts in soils are generally present up to 30 feet from the edge of the paved road and to depths of two feet below ground surface (ft-bgs), sometime extending to five ft-bgs. Caltrans has specific requirements and agreements with the Department of Toxic Controlled Substances (DTSC) on how it assesses, manages, and dispose of ADL impacted soils.

A review of site investigations in the project corridor identified a site investigation at VEN-01 21.54, Task Order No. 07-149801-01, prepared by Geocon Consultants Inc. dated March 1, 1995, as part of a seismic Bridge retrofit. With the current work from home order OEE has been unable to confirm this task order was prepared for Bridge #52-0040 and the exact sample locations, however the data from this investigation can be used for general planning purposes.

Soil Samples from Surface to 2 feet below ground surface appear to be impacted with regulated concretions of lead (type Z-2 for disposal). Give the age of the previous site investigation, and difference in scope of work for a bridge replacement, a Site Investigation of exposed soils for ADL will be required during PS&E.

For cost estimating purposes assume the top 2 feet of material is Type Z-2 soil for disposal.

Upon request by the Project Engineer during the PS&E phase, OEE will execute a task order for an ADL Site Investigation. Please allow four months in the project schedule to complete the survey and report. OEE will issue the appropriate Provisions following the Investigation.

A Lead Compliance Plan (LCP) will be required to protect workers from exposure to lead while handling soils. Please refer to the latest Contract Cost Database (<http://sv08doweb1/contractcost/>) for the funds that need to be allocated for the lump sum cost of the Contractor's LCP. During PS&E and after the SI has been completed, the appropriate Special Provision will be provided for your PS&E package.

Thermoplastic and Painted Stripes and Pavement Marking

The project will include removal of thermoplastic, painted stripes, and pavement markings. Currently the method of removal is unspecified. OEE will review as-builts to determine if hazardous yellow thermoplastic and Yellow Painted Stripes have been removed and replaced in prior projects.

Yellow thermoplastic and Yellow Painted Stripes and Pavement Markings

Yellow thermoplastic and yellow painted stripes and pavement markings may contain lead and chromium at hazardous waste levels. The residue generated from removal of the traffic stripe and pavement marking is classified as non-RCRA (California) hazardous waste and requires proper collection, storage, transportation, and disposal. Management of hazardous waste residue exposes workers to the hazards from lead and requires the contractor to prepare a Lead Compliance Plan that is signed and sealed by a Certified Industrial Hygienist. The Contractor is required to submit a workplan for management, testing, transport and disposal of the hazardous waste residue under a uniform hazardous waste manifest.

During the PS&E phase OEE will prepare the appropriate Standard Special Provision for the handling of yellow thermoplastic and painted stripes.

White, Non-yellow, and Low Lead Yellow Thermoplastic and Painted Stripes and Traffic Markings

White, non-yellow, and new, low lead yellow thermoplastic and painted traffic stripe and pavement marking contain lead at a concentration that is not hazardous. Yellow thermoplastic traffic stripe and pavement markings applied after 2006 and yellow traffic paint applied after 1997 contain lead at concentrations that are non-hazardous. OEE must be provided with "as built" plans showing removal and replacement or records to verify application of low lead yellow

thermoplastic, yellow traffic paint, and pavement marking. If replacement with low lead thermoplastic and paint cannot be verified, these materials will be considered hazardous.

Lead Compliance Plan for Traffic Stripe Removal

The contractor will be required to develop a project-specific LCP and provide Lead Awareness Training to ensure compliance with requirements established by Cal/OSHA for protection of workers from exposure to lead hazards. The LCP is required for removal of all traffic stripe and pavement marking. Please allocate appropriate funds for preparation of the LCP for removal of all traffic stripe. For the engineer's cost estimate for an LCP please refer to the latest Contract Cost Database (<http://sv08web/contractcost/index.php>).

Groundwater

Given the proximity to the Coast groundwater at the construction location is likely shallow and the project may require construction dewatering. OEE will require sampling and testing of groundwater to evaluate the water quality and options for management and disposal of impacted groundwater resulting from construction dewatering. Note from recent experience with projects in Ventura County that disposal of water from construction dewatering at a treatment facility has increased significantly.

Upon request by the Project Engineer during the PS&E phase, OEE will execute a task order for a groundwater site investigation either on Caltrans Right of Way or as part Parcel Site Investigations. Please allow four months in the project schedule to complete the investigation and report.

Hazardous Waste Sites in the Project Vicinity

OEE has reviewed the State Water Resources Control Board, the Department of Toxic Substances Control Board, and the Department of Conservation environmental databases, Geotracker, Envirostor, and Well Finder respectively. No Hazardous waste or abandoned oil or gas wells were identified within 2500 feet of the construction footprint.

Resource Needs

WBS 235.10 = 800 hrs (200 for staff PS&E Support, SI, and 600 (PYE for SIs))
WBS 255.05 = 120 hrs (Final PS&E package Quality Review, permit applications, and support)
WBS 270.66 = 80 hrs (Construction support)
WBS 280.10 = 32 hrs (ECR/CEC project closeout, reporting to regulatory agencies)

Questions and Contacts

This Hazardous Waste Assessment is applicable to the scope of work described above. Any change in the scope of work will require a Hazardous Waste Re-Assessment. If you have any question or need additional information, please contact me at 213-269-1118, Henry.Jones@dot.ca.gov or contact my staff Michael Cronin at 213-266-6974, Michael.Cronin@dot.ca.gov.

ATTACHMENT - E

Cost Estimate



District EA: 07-319601

State of California
Department of Transportation
Proposal Preliminary Estimate of Cost

01/26/2024

Page 1 of 10

Project ID: 0716000025

CITY OF VENTURA, AT VENTURA OVERHEAD NO. 52-0040

DIST-CO-RTE-PM:
07 - Ven-1-21.5

SUPERSTRUCTURE REPLACEMENT

Advertisement Date:
Not Scheduled

FEDERAL AID NUMBER(S):

Bid Opening Date:
Not Scheduled

Bid Item List

Combined Estimate

No.	Item Code	Item Description	Unit	Quantity	Price	Amount
1	070030	LEAD COMPLIANCE PLAN	LS	LUMP SUM	\$10,000.00	\$10,000.00
2	090100	TIME-RELATED OVERHEAD (WDAY)	WDAY	550.0	\$3,300.00	\$1,815,000.00
3	090205	DISPUTE RESOLUTION BOARD ON-SITE MEETING	EA	7.0	\$6,000.00	\$42,000.00
4	090210	HOURLY OFF-SITE DISPUTE-RESOLUTION-BOARD-RELATED TASKS	HR	140.0	\$200.00	\$28,000.00
5	100100	DEVELOP WATER SUPPLY	LS	LUMP SUM	\$20,000.00	\$20,000.00
6	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	\$25,000.00	\$25,000.00
7	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	\$140,000.00	\$140,000.00
8	120120	TYPE III BARRICADE	EA	55.0	\$150.00	\$8,250.00
9	120165	CHANNELIZER (SURFACE MOUNTED)	EA	240.0	\$30.00	\$7,200.00
10	120204	PORTABLE RADAR SPEED FEEDBACK SIGN SYSTEM DAY	EA	2.0	\$13,000.00	\$26,000.00
11	120320	TEMPORARY BARRIER SYSTEM	LF	5,180.0	\$65.00	\$336,700.00
12	129100	TEMPORARY CRASH CUSHION MODULE	EA	28.0	\$350.00	\$9,800.00
13	129150	TEMPORARY TRAFFIC SCREEN	LF	1,070.0	\$10.00	\$10,700.00
14	129152	TEMPORARY RADAR SPEED FEEDBACK SIGN SYSTEM	EA	2.0	\$12,500.00	\$25,000.00
15	130100	JOB SITE MANAGEMENT	LS	LUMP SUM	\$55,000.00	\$55,000.00

No.	Item Code	Item Description	Unit	Quantity	Price	Amount
16	130201	WATER POLLUTION CONTROL PROGRAM	LS	LUMP SUM	\$12,000.00	\$12,000.00
17	130510	TEMPORARY MULCH	SQYD	2,300.0	\$5.00	\$11,500.00
18	130640	TEMPORARY FIBER ROLL	LF	3,020.0	\$2.50	\$7,550.00
19	130650	TEMPORARY GRAVEL BAG BERM	LF	1,000.0	\$1.50	\$1,500.00
20	130730	STREET SWEEPING	LS	LUMP SUM	\$10,000.00	\$10,000.00
21	130900	TEMPORARY CONCRETE WASHOUT	LS	LUMP SUM	\$30,000.00	\$30,000.00
22	140003	B ASBESTOS COMPLIANCE PLAN	LS	LUMP SUM	\$8,000.00	\$8,000.00
23	141103	REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE (HAZARDOUS WASTE)	LF	4,940.0	\$2.50	\$12,350.00
24	141120	TREATED WOOD WASTE	LB	13,600.0	\$1.40	\$19,040.00
25	160110	TEMPORARY HIGH-VISIBILITY FENCE	LF	2,500.0	\$10.00	\$25,000.00
26	037522	TEMPORARY PROTECTION FENCE (ROPE)	LF	530.0	\$13.00	\$6,890.00
27	170103	CLEARING AND GRUBBING (LS)	LS	LUMP SUM	\$5,000.00	\$5,000.00
28	190101	ROADWAY EXCAVATION	CY	2,370.0	\$35.00	\$82,950.00
29	190105	ROADWAY EXCAVATION (TYPE Z-2) (AERIALY DEPOSITED LEAD)	CY	35.0	\$350.00	\$12,250.00
30	192003	F B STRUCTURE EXCAVATION (BRIDGE)	CY	745.0	\$230.00	\$171,350.00
31	192037	F B STRUCTURE EXCAVATION (RETAINING WALL)	CY	850.0	\$150.00	\$127,500.00
32	192049	F B STRUCTURE EXCAVATION (SOLDIER PILE WALL)	CY	1,302.0	\$135.00	\$175,770.00
33	193003	F B STRUCTURE BACKFILL (BRIDGE)	CY	278.0	\$235.00	\$65,330.00
34	193006	F B STRUCTURE BACKFILL (SLURRY CEMENT)	CY	25.0	\$820.00	\$20,500.00
35	193013	F B STRUCTURE BACKFILL (RETAINING WALL)	CY	1,205.0	\$110.00	\$132,550.00
36	193029	F B STRUCTURE BACKFILL (SOLDIER PILE WALL)	CY	302.0	\$140.00	\$42,280.00
37	193116	F B CONCRETE BACKFILL (SOLDIER PILE WALL)	CY	267.0	\$425.00	\$113,475.00
38	193119	F B LEAN CONCRETE BACKFILL	CY	406.0	\$310.00	\$125,860.00
39	200002	ROADSIDE CLEARING	LS	LUMP SUM	\$35,000.00	\$35,000.00
40	200052	PRUNE EXISTING PLANTS	LS	LUMP SUM	\$8,000.00	\$8,000.00

No.	Item Code	Item Description	Unit	Quantity	Price	Amount
41	202004	IRON SULFATE (LB)	LB	10.3	\$9.50	\$97.85
42	202006	SOIL AMENDMENT	CY	1.6	\$90.00	\$144.00
43	202038	PACKET FERTILIZER	EA	102.0	\$0.60	\$61.20
44	204035	PLANT (GROUP A)	EA	62.0	\$18.00	\$1,116.00
45	204038	PLANT (GROUP U)	EA	10.0	\$190.00	\$1,900.00
46	014899	TREE PROTECTION	EA	9.0	\$1,000.00	\$9,000.00
47	204096	MAINTAIN EXISTING PLANTED AREAS	LS	LUMP SUM	\$18,000.00	\$18,000.00
48	204099	PLANT ESTABLISHMENT WORK	LS	LUMP SUM	\$50,000.00	\$50,000.00
49	205035	WOOD MULCH	CY	2.1	\$75.00	\$157.50
50	206300	TEMPORARY IRRIGATION SYSTEM	LS	LUMP SUM	\$100,000.00	\$100,000.00
51	208445	TREE WELL SPRINKLER ASSEMBLY	EA	20.0	\$70.00	\$1,400.00
52	208562	CAM COUPLER ASSEMBLY	EA	2.0	\$400.00	\$800.00
53	208595	F 1" PLASTIC PIPE (SCHEDULE 40) (SUPPLY LINE)	LF	480.0	\$5.50	\$2,640.00
54	210300	HYDROMULCH	SQFT	109,000.0	\$0.50	\$54,500.00
55	210430	HYDROSEED	SQFT	109,000.0	\$0.70	\$76,300.00
56	210610	COMPOST (CY)	CY	330.0	\$78.00	\$25,740.00
57	211111	PERMANENT EROSION CONTROL ESTABLISHMENT WORK	LS	LUMP SUM	\$10,000.00	\$10,000.00
58	260303	CLASS 3 AGGREGATE BASE (CY)	CY	2,890.0	\$65.00	\$187,850.00
59	280000	LEAN CONCRETE BASE	CY	1,210.0	\$225.00	\$272,250.00
60	375009	TACK COAT (SEAL)	TON	1.0	\$4,000.00	\$4,000.00
61	390132	HOT MIX ASPHALT (TYPE A)	TON	1,400.0	\$110.00	\$154,000.00
62	390137	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	TON	800.0	\$125.00	\$100,000.00
63	394077	PLACE HOT MIX ASPHALT DIKE (TYPE F)	LF	420.0	\$6.00	\$2,520.00
64	398100	REMOVE ASPHALT CONCRETE DIKE	LF	470.0	\$6.00	\$2,820.00
65	398200	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	3,390.0	\$15.00	\$50,850.00

No.	Item Code		Item Description	Unit	Quantity	Price	Amount
66	401050		JOINTED PLAIN CONCRETE PAVEMENT	CY	420.0	\$330.00	\$138,600.00
67	460210	B	GROUND ANCHOR (SUBHORIZONTAL)	EA	143.0	\$7,000.00	\$1,001,000.00
68	048628	B	TEMPORARY PEDESTRIAN BRIDGE	LS	LUMP SUM	\$1,036,000.00	\$1,036,000.00
69	048629	B	STEEL SOLDIER PILE (2 - W 18 X 50)	LF	2,869.0	\$140.00	\$401,660.00
70	490406	B	36" DRILLED HOLE	LF	2,663.0	\$210.00	\$559,230.00
71	048631	B	114" PERMANENT STEEL CASING	LF	36.0	\$2,400.00	\$86,400.00
72	048632	B	72" PERMANENT CORRUGATED METAL PIPE CASING	LF	313.0	\$1,500.00	\$469,500.00
73	048633	B	120" PERMANENT CORRUGATED METAL PIPE CASING	LF	108.0	\$2,450.00	\$264,600.00
74	490609	B	60" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	172.0	\$1,400.00	\$240,800.00
75	490611	B	72" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	313.0	\$1,950.00	\$610,350.00
76	490620	B	108" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	360.0	\$4,900.00	\$1,764,000.00
77	048630	B	114" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	36.0	\$4,800.00	\$172,800.00
78	490622	B	120" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	108.0	\$5,700.00	\$615,600.00
79	500001	B	PRESTRESSING CAST-IN-PLACE CONCRETE	LS	LUMP SUM	\$420,000.00	\$420,000.00
80	510051	F B	STRUCTURAL CONCRETE, BRIDGE FOOTING	CY	38.0	\$1,300.00	\$49,400.00
81	510053	F B	STRUCTURAL CONCRETE, BRIDGE	CY	2,468.0	\$1,800.00	\$4,442,400.00
82	510054	F B	STRUCTURAL CONCRETE, BRIDGE (POLYMER FIBER)	CY	1,083.0	\$1,600.00	\$1,732,800.00
83	048246	F B	STRUCTURAL CONCRETE, BRIDGE (POLYMER FIBER, LIGHTWEIGHT)	CY	109.0	\$1,800.00	\$196,200.00
84	510060	F B	STRUCTURAL CONCRETE, RETAINING WALL	CY	425.0	\$1,200.00	\$510,000.00
85	046697	F B	STRUCTURAL CONCRETE, WALL FACING	CY	680.0	\$1,600.00	\$1,088,000.00
86	510086	F B	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE N)	CY	163.0	\$1,200.00	\$195,600.00
87	047166	B	CONCRETE SURFACE TEXTURE (FORMED RELIEF)	SQFT	18,780.0	\$22.00	\$413,160.00
88	511106	B	DRILL AND BOND DOWEL	LF	566.0	\$55.00	\$31,130.00
89	048634	B	FURNISH PRECAST PRESTRESSED CONCRETE SLAB (TYPE SIII MODIFIED)	SQFT	996.0	\$150.93	\$150,330.00
90	512410	F B	ERECT PRECAST CONCRETE DECK UNIT	EA	6.0	\$10,000.00	\$60,000.00

No.	Item Code		Item Description	Unit	Quantity	Price	Amount
91	048361	B	PIPE PIN	LB	12,280.0	\$10.00	\$122,800.00
92	519081	B	JOINT SEAL (MR 1/2")	LF	44.0	\$200.00	\$8,800.00
93	519095	B	JOINT SEAL ASSEMBLY (MR 4")	LF	110.0	\$475.00	\$52,250.00
94	048167	F B	BAR REINFORCING STEEL (RETAINING WALL, EPOXY COATED)	LB	50,700.0	\$1.75	\$88,725.00
95	048194	F B	BAR REINFORCING STEEL (WALL FACING, EPOXY COATED)	LB	61,600.0	\$2.30	\$141,680.00
96	048204	F B	BAR REINFORCING STEEL (BRIDGE, EPOXY COATED)	LB	1,355,500.0	\$1.85	\$2,507,675.00
97	520115	F B	BAR REINFORCING STEEL (GALVANIZED)	LB	1,094.0	\$2.90	\$3,172.60
98	575004	F B	TIMBER LAGGING	MFBM	69.0	\$6,500.00	\$448,500.00
99	590120	B	CLEAN AND PAINT STEEL SOLDIER PILING	LS	LUMP SUM	\$97,000.00	\$97,000.00
100	600023	B	REMOVE RETAINING WALL (PORTION) (CY)	CY	132.0	\$1,000.00	\$132,000.00
101	048635	B	TEMPORARY BRIDGE (BRIDGE REMOVAL)	LS	LUMP SUM	\$120,000.00	\$120,000.00
102	600037	B	PREPARE CONCRETE BRIDGE DECK SURFACE	SQFT	493.0	\$16.00	\$7,888.00
103	600041	B	FURNISH POLYESTER CONCRETE OVERLAY	CF	84.0	\$130.00	\$10,920.00
104	600043	F B	PLACE POLYESTER CONCRETE OVERLAY	SQFT	493.0	\$45.00	\$22,185.00
105	600097	B	BRIDGE REMOVAL	LS	LUMP SUM	\$950,000.00	\$950,000.00
106	014798	B	8" WELDED STEEL PIPE CASING (BRIDGE)	LF	258.0	\$140.00	\$36,120.00
107	710150		REMOVE INLET	EA	1.0	\$3,000.00	\$3,000.00
108	723070		ROCK SLOPE PROTECTION (150 LB, CLASS III, METHOD B) (CY)	CY	8.0	\$200.00	\$1,600.00
109	730040	B	MINOR CONCRETE (GUTTER) (LF)	LF	90.0	\$80.00	\$7,200.00
110	750042	F B	ISOLATION CASING (CORRUGATED STEEL PIPE)	LB	8,027.0	\$13.50	\$108,364.50
111	750043	F B	ISOLATION CASING (NON-CORRUGATED STEEL PIPE)	LB	6,167.0	\$18.50	\$114,089.50
112	750501	F B	MISCELLANEOUS METAL (BRIDGE)	LB	860.0	\$14.50	\$12,470.00
113	780440	B	PREPARE AND STAIN CONCRETE	SQFT	1,125.0	\$25.00	\$28,125.00
114	810120		REMOVE PAVEMENT MARKER	EA	324.0	\$2.50	\$810.00
115	810190		GUARD RAILING DELINEATOR	EA	50.0	\$5.00	\$250.00

No.	Item Code	Item Description	Unit	Quantity	Price	Amount
116	810230	PAVEMENT MARKER (RETROREFLECTIVE)	EA	280.0	\$6.00	\$1,680.00
117	820270	REMOVE ROADSIDE SIGN (WOOD POST)	EA	3.0	\$150.00	\$450.00
118	820280	REMOVE ROADSIDE SIGN (METAL POST)	EA	23.0	\$200.00	\$4,600.00
119	820310	REMOVE ROADSIDE SIGN PANEL	EA	1.0	\$100.00	\$100.00
120	820750	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED)	SQFT	142.0	\$20.00	\$2,840.00
121	820760	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-UNFRAMED)	SQFT	40.0	\$20.00	\$800.00
122	820790	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-FRAMED)	SQFT	40.0	\$30.00	\$1,200.00
123	820820	METAL (BARRIER MOUNTED SIGN)	LB	1,250.0	\$18.00	\$22,500.00
124	820840	ROADSIDE SIGN - ONE POST	EA	22.0	\$400.00	\$8,800.00
125	820860	INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)	EA	6.0	\$160.00	\$960.00
126	820880	INSTALL SIGN (MAST-ARM HANGER METHOD)	EA	2.0	\$250.00	\$500.00
127	820900	INSTALL ROADSIDE SIGN PANEL ON EXISTING POST	EA	1.0	\$150.00	\$150.00
128	832006	MIDWEST GUARDRAIL SYSTEM (STEEL POST)	LF	450.0	\$65.00	\$29,250.00
129	832070	VEGETATION CONTROL (MINOR CONCRETE)	SQYD	90.0	\$120.00	\$10,800.00
130	833033	F B CHAIN LINK RAILING (TYPE 7 MODIFIED)	LF	86.0	\$200.00	\$17,200.00
131	048636	F B PEDESTRIAN RAILING WITH CHAIN LINK RAILING TYPE 7 (MODIFIED)	LF	443.0	\$500.00	\$221,500.00
132	833085	F B PIPE HANDRAILING	LF	706.0	\$80.00	\$56,480.00
133	046732	F B PEDESTRIAN RAILING	LF	3,916.0	\$334.28	\$1,309,050.00
134	839521	F B CABLE RAILING	LF	90.0	\$100.00	\$9,000.00
135	839543	TRANSITION RAILING (TYPE WB-31)	EA	1.0	\$2,000.00	\$2,000.00
136	839578	END CAP (TYPE TC)	EA	1.0	\$500.00	\$500.00
137	839580	END ANCHOR ASSEMBLY (TYPE SFT-M)	EA	1.0	\$1,000.00	\$1,000.00
138	839584	ALTERNATIVE IN-LINE TERMINAL SYSTEM	EA	1.0	\$5,000.00	\$5,000.00
139	048549	F B CONCRETE BARRIER (TYPE 86H MODIFIED)	LF	1,356.0	\$750.00	\$1,017,000.00

No.	Item Code		Item Description	Unit	Quantity	Price	Amount
140	048637	F B	CONCRETE BARRIER (TYPE 86HA MODIFIED)	LF	336.0	\$750.00	\$252,000.00
141	839752		REMOVE GUARDRAIL	LF	1,350.0	\$15.00	\$20,250.00
142	839775		REMOVE CONCRETE BARRIER (TYPE K)	LF	240.0	\$40.00	\$9,600.00
143	840516		THERMOPLASTIC PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)	SQFT	320.0	\$5.00	\$1,600.00
144	840517		PREFORMED THERMOPLASTIC PAVEMENT MARKING	SQFT	740.0	\$5.00	\$3,700.00
145	840621		6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 17-7)	LF	1,900.0	\$2.00	\$3,800.00
146	846007		6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	8,210.0	\$2.60	\$21,346.00
147	846008		6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 8-4)	LF	400.0	\$2.40	\$960.00
148	846030		REMOVE THERMOPLASTIC TRAFFIC STRIPE	LF	7,290.0	\$0.85	\$6,196.50
149	846035		REMOVE THERMOPLASTIC PAVEMENT MARKING	SQFT	480.0	\$2.50	\$1,200.00
150	847218		6" TRAFFIC STRIPE TAPE WITH CONTRAST (WARRANTY)	LF	1,850.0	\$7.00	\$12,950.00
151	847221		6" TRAFFIC STRIPE TAPE WITH CONTRAST (WARRANTY) (BROKEN 17-7)	LF	620.0	\$5.00	\$3,100.00
152	870800		PEDESTRIAN HYBRID BEACON SYSTEMS	LS	LUMP SUM	\$146,150.00	\$146,150.00
153	048280	B	1 1/2" CONDUIT (BRIDGE)	LS	LUMP SUM	\$57,000.00	\$57,000.00
154	872131		MODIFYING LIGHTING SYSTEMS	LS	LUMP SUM	\$439,700.00	\$439,700.00
155	046735	B	2" CONDUIT (BRIDGE)	LS	LUMP SUM	\$105,000.00	\$105,000.00
156	046926	B	4" CONDUIT (BRIDGE)	LS	LUMP SUM	\$131,000.00	\$131,000.00
157	999990		MOBILIZATION	9.75% LS	LUMP SUM	\$3,483,400.00	\$3,483,400.00
158	NS-CY		NON-STANDARD ITEM - CY (CUBIC YARD) ROADWAY EXCAVATION (RETAINING WALL)	CY	4,000.0	\$50.00	\$200,000.00
159	NS-EA		NON-STANDARD ITEM - EA (EACH) CRASH CUSHION SCI-100 GM	EA	3.0	\$4,000.00	\$12,000.00
160	NS-LF		NON-STANDARD ITEM - LF (LINEAR FOOT) 2' PEDESTRIAN RAILING	LF	1,670.0	\$60.00	\$100,200.00
161	NS-LF		NON-STANDARD ITEM - LF (LINEAR FOOT) 4' PEDESTRIAN RAILING	LF	890.0	\$75.00	\$66,750.00

No.	Item Code	Item Description	Unit	Quantity	Price	Amount
162	NS-LF	NON-STANDARD ITEM - LF (LINEAR FOOT) CONCRETE BARRIER TYPE 86 HB (MOD 2)	LF	320.0	\$200.00	\$64,000.00
163	NS-LF	NON-STANDARD ITEM - LF (LINEAR FOOT) CONCRETE BARRIER TYPE 86HB (MOD 3)	LF	1,510.0	\$200.00	\$302,000.00
164	NS-LF	NON-STANDARD ITEM - LF (LINEAR FOOT) CONCRETE BARRIER TYPE 86HB (MOD 4)	LF	170.0	\$200.00	\$34,000.00
165	NS-LS	NON-STANDARD ITEM - LS (LUMP SUM) temporary access road on Route 101	LS	LUMP SUM	\$900,000.00	\$900,000.00
166	NS-SQFT	NON-STANDARD ITEM - SQFT (SQUARE FOOT) METHYL METHACRYLATE PAVEMENT MARKING (GREEN)	SQFT	830.0	\$13.00	\$10,790.00
Bid Item List Subtotal:						\$35,733,678.65

Supplemental Work

Item Code	Item Description	Units	Quantity	Price	Amount
066015	FEDERAL TRAINEE PROGRAM	LS	LUMP SUM	24,000.00	24,000.00
066040A	SPECIES PROTECTION	LS	LUMP SUM	10,000.00	10,000.00
066041	BIRD PROTECTION	LS	LUMP SUM	10,000.00	10,000.00
066065	TOW TRUCK SERVICE PATROL	LS	LUMP SUM	20,000.00	20,000.00
066070	MAINTAIN TRAFFIC	LS	LUMP SUM	25,000.00	25,000.00
066094	VALUE ANALYSIS	LS	LUMP SUM	10,000.00	10,000.00
066195	ADDITIONAL ROAD WORK	LS	LUMP SUM	6,000.00	6,000.00
066595	WATER POLLUTION CONTROL MAINTENANCE SHARING	LS	LUMP SUM	10,000.00	10,000.00
066596	ADDITIONAL WATER POLLUTION CONTROL	LS	LUMP SUM	10,000.00	10,000.00
066610	PARTNERING	LS	LUMP SUM	70,000.00	70,000.00
066670	PAYMENT ADJUSTMENTS FOR PRICE INDEX FLUCTUATIONS	LS	LUMP SUM	20,000.00	20,000.00
066860	MAINTAIN EXISTING ELECTRICAL SYSTEM	LS	LUMP SUM	5,000.00	5,000.00
SW Subtotal:					\$220,000.00

Department Furnished Materials and Expenses

Item Code	Item Description	Units	Quantity	Price	Amount
066062	COZEEP CONTRACT	LS	LUMP SUM	300,000.00	300,000.00
066063	TRAFFIC MANAGEMENT PLAN - PUBLIC INFORMATION	LS	LUMP SUM	25,000.00	25,000.00
066105	RESIDENT ENGINEERS OFFICE	LS	LUMP SUM	300,000.00	300,000.00
DF Subtotal:					\$625,000.00

Project Subtotal (Bid and Non-Bid Items):	\$36,578,678.65
--	------------------------

Contingencies:	10.00 %	\$3,657,867.87
-----------------------	---------	-----------------------

Project Total (with Contingency):	\$40,236,546.52
--	------------------------

ATTACHMENT - F

RIGHT OF WAY DATA SHEET

DEPARTMENT OF TRANSPORTATION

M e m o r a n d u m

*Serious Drought!
Help Save Water!*

To: Orlance Lee, Design Manager
Office of Design
District 7, Los Angeles Office

Date: 1/29/2024

EA: 31960

Data Sheet ID NO: ds6371

Project ID # 0716000025

From: Zoltan Elo, Office Chief
Right of Way Appraisals, and Planning & Management
District 7, Los Angeles Office

Subject: Current Estimated Right of Way Costs for **Project Report**

We have completed an estimate of the Right of Way costs for the above referenced project based on information received from Mike Nguyen, PE and the following assumptions and limiting conditions apply:

- The mapping did not provide sufficient detail to determine the limits of the right of way required.
- The transportation facilities have not been sufficiently designed, so our estimator could not determine the damages to any of the remainder parcels affected by the project.
- Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the estimate.

Right of Way Certificate (RWC) lead time will require a minimum of 24 months after maps to appraisal (MA). Completed Appraisal maps include HMDD, COS, HW Memo, and RE-49. An executed copy of the new freeway agreement is required for the project. When utility relocation is warranted, utility conflict maps will be required. Additionally a minimum of 18 months will be required after receiving the last revision to the appraisal map. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed and present a risk to the RWC project delivery milestone. Due to the passage of Map 21 and the Buy America provision, the Right of Way Certification process will be longer, if Utility Relocation is necessary.

Current Schedule: PRSM

PAED (M 200)	MA (M 224)	RWC (M 410)	RTL (M 460)	CCA (M 600)
6/26/2019	3/1/2021	7/10/24	7/31/2024	12/20/2028

TO Orlance Lee
ATTN Mike Nguyen
SENIOR R/W P&M Jatinder Gaur
ROUTE 1
PM_KM 21.54
EA 31960
Project ID # 0716000025
ALT

R/W DATA SHEET

ID NO ds6371

Date of Data Sheet 1/29/2024
Project Description Replace existing bridge # 52-0040 on existing alignment with higher profile.

This cost estimate is valid for the above scoping report only. This is an estimate only and not an appraisal. It may be based on worse case scenarios.

The estimate is subject to change and revision.

The mapping did not provide sufficient nor adequate detail to determine the limits of the Right of Way required and effects on the improvements.

The transportation facilities have not been sufficiently designed for our estimator to determine the damages to any of the remainder parcels affected by the project.

This cost estimate is pursuant to the following responses supplied by Orlance Lee to the Data Sheet Request Form.

	YES	NO	Not known at this time
Utilities are depicted on plans	x		
Railroads are depicted on plans	x		
There are Material and/or Disposal Sites Required			x
Caltrans will do the Right of Way work	x		
There will be a Cooperative Agreement	x		
This is a reimbursable project		x	
There is Hazardous Waste potential			x

RW COST ESTIMATE

	CURRENT VALUE	ESCALATED VALUE
R/ w acq.(incl.contingency G.w-condem.-adm.s'tl.)Permits	\$3,746,243	\$3,861,162
Clearance		
RAP (cont rate.)		
Escrow costs (cont rate.)	\$13,181	\$13,586
Utility relocation costs	\$1,437,807	\$2,095,752
Estimate of Reimbursed Appraisal Fee	\$7,500	\$7,500
Total estimated cost	\$5,204,732	\$5,978,000

Escalation Rate Rw .07
Escalation Rate Utilities .08
Cert.date 7/10/24

Parcel Count and Py Info

ROUTE 1

PM_KM 21.54

EA 31960

ALT

PARCEL DUAL
TYPES APPR.

A		
B	4	
C	1	
D		
F		

RIGHTS
NEEDED

FEE	
EASE	4
TCE	2

TAKES

FULL	0
PART	6
TOTAL	6

DISPLACEMENT
OF UNITS

SFR	
BUS	
MULTI	

PARCELS WITH
RAP
POTENTIAL
CLEARANCE
PARCELS
POTENTIAL
CONDEMNATION
PARCELS
POTENTIAL
EXCESS
PARCELS

UTILITY IMPACTS

u4-1	
u4-2	
u4-3	
u4-4	3
u5-7	
u5-8	
u5-9	3

Estimate Of Right Of Way Support Hours

Activity Codes	Function	Hours
225 & 245	Appraisals	995
225 & 245	Acquisitions	1,115
200	Utilities	1,290
185.20.40	Utility Potholing	110
205	Railroads	
225 & 245	Condemnation	756
225 & 245	Clearance	
225 & 245	Relocation	
220 & 300	RW Engineering	1,800
	Total	6,066

UTILITY INFORMATION

1) Pothole 4-Du AT&T, along northside RR	4	2000	\$8,000
2) Pothole underground Level 3 communications, along northside RR	4	2000	\$8,000
3) Pothole underground Qwest communications, southside RR	4	2000	\$8,000
4) Pothole underground Sprint communications, southside RR	4	2000	\$8,000
5) Pothole 22" Mobil Oil	8	2000	\$16,000
6) Pothole 16" gas line SCG, on PCH and along northside RR	8	2000	\$16,000
7) Pothole 8" pressure sewer Ventura County, along southside RR	8	2000	\$16,000
8) Relocate cable TV attached to bridge	300	250	\$75,000
9) Relocate OH service phone line to Lifeguard station	400	250	\$100,000
10) Relocate 16" gas line SCG	400	4000	\$1,600,000
11) Pothole underground MCI communications, southside RR	4	2000	\$8,000

Are utility easements required? NoAre Utility agreements required? YesTotal Cu Ent Cost \$1,437,807Const. Completion Date 12/20/2028Utility Escalation Rate 8%Total Escalated Cost \$2,095,752

RR INFORMATION

Are RR affected YES

Describe the RR facilities affected, and ownership: UP & Amtrak will be impacted by the project.
(i.e. RR name, RR spurs, branch lines, at grade crossings?)

Will construction work be performed in RR right of way? Y/N If yes, describe:

What types of agreements are anticipated to be required from the RR?

Will Temporary Construction Easement (TCE) rights be required for the project construction? If yes, explain.

Phase 4 costs: RR Flagging related to construction activity. This cost is a phase 4 construction contract cost. Though noted on the RW datasheet, the estimated flagging cost is not a RW cost, and not a part of the RW Capital. This estimate is provided so it can be added to the engineer's estimate for construction – RR flagging estimate is based on the number of days flagging is needed for construction activity.	\$1,500,000
Phase 9 costs: Purchase of rights for construction, agreements, Preliminary Engineering Contracts, RR re-arrangement costs. This figure is included in the RW Capital estimate total.	\$ 2,500,000

	Victor Lee	<u>DATE</u>
Right of Way Estimate prepared by	_____	<u>1/29/24</u>
Estimate prepared by	_____	<u>1/29/24</u>
Utilities Estimate prepared by	_____	<u>1/29/24</u>

I have personally reviewed this R/W Data Sheet and all supporting information I certify that the probable highest and best use estimated values and assumptions are reasonable and proper subject to the limiting conditions set forth and I find this Data Sheet complete and current.

This Data Sheet is not to be signed by Chief unless accompanied by final scoping report(PR,PSR,PSSR) for review and/or signature.

CHIEF



01/29/2024