

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

NAP 121 Pavement Rehab & Complete Streets (04-1Q620)

Resolution SHOPP-P-2526-02B

(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 October 16, 2025 (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 NAP 121 Pavement Rehab & Complete Streets (04-1Q620), 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.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Attachments:

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

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name **NAP 121 Pavement Rehab & Complete Streets**
Resolution **SHOPP-P-2526-02B**
(to be completed by CTC)

Austin Bossetti

Digitally signed by Austin Bossetti
Date: 2025.08.19 10:28:55 -07'00'

8/14/2025

Date

Austin Bossetti

Project Manager

Project Applicant

Date

Caltrans

Implementing Agency

David Ambuehl

David Ambuehl (Aug 26, 2025 07:38:08 PDT)

08/26/2025

Date

David Ambuehl (acting)

District Director

California Department of Transportation

Dina El-Tawansy

Dina El-Tawansy (Sep 22, 2025 13:01:52 PDT)

09/22/2025

Date

Dina El-Tawansy

Director

California Department of Transportation

Paul Golaszewski

Paul Golaszewski for

10/31/2025

Date

Tanisha Taylor

Executive Director

California Transportation Commission

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: 08/14/25 04:57:25 PM

District	EA	Project ID		PPNO	Project Manager
04	1Q620	0418000310		2025N	BOSSETTI, AUSTIN
County	Route	Begin Postmile	End Postmile	Implementing Agency	
NAP	121	R 4.5	10.7	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

NAP 21 Pavement Rehab & Complete Streets (04-1Q620)

Location/Description

In and near the city of Napa, from Route 29 to north of Vichy Avenue. Rehabilitate pavement, upgrade signs and guardrail, rehabilitate drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and construct sidewalks, high visibility crosswalks, curb ramps, Class 2 and 4 bike lanes, passive bicycle detection, transit islands, and green bikeway markings as complete streets elements.

Legislative Districts

Assembly: 04 **Senate:** 03 **Congressional:** 05

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement	0.4	14	.7		15.1	Lane-miles
Programmed Condition	Pavement	15.1	0	0	0	15.1	Lane-miles

Project Milestone

	Actual	Planned
Project Approval and Environmental Document Milestone	06/30/22	06/30/22
Right of Way Certification Milestone		08/01/27
Ready to List for Advertisement Milestone		08/20/27
Begin Construction Milestone (Approve Contract)		03/01/28

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	20/21	1,140					1,140
PS&E	21/22	2,535					2,535
RW Support	21/22	3,245					3,245
Const Support	23/24	5,250					5,250
RW Capital	23/24	1,325					1,325
Const Capital	23/24	35,004					35,004
Total		48,499					48,499

Memorandum

To: RICH STONE
SHOPP
HQ Financial Programming

Date: September 3, 2025

File: 04-1Q620 0418000310
04-NAP-29 R4.47/10.7

From: 
Austin Bossetti, PE
Project Manager
District 4

Subject: **PROJECT STATUS UPDATE**

This memorandum is written to accompany the Baseline Agreement for the referenced project.

The Project was programmed into the 2020 SHOPP Program, originally for FY 23/24 RTL delivery. At the June 2024 CTC Meeting, a Time Extension to Allocate Construction Capital and Support was approved because of project challenges. Since the Time Extension was approved, the project schedule has been revised in order to accommodate the necessary Right of Way acquisition lead time, which will exceed the maximum time extension length allowed.

The District has reached an agreement with HQ to reprogram this project into the 2024 SHOPP for FY 27/28 delivery. A Project Change Request to UNPAR the project has been submitted for the October 2025 CTC meeting. A New Project Programming Request and a COS Allocation Request is being submitted concurrently at the October 2025 CTC meeting. Performance Measures have been revised per the latest Automated Pavement Condition Report (2023) from 14.7 to 15.1 Lane miles. The project schedule, estimate and capital outlay support have also been revised. All changes are documented in the attached PCR, and Supplemental Project Report.

Currently Proposed Major Milestones:

Milestone	Current Schedule
R/W Cert M410	08/01/27
RTL M460	08/20/27
Approve Contract M500	03/01/28

Proposed Funding:

Component	Proposed Programing	Fiscal Year
PS&E Support	\$2,972	25/26
RW Support	\$3,000	25/26
Const. Support	\$7,000	27/28
RW Capital	\$1,325	27/28
Const. Capital	\$39,642	27/28

September 3, 2025
Page 2 of 2

Attachment: PCR #6793, Supplemental Project Report

C:

Amani Meligy
Ramsey Messieh
Raasheeba Davis

Supplemental Project Report *For Project Approval*

On Route 121

Near Route 29
And Vichy Avenue

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:



Julie McDaniel, Deputy District Director,
Right of Way and Land Surveys

APPROVAL RECOMMENDED:



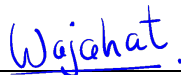
Ahmed Rahid, Office Chief,
Design Sonoma and Solano

APPROVAL RECOMMENDED:



Austin Bossetti, Project Manager

APPROVED:

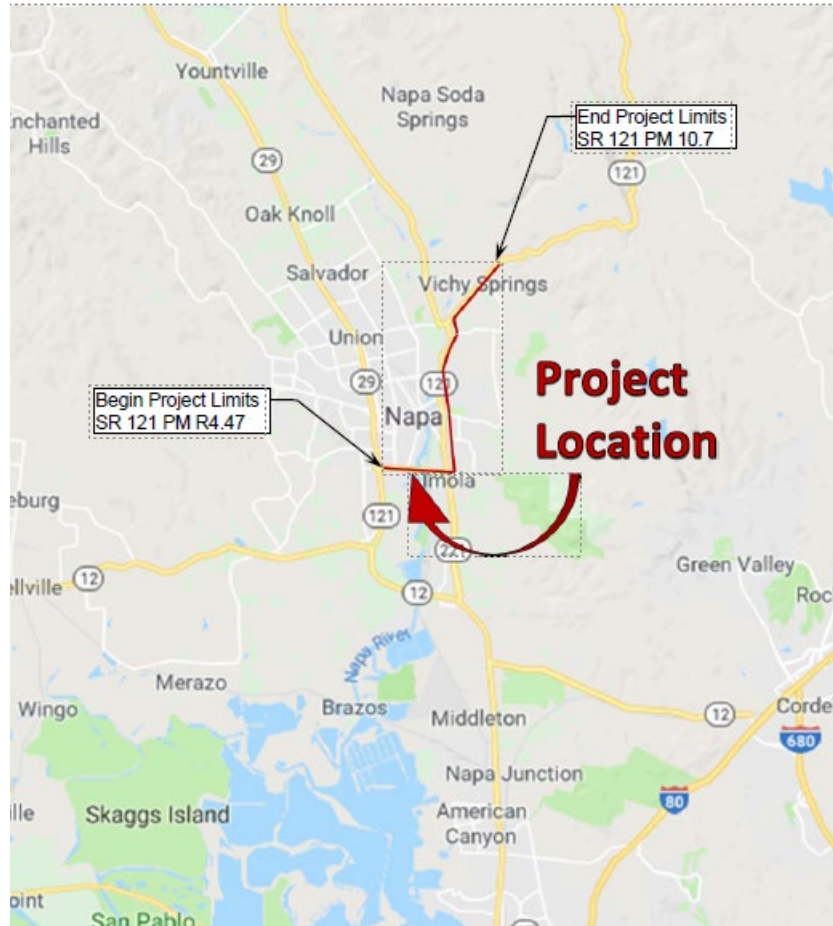


Wajahat Nyaz
Deputy District Director, Design

08/28/2025

Date

Vicinity Map



This project study report-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.

Tim V. Le

REGISTERED CIVIL ENGINEER

8/28/2025

DATE



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1. INTRODUCTION

Project Description:

The Supplemental Project Report (SPR) documents the changes made to California State Route 121. The number of Right of Way requirements included in the project has increased and changes have been made to the Cost Estimate, Risk Register, Performance Measures, and Environmental Revalidation.

The Project Report (PR) was approved on June 27, 2019. Unchanged or unaffected sections of the PR are not included in this SPR and can be referenced in Attachment E.

The updated project details are listed in the following table:

Project Limits	04-NAP-121 PM R4.47/10.70	
Number of Alternatives	Two (One Build Alternative and the No-Build Alternative)	
	Current Cost Estimate:	Escalated Cost Estimate:
Capital Outlay Support	\$12,972,000	\$12,972,000
Capital Outlay Construction	\$29,717,000	\$39,642,000
Capital Outlay Right-of-Way	\$1,659,750	\$1,659,750
Funding Source	SHOPP 20.XX.201.121	
Funding Year	2028	
Type of Facility	2 to 4-lane conventional highway	
Number of Structures	Five	
SHOPP Project Output	15.1 lane miles, 92 curb ramps	
Environmental Determination or Document	Categorical Exemption (CEQA)/ Categorical Exclusion (NEPA)	
Legal Description	In Napa County, On Route 121 from the Route 121/29 Separation to East of Vichy Avenue	
Project Development Category	Category 5	

Notes:

CEQA = California Environmental Quality
Act NEPA = National Environmental Policy
Act PM = post mile(s)

NAP = Napa County

SHOPP = State Highway Operation and
Preservation Program

2. REASON FOR CHANGE

The original funding for construction and construction support will lapse in October 2025 and reprogramming of the project is necessary to complete Project Plans and Specifications, secure all Environmental Permits, and meet right of way requirements.

Additional agreements are required, as well as time to determine the requirements for lowering or raising of utilities and utility covers, and for acquiring parcels required for constructing the project. There is also an increase in the number of parcel acquisitions, which were discovered when roadway design progressed and more closely studied the existing conditions. Originally the right of way scope was for 24 parcels, however, after further review of the design, right of way requirements were refined to 43 parcels. This was concluded following closer inspection of the available survey and discovering discrepancies. This also required that the Request to Right of Way be revised and corrected to correspond with the level of accuracy required. The Right of Way Datasheet has been revised and approved accordingly. The cost estimate will not be substantially affected, so will be revised only with an updated escalation of 4.89% (Attachment A). An updated Risk Register has been included (Attachment B). A revised Environmental Revalidation is included (Attachment C). The SHOPP Tool Performance Measure has been updated to reflect the change in quantity of parcels and curb ramps considered in the project (Attachment D). The 0.4 lane mile was added to the original project, as programmed and has a 15.1 lane miles for performance as per the 2023 Automated Pavement Condition Report. The project limits originally began at PM 4.47, however, due to limitations of CTIPS unable to accommodate numbers using one-one hundredths of a decimal place.

3. RECOMMENDATION

It is recommended that this Supplemental Project Report be approved, and that authorization be granted to reprogram the project and finalize the plans, specifications, and estimates in the Plans Specifications and Estimates phase.

4. BACKGROUND

The project scope previously included 92 curb ramps and 24 parcels and will be revised to 92 curb ramps and 43 parcels.

5. PURPOSE AND NEED

The purpose of the project has not changed since the project approval in the month of May in the year 2022.

6. ALTERNATIVES

Nonstandard Design Features

A Design Standard Decision Document (DSDD) was approved on June 30, 2022. The reason is due to the proposed roadway design with shoulder widths of zero feet to accommodate a class IV bike lane, as per the Highway Design Manual (HDM) Table 302.1. This is located on State Route 121 between postmiles R1.470 to R5.99.

A second DSDD is currently in progress and the target approval is for September 15, 2025. The reason is due to the layout of the roadway intersections possessing acute turn angles that are less than the minimum requirements, as per the HDM index 403.3. This occurs at two locations: State Route 121 and Minahen Street (PM R4.68) and State Route 121 and Lernhart Street (PM R4.79) where the proposed angles of design are 41 degrees and 37 degrees, respectively.

7. CONSIDERATIONS REQUIRING DISCUSSION

RIGHT OF WAY

- **General** - A right of way data sheet has been prepared based on the scope of work described and on maps provided by Design. Estimated cost information is contained in the Right of Way Data sheet in attachment “D” of this report, and is a conservative estimate. Additional R/W acquisition will be required for this project. This project requires PTE&C, TCE, Fee, Section 83 and Drainage Easement.
- **Railroad** – This project has no railroad involvement.
- **Utilities** – This project does expect to require utility relocation. Potholing is not expected. The status of lowering and raising of utilities is in progress with PG&E, NSD, ATT, and City of Napa.

8. OTHER CONSIDERATIONS AS APPROPRIATE

Asset Management

Director’s Policy 35 (DP-35) calls for maximizing the effectiveness of transportation investments through a performance-driven asset management in conformance with Title 23, Part 515 of the Code of Federal Regulations and Section 14526 of the California Government Code. Per this policy, Caltrans is required to determine the most effective way to apply the available resources to benefit the condition and performance of the State Highway System (SHS) and its assets. This is achieved by a robust Asset Management program and is implemented through the Asset Management plans, such as the State Highway System Management Plan (SHSMP) and the District Performance Plans (DPP).

This project has been initiated, developed, and programmed in alignment with the departmental Asset Management plans. In the PA&ED phase of the project, all efforts have been made to meet or surpass the performance of the project at the programming milestone (Milestone 015). The original programming performance is presented in Table 8.1.

Table 8.1 – Currently Programmed Performance Measures of the Project

Activity Detail	Performance Objective	Unit of Measurement	Quantity	Pre-Good	Assets in Fair Cond	Assets in Poor Cond
Mainline existing Asphalt Pavement Rehabilitation {e.g. Lane Replace, thick overlay, Full depth recycle, etc.}. USE FOR CLASS 1 & 2 ROADS (201.122,120)	Pavement Class II	Lane Miles	14.7		14.3	0.4
ADA - New curb ramp installed (201.361)	ADA Pedestrian Infrastructure	EA	11			11
ADA - Repair/upgrade curb ramp (201.361)	ADA Pedestrian Infrastructure	EA	81			81
Is any location within the project limits Fed/Bike accessible?	No Performance Objective in the SHSMP	Yes/No				
Quantitative - Proposed Mitigated	No Performance Objective in the SHSMP	MTCO ₂ e	208			208
Quantitative - Unmitigated	No Performance Objective in the SHSMP	MTCO ₂ e	360			360

During the PS&E phase, the 2023 Automated Pavement Condition Report was used to update the performance objectives for the project. The proposed performance objectives are presented in Table 8.2.

Table 8.2

Activity Detail	Performance Objective	Unit of Measurement	Quantity	Pre-Good	Assets in Fair Cond	Assets in Poor Cond
Mainline existing Asphalt Pavement Rehabilitation {e.g. Lane Replace, thick overlay, Full depth recycle, etc.}. USE FOR CLASS 1 & 2 ROADS (201.122,120)	Pavement Class II	Lane Miles	15.115	0.399	13.986	0.73
ADA - New curb ramp installed (201.361)	ADA Pedestrian Infrastructure	EA	11			11
ADA - Repair/upgrade curb ramp (201.361)	ADA Pedestrian Infrastructure	EA	81			81
Is any location within the project limits Fed/Bike accessible?	No Performance Objective in the SHSMP	Yes/No				
Quantitative - Proposed Mitigated	No Performance Objective in the SHSMP	MTCO2e	208			208
Quantitative - Unmitigated	No Performance Objective in the SHSMP	MTCO2e	360			360

9. FUNDING, PROGRAMMING AND ESTIMATE

It has been determined that the project is eligible for federal-aid funding. The project is funded under SHOPP 201.121, Pavement Rehabilitation. The project lapsed and was deleted on 6/12/2025. The proposed funding fiscal year for this project is 2027/28. The annual escalation for capital cost was revised as per the memorandum provided by Deputy District Directors Division of Project Management Chief, Jeff Wiley, issued on October 4, 2024. The escalation rates are as follows:

- 4.89% annual escalation for capital cost in FY 25/26
- 3.8% annual escalation for capital cost in FY 26/27

The roadway items remained mostly unchanged in terms of the number of items and their quantities.

The cost estimate for the Right of Way Datasheet is \$1,659,750 which is greater than the \$1,325,000 that will be programmed for this project. Later on in PS&E phase, the needed Right of Way will be refined as the design progresses.

The following is the current proposed funding:

Fund Source	Fiscal Year Estimate			
20.XX.201.121	25/26	26/27	27/28	Total
Component	In thousands of dollars (\$1,000)			
PA&ED Support	-	-	-	-
PS&E Support	2,972	-	-	2,972
Right-of-Way Support	3,000	-	-	3,000
Construction Support	-	-	7,000	7,000
Right-of-Way	-	-	1,325	1,325
Construction	-	-	39,642	39,642
Total	5,972	-	47,967	53,939

10. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	10/15/2020	Actual
BEGIN ENVIRONMENTAL	M020	07/23/2021	Actual
PA & ED	M200	06/30/2022	Actual
REPROGRAM PROJECT		12/5/2025	Target
PS&E TO DOE	M377	8/1/2026	Target
PROJECT PS&E	M380	5/30/2027	Target
RIGHT OF WAY CERTIFICATION	M410	8/1/2027	Target
READY TO LIST	M460	8/20/2027	Target
FUND ALLOCATION	M470	10/16/2027	Target
HEADQUARTERS ADVERTISE	M480	12/1/2027	Target
APPROVE CONTRACT	M500	3/1/2028	Target
CONTRACT ACCEPT	M600	9/30/2030	Target
END PROJ EXP	M800	9/30/2031	Target
FINAL PROJECT CLOSEOUT	M900	9/30/2032	Target

Notes:

DOE = District Office Engineer

PA&ED = Project Approval and Environmental Document

PS&E = Plans, Specifications, and Estimate

11. RISKS

The Risk Management Plan (RMP) was updated on 7/31/2025 (see Attachment B).

12. PROJECT PERSONNEL

Austin Bossetti, Project Manager, Office of Project/Program Management	(510) 496-9003
Ahmed Rahid, Office Chief, Design Sonoma Solano	(510) 407-8422
Merlito Coloma, Branch Chief, Design Sonoma Solano	(510) 846-2585
Tim V. Le, Project Engineer, Design Sonoma Solano	(510) 853-4041

13. ATTACHMENTS (Number of Pages)

- A. Cost Estimate (10)
- B. Risk Register (2)
- C. Environmental Revalidation (4)
- D. Right of Way Data Sheet (6)
- E. Performance Measure (1)
- F. Approved Project Report (45)

Attachment A

Cost Estimate

PROJECT
PLANNING COST ESTIMATE ©

EA: 04-1Q620
PA&ED 0418000310

District-County-Route: 04-NAP-SR 121
PM: R4.47 - 10.70

Type of Estimate : Supplemental PR
Program Code : SHOPP
Project Limits : NAP
Project Description: CAPM - Pavement Rehabilitation
Scope : Mill and Overlay, ADA Curb Ramps, Safety Items
Alternative : Build Alternative

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	\$ 29,716,200	\$ 39,641,977
TOTAL STRUCTURES COST	\$ -	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 29,716,200	\$ 39,641,977
TOTAL RIGHT OF WAY COST	\$ 1,659,750	\$ 1,659,750
TOTAL CAPITAL OUTLAY COSTS	\$ 31,376,000	\$ 41,302,000
PA/ED SUPPORT	\$ -	\$ -
PS&E SUPPORT	\$ 2,972,000	\$ 2,972,000
RIGHT OF WAY SUPPORT	\$ 3,000,000	\$ 3,000,000
CONSTRUCTION SUPPORT	\$ 7,000,000	\$ 7,000,000
TOTAL SUPPORT COST	\$ 12,972,000	\$ 12,972,000
TOTAL PROJECT COST	\$ 44,348,000	\$ 54,274,000

Programmed Amount \$ 53,939,000

Month / Year
Date of Estimate (Month/Year) 7 / 2025
Estimated Construction Start (Month/Year) 3 / 2028
Number of Working Days = 130
Estimated Mid-Point of Construction (Month/Year) 11 / 2028
Estimated Construction End (Month/Year) 9 / 2030
Number of Plant Establishment Days 0

Estimated Project Schedule

PID Approval June-19
PA/ED Approval June-22
PS&E June-27
RTL August-27
Begin Construction March-28

Reviewed by District O.E. or
Cost Estimate Certifier Thanh Luu 510-421-6993
Office Engineer / Cost Estimate Certifier Date Phone
Approved by Project Manager Austin Bossetti 510-496-9003
Project Manager Date Phone

PROJECT COST ESTIMATE

EA: 04-1Q620 PA&ED 0418000310

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 794,500
2	Pavement Structural Section	\$ 9,145,300
3	Drainage	\$ 2,900,000
4	Specialty Items	\$ 1,842,100
5	Environmental	\$ 2,594,000
6	Traffic Items	\$ 3,357,400
7	Detours	\$ 100,000
8	Minor Items	\$ 1,036,700
9	Roadway Mobilization	\$ 2,177,000
10	Supplemental Work	\$ 1,253,500
11	State Furnished	\$ 508,000
12	Time-Related Overhead	\$ 1,306,200
13	Roadway Contingency	\$ 2,701,500
TOTAL ROADWAY ITEMS		\$ 29,716,200

Estimate Prepared By :	Tim V. Le, TE	6/10/2022	510-853-4041
	Name and Title	Date	Phone

Estimate Reviewed By :	Merlito Coloma Senior TE	7/30/2025	510-846-2585
	Name and Title	Date	Phone

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

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
190101	Roadway Excavation	CY	9,600	x	50.00	= \$	480,000
152320	Lead Compliance Plan	LS	1	x	5,000.00	= \$	5,000
194001	Shoulder Backing	TON	900	x	55.00	= \$	49,500
198010	Imported Borrow	CY	2,000	x	100.00	= \$	200,000
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		x		= \$	-
170101	Develop Water Supply	LS		x		= \$	-
XXXXXX	ADL Testing	LS	1	x	60,000.00	= \$	60,000
210130	Duff	ACRE		x		= \$	-
XXXXXX	Some Item	Unit				= \$	-

TOTAL EARTHWORK SECTION ITEMS	\$	794,500
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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	19,200	x	130.00	= \$	2,496,000
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON	19,785	x	135.00	= \$	2,670,975
393005	Geosynthetic Pavement Interlayer (Type X)	SQYD	171,755	x	2.00	= \$	343,510
26020X	Class 2 Aggregate Base	CY	5,560	x	110.00	= \$	611,600
XXXXXX	High Friction Surface Treatment	SQYD	7,100	x	50.00	= \$	355,000
731502	Minor Concrete (Miscellaneous Construction)	CY	850	x	690.00	= \$	586,500
153121	Replace Asphalt Concrete (Median)	CY	326	x	225.00	= \$	73,350
397005	Tack Coat	TON	315	x	1,600.00	= \$	504,000
150768	Remove Asphalt Concrete Pavement	TON	1,420	x	125.00	= \$	177,500
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		= \$	-
510501	Minor Concrete	CY	1,350	x	185.00	= \$	249,750
153240	Remove Concrete (Curb and Gutter)	CY	735	x	180.00	= \$	132,300
420201	Grind Existing Concrete Pavement	SQYD		x		= \$	-
150860	Remove Base and Surfacing	CY	640	x	100.00	= \$	64,000
390095	Replace Asphalt Concrete Surfacing	CY		x		= \$	-
15312X	Remove Concrete	LF/CY/LS		x		= \$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD		x		= \$	-
398200	Cold Plane Asphalt Concrete Pavement	SQYD	153,170	x	5.75	= \$	880,728
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		= \$	-
390135	Hot Mix Asphalt (Leveling)	TON		x		= \$	-
390402	Rubberized Hot Mix Asphalt (Open Graded Friction)	TON		x		= \$	-
374207	Crack Treatment	LNMI		x		= \$	-
418006	Remove Concrete Pavement	CY		x		=	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$	9,145,300
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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	= \$	-
194001	Ditch Excavation	CY	x	= \$	-
011104	Bioretention	LS	x	= \$	-
XXXXXX	Additional Drainage	LS	1 x	2,900,000.00 = \$	2,900,000

TOTAL DRAINAGE ITEMS	\$	2,900,000
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SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity	Unit Price (\$)	Cost
080050	Progress Schedule (Critical Path Method)	LS	1 x	7,375.00 = \$	7,375
520103	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	LS	1 x	10,000.00 = \$	10,000
153221	Remove Concrete Barrier	LF	x	= \$	-
150662	Remove Metal Beam Guard Railing	LF	245 x	10.00 = \$	2,450
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	= \$	-
832007	Midwest Guardrail System (Wood Post)	LF	70 x	75.00 = \$	5,250
839301	Single Thrie Beam Barrier	LF	x	= \$	-
730070	Detectable Warning Surfaces	SQFT	1,365 x	50.00 = \$	68,250
731504	Minor Concrete (Curb and Gutter)	CY	995 x	700.00 = \$	696,500
731516	Minor Concrete (Driveway)	CY	505 x	450.00 = \$	227,250
731521	Minor Concrete (Sidewalk)	CY	410 x	1,000.00 = \$	410,000
731625	Minor Concrete (Curb Ramp)	CY	345 x	800.00 = \$	276,000
832070	Vegetation Control (Minor Concrete)	CY	35 x	250.00 = \$	8,750
839584	Alternative In-line Terminal System	EA	1 x	3,400.00 = \$	3,400
839585	Alternative Flared Terminal System	EA	1 x	3,000.00 = \$	3,000
520103	Bar Reinforced Steel (Retaining Wall)	LB	x	= \$	-
510060	Structural Concrete, Retaining Wall	CY	x	= \$	-
513553	Retaining Wall (Masonry Wall)	SQFT	x	= \$	-
390011	Prepaving Intertial Profiler	LS	1 x	10,000.00 = \$	10,000
390020	Prepaving Grinding Day	SQFT	5 x	10,000.00 = \$	50,000
203070	Rock Stain	SQFT	x	= \$	-
5136XX	Reinforced Concrete Crib Wall (Type X)	SQFT	x	= \$	-
83954X	Transition Railing (Type WB-31)	EA	1 x	3,900.00 = \$	3,900
513570	Concrete Block Wall	SQFT	350 x	50.00 = \$	17,500
XXXXXX	Site Investigation	LS	1 x	40,000.00 = \$	40,000
839581	End Anchor Assembly (Type SFT)	EA	3 x	825.00 = \$	2,475
035849	Polyurethane Foam Injection	LB	x	= \$	-
83XXXXA	Concrete Anchor Block	LS	x	= \$	-

TOTAL SPECIALTY ITEMS	\$	1,842,100
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SECTION 5: ENVIRONMENTAL**5A - ENVIRONMENTAL MITIGATION**

Item code		Unit	Quantity		Unit Price (\$)		Cost
XXXXXX	Biological & Wetland	LS	1	x	70,000.00	= \$	70,000
141000	Temporary Fence (Type ESA)	LS	1	x	10,000.00	= \$	10,000
<i>Subtotal Environmental Mitigation</i>							<i>\$ 80,000</i>

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	Extend A Conduit (Use for Extension of Irrigation x-overs)	LF		x		= \$	-
<i>Subtotal Landscape and Irrigation</i>							<i>\$ -</i>

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price (\$)		Cost
210XXX	Project Erosion Control	LS	1	x	22000.00	= \$	22,000
210350	Fiber Rolls	LS	1	x	18000.00	= \$	18,000
210360	Compost Sock	LF		x		= \$	-
2102XX	Rolled Erosion Control Product (Insert Type)	LS	1	x	10000.00	= \$	10,000
21025X	Bonded Fiber Matrix	LS	1	x	10000.00	= \$	10,000
210300	Hydromulch	LS	1	x	10000.00	= \$	10,000
210420	Straw	SQFT	70,000	x	0.16	= \$	11,200
210430	Hydroseed	LS	1	x	10000.00	= \$	10,000
210610	Compost	LS	1	x	7500.00	= \$	7,500
210600	Incorporate Materials	LS	1	x	7500.00	= \$	7,500
210630	Other Erosion Control	LS	1	x	31000.00	= \$	31,000
<i>Subtotal Erosion Control</i>							<i>\$ 137,200</i>

5D - NPDES

Item code		Unit	Quantity		Unit Price (\$)		Cost
130300	Prepare SWPPP	LS	1	x	10,000.00	= \$	10,000
130200	Prepare WPCP	LS		x		= \$	-
130100	Job Site Management	LS	1	x	60,000.00	= \$	60,000
130330	Storm Water Annual Report	EA	5	x	2,000.00	= \$	10,000
130310	Rain Event Action Plan (REAP)	EA	5	x	2,500.00	= \$	12,500
130320	Storm Water Sampling and Analysis Day	EA	5	x	400.00	= \$	2,000
130520	Temporary Hydraulic Mulch	SQYD	15,000	x	0.55	= \$	8,250
130550	Temporary Hydroseed	SQYD	20,000	x	3.50	= \$	70,000
130505	Move-In/Move-Out (Temporary Erosion Control)	EA	12	x	20,000.00	= \$	240,000
130640	Temporary Fiber Roll	LS	45,000	x	5.00	= \$	225,000
130900	Temporary Concrete Washout	LS	1	x	20,000.00	= \$	20,000
130710	Temporary Construction Entrance	EA	4	x	3,500.00	= \$	14,000
XXXXXX	Stormwater Treatment Requirement	LS	1	x	1,600,000.00	= \$	1,600,000
130620	Temporary Drainage Inlet Protection	EA	220	x	250.00	= \$	55,000
130730	Street Sweeping	LS	1	x	50,000.00	= \$	50,000
<i>Subtotal NPDES</i>							<i>\$ 2,376,750</i>

TOTAL ENVIRONMENTAL	\$ 2,594,000
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Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS	1	x	20,000.00	= \$	20,000
066596	Additional Water Pollution Control**	LS	1	x	30,000.00	= \$	30,000
066597	Storm Water Sampling and Analysis***	LS	1	x	10,000.00	= \$	10,000
XXXXXX	Some Item	LS		x		= \$	-
<i>Subtotal Supplemental Work for NDPS</i>							<i>\$ 60,000</i>

*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
860402 Lighting (City Street)	LS	x	= \$	-
XXXXX Service Cabinet	LS	x	= \$	-
XXXXX ADA Compliance (Audible devices, PPB location, Pedestrian Countdown)	LS	x	= \$	-
86110X Ramp Metering System (Location X)	LS	x	= \$	-
XXXXX Pedestrian Hybrid Beacon	EA	2 x	260,500.00 = \$	521,000
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 and Install Street Lighting	LS	1 x	1,461,000.00 = \$	1,461,000
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 Elements During Construction	LS	x	= \$	-
86XXXX Fiber Optic Conduit System	LS	x	= \$	-
XXXXX Some Item	Unit	x	= \$	-
Subtotal Traffic Electrical				\$ 1,982,000

6B - Traffic Signing and Striping

Item code	Unit	Quantity	Unit Price (\$)	Cost
566011 Roadside Sign - One Post	EA	10 x	350.00 = \$	3,500
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	= \$	-
141103 Remove Yellow Painted Traffic Stripe (Hazardous Waste)	LF	37,300 x	0.40 = \$	14,920
840505 6" Thermoplastic Traffic Stripe (White)	LF	96,500 x	1.85 = \$	178,525
840505 6" Thermoplastic Traffic Stripe (Yellow)	LF	50,000 x	1.85 = \$	92,500
840530 6" Thermoplastic Traffic Stripe (Broken 17-7)	LF	16,400 x	0.75 = \$	12,300
152390 Relocate Roadside Sign	EA	x	= \$	-
82010X Delineator (Class X)	EA	800 x	23.00 = \$	18,400
840502 Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	285,000 x	1.75 = \$	498,750
846012 Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility)	SQFT	11,200 x	11.60 = \$	129,920
120090 Construction Area Signs	LS	1 x	10,000.00 = \$	10,000
840623 Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility) (Broken)	LF	x	= \$	-
037657 Bike Lane Marking (Green)	SQFT	14,200 x	10.00 = \$	142,000
810230 Pavement Marker (Retroreflective)	EA	1,300 x	3.50 = \$	4,550
Subtotal Traffic Signing and Striping				\$ 1,105,365

6C - Traffic Management Plan

Item code	Unit	Quantity	Unit Price (\$)	Cost
12865X Portable Changeable Message Signs	EA/LS	1 x	\$ 45,000 = \$	45,000
Subtotal Traffic Management Plan				\$ 45,000

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	= \$	-
120120 Type III Barricade	EA	x	= \$	-
129100 Temporary Crash Cushion Module	EA	x	= \$	-
120100 Traffic Control System	LS	1 x	225,000.00 = \$	225,000
129110 Temporary Crash Cushion	EA	x	= \$	-
129000 Temporary Railing (Type K)	LF	x	= \$	-
120149 Temporary Pavement Marking (Paint)	SQFT	x	= \$	-
82010X Delineator (Class X)	EA	x	= \$	-
Subtotal Stage Construction and Traffic Handling				\$ 225,000
TOTAL TRAFFIC ITEMS				\$ 3,357,400

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	Detour Package	LS	1	x	100,000	= \$	100,000

* Includes constructing, maintaining, and removal

TOTAL DETOURS	\$ 100,000
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SUBTOTAL SECTIONS 1 through 7	\$ 20,733,300
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SECTION 8: MINOR ITEMS**8A - Americans with Disabilities Act Items**

ADA Items	5.0%	\$ 1,036,665
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8B - Bike Path Items

Bike Path Items	0.0%	\$ -
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8C - Other Minor Items

Other Minor Items	0.0%	\$ -
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Total of Section 1-7	\$ 20,733,300	x 5.0%	= \$ 1,036,665
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TOTAL MINOR ITEMS	\$ 1,036,700
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SECTIONS 9: ROADWAY MOBILIZATION

Item code						
999990	Total Section 1-8	\$ 21,770,000	x 10%	= \$ 2,177,000		

TOTAL ROADWAY MOBILIZATION	\$ 2,177,000
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SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS		x		= \$	-
066094	Value Analysis	LS		x		= \$	-
066070	Maintain Traffic	LS	1	x	105,000.00	= \$	105,000
066919	Dispute Resolution Board	LS	1	x		= \$	-
066921	Dispute Resolution Advisor	LS		x		= \$	-
066015	Federal Trainee Program	LS	1	x		= \$	-
066610	Partnering	LS	1	x		= \$	-
066204	Remove Rock and Debris	LS		x		= \$	-
066222	Locate Existing Crossover	LS		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

Cost of NPDES Supplemental Work specified in Section 5D	= \$ 60,000
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Total Section 1-8	\$ 21,770,000	5%	= \$ 1,088,500
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TOTAL SUPPLEMENTAL WORK	\$ 1,253,500
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SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)		Cost
066105	Resident Engineers Office	LS	1	x	298,000	=	\$298,000
066063	Traffic Management Plan - Public Information	LS	1	x	10,000.00	=	\$10,000
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		x		=	\$0
066062	COZEEP Contract	LS	1	x	200,000.00	=	\$200,000
066838	Reflective Numbers and Edge Sealer	LS		x		=	\$0
066065	Tow Truck Service Patrol	LS		x		=	\$0
XXXXXX	Electrical Service Connection Fee	EA		x		=	\$0
XXXXXX	Some Item	Unit		x		=	\$0
Total Section 1-8		\$	21,770,000	0%	=	\$	-
TOTAL STATE FURNISHED							\$508,000

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization	\$21,770,000	(used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency)	\$25,708,500	(used to check if project is greater than \$5 million excluding contingency)
Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = 6%		

Item code		Unit	Quantity		Unit Price (\$)		Cost
090100	Time-Related Overhead	WD	130	X	\$10,048	=	\$1,306,200
TOTAL TIME-RELATED OVERHEAD							\$1,306,200

SECTION 13: ROADWAY CONTINGENCY

Total Section 1-12	\$	27,014,700	x	10%	=	\$2,701,470
TOTAL CONTINGENCY						\$2,701,500

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	\$0		\$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	\$0
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TOTAL COST OF BUILDINGS	\$0
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STRUCTURES MOBILIZATION	10%	\$0
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Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

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

STRUCTURES CONTINGENCY	10%	\$0
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TOTAL COST OF STRUCTURES	\$0
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Estimate Prepared By: _____

XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

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	\$	1,053,000
	A2)	Grantor's Appraisal Cost	\$	210,000
B)		Acquisition of Offsite Mitigation	\$	0
C)	C1)	Utility Relocation (State Share)	\$	201,750
	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	\$	180,000
H)		Environmental Review	\$	0
I)	Condemnation Settlements	<u>0%</u>	\$	0
J)	Design Appreciation Factor	<u>0%</u>	\$	0
K)		Utility Relocation (Construction Cost)	\$	0

L)	TOTAL RIGHT OF WAY ESTIMATE	\$1,659,750
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M)	TOTAL R/W ESTIMATE: Escalated	\$1,659,750
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N)	RIGHT OF WAY SUPPORT	\$3,245,000
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Support Cost Estimate Prepared By	<u>Christopher Ciero</u> Project Coordinator ¹	<u>510-908-5618</u> Phone
Utility Estimate Prepared By	<u>Latorya Young</u> Utility Coordinator ²	<u>510-960-0152</u> Phone
R/W Acquisition Estimate Prepared By	<u>Lynn White</u> Right of Way Estimator ³	<u>510-914-4173</u> 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 B

Risk Register

RISK REGISTER LEVEL		3	PROJECT NAME	NAPA 121 CAPM and Complete Streets		DIST-EA	04-1Q620 (0418000310)	Project Manager		Austin Bossetti		RISK MANAGER		Gurmukh Thiara				TOTAL COST (Capital +Support)		\$52,449,000.00			
PROJECT PHASE		PS&E		PDT MEMBERS	Merlito Coloma, Nancy Frost, Maxwell Lammert, Jinpeng Li, Hamideh Riazi, Ryan Kaung, Amir Mahboubi, Chris Moulton, Sally McClanahan, Mojgan Osooli, Carlos Mora, Mita Nagarkar		RISK ASSESSMENT INFORMATION													TOTAL DAYS (Construction + Initial review (30 days)+ Closeout (60 days))		220	
Risk Identification						Probability		Cost Impact (\$)				Time Impact (days)				Phase	Capital / Support	Individual Risk	Risk Response				
Status	ID #	Category	Title	Risk Statement	Current Status/ Assumptions	Prob Low	Prob High	Cost Low	Cost Most likely	Cost High	Cost Probable	Low	Most likely	High	Time Probable	ENG/ CON	C/S	Rationale	Strategy	Response Actions	Risk Owner	Updated	
Active	1	Environmental	Permits	The permitting agencies may require additional mitigation measures for environmental impacts, resulting in additional cost and time.	Permits are required for this project (401/404/1600). Because of new lighting, and work being adjacent to habits and streambeds, there will be mitigation needed.	20	40	\$20,000	\$30,000	\$500,000	\$32,000	0	5	10	2	CON	C	Based on the input of PDT and the Department's experience with past projects of similar nature.	Accept	Environmental to work closely with regulatory agencies to assess and reduce the need for any mitigation measures required. The PDT is trying to reduce the impacted area where it can.	Nancy Frost (Biology)	7/31/2025	
Active	2	ROW	Additional State Right of Way	The project may need to encroach temporarily on adjacent private properties to carry out construction work leading to private temporary construction easements (TCE) that may delay RTL and add additional project costs.	Complete Street (CS) elements have been designed to 95% quality, all RW requirements should be captured at this point with no anticipated changes. However, any constructability issues may require additional private temporary construction easement.	20	50	\$5,000	\$15,000	\$25,000	\$5,250	0	5	10	2	CON	C	Based on PDT's input and lessons learned from similar projects.	Mitigate	If need for any TCE is realized during construction, RE to work with ROW. ROW to coordinate with pertinent private owners at an early stage.	Sally McClanahan (RW)	7/31/2025	
Active	3	Construction	Unidentified Utility and Facilities Conflicts	Unanticipated utilities and facilities uncovered during construction may require removal and relocation, leading to redesign or schedule delays not accounted for in the contract, resulting in additional time and costs.	Underground construction activities may unearth previously unidentified utilities and/or existing highway facilities.	20	50	\$50,000	\$100,000	\$150,000	\$35,000	5	10	20	4	CON	C	Based on the input of PDT and the Department's experience with past projects of similar nature.	Mitigate	Known utilities and highway facilities are incorporated in project plans and specifications.. If unanticipated utilities are encountered in the field during construction, RE to work with the contractor and take appropriate action to resolve the issue.	Chris Moulton (Construction)	7/31/2025	
Active	4	PM	Contractors	If the projects in the same area get the same contractor, there may be reduced coordination issues resulting in lower overhead and fewer delays.	There are currently 3 major projects in the area that will go to construction at the same time (this project, 04-0J890, and 04-4J820). If there is a way to reduce the number of prime contractors, there will be fewer points of conflict between the crews.	20	50	\$500,000	\$1,000,000	\$2,000,000	\$379,167	5	10	20	4	CON	C	Based on the input of PDT and the Department's experience with past projects of similar nature.	Enhance	PM will work with HQ to see if projects can be combined at construction.	Austin Bossetti (PM)	7/31/2025	
Active	5	PM	Public Complaints/Concerns	The project may experience public concerns or complaints during construction, leading to delays or additional work to mitigate concerns or complaints, resulting in additional cost and schedule delays.	Part of the project is close to residential/commercial areas. There may be concerns from residents, pedestrians, and bicycle riders during construction. Any events happening in the area may affect construction activities and traffic control windows.	40	70	\$50,000	\$75,000	\$150,000	\$45,833	0	30	60	17	CON	C	Based on the input of PDT and the Department's experience with past projects of similar nature.	Accept	RE and PM to work with PIO to keep public informed during construction and conduct public outreach workshops if needed.	Austin Bossetti (PM) / Chris Moulton (Construction)	7/31/2025	
Active	6	PM	Project Coordination	The project will likely go to construction while 2 other major projects are under construction (04-4J820 and 04-0J890), this may lead to project communication and staging issues that may delay or impact project costs.	The PDT is working with PIO and Construction to develop a plan to reduce impacts to the traveling public.	30	60	\$100,000	\$200,000	\$500,000	\$105,000	0	30	60	14	CON	C	Based on the input of PDT and the Department's experience with past projects of similar nature.	Mitigate	PM is working with the PDT to develop a Communication plan to mitigate any project coordination issues.	Austin Bossetti (PM) / Chris Moulton (Construction)	7/31/2025	
Active	7	Construction	Unknown Hazardous Material	Unanticipated hazardous materials encountered during construction may require mitigation efforts, leading to removal and disposal operation, resulting in additional costs to the project.	Aerially deposited lead may be present in the roadside area.	20	50	\$0	\$15,000	\$50,000	\$6,417	0	20	40	7	CON	C	Based on the input of PDT and the Department's experience with past projects of similar nature.	Accept	If unanticipated hazardous materials are encountered during construction, RE to work with the contractor and take appropriate action to resolve the issue.	Carlos Mora (Haz Waste)	7/31/2025	
Active	8	Environmental	Groundwater Quality	Contractor may encounter significant amount of contaminated ground water during signal pole foundation drilling operation leading to additional handling, treatment and disposal, resulting in additional cost and schedule delays to the project	State Water Resources Control Board records show up to six corridor intersections presenting risk of leaked fuel hydrocarbons into groundwater.	20	50	\$25,000	\$40,000	\$200,000	\$22,458	0	10	20	4	CON	C	Based on the input from PDT.	Accept	If groundwater is encountered during drilling for signal pole foundations, Haz Mat Branch to assess the site and proper handling and treatment of contaminated water will be conducted and any additional cost will be covered by project contingency funds.	Hamideh Riazi (Water Quality)	7/31/2025	
Active	9	Design	Project Cost Increase	An increase in the cost of building products may increase the contract cost over and above the amount initially estimated, resulting in an additional cost to the project.	Economic conditions may cause item prices to go up.	10	20	\$200,000	\$500,000	\$750,000	\$73,750	0	10	20	2	ENG	C	Based on the input of PDT and the Department's experience with past projects of similar nature.	Accept	Project cost estimate was updated during PS&E phase based on the most up to date cost data. If the risk materializes and project cost/incoming bids are higher than expected, project manager to consult management and handle the funding shortfall by exploring available options.	Austin Bossetti (PM)	7/31/2025	
Active	10	Construction	Traffic Management Plan	As a result of significant traffic delays during construction, Locals may require enhancements or apply constraints on the project, leading to extra costs and delays.	Temporary Construction Message Signs and Construction Zone Enhanced Enforcement Program (COZEEP) will be utilized to mitigate congestion.	20	50	\$25,000	\$50,000	\$100,000	\$18,958	0	5	10	2	CON	C	Based on PDT's input.	Mitigate	If additional traffic control measures/devices need to be installed during construction, RE to work with Design / Traffic Operations to resolve the issue and tap into contingency funds to cover the additional cost.	Chris Moulton (Construction)	7/31/2025	
Active	11	Environmental	Bird Nesting Season	Nesting birds in trees adjacent to the project footprint, protected from harassment under the Migratory Bird Treaty Act (MBTA), may delay construction during the nesting season, leading to extended construction time, resulting in additional cost and schedule delays.	The project may have nesting birds within the project area. Birds nesting on the side of the road could delay the construction activities from proceeding. Bird nesting season is from February 1 to September 30 for each construction season.	20	40	\$10,000	\$20,000	\$50,000	\$7,000	10	30	90	13	CON	S	Based on input of PDT and Department's experience with past projects of similar nature.	Accept	Construction work to avoid the nesting season if possible. If needed, appropriate mitigation measures will need to be installed to deter the birds from nesting. If construction activities need to take place during the nesting season, preconstruction surveys will need to be conducted prior to the start of construction activities. If nesting birds are encountered near construction activity, contractor will need to stop all nearby construction activities and notify the biologist. Construction activities will only proceed when the area is cleared by the biologist and field engineer.	Mita Nagarkar (Const Biology)	7/31/2025	
Retired	12	Design	Scope Creep	Scope of work may be increased due to addition of Complete Street (CS) elements beyond the originally programmed amount resulting in additional cost and schedule delays to RTL of the project	Scope changed due to adding Complete Street (CS) elements.	0	0	\$0	\$0	\$0	\$0	0	0	0	0	ENG	C	Based on PDT's input and past projects of similar scope.	Accept	Design to determine project scope for CS elements and PM proceed with PCR.	Design	12/18/2023	
Retired	13	Design	Project Plans and Specification	Nonstandard roadway features may be discovered in a future phase and may not be approved, leading to a request for updates and improvements, leading to cost increases and schedule delays.	Design Exceptions for nonstandard features to remain may be required.	0	0	\$0	\$0	\$0	\$0	0	0	0	0	ENG	S	Based on PDT's input.	Mitigate	The project engineer will work with the design decision liaison to resolve issues during project delivery.	Design	12/18/2023	

RISK REGISTER LEVEL		3	PROJECT NAME	NAPA 121 CAPM and Complete Streets		DIST-EA	04-1Q620 (0418000310)	Project Manager		Austin Bossetti		RISK MANAGER		Gurmukh Thiara				TOTAL COST (Capital +Support)		\$52,449,000.00			
PROJECT PHASE		PS&E		PDT MEMBERS	Merlito Coloma, Nancy Frost, Maxwell Lammert, Jinpeng Li, Hamideh Riaz, Ryan Kaung, Amir Mahboubi, Chris Moulton, Sally McClanahan, Mojgan Osooli, Carlos Mora, Mita Nagarkar		RISK ASSESSMENT INFORMATION													TOTAL DAYS (Construction + Initial review (30 days)+ Closeout (60 days))		220	
Risk Identification						Probability		Cost Impact (\$)				Time Impact (days)				Phase	Capital / Support	Individual Risk	Risk Response				
Status	ID #	Category	Title	Risk Statement	Current Status/ Assumptions	Prob Low	Prob High	Cost Low	Cost Most likely	Cost High	Cost Probable	Low	Most likely	High	Time Probable	ENG/ CON	C/S	Rationale	Strategy	Response Actions	Risk Owner	Updated	
Active	14	Construction	Extra Dig-outs and repaving of Asphalt Concrete	New distressed asphalt location areas that are not called out on plans may be found, or increased deterioration of existing pavement may occur. This may lead to additional work resulting in additional costs and time.	Continuing deterioration of the existing paving may increase extra dig-outs. There is also a lag between the time design investigated the project footprint and the planned construction start date.	10	40	\$200,000	\$250,000	\$1,000,000	\$91,667	2	5	5	1	CON	C	Based on input of PDT and Department's experience with past projects of similar nature.	Accept	Distressed areas were identified and addressed in plans and BEES during PS&E phase. This risk captures unanticipated potential dig-outs and asphalt repairs that may materialize in construction. The project contingency should cover additional costs of repair due to time lag between Design's site investigation and actual construction.	Chris Moulton (Construction)	7/31/2025	
Active	15	ROW	R/W Certification	The right of Way Certification process may not be completed on time because there are a large number of parcel requirements with high-risk of condemnation, leading to a missed project milestone and additional schedule delay.	ROW will require at least 24 months to deliver this project if the number of parcels holds.	50	90	\$0	\$0	\$0	\$0	60	90	240	91	ENG	S	Based on PDT's input.	Mitigate	Design office is working with ROW to expedite the process. ROW has engaged property owners and is in process of negotiation to reach an agreement.	Sally McClanahan (RW)	7/31/2025	
Active	16	Construction	Drainage Modification	Drainage modifications in the field may require additional design, leading to extra work for relocation and mitigation, resulting in additional costs and schedule delays.	Curb ramps and guard rail installation may have conflict with existing underground drainage facilities. Existing drainage inlets may require minor adjustments to conform with new pavement.	20	40	\$20,000	\$35,000	\$75,000	\$11,750	2	5	10	2	CON	C	Based on input of PDT and Department's experience with past projects of similar nature.	Mitigate	Known existing drainage facilities in conflict with construction activities were investigated and included in contract plans. RE to work with contractor to resolve any unanticipated drainage conflict during construction.	Chris Moulton (Construction)	7/31/2025	
Active	17	Environmental	Special Status Species	Federally/State listed species and other species found on project site may impact construction activities leading to stopped work resulting in additional project cost and schedule delays.	Listed species encountered during construction may delay construction activities.	10	30	\$10,000	\$25,000	\$50,000	\$5,333	2	5	7	1	CON	C	The immediate area surrounding the footprint of the project may be habitat for listed species.	Mitigate	General and species-specific avoidance and minimization efforts will be implemented to minimize and avoid potential effects to special-status species and their habitats. Project contingency funds will be used to cover any additional cost.	Mita Nagarkar (Const Biology)	7/31/2025	
Retired	18	ROW	R/W Certification	The right of Way Certification process may not be completed on time, leading to a missed project milestone and additional schedule delay.	Based on the current schedule and ROW requirements, the target RWC is insufficient to deliver 100+ parcels and utility relocations. ROW will require 24 months to deliver this project if the number of parcels holds.	0	0	\$0	\$0	\$0	\$0	0	0	0	0	ENG	S	Based on PDT's input.	Mitigate	Design to determine the quantities for parcel acquisitions and utility relocations. The design office will work with ROW to start the process early to engage the conversation with property owners.	Sally McClanahan (RW)	12/18/2023	
Active	19	Construction	Allocation for unidentified risks	Contingency needs to be allocated (based on industry practice) for issues that are missed when identifying uncertain events.	Industry accepted practical recommendations for including "unknown unknowns" into probabilistic cost and schedule risk models are used.	80	100	\$192,500	\$385,000	\$770,000	\$375,375	0	0	0	0	CON	C	Size of "unknown " allowances is dependent on the novelty of the project, stage of development of the project and type of industry. This risk account for all unidentified risks that the PDT didn't anticipate.	Accept	The projects Contingency funds includes 1% for all "Unknown Unknowns". RE to tap into contingency in case of need. This project has requested for 5% in Contingency.	Chris Moulton	12/18/2023	
Active	20	Construction	Support Costs Due to weather days	When contractor is allocated a weather day. COS costs will be incurred to the department. This risk is to cover all COS incurred to the Department. There are no delay costs.	No weather days were anticipated by the design team.	80	100	\$0	\$262,500	\$525,000	\$236,250	0	0	0	0	CON	S	Based on CT historical data. Projects with similar working days have an average of 0% - 10% of weather days allocated.	Accept	In case of need, RE and PM to tap into G-12 support funds.	Chris Moulton	12/18/2023	
Active	21	Design	COS costs due to delay	Additional support costs will be needed if the project is delayed during design phase. Cumulative costs of all Design risks.	These are Unanticipated COS costs expended by the design team due to changes and delays to the project.	100	100	\$42,419	\$140,909	\$239,399	\$140,909	0	0	0	0	ENG	S	This is cumulative of all the active risks with "P1" of Phase column.	Accept	See individual responses if there were any to the various risks identified in phase 1 (Design) that have schedule impacts. In case of any support costs overruns PM to request for G-12 support funds.	Merlito Coloma	12/18/2023	
Active	22	Design	Indirect costs of Project Design/RTL Delay: (Mostly Escalation Costs)	If the project gets delayed in Design phase, RTL will be delayed resulting in Escalation of project costs. This is cumulative of all costs due to delay of RTL.	Escalation costs of 5%/year is assumed for projects that get delayed in design phase.	100	100	\$148,661	\$493,830	\$493,830	\$436,302	0	0	0	0	ENG	C	This is cumulative of all the active risks with "P1" of Phase column.	Accept	See individual risk responses if there were any to the various risks identified in Phase 1 (Design).	Merlito Coloma	12/18/2023	
Active	23	Construction	COS costs due to delay	Cumulative costs of additional Construction COS needed due to delays in construction phase.	These are Unanticipated COS costs expended by the Construction team due to changes and delays to the project.	100	100	\$1,192,838	\$1,898,077	\$2,603,316	\$1,898,077	0	0	0	0	CON	S	This is cumulative of all the active risks with "P4" of Phase column.	Accept	See individual responses if there were any to the various risks identified in Phase 4 (Construction) that have schedule impacts. In case of any support costs overruns PM to request for G-12 support funds.	Chris Moulton	12/18/2023	
Active	24	Construction	Indirect costs of Project Construction: (TRO & TRO+ & Escalation)	Cumulative costs of delays due to any of the other risk items occurring in construction phase. these are the indirect costs associated with occurrence of any of identified risks causing a construction delay.	Has CO delay costs (TRO, TRO+ and Escalation Costs) Escalation = 5%/Year, TRO=10% of Capital Costs/Year TRO+ = 5% of Capital Costs/year	100	100	\$1,547,383	\$2,462,240	\$3,377,096	\$2,462,240	0	0	0	0	CON	C	This is cumulative of all the active risks with "P4" of Phase column.	Accept	See individual responses if there were to the various risks identified in Phase 4 (Construction).	Chris Moulton	12/18/2023	

Attachment C

Environmental Revalidation



NEPA/CEQA RE-VALIDATION FORM (rev. 09/2024)

DIST-CO-RTE: 04-NAP-121
PM/PM: 4.5/10.7
EA or Fed-Aid Project No.: 04-1Q620
Other Project No. (specify): EFIS: 0418000310
Project Title: Napa SR 121 CAPM
Environmental Approval Type: CE/CE
Date Approved: 06/28/2022
Reason for Consultation (23 CFR 771.129): ☐ Project proceeding to next major federal approval ☒ Change in scope, setting, effects, mitigation measures, requirements ☐ 3-year timeline (EIS only) ☐ N/A (Re-Validation for CEQA only)
Description of Changed Conditions: The project is going to be unparred and reprogrammed for the 27/28 FY.

NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: (Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated. **NOTE:** If applicable, remember to check conformity status. See the [SER Vol. 1, Chapter 11](#) and contact the District Air Quality Specialist for additional information.)

- ☒ The original environmental document or CE remains valid. No further documentation will be prepared.
- ☐ The original environmental document or CE is in need of updating; further documentation has been prepared and ☐ is included on the continuation sheet(s) or ☐ is attached. With this additional documentation, the original ED or CE remains valid.
- Additional public review is warranted (23 CFR 771.111(h)(3)) ☐ Yes ☐ No
- ☐ The original environmental document or CE is no longer valid.
- Additional public review is warranted (23 CFR 771.111(h)(3)) ☐ Yes ☐ No
- Supplemental environmental document is needed. ☐ Yes ☐ No
- New environmental document is needed. ☐ Yes ☐ No (If "Yes," specify type:)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

Signature: Environmental Branch Chief

Signature: Project Manager/DLAE

08/06/2025

Date

07/31/2025

Date

NEPA/CEQA RE-VALIDATION FORM

CEQA CONCLUSION (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: *(Check ONE of the five statements below, indicating whether any additional documentation is or will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)*

- ☒ **Original document remains valid. No further documentation is necessary but may be included on continuation sheets.**
- ☐ **An Addendum was prepared for minor technical changes or additions to the project and is:**
- ☐ **included on the continuation sheets or**
 - ☐ **attached.**
- It need not be circulated for public review (CEQA Guidelines, §15164). The addendum must include a brief explanation of why the decision was made to not prepare a subsequent or supplemental environmental document as well as a summary statement explaining the changes to the project.**
- ☐ **Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review (CEQA Guidelines, §15163).**
- ☐ **Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review (CEQA Guidelines, §15162).**
- (Specify type of subsequent document, e.g., Subsequent FEIR):**
- ☐ **The CE is no longer valid. New CE is needed. ☐ Yes ☐ No**

CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.



Signature: Environmental Branch Chief



Signature: Project Manager/DLAE

08/06/2025

Date

07/31/2025

Date

NEPA/CEQA RE-VALIDATION FORM

CONTINUATION SHEET(S)

This Revalidation addresses the change in construction capital cost and project delivery schedule necessary to obtain right of way (ROW) acquisition, certification and permits.

This project is a Capital Preventive Maintenance (CAPM) project that proposes to replace the existing pavement, culverts, and guardrails. Additionally curb ramps will be upgraded to meet current Americans with Disabilities Act (ADA) standards.

The project was originally programmed for FY 2024/2025; however, reprogramming is necessary to complete Plans, Specifications, and Estimate, secure all environmental permits, and meet ROW requirements. The project will be reprogrammed for the 2027/2028 Fiscal Year under the same EA. Studies completed for this project would still apply.

Changes in project design, e.g., scope change; a new alternative; change in project alignment.

No changes to the project design.

Changes in environmental setting, e.g., new development affecting traffic or air quality.

No changes to the environmental setting.

Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.

Updated species lists was obtained on 07/29/2025 and are in the project file.

Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.

No changes to the environmental impacts.

Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

No changes to the avoidance, minimization, and mitigation measures.

Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.

No changes to environmental commitments.

04-1Q620 Reprograming Revalidation

Final Audit Report

2025-08-06

Created:	2025-07-30
By:	Nathan Roberts (s145636@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAAnXzjGU1k6gTpJzvsBf18Y-nxBLeAxojd

"04-1Q620 Reprograming Revalidation" History

-  Document created by Nathan Roberts (s145636@dot.ca.gov)
2025-07-30 - 4:25:39 PM GMT- IP address: 149.136.25.244
-  Document emailed to Austin Bossetti (s148142@dot.ca.gov) for signature
2025-07-30 - 4:27:14 PM GMT
-  Document emailed to Skylar Nguyen (s150645@dot.ca.gov) for signature
2025-07-30 - 4:27:14 PM GMT
-  Email viewed by Skylar Nguyen (s150645@dot.ca.gov)
2025-07-30 - 4:40:10 PM GMT- IP address: 104.28.123.88
-  Email viewed by Austin Bossetti (s148142@dot.ca.gov)
2025-07-30 - 7:48:45 PM GMT- IP address: 54.243.37.195
-  Document e-signed by Austin Bossetti (s148142@dot.ca.gov)
Signature Date: 2025-07-31 - 3:43:03 PM GMT - Time Source: server- IP address: 149.136.25.244
-  Document e-signed by Skylar Nguyen (s150645@dot.ca.gov)
Signature Date: 2025-08-06 - 4:27:19 PM GMT - Time Source: server- IP address: 149.136.25.244
-  Agreement completed.
2025-08-06 - 4:27:19 PM GMT

Attachment D

Right of Way Data Sheet

To: Design Sonoma and Solano **Date:** 08/25/2025
Attention: TIM V. LE **File:** 04-NAP-121-PM R4.47/10.70
Project Engineer
From: MONA POON **EA :** 04-1Q620
Right of Way Resource Manager **Project No:** 04-1800-0310
Subject: Current Estimated Right of Way Costs **D.S.** **7943**

Project Description:

PREFORM MINOR PAVEMENT REHABILITATION ON STATE ROUTE 121 FROM IMOLA AVENUE
TO VICHY AVENUE

We have completed an estimate of the right of way costs for the above referenced project based on maps we received from you on **8/13/2025** and the following assumptions and limiting conditions.

- ☐ 1. The mapping did not provide sufficient detail to determine the limits of the right of way required.
- ☐ 2. The transportation facilities have not been sufficiently designed so our estimator could determine the damages to any of the remainder parcels affected by the project.
- ☐ 3. Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the early design requirements.
- ☐ 4. This estimate does not include \$_____ right of way costs previously incurred on the project, which may affect the total project right of way costs for programming purposes.
- ☐ 5. We have determined there are no right of way functional involvements in the proposed project at this time, as designed.
- ☐ 6. This Data Sheet is being completed without an estimate for Environmental Permit Fees or Mitigation Costs.

Right of Way Lead Time will require a minimum of 24 months after we begin receiving final right of way requirements, necessary environmental clearance has been obtained, and freeway agreements have been approved. From the date of receipt of final right of way requirements, we will require a minimum of 18 months prior to the date of certification of the project. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed. Either of these actions may reflect adversely on the District's other programs or our public image generally.



Right of Way Resource Manager

Attachments:

- ☐ Right of Way Data Sheet – Page One (always required)
- ☒ Right of Way Data Sheet – All Pages (required when interest in real property is being acquired)
- ☒ Utility Information Sheet
- ☐ Railroad Information Sheet

RIGHT OF WAY DATA SHEET

TO: Office of Design Sonoma &
Solano

Date 08/25/2025 D.S. # 7943
Dist. 04 Co. Nap Rte 121 PM R4.47/10.7
EA 1Q6200 (0418000310)

ATTN: Tim V. Le
Project Engineer

Project Description: Minor Pavement Rehab

SUBJECT: Right of Way Data - Alternate No. _____

1. Right of Way Cost Estimate:

	Current Value (Future Use)	Escalation Rate	Escalated Value
A. Acquisition, including Excess Lands, Damages, and Goodwill	<u>\$993,000.00</u>	3 %/yr	<u>\$1,053,000.00</u>
Permits			<u>\$15,000.00</u>
Environmental Mitigation			<u>\$0.00</u>
Grantor's Appraisal Cost			<u>\$210,000.00</u>
B. Utility Relocation (State Share)	<u>\$201,750.00</u>	%	<u>\$201,750.00</u>
C. Railroad (from page 6)			<u>\$0.00</u>
D. Relocation Assistance	<u>\$0.00</u>	%	<u>\$0.00</u>
E. Clearance Demolition	<u>\$0.00</u>	%	<u>\$0.00</u>
F. Title and Escrow Fees	<u>\$180,000.00</u>	%	<u>\$180,000.00</u>
G. <u>TOTAL ESCALATED VALUE</u>			<u>\$1,659,750.00</u>
H. Construction Contract Work	<u>\$0.00</u>		
I. Railroad Phase 4 Costs	<u>\$0.00</u>		
J. Utility Phase 4 Costs	<u>\$37,500.00</u>		

2. Anticipated Date of Right of Way Certification 8/1/2027

3. Parcel Data:

Type	Dual/Appr	Utilities Involvements	RR Involvements	
X		Utility Verification <u>10</u>	None	<u>X</u>
A <u>36</u>		Positive Identification <u>99</u>	C&M Agrmt	
B <u>7</u>		Utility Relocation <u>6</u>	R/W Agrmt	
C		Other (Specify) _____	Design	
D			Const.	
E <u>XXXX</u>			Lic/RE/Clauses	
F <u>XXXX</u>			Misc R/W Work	
			RAP Displ	<u>0</u>
			Clear Demo	<u>0</u>
			Const. Permits	<u>0</u>
			Condemnation	<u>1</u>
Total <u>43</u>				

Areas: Right of Way 12,761 sf No. Excess Parcels Excess

4. Are there any major items of construction contract work?
Yes ☐ No ☒ (If yes, explain)
5. Provide a general description of the right of way and excess lands required(zoning, use, major improvements critical or sensitive parcels, etc.).
No right of way required. ☐
There are 43 parcels required for this project. The city of Napa requires PTE&C's, section 83's and 2 drainage easements at various locations. Commercial & Residential zoning and uses. Fee, TCE's and PTE&C's required for new sidewalk, SW repairs, Curb ramps & driveway reconstruction.
6. Is there an effect on assessed valuation? (If yes explain)
Yes ☐ Not Significant ☐ No ☒
7. Are utility facilities or rights of way affected? Yes ☒ No ☐
(If yes, attach Utility Information Sheet Exhibit 01-01-05)
8. Are railroad facilities or rights of way affected? Yes ☐ No ☒
(If yes, attach Railroad Information Sheet Exhibit 01-01-06)
9. Were any previously unidentified sites with hazardous waste and/or material found?
Yes ☐ None evident ☒
(If yes, attach memorandum per Procedural Handbook Volume 1, Section 101.011)
10. Are RAP displacements required? Yes ☐ No ☒
(If yes, provide the following information)
- No. of personal property relocations _____
- No. of single family _____ No. of business/non profit _____
- No. of multi-family _____ No. of farms _____
- Based on Draft / Final Relocation Impact Statement / Study dated _____, it is anticipated that sufficient replacement housing will / will not be available without Last Resort Housing.
11. Are material borrow and / or disposal sites required? Yes ☐ No ☒
(If yes, explain)
12. Are there potential relinquishments / abandonments? Yes ☐ No ☒
(If yes, explain)
13. Are there any existing and/or potential Airspace sites? Yes ☐ No ☒
(If yes, explain)

14. Are there Permit Fees? Yes ☒ No ☐
(If yes, explain)
Per Mona Poon, \$15,000 in permit fees paid.
15. Are there Environmental Mitigation Costs? Yes ☐ No ☒
(If yes, explain)
16. Indicate the anticipated Right of Way schedule and lead time requirements.
Based on the R/W Requirements on Page 1 of this Data Sheet, R/W will require a lead
time of _____ months from the date regular appraisals can begin to project certification.
17. Is it anticipated that all Right of Way work be performed by CALTRANS staff?
Yes ☒ No ☐ (If no, discuss)

Assumptions and Limiting Conditions

- This data sheet was completed without a hazardous waste/materials report or an estimate for Permit Fees or Environmental Mitigation Costs.
- Information on this data sheet was based on maps provided by Tim V. Le on 8/13/2025

Evaluation Prepared By: Lynn White

Right of Way: Name *HS* Date 08/25/2025

Railroad: Name *Alden Chalk* Date 08/25/2025

Utilities: Name *Latoria Young* Date 08/25/2025

Recommended for Approval:



Right of Way Capital Cost Coordinator

I have personally reviewed this Right of Way Data Sheet and all supporting information. It is my opinion that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper subject to the limiting conditions set fourth, and find this Data Sheet complete and current.



Chief, R/W Appraisal Services

08/25/2025

Date

cc: Program Manager
Project Manger

UTILITY INFORMATION SHEET

1. Utility owners located within project limits:
AT&T, PG&E, City of Napa, Comcast, Crown Castle, LUMEN, Napa Sanitation District, Verra Mobility

2. Facilities potentially impacted by project (if known, include Owners(s) & facility type(s)):
PG&E 8" gas main, 150 cover adjustments, pole relocations owners currently undetermined

3. Anticipated Workload:

<u>10</u>	Utility Verification Required
<u>99</u>	Positive Identification
<u>6</u>	Utility Relocation
<u>0</u>	Other (Specify)

4. Additional information concerning anticipated utility involvements (include limiting conditions and a narrative addressing likelihood that conflicts will occur);

_____ Involves possible relocation of electric transmission facilities
(If X'd, Data sheet should be forwarded to environmental)

_____ Utility agreements will be required for this project due to CCW on public utility facilities for all public utility relocations and adjustments, including but not limited to, manhole cover adjustments to grade (unless determined & specified in writing by the Utility Engineering Workgroup (UEW) that none are required for this project). A minimum lead-time of 12 months from PA&ED to RWC is needed to secure the utility agreement(s) and specifications as required for the RWC and PS&E milestones. Leadtime requires that UEW provide RW Utilities with a conflict memo and maps no later than the PA&ED milestone.

5. Estimated Costs:

Positive Identification \$ 201,750.00

99 POS-LOC performed

Utility Relocation \$ 0.00

PG&E 8" gas main relocation, PG&E cover adjustments, pole relocations

Phase 4* \$ 37500.00

~150 cover adjustments: 4 AT&T MAP lower and raise; Napa Sewer Dist. 39 MAP lower

*not apart of page 1 total

ESTIMATED STATE SHARE OF COSTS \$ 239,250.00

Prepared by: Latorya Young

Latorya Young

Right of Way Utility Coordinator

08/25/2025

Date

Attachment E

Performance Measure

SHOPP Project - Accomplishment - Performance Measures - Benefits																		
District: 04	Tool ID: 25692	Project ID: 0418000310		EA: 1Q620	Co-Rte-PM: NAP-121-R4.47/10.7 (Primary Location)			View/Print PIR (Performance) Report										
Multi-Objective Worksheet	☐ Bridge	☒ Pavement	☐ Drainage	☐ Facilities	☐ Signs and Lighting	☒ Mobility	☐ Roadside	☒ Bicycle and Pedestrian Infrastructure	☐ Sustainability /Climate Change	☐ Advance Mitigation /Mitigation	☐ Major Damage & Betterments	☒ Green-house Gases	☐ Relinquishment					
Performance & Accomplishments (PRG)																		
ActID	Activity Detail		Performance Objective	Unit of Measurement	Quantity	Pre-Good	Pre-Fair	Pre-Poor	New	Post-Good	Post-Fair	Post-Poor	HQ Program Review - Agree with District?	HQ Comment	Review Date	Performance Change Date After Review	Comment	
1	B25	Asphalt Pavement Minor Rehab (CAPM)	Pavement Class II	Lane Miles	15.075	0.399	13.946	0.730		15.075							08/12/25	
2	B25	Asphalt Pavement Minor Rehab (CAPM)	Pavement Class III	Lane Miles	0.040		0.040			0.040							08/12/25	
3	F23	ADA - New Curb Ramp Installed	No Performance Objective in the SHSMP	Each	11.000				11.000									ADA item transferred from 1Q620 ((ID 0418000310) 8/1/25
4	F24	ADA - Repair/Upgrade Curb Ramp	No Performance Objective in the SHSMP	Each	81.000			81.000		81.000								ADA item transferred from 1Q620 ((ID 0418000310) 8/1/25
5	F43	ADA - Deficient Elements	ADA Pedestrian Infrastructure	Deficient Elements	92.000			81.000	11.000	81.000								
6	H32	Is any Location Within the Project Limits Ped/Bike Accessible?	No Performance Objective in the SHSMP	Yes/No	Yes													
7	H55	Justification for Bicycle and Pedestrian Infrastructure Not Applicable	CS ele in another CT Proj	1,2,3														existing bike lanes to be repainted after paving
8	N02	Quantitative - Proposed Mitigated	No Performance Objective in the SHSMP	MTCO2e	208.000													
9	N03	Quantitative - Unmitigated	No Performance Objective in the SHSMP	MTCO2e	360.000													42% reduction
(Last Saved - 08/12/25 @ 11:38 AM by Lidia Gaitan)																		

Programming Performance Summary (All Locations)

Program Code	Activity Category	Asset Class	Asset	Performance Value	Performance Measure	Unit	Pre-Good	Pre-Fair	Pre-Poor	Pre-Total	Post Good	New	Post Good+New	Post-Fair	Post-Poor	Post-Total
201.121	Pavement - Pavement Preservation	Primary	Pavement	15.1	Lane mile(s)	Lane mile(s)	0.4	14.0	0.7	15.1	15.1	0.0	15.1	0.0	0.0	15.1

Notes:

- The crosswalk for reporting performance in the "Programming Performance Summary" was developed to assist the districts on performance reporting requirements for CTC and PCRs. For discrepancies or errors, please notify AM Tool admins via e-mail at CT-TAM@dot.ca.gov.
- The data summarized in the table represents the performance reported or to be reported in CTIPS.
- Programming only requires the breakdown of Good, Fair and Poor for Primary and Supplementary Asset Classes.
- Reporting of bridge pre and post conditions may contain errors if the project RTL is before 2024/25.
- Reporting drainage pre-total and post good may differ whenever projects contain abandoned/removed culverts as the culvert no longer exists at post construction, is deleted from the pre-total value for posting of the post good value, and gets deleted from the statewide CIP inventory database.
- Reactive Safety projects will temporally use the same performance outputs of Safety Improvement projects. When the reporting requirements for CTC changes, the logic in the AM Tool will change.
- During the transition to the new Proactive Safety objective, the performance output for projects with a primary activity category of Proactive Safety (under program codes 015, 112, or 235) will continue to be presented here in the units of measure corresponding to the activities historically reported to date. A change in units to "Annual Fatal and Serious Injury Collisions" for future programming requests is being planned.

Attachment F

Approved Project Report

Project Report

For Project Approval

On Route 121
Between Route 29
And Vichy Avenue

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:


for Julie McDaniel, Deputy District Director,
Right of Way and Land Surveys

APPROVAL RECOMMENDED:


Aaron Wang, Project Manager,
Program/Project Management, North Region


Halim Mathkour, Office Chief,
Design Sonoma and Solano

APPROVED:


Helena (Lenka) Culik-Caro,
Deputy District Director, Design

June 30, 2022

Date

Vicinity Map



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

Uchechris Okpalaugo

CHRIS OKPALAUGO,
REGISTERED CIVIL ENGINEER

6/29/2022

DATE



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1. INTRODUCTION

Project Description:

The project is a minor pavement rehabilitation project that covers 6.2 miles of pavement preservation along State Route (SR) 121 in Napa County in and near the City of Napa, beginning at SR 29 (PM R4.47) and extending to approximately 350 feet east of Vichy Avenue (PM 10.70) (see Attachment A). The project proposes to resurface the existing Asphalt Concrete (AC) pavement along the mainline, on-ramps, and off-ramps with Rubberized Hot Mix Asphalt–Open Graded (RHMA-O) pavement or Rubberized Hot Mix Asphalt–Gap Graded (RHMA-G) pavement. Localized areas of AC that are severely damaged will be repaired with dig-outs and full-depth replacement of the AC. The proposed typical cross sections is provided as Attachment B and proposed layout of the project is provided as Attachment C.

The project will also install lighting (from PM 8.41 to PM 9.05), apply High-Friction Surface Treatment (HFST) (from PM 8.65 to PM 9.05), replace the existing metal culverts, upgrade the existing metal beam guardrail (MBGR) and end treatments, restripe bike lanes, reconstruct nonstandard curb ramps, construct sidewalk (to close gaps) at designated locations, replace signal loop detectors, upgrade signals for Americans with Disabilities Act (ADA) compliance (install audio devices, pedestrian push buttons, and count-down timers), and reconstruct commercial and residential driveways to meet ADA requirements.

A Supplemental Project Initiation Report (PIR) approved on March 19, 2021 documents the additional work elements that were added to the original scope of the project, as described in the original PIR, which was approved on June 27, 2019.

The additional work elements include the following pedestrian improvements on the segment of SR 121 between northbound (NB) SR 29 and Soscol Avenue: installing new sidewalks and sidewalk gap closures, installing a pedestrian hybrid beacon/signal at Minahen Street and high-visibility crosswalks at all intersections, and adding median refuge islands on long crossings.

The project will also install the following: Class II buffered bicycle lanes to close gaps between Class IV bikeways, protected bikeways on both sides of the Maxwell Bridge, Class IV bikeways on Imola Avenue in both directions, passive bicycle detection at all signalized intersections, floating transit islands near Minahen Street and Jefferson Street, and conflict zone green bikeway markings between the SR 29 interchange and Soscol Avenue.

The Office of Traffic Safety recommendations are listed in Attachment D. The following summary table lists the key features of the project.

Project Limits	04 - Nap - 121 – PM R4.47/10.70	
Number of Alternatives	Two (one Build Alternative and the No-Build Alternative)	
	Current Cost Estimate:	Escalated Cost Estimate:
Capital Outlay Support	\$3,932,000	\$6,608,000
Capital Outlay Construction	\$31,068,000	\$35,004,000
Capital Outlay Right of Way	\$1,070,000	\$1,070,000
Funding Source	SHOPP 20.10.201.121, Pavement Rehabilitation	
Funding Year	2023	
Type of Facility	Two- to four-lane conventional highway	
Number of Structures	Five	
SHOPP Project Output	14.67 lane miles, 92 curb ramps	
Environmental Determination or Document	Categorical Exemption (CEQA) / Categorical Exclusion (NEPA)	
Legal Description	In Napa County, on Route 121 from the Route 121/29 separation to east of Vichy Avenue	
Project Development Category	Category 5	

Notes:

CEQA = California Environmental Quality Act

NEPA = National Environmental Policy Act

Nap = Napa County

PM = post mile(s)

SHOPP = State Highway Operation and Protection Program

2. RECOMMENDATION

It is recommended that this Project Report be approved and that the Build Alternative proceed to the Plan, Specifications, and Estimate (PS&E) phase.

3. BACKGROUND

Project History

State SR (SR) 121 is a 33.5-mile-long, conventional highway located within Sonoma and Napa Counties. The corridor intersects State SR 12 and State SR 29 and takes on various identities through its course. The section of State SR 121 from State SR 37 to the Town of Sonoma follows the historic path of “El Camino Real,” and was officially designated a Historic Route by the State Assembly in 2001. A portion of the SR is eligible for State Scenic Highway designation.

The California Legislature named SR 121 the Carneros Highway from its southern terminus to its junction with SR 12, however between SR 37 and SR 116, SR 121 is called Arnold Drive. While Arnold Drive continues north as SR 116 and eventually terminates at SR 12 in Glen Ellen, SR 121 veers west and shares an east-west alignment with SR 12 east of the Town of Schellville. This section is called both Fremont Drive and Carneros Highway.

SR 121 has a route gap from the SR 29 junction until it turns eastward from SR 29, where it is called Imola Avenue. A little more than a mile later it heads north on Soscol Avenue to a “Y” intersection, then veers right and is called Silverado Trail until it meets Monticello Rd. There it again veers east and northeast as Monticello RD. and terminates at SR 128 near Lake Berryessa in Napa County.

The roadbed of the mainline has undergone various construction projects over the years. Various record drawings were obtained to understand the makeup of the roadbed structural sections; however, available record drawings are minimal. The pavement structural section varies in depth and makeup of types of asphalt concrete and subbase materials. The pavement distress conditions identified during the field reviews for the project observed transverse and longitudinal cracking, block cracking, reflection cracking, fatigue cracking, edge cracking, patches, potholes, rutting, and polished aggregate. The pavement repair strategy presented herein will extend the service life of the pavement, reduce maintenance needs, and improve ride quality.

A Supplemental PIR was approved on June 27, 2019. The Supplemental PIR proposed two Alternatives (one Build Alternative and the No-Build Alternative). The Build Alternative for the Supplemental PIR was programmed with a construction capital cost of \$20,942,000.

Community Interaction

The Napa Valley Transportation Authority (NVTa) lead the Imola Corridor Complete Streets Improvement to develop a contributing to Complete Streets elements for the project along Imola Ave. between SR 29 and Soscol Ave. NVTa hosted three workshops – May 22, 2019 at the Soscol Gateway Transit Center, December 12, 2019 at the Napa County Office of Education, and an online workshop on July 13, 2020. The details of these workshops are found in the Complete Streets portion of Section 7 of this Project Report.

Pedestrian and bicycle groups will be consulted during the PS&E as well as before the start of construction. Advance warning will be provided as necessary when alternative routes are used during construction based on their traffic impact.

Existing Facility

Roadway Geometric Information and Condition

This minor pavement rehabilitation project covers 6.23 miles of SR 121, from PM R4.47 to PM 10.70. There are four segments within the project limits that occur in an urban/commercial areas in the City of Napa and extend into a rural area outside the city limits. The minimum curve radius for the Resurfacing, Restoration and Rehabilitation (3R) standard has been based on a normal crown section with a superelevation rate of 4% (see the California Department of Transportation [Caltrans] Highway Design Manual [HDM] 202.2A); during the Project Approval and Environmental Document (PA&ED) phase, design-level surveys will and a more rigorous analysis will be performed. Traveled way, shoulder, and median geometric

information are provided in the following tables for the four segments of SR 121 within the project limits.

Imola Avenue Segment

The Imola Avenue segment extends from PM R4.47 to PM 5.89. Table 3-1 lists the geometric information and condition of the segment.

Table 3-1: Geometric Information and Condition of the Imola Avenue Segment

Feature		Existing	Minimum 3R Standard
Facility location	Post mile range	R4.47/5.89	NA
Minimum curve radius	Radius (ft)	3450 ft	5230 ft
Through traffic lanes	Number of lanes	4	4
	Lane width (ft)	12–14 ft	12 ft
	Type (flexible, rigid, or composite)	Flexible	Flexible
Paved shoulder width	Left (ft)	0 ft	8 ft
	Right (ft)	3–10 ft	8 ft
Median width	(ft)	6–18 ft	12 ft
Shoulder is a bicycle lane	(Yes/no) / width (ft)	Yes / 3–5 ft	4 ft, 5 ft at curb and gutter
Other bicycle lane Width ⁽¹⁾	Width (ft)	5 ft	4 ft
Bicycle route	(Yes/no)	Yes	Yes
Facilities adjacent to the roadbed ⁽²⁾	Code / width (ft)	B-3 / 5 ft P-4 / 10 ft	P / 6 ft B / 4–5 ft

Notes:

3R = Resurfacing, Restoration and Rehabilitation

Soscol Avenue Segment

The Soscol Avenue segment extends from PM 5.89 to PM 6.54. Table 3-2 lists the geometric information and condition of the segment.

Table 3-2: Geometric Information and Condition of the Soscol Avenue Segment

Feature		Existing	Minimum 3R Standards
Facility location	Post mile range	5.89/6.54	NA
Minimum curve radius	Radius (ft)	3500 ft	5230 ft
Through traffic lanes	Number of Lanes	4	4
	Lane width (ft)	12 ft	12 ft

Feature		Existing	Minimum 3R Standards
	Type (flexible, rigid, or composite)	Flexible	Flexible
Paved shoulder width	Left (ft)	0 ft	8 ft
	Right (ft)	3–10 ft	8 ft
Median width	(ft)	2–24 ft	12 ft
Shoulder is a bicycle lane	(Yes/no) / width (ft)	Yes / 5–8 ft	4 ft, 5 ft at curb and gutter
Other bicycle lane width ⁽¹⁾	Width (ft)	5 ft	4 ft
Bicycle route	(Yes/no)	Yes	Yes
Facilities adjacent to the roadbed ⁽²⁾	Code / width (ft)	B / 5–10 ft P / 5–10 ft	P / 6 ft B / 4–5 ft

Notes:

3R = Resurfacing, Restoration and Rehabilitation

Silverado Trail Segment

The Silverado Trail segment extends from PM 6.54 to PM 9.44. Table 3-3 lists the geometric information and condition of the segment.

Table 3-3: Geometric Information and Condition of the Silverado Trail Segment

Feature		Existing	Minimum 3R Standards
Facility location	Post mile range	6.54/9.44	NA
Minimum curve radius	Radius (ft)	275 ft	5230 ft
Through traffic lanes	Number of lanes	2	2
	Lane width (ft)	12 ft	12 ft
	Type (flexible, rigid, or composite)	Flexible	Flexible
Paved shoulder width	Left (ft)	0 ft	8 ft
	Right (ft)	0–8 ft	8 ft
Median width	(ft)	0–12 ft	12 ft
Shoulder is a bicycle lane	(Yes/no) / width (ft)	Yes	4 ft, 5 ft at curb and gutter
Other bicycle lane width ⁽¹⁾	Width (ft)	None	4 ft
Bicycle route	(Yes/no)	Yes	Yes

Feature		Existing	Minimum 3R Standards
Facilities adjacent to the roadbed ⁽²⁾	Code / width (ft)	L / 0–5 ft P / 5–10 ft	P / 5 ft w/landscaping P / 6 ft B / 4–5 ft

1. “Other bicycle lane width” is the width of a bicycle lane that is not within the shoulder and is part of the traveled way.

2. Codes for row titled “Facilities adjacent to the roadbed”:

B – Bicycle path

P – Pedestrian walkway

B/P – shared bicycle and pedestrian path

L – Landscaped area between the curb and sidewalk

Notes:

3R = Resurfacing, Restoration and Rehabilitation

NA = not applicable

Monticello Road Segment

The Monticello Road segment extends from PM 9.44 to PM 10.70. Table 3-4 lists the geometric information and condition of the segment.

Table 3-4: Geometric Information and Condition of the Monticello Road Segment

Feature		Existing	Proposed	Minimum 3R Standards
Facility location	Post mile range	9.44/10.70	Same as existing	NA
Minimum curve radius	Radius (ft)	1600 ft	1600 ft	5230 ft
Through traffic lanes	Number of lanes	2	2	2
	Lane width (ft)	12 ft	12 ft	12 ft
	Type (flexible, rigid, or composite)	Flexible	Flexible	Flexible
Paved shoulder width	Left (ft)	0 ft	0 ft	8 ft
	Right (ft)	3 ft	3 ft	8 ft
Median width	(ft)	0–12 ft	0–12 ft	12 ft
Shoulder is a bicycle lane	(Yes/no) / Width (ft)	Yes	Yes	4 ft
Other bicycle lane width ⁽¹⁾	Width (ft)	None	None	4 ft
Bicycle route	(Yes/no)	Yes	Yes	Yes
Facilities adjacent to the roadbed ⁽²⁾	Code / Width (ft)	None	None	B / 4 ft

1. “Other bicycle lane width” is the width of a bicycle lane that is not within the shoulder and is part of the traveled way.

2. Codes for row titled “Facilities adjacent to the roadbed”:

B – Bicycle path

P – Pedestrian walkway

B/P – shared bicycle and pedestrian path

L – Landscaped area between the curb and sidewalk

Notes:

3R = Resurfacing, Restoration and Rehabilitation

NA = not applicable

Median, Shoulder, and Ramp Pavement Condition

Pavement within the project limits exhibits signs of distress and deterioration. Shoulders drop abruptly at the edge of pavement and need shoulder backing. Median curbs are deteriorated. Median curbs are cracked and less than the standard 6-inch curb height at spot locations.

Structure Geometric Information

Five structures exist within the project limits. For each structure, Table 3-5 lists the widths between the curbs, the vertical clearance, whether the relevant Bridge Needs Reports identify the project work, whether the project will replace the approach bridge railings, and whether the project will replace the bridge approaches. The following discussion provides geometric information about each structure.

Table 3-5: Geometric Information and Project Work for Five Structures Within the Project limits

Structure Name (Number)	Width Between Curbs			Vertical Clearance			Work Identified in Bridge Needs Report (Y/N) *	Replace Bridge Approach Rail (Y/N)	Replace Bridge Approach Slab	
	Exist. (ft)	3R Std. (ft)	Prop. (ft)	Exist. (ft)	3R Std. (ft)	Prop. (ft)			(Y/N)	Number
Imola Ave. Separation (No. 21-0086)	NA	NA	NA	14'–10"	15'	14'–10"	No	No	NA	NA
Napa River Bridge (No. 21-0108)	37	37	37	NA	NA	NA	No	No	No	NA
Tulucay Creek Bridge (No. 21-0077)	82	40	82	NA	NA	NA	No	Yes	No	NA
Tulucay Creek Bridge (No. 21-0003)	68	40	68	NA	NA	NA	Yes	No	No	NA
Sarco Creek Bridge (No. 21-0117)	41	40	41	NA	NA	NA	No	No	No	NA

*Bridge Needs Reports: Information only available for Bridge Nos. 21-0003, 21-0077, and 21-0117.

Notes:

3R = Resurfacing, Restoration and Rehabilitation

Exist. = existing

NA = not applicable

Prop. = proposed

Std. = standard

Y/N = yes or no

Imola Avenue Separation (PM R4.47) (Bridge No. 21-0086L and 21-0086R)

The signage for vertical clearance is 14 feet 10 inches, which is less than the standard 15-foot vertical clearance requirement for conventional highways. The project proposes to maintain the existing nonstandard vertical clearance. Structure work is not proposed as part of the project.

Napa River Bridge (PM 5.30) (Bridge No. 21-0108L and 21-0108R)

Bridge was constructed in 2007. There is a left and right structure that together accommodate a total of four 12-foot wide lanes with 5-foot wide left shoulders and 8-foot wide right shoulders. A curb and a 5-foot wide sidewalk exist on each side of the bridge. There is no bridge approach railing, and the sidewalks separate the traveled way from the concrete bridge railing. Structure work is not proposed as part of the project.

Tulucay Creek Bridge (PM 5.71) (Bridge No. 21-0077)

This bridge was constructed in 1949 and widened in 1997 to accommodate four lanes and a left-turn lane. There is a nonstandard metal beam guardrail as an approach rail in the eastbound (EB) direction. There is no curb on the bridge in the EB direction. However, both a curb and a sidewalk are present in the westbound (WB) direction. There is no bridge approach railing in the WB direction. The project will install an approach railing in the WB direction, but the project does not propose any structure work.

Tulucay Creek Bridge (PM 6.42) (Bridge No. 21-0003)

This bridge was constructed in 1918 and widened in 1963 to accommodate four lanes and a striped median. There are no bridge approach railings or sidewalks. Due to the close proximity of points of ingress and egress to commercial properties at each end of the bridge, it would be difficult to install approach railings without significant impacts to private properties, so the project does not propose to install such railings, and the project does not propose to undertake any structure work.

Sarco Creek Bridge (PM 9.30) (Bridge No. 21-01177)

This 40-foot wide bridge was constructed in 2018 and has standard Midwest guardrail system (MGS) approach railing and shoulders. The project does not propose to undertake any structure work for the project.

4. PURPOSE AND NEED

Purpose:

The purpose of the project is to extend the service life of the existing pavement, improve the ride quality, and correct minor structural defects.

Need:

The project is needed because the Pavement Condition Report indicates that the existing pavement within the project limits exhibits signs of distress and deterioration, and if left uncorrected, would further deteriorate to a point of requiring major roadway rehabilitation. The predicted pavement condition for the 2024 Ready to List (RTL) year shows that from PM R4.47 to PM 8.25 the International Roughness Index (IRI) for a majority of the lanes is greater than 170 inches and alligator B cracking exceeds 25%, with some areas as high as 39.3%. From PM 8.25 to PM 10.7 the IRI is less than 170 inches (ranging from 126 to 162), but the alligator B cracking exceeds 15%, with some areas as high as 28.5%. The proposed repair strategy within the areas where the grade is controlled by curb and gutter is cold-planing of 0.25 foot of the existing pavement and replacing with 0.10 foot of Hot Mix Asphalt (HMA), placing a geosynthetic pavement interlayer (GPI), and adding a final lift of 0.15 foot of RHMA-G. Within the most northerly limits of the project, where there are no existing grade controls, the pavement will be overlaid with 0.10 foot of HMA, GPI will be placed, and a final lift of 0.15 foot of RHMA-G will be added.

4A. Problem, Deficiencies, JustificationProblems and Deficiencies

Existing pavement conditions show distress cracking, which results in poor ride conditions. Pavement distress types include raveling, surface delamination, transverse cracks, longitudinal cracks, rutting, some alligator cracks, and potholes. There are also hydraulic conditions that require attention, including deteriorated existing drainage pipes, vegetation around drainage features, and ditches that do not provide proper drainage to drainage structures. Also, nonstandard curb ramps are present within the project limits; they will be brought to ADA standards.

Justification

The Build Alternative will replace the worn pavement surface; this replacement is required to stop further pavement deterioration that could lead to pavement failure. The project will remediate the drainage issues that are currently unattended; if left unattended, these issues would continue to cause pavement deterioration. Bringing the existing curb ramps to current ADA standards will provide for the safety of pedestrian traffic.

4B. Regional and System PlanningCorridor Overview

SR 121 is a recreational, commercial, and commuter route. The route begins at SR 37 in Sonoma County and terminates at SR 128 in Napa County. It is part of the main transportation corridor between Lake Berryessa/Sonoma and the Bay Area. The segment of SR 121 that is within the project limits is a two- to four-lane conventional highway within the City of Napa and portions of Napa County. The route is

functionally classified as an Other Principal Arterial. SR 121 provides connectivity to SR 29, SR 128, and SR 221.

Federal and State Planning

The entirety of SR 121 is classified as Conventional Highway and is a part of the California Freeway and Expressway System. It's classified a Lifeline State Route from 116 in Sonoma County to SR 29 in Napa County. It's a STAA Terminal Access Route from SR 37 (SON) to Trancas St. (NAP), and a California Legal Advisory Route from Trancas St. to SR 128 (NAP).

The route is eligible for Scenic Highway designation in Sonoma County from SR 37 to SR 12, and in Napa County, From Soscol Ave to Trancas St.

Regional Planning

The Metropolitan Transportation Commission (MTC) functions as both the State-designated Regional Transportation Planning Agency (RTPA) and federally-designated Metropolitan Planning Organization (MPO). As such, it is responsible for the update of the Regional Transportation Plan (RTP), a financially-constrained long-range programming report for the region. Under Senate Bill (SB) 375, along with an updated RTP, each region in California must develop a Sustainable Communities Strategy (SCS) that promotes pedestrian and bike-friendly mixed-use commercial and residential development that is close to mass transit, jobs, schools, shopping, parks, recreation, and other amenities.

MTC's Plan Bay Area (PBA) 2050 (adopted fall 2021) Builds on the Horizon initiative. The specific strategies and investments that perform best in multiple scenarios based on the Horizon process and are resilient to uncertainties will be recommended for inclusion in the Preferred Scenario for PBA 2050. PBA 2050 focuses on the economy, environment, housing, and transportation to identify a path to make the Bay Area equitable and resilient for all. The Plan will outline strategies for growth and investment through 2050.

Future Projects

State Highway Operation and Protection Program

Table 4-1 lists the current and planned projects included in the State Highway Operation and Protection Program (SHOPP) that are in the vicinity of the Expenditure Authorization (EA) 04-1Q6200 project limits. SHOPP is the State of California's (State) "fix-it-first" program; it funds the repair and preservation of the State Highway System, safety improvements, and some highway operational improvements.

Table 4-1: Current and Planned SHOPP Projects in the Vicinity of the EA 04-1Q620 Project Limits

Project ID	EA	County-Route	Post Mile	Program / Funding Year	Legal Description	Work Description	Current Phase
0413000062	4G920	Nap-121	6.4/ 6.4	SHOPP 2018	In Napa, at Tulucay Creek Bridge (No. 21-0003)	Repair bridge girders	3_Construction
0414000097	0J890	Nap-121	7.1/ 7.8	SHOPP 2023	In Napa County on Rte 121. At the intersection of Route 121, Third Street, East Avenue and Coombsville Road.	Intersection improvements	K_Phase
0416000041	4J820	Nap-121	6.42/ 6.42	SHOPP 2022	In Napa County on Rte 121 at Tulucay Creek Bridge (#21-003)	Bridge replacement	K_Phase (PID completed)
0416000347	2A32A	Nap-121	9.2/ 9.4	SHOPP 2018	Near Napa, at Sarco Creek Bridge (No. 21-0018)	Plant establishment for bridge replacement project.	1_post-RTL
0416000347	2Q610	Nap-29	7.3/13.5	SHOPP 2024	In Napa County on Route 29 in and near Napa from Napa River Bridge to 0.5 Mile North of Trancas Street Overcrossing	CAPM	1 Phase (PA&ED completed)

Source: PRSM report (February 6, 2019).

Notes:

1_ = Phase 1

3_ = Phase 3

EA = Expenditure Authorization

ID = identification number

K_Phase = Project Initiation phase

Nap = Napa County

PID = Project Initiation Document

RTL = Ready to List

SHOPP = State Highway Operation and Protection Program

District 4 Bike Plan

The District 4 Bike Plan builds on *Toward an Active California: State Bicycle and Pedestrian Plan* (May 2017), which identifies policies, strategies, and actions for Caltrans and its partners to improve the safety and comfort of pedestrians and bicyclists throughout the state. The following recommendations pursuant the District 4 Bike Plan will be constructed as part of the project:

1. Install through SR 29 interchange:
 - (a) Install Class I shared-use path on north side; approximate length is 454 feet (0.086 mile).
 - (b) Install Class IV protected bikeway on south side; approximate length is 454 feet (0.086 mile). Class IV bikeway vertical element provides separation, which discourages intrusion of motor vehicles onto the bikeway. The common vertical separation elements are as follows:
 - (i) Grade separation: A vertical alignment on a different elevation from the adjacent roadway. The horizontal alignment may also be separate from the roadway.
 - (ii) Flexible posts: Class 1 flexible posts with 10-foot to 20-foot on-center spacing.
 - (iii) Inflexible physical barrier: Barrier, railing, landscape planters, or similar with 10-foot to 20-foot on-center spacing or continuous inflexible physical barrier.
 - (iv) On-street parking: A continuous inflexible physical barrier, raised island, or curb/dike buffer accompanied by a 5-foot minimum clear width of access/sidewalk for pedestrians.
2. Install Class II buffered bicycle lanes to close gaps between Class IV bikeways; approximate length is 0.47 mile.
3. Install protected bikeways on both sides of Maxwell Bridge; approximate length is 0.53 mile.
4. Install Class IV bikeways on Imola Avenue in both directions. At PM 6.423, widen Tulucay Creek Bridge (Bridge No. 21-0077) to accommodate Class IV bikeways on both sides; approximate length is 2.27 miles.
5. Install passive bicycle detection at all signalized intersections. Total number of intersections for passive bicycle detection is seven.
6. Install floating transit islands near Minahen Street and Jefferson Street. Total number of floating transit islands is two.

7. Install conflict zone green bikeway markings between SR 29 interchange and Soscol Avenue. The improvements will be implemented within the State right of way but may also require work in the City of Napa right of way. The approximate number of locations for conflict zone markings is 37.

4C. Traffic

Current and Forecasted Traffic

Tables 4-2 and 4-3 lists the Mainline current and forecasted traffic indicators along NAP 121 PM R4.47/6.554 and PM 6.554/10.7, respectively.

Table 4-2: Current and Forecasted Traffic Volumes between PM R4.47/6.554

Year	Present Year	Construction Year	10 Year	20 Year	40 Year
	2022	2025	2035	2045	2065
ADT	44,700	45,400	47,700	50,000	54,700
DHV				4140	
% Truck	4.58	4.58	4.58	4.58	4.58
Traffic Index (TI)	X	X	10.50	11.50	12.50
ESAL	X	X	3,914,000	8,023,000	16,830,000
D %	53.04				

Notes:

AADT = Average Daily Traffic

D% = directional distribution (% of traffic moving in the peak travel direction)

DHV = Design Hourly Volume

ESAL = Equivalent Single Axle Load

TI = Traffic Index

Table 4-3: Current and Forecasted Traffic Volumes between PM 6.554/10.7

Year	Present Year	Construction Year	10 Year	20 Year	40 Year
	2022	2025	2035	2045	2065
ADT	17,500	17,900	19,200	20,500	23,200
DHV				1,880	
% Truck	3.95	3.95	3.95	3.95	3.95
Traffic Index (TI)	X	X	8.50	9.50	10.50
ESAL	X	X	692,000	1,433,000	3,064,000
D %	53.04				

Notes:

AADT = Average Daily Traffic

D% = directional distribution (% of traffic moving in the peak travel direction)

DHV = Design Hourly Volume

ESAL = Equivalent Single Axle Load

TI = Traffic Index

Collision Analysis

The collision history within the project limits for the northbound and southbound directions of SR 121 from PM R4.47 to PM 10.70 was obtained from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS)—Transportation System Network (TSN) for the most-recent available 3-year period (January 1, 2018, to December 31, 2020). Table 4-4 compares the actual collision rates within the project limits with the average collision rates for similar facilities statewide.

Table 4-4: Comparison of Actual Collision Rates Within the Project Limits with the Average Collision Rates for Similar Facilities Statewide (January 1, 2018, to December 31, 2020)

Segment	Total No. of Collisions ²	Actual Collision Rates Within Project Limits (col/mvm) ¹			Average Collision Rates for Similar Facilities Statewide (col/mvm)		
		F	F + I	Total ²	F	F + I	Total ²
Combined Directions Mainline Nap-121– PM R4.7/10.7	86	0.010 (All)	0.53 (All)	0.83 (All)	0.014 (All)	0.49 (All)	1.11 (All)

1. **Bold** number indicates an actual collision rate that is higher than the corresponding average collision rate for similar facilities statewide.

2. Total is all reported collisions (includes PDO collisions).

Notes:

col/mvm = collision(s) per million vehicle-miles

F = fatal collision(s)

I = injury collision(s)

Nap = Napa County

PDO = property damage only

PM = post mile(s)

The analysis of the TASAS Table B records in Table 4-3 for all types of collision in the NB and southbound (SB) combined directions for Nap-121 from PM R4.47 to PM 10.7 shows an actual fatal collision rate (0.010 collision per million vehicle-miles [col/mvm]) that is lower than the corresponding average rate for similar facilities statewide (0.014 col/mvm) and an actual fatal plus injury collision rate (0.53 col/mvm) that is higher than the corresponding average collision rate for similar facilities statewide (0.49 col/mvm). The actual total collision rate (0.83 col/mvm) that is lower than the average total collision rate for similar facilities statewide (1.11 col/mvm).

Table 4-5 lists the types of collisions by number of collisions and percent of total number of collisions.

Table 4-5: Types of Collisions Within the Project Limits by Number (and Percent) (January 1, 2018, to December 31, 2020)

Type of Collision	Number of Collisions*
Head-on	7 (8.1%)
Sideswipe	11 (12.8%)
Rear end	34 (39.5%)
Broadside	20 (23.3%)
Hit object	11 (12.8%)
Auto-pedestrian	3 (3.5%)

* Percentages may not add to 100.0 because of rounding.

As part of the safety improvements, street lighting will be installed along the corridor as a measure to help prevent motorists from veering off the traveled way and into the shoulder and or oncoming traffic. The completion of the proposed Minor Pavement Rehabilitation project is expected to improve overall safety at this highway segment.

5. ALTERNATIVES

5A. Viable Alternatives

The project has two alternatives: one Build Alternative and the No-Build Alternative. This section focuses on the Build Alternative.

Proposed Engineering Features

This project proposes to cold plane and resurface the existing Asphalt Concrete pavement along both directions of the mainline. The work also includes AC surfacing, crack seal and overlay High Friction Surface Treatment (HSFT), construct bike paths and construct bus pads, and shoulder backing will also be installed. The project will also replace the loop detectors along the mainline. The project will also enhance pavement delineation. The project will add 0.61 miles of Class II Bike Lane and 2.27 miles of Class IV Bike Lanes. Three bus pads will also be added along the Imola Avenue Corridor.

There are existing nonstandard ADA curb ramps and driveway aprons within the project limits that will be upgraded to current Caltrans DIB 82-06 - ADA standards. This project proposes to upgrade 65 existing curb ramps, construct 27 new curbs, and upgrade 63 driveways aprons.

A retaining wall length of 70 feet and height of 4 feet is proposed across from Second Street near PM 7.6 to accommodate repairs to a section of sidewalk for ADA compliance.

The existing MBGR will be replaced with the current standard MGS and MGS transition railing and concrete anchor blocks will be installed where there are bridge

structure barriers. Several other safety items will also be installed as part of the project, including rumble strips and enhanced traffic striping and delineation.

Nonstandard Design Features

The following exception was approved as part of a Design Standard Decision Document dated June 30, 2022:

- A-1. Shoulder width (HDM Index 302.1 – Width):

The shoulder widths given in Table 302.1 shall be minimum continuous usable width of paved shoulder on highways.

Existing right paved shoulder widths vary from 3 feet to 10 feet along Imola Ave. on SR 121 between PM 4.47 and 6.02. The proposed right paved shoulder width is 0 ft, due to the replacement of the right paved shoulder with Class IV bikeways at this location. The bikeway is to have a vertical separation, with a vertical profile separate from the roadway.

Hydraulics Recommendation

Seven locations have been identified having drainage issues. The work at these locations includes replacing existing pipes, replacing inlets, and removing culverts. In addition, drainage work is recommended at other locations. The project also proposes new curbs, gutters, and sidewalks at various locations throughout the project limits. In general, the runoff from these areas currently sheet-flows off the pavement. With the addition of curbs, gutters, and sidewalks, the drainage systems will likely need to intercept the runoff and address low points in the pavement. Existing ditches will likely be impacted by the proposed work and will need to be either re-established or replaced with a longitudinal system in the roadway.

The proposed new curb ramps (total 27) and upgraded existing curb ramps (total 65), and residential/commercial driveways (a total of 63) will likely need to meet ADA requirements and may impact existing drainage systems. The Office of Hydraulics recommends relocating any existing drainage systems in conflict with the proposed/upgraded curb ramps or commercial/residential driveways. As necessary, new drainage systems will also be installed at new curb ramp locations to reduce the amount of flow that crosses the curb ramps.

A complete listing of the recommendations by the Office of Hydraulics can be found in Attachment E.

Materials Recommendation

The Materials Recommendation dated November 19, 2021, recommends cold-planing 0.25 foot of AC/inlay, 0.15 foot of RHMA-G over paving mat, and over 0.10 foot of HMA-A. Then, after 30 days proceed with the HFST application. The full Materials recommendation is provided as Attachment F.

5B. Rejected Alternatives

The No-Build Alternative would maintain the existing condition, which would result in continued pavement deterioration, which would not meet the project purpose and need. Thus, the No-Build Alternative was rejected.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

The majority of the project work, including roadway resurfacing, sidewalk upgrades, and ADA-compliant curb ramps and pedestrian push buttons, will not result in a need for hazardous waste remediation or management. However, the ADA-related curb ramp upgrades could make it necessary to relocate some of the existing intersection traffic signals in the project corridor, and many of the corridor intersections are next to known sources of groundwater contamination such as underground storage tanks at commercial service stations. Installing the foundations for the relocated traffic signals could intersect the groundwater table and make it necessary to dewater the foundation excavations during construction. If the project work involves traffic signal relocations, there is a chance that some of the intersections will present the risk of managing fuel-hydrocarbon-contaminated groundwater. The Hazardous Waste Branch has reviewed State Water Resources Control Board records and identified that up to six project corridor intersections have a discernable chance of being impacted by the advection of leaked hydrocarbons. During the project's Design phase, if it is determined that signal relocations will be necessary at any of the intersections where the groundwater might be contaminated, the Hazardous Waste Branch will plan a site investigation to determine if the groundwater is in fact contaminated and if it could affect the project's construction scope and cost.

6B. Value Analysis

The project meets the requirements of Caltrans Deputy Directive (DD)-92-R1, which states a Value Analysis study is required to be considered for projects on the National Highway System that use Federal Government funds and have a total estimated project cost of \$25 million or more. The preliminary project cost, including support and right of way costs, is over \$25 million. However, a Value Analysis exception was approved on May 6, 2022. The Value Analysis SB 1 Exception Form is provided as Attachment G.

6C. Resource Conservation

Flexible pavement recycling techniques such as hot/cold-in-place recycling or pulverization may be applied to the project as part of the Caltrans resource conservation program.

The project will also attempt to salvage existing materials (e.g., MBGRs, sign panels). The items that can be salvaged and their corresponding quantities will be determined during the Design phase.

6D. Right of Way

General

A Right of Way Data Sheet with estimated cost information has been prepared for the project based on the scope of work described and maps provided by the Division of Design (see Attachment H). It is anticipated that most of the work will be within the State right of way. However, the ADA curb ramp and driveway apron upgrades will require 17 Permit to Enter & Construct (PTE&Cs), 52 Temporary Construction Easements (TCEs) and 20 partial right of way takes to complete the work.

Railroads

Railroad facilities are not present within the project limits. Therefore, the project is not anticipated to require railroad involvement.

Utilities

Verification of utilities will be required for the project. The need for potholing will be determined after the utility verification process is complete. Given the current project scope, it is anticipated that utility manholes and covers may require adjustment and utilities may need relocation if the potholing results in positive verifications.

6E. Environmental Compliance

The project as proposed is unlikely to result in significant environmental effects and will likely be documented as a Categorical Exemption under Class CE of the California Environmental Quality Act (CEQA) and as a Categorical Exclusion under the National Environmental Policy Act (NEPA). The Categorical Exemption / Categorical Exclusion Determination Form was approved on June 28, 2022, and is provided as Attachment I.

A Biological Opinion (BO) is not required for the project, as no formal consultation with federal agencies is necessary.

6F. Air Quality Conformity

The project is exempt from air quality conformity determination per Title 40 Code of Federal Regulations (CFR) Section 93.126 (Table 2, Exempt projects include pavement resurfacing and/or rehabilitation. Therefore, an air quality study is not required.

6G. Title VI Considerations

Per Title VI of the Civil Rights Act of 1964 and amendments, the project will not adversely affect low-income, low-mobility, or minority groups.

The project will not reduce or limit access to residences or businesses such as shopping areas, schools, hospitals, or recreation areas that are being served through the corridor.

6H. Noise Abatement Decision Report

The project does not qualify as either a Type I or a Type II project under 23 CFR 772. Noise abatement need not be considered, and a noise study report is not required.

6I. Life-Cycle Cost Analysis

A Life-Cycle Cost Analysis is not applicable to the project since the project is a minor pavement rehabilitation project.

6J. Reversible Lanes

Reversible lanes are not applicable to the project.

6J. Cultural Resources

The Area of Potential Effects (APE) for the project was established by Caltrans staff. The archaeological and architectural APEs were established to include all locations where construction activities could take place. The APE encompasses the entire boundary of any cultural resources within the project area. The Office of Cultural Resource Studies (OCRS) reviewed the project area and determined that there are seven archaeological resources and one built resource within the APE. Pursuant to Stipulation X.B.2 of the Section 106 of the January 2014 First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act (PA), Caltrans has determined a Finding of No Adverse Effect (without Standard Conditions) is appropriate for this undertaking. The State Historic Preservation Officer concurred with this finding on June 13, 2022.

7. OTHER CONSIDERATIONS AS APPROPRIATE

Public Hearing Process

No public hearing or public meeting is planned for the project, as the Environmental Documents for the project are a Categorical Exemption (under CEQA) and a Categorical Exclusion (under NEPA), neither of which requires a public hearing or meeting.

A public meeting with pedestrian and bicycle groups may be needed during the PS&E phase as well as before construction due to the impacts to pedestrian and bicycle users.

Caltrans Equity Statement

State departments of transportation are bound by law to consider the needs of residents with low incomes, communities of color, people with limited English proficiency, seniors, the disabled, and other communities and individuals when developing transportation plans. Caltrans acknowledges that communities of color and underserved communities have experienced fewer benefits and more disadvantages associated with the California Transportation System. Some of these disparities reflect a history of transportation decision-making, policy, processes, planning, design, and construction that often put up barriers, divided communities, and amplified racial inequities, particularly in disadvantaged neighborhoods. Caltrans recognizes its leadership role and unique responsibility to eliminate barriers and provide more equitable transportation for all Californians. This understanding is the foundation for intentional decision-making that recognizes past, stops current, and prevents future harms from its actions. Furthermore, Caltrans is developing public outreach methodologies to increase participation by disadvantaged community members and local community-based organizations to ensure that they have a voice in projects that affect their communities.

No Community Impact Assessment was prepared for the project, but the impact of the proposed improvements to the public and specific communities will likely be beneficial because the project will result in an overall improvement in traffic congestion management, which will benefit all users.

Environmental Justice

Information used to identify potential environmental justice issues is documented in corridor plans so that transportation projects ensure the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income. This approach applies to the scope of the project, from the early stages of transportation planning and investment decision making through construction, operations, and maintenance. Title VI of the Civil Rights Act of 1964 states that “[n]o person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Executive Order 12898, issued in 1994, gave a renewed emphasis to Title VI and added low-income populations to those protected by the principles of environmental justice. There are three fundamental principles at the core of environmental justice:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations
- To ensure the full and fair participation of all potentially affected communities in the transportation decision-making process

- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

Caltrans did not identify environmental justice communities near the project area in both the City of Napa and more rural areas of the project limits. The construction activities and proposed improvements for the project will not result in negative impacts to the environment. The project will use Best Management Practices (BMPs) to implement mitigation to minimize GHG emissions during construction.

California Climate Investments Priority Populations

According to SB 535, disadvantaged communities are disproportionately affected by environmental pollution, low income, high unemployment, low levels of home ownership, high rent burden, sensitive populations, and low levels of educational attainment. In Assembly Bill (AB) 1550, low-income communities are defined as census tracts with median household incomes at or below 80 percent of the statewide median income or with median incomes at or below the threshold designated as low income by the US Department of Housing and Urban Development. Both SB 535 and AB 1550 have a formula to direct that a percentage of State GHG-reduction funds be invested in disadvantaged and low-income communities.

Caltrans did not identify SB 535 and AB 1550 communities within the project limits in Napa County. The construction activities and proposed improvements for the project will not result in negative impacts to the environment. The project will use BMPs to implement mitigation to minimize GHG emissions during construction.

Equity Priority Communities

MTC's Equity Priority Communities (EPCs) index is based on eight American Community Survey (ACS) 2014–2018 tract-level variables. The development of MTC's EPCs index was a part of the Equity Framework within the Regional Transportation Plan. That framework includes equity measures to analyze scenarios and define disadvantaged communities. The eight ACS variables are minority populations, low-income areas, less-English-proficient populations, seniors (age 75 and older), zero-vehicle households, single-parent households, people with disabilities, and rent-burdened households. EPCs within the Regional Transportation Plan area are rated at high and highest levels of concern, meaning these communities are burdened by multiple socioeconomic factors.

Caltrans did not identify EPCs adjacent to the project area in Napa County. The general impact of the proposed improvements to the public will be an overall improvement in traffic congestion management.

Permits

A Section 401 Water Quality Certification from the San Francisco Bay RWQCB is required for this Project because work is anticipated to occur within or near

jurisdictional water features identified as Waters of the State or Waters of the United States (U.S.).

Under the Clean Water Act, a Section 404 permit from the US Army Corps of Engineers (USACE) is required for the project.

Cooperative Agreements

No cooperative agreement is required for the project.

Transportation Management Plan

The project will have traffic impacts on SR 121. A Transportation Management Plan (TMP), a special program implemented during construction to minimize and prevent delay and inconvenience to the traveling public, will be needed for the project. Portable changeable message signs will be used to notify highway users of construction zone activities. Also, the California Highway Patrol's Construction Zone Enhanced Enforcement Program (COZEEP) will be used to enhance safety at the project site during construction work that requires lane closures.

Sidewalk closures are also expected to be needed during the curb ramp construction and restriping work. Temporary pedestrian detours will be provided to ensure safe access to businesses during the curb ramp construction. Appropriate signage will be provided to notify bicyclists of closures and to redirect the bicyclists to share the lane with motorists as needed.

The TMP will be refined during the Design phase. The TMP will also include press releases to notify motorists, businesses, community groups (including bicycle and pedestrian stakeholders), local agencies, emergency services providers, and public officials about lane closures. The Transportation Management Plan Data Sheet is provided as Attachment J.

Stage Construction

The project will be constructed during 130 working days, spanning 6 ½ months. The project will be constructed in stages that leave traveled lanes operational and keep traffic disruption to a minimum, though lane and shoulder closures are expected during the project. To keep traveled lanes operational, minimize traffic disruption, and minimize some of the risks associated with traffic management, construction is proposed to occur both during and outside of normal construction hours. No major closures are anticipated for the project. However, one lane of SR 121 will be closed every night during construction to allow the contractor to complete the work along the mainline and shoulders. Sidewalk closures are anticipated due to curb ramp and sidewalk construction. Plans will be developed during the PS&E phase and will include pedestrian detours.

Construction equipment and materials will be staged within the State right of way. In establishing the staging areas, the contractor will be required to avoid any areas that

will be delineated as environmentally sensitive. After the project is completed, the staging areas will be restored to their preconstruction conditions in accordance with applicable permits and Caltrans requirements. There are currently no Environmental restrictions identified.

Asset Management

Under the federal (Moving Ahead for Progress in the 21st Century [MAP-21] Act and the Fixing America's Surface Transportation [FAST] Act) and State legislation (Senate Bill 486, Chapter 917), Caltrans is required to prepare a robust asset management plan to guide the development of the SHOPP. The nomination of this project in the SHOPP Tool for the 10-year SHOPP Plan and future SHOPP cycle aligns with the Caltrans Asset Management Plan.

Table 7-1 lists the project performance objectives that the Caltrans Headquarters SHOPP managers identified for the project. Table 7-2 lists the currently Programmed Performance measures for the project. Table 7-3 lists the Proposed Performance measures for the project. The SHOPP Tool printout is provided in Attachment K. As noted in Section 1, Introduction, this Project Report includes a summary of the various assessments involving assets. The project will repair minor distressed pavement surfaces; replace as necessary existing MBGR with standard MGS and Manual for Assessing Safety Hardware (MASH)-compliant end treatments/attenuators, curb ramps, bridge approach railing, existing dikes, sign posts, sign panels, drainage inlet grates, and culverts; restore as necessary pavement markings, striping, and loop detectors; and add shoulder backing as needed. This preventive maintenance will serve to achieve the performance objectives.

Table 7-1: Project Performance Objectives for the Project

SHOPP Performance Objective	Managed Asset	Benefit
Pavement Class II	Flexible Pavement	Extend service life by a minimum of five-years; Improve motorists ride; Reduce roadway worker exposure to traffic.
Traffic Safety System	MBGR, bridge approach railing, pavement markings, striping, and shoulder backing	Maintain the facility in a serviceable and safe condition; Perpetuate existing traffic markings, signs and safety devices; Reduce roadway worker exposure to traffic.
ADA Pedestrian Infrastructure	Curb Ramps and Driveway Aprons	Meet the current accessibility standards.
Drainage	Cross Culverts	Replace deficient cross culverts. Replace grates for bicycle proof grates where needed.

Table 7-2: Currently Programmed Performance Measures for the Project

Activity Detail	Unit of Measurement	Qty.	Assets in Good Cond.	Assets in Fair Cond.	Assets in Poor Cond.	New Asset Added
Mainline Existing Asphalt CAPM (e.g. 2" Thin Overlay with or without Wearing Surface, Cold in Place, Digouts, Etc.) (201.122,120)	Lane Miles	14.670	—	14.305	0.365	—
ADA – New Curb Ramp Installed (201.361)	Each	11.0000	—	—	11.0000	—
ADA – Repair/Upgrade Curb Ramp (201.361)	Each	68.0000	—	—	68.0000	—
ADA - Deficient Elements	Deficient Elements	79.0000			79.0000	
Is any Location Within the Project Limits Ped/Bike Accessible?	Yes/No	Yes	—	—	—	—
Complete Streets Not Applicable (1,2,3)	1,2,3	—	—	—	—	—

Table 7-3: Proposed Performance Measures for the Project

Activity Detail	Unit of Measurement	Qty.	Assets in Good Cond.	Assets in Fair Cond.	Assets in Poor Cond.	New Asset Added
Mainline Existing Asphalt CAPM (e.g. 2" Thin Overlay with or without Wearing Surface, Cold in Place, Digouts, Etc.) (201.122,120)	Lane Miles	14.670	—	14.305	0.365	—
ADA – New Curb Ramp Installed (201.361)	Each	11.0000	—	—	11.0000	—
ADA – Repair/Upgrade Curb Ramp (201.361)	Each	68.0000	—	—	68.0000	—
ADA - Deficient Elements	Deficient Elements	79.0000			79.0000	
Is any Location Within the Project Limits Ped/Bike Accessible?	Yes/No	Yes	—	—	—	—
Complete Streets Not Applicable (1,2,3)	1,2,3	—	—	—	—	—

Notes:

Qty=Quantity

Cond. = condition

— = not applicable

From Tables 7-1 and 7-2 above, 11 new curb ramps are to be installed and 68 curb ramps are to be repaired/upgrade. Per the table 27 new curb ramps and 65

repaired/upgrade. The Supplemental PIR was approved, identifying an additional 13 locations where curb ramps are found to be deficient. The curb ramps are summarized in Table 7-4. For more details on the SHOPP accomplishment, an Asset Management Tool Performance Measure of the Project has been prepared (See Attachment J).

Complete Streets

The intent of Caltrans DD-64-R2 on Complete Streets (October 17, 2014) is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of “complete streets.” Opportunities to include Complete Streets elements were evaluated for the project to improve safety, access, and mobility for all travelers. For the project, it was determined that updating curb ramps to ADA standards will be included as a part of the project.

The majority of the project corridor is in an urbanized area, with sidewalks and bike lanes; however, there are gaps in the sidewalks. Heading northward within the project corridor on Silverado Trail and Monticello Road, the characteristics of the area become more rural, with narrow paved shoulders and no sidewalks. Pedestrians are allowed on the shoulders, and bicyclists may ride in the roadway where the shoulders are too narrow.

The Build Alternative proposes to construct new sidewalks where there are existing gaps in the pedestrian network. The project also proposes to reconstruct non-ADA-compliant commercial and residential driveway aprons to meet ADA standards. In addition, the project proposes to replace the existing Class II bike lanes and to stripe existing shoulders with enough width as Class IV bike lanes along Imola Ave in both directions. Class II bike lanes will be installed at intersections extending through right turn conflict zones with green bikeway markings. In particular, the District 4 Bike Plan (2018) identified the Silverado Trail from Soscol Avenue to Monticello Road as an opportunity for a Class II bike lane.

By implementing the additional improvements proposed in the Supplemental PIR, the project will satisfy the following:

- In 2020, NVTa completed the Imola Avenue Corridor Complete Streets Improvement Plan, which provides a well-developed vision for the corridor between the SR 29 interchange and Soscol Avenue. The plan proposed to directly implement the Imola Avenue corridor as an initial segment in the plan. The plan states that it will “develop a Project Initiation Document (PID), the first step to implement improvements on a Caltrans facility.” The proposed reconfiguration of Imola Avenue provides for Class I and Class IV bike lanes, passive bicycle detection, bike boxes, green conflict markings, protected intersections, and floating transit islands. For pedestrian improvements, the plan calls for continuous sidewalks, high-visibility crosswalk markings,

advance yield lines, advance stop bars, curb ramps, curb extensions, median refuge islands, pedestrian lighting, rectangular rapid flashing beacons (RRFBs), lead pedestrian intervals (LPIs), and pedestrian hybrid beacons (PHBs). Other corridor improvements are bioswales and landscaped raised medians. All of these elements included in the Supplemental PIR are proposed to be implemented into this project.

- Incorporating feedback received from the community, the Napa Valley Community Based Transportation Plan (CBTP) (2020) identified East Imola, which is the area bounded by the Napa River, Imola Avenue to the north, and bisected by SR 221, as a community requiring improvements. The Supplemental PIR stated that the project intends to implement these recommendations to the greatest extent possible.
- The Napa Countywide Bicycle Plan (2019) identified priority improvements for biking. In Napa, the plan calls for a bicycle network with a low level of traffic stress, improved bicycle access and safety, and increased sharing of the road for bicycling along the entire length of Imola Avenue Boulevard to reduce the number of injuries. The plan lists these improvements as a near-term implementation priority. The elements proposed in the Supplemental PIR have received formal support from several local and regional stakeholder partners, including the City of Napa, NVRTA, Napa County Bicycle Coalition, Napa Valley Vine Trail Coalition, Napa County Board of Supervisors, Napa County Department of Public Works, Napa County Health and Human Services Agency, Napa State Hospitals, Napa Valley Unified School District, Napa Valley College, Skyline Wilderness Park, and the San Francisco Bay Trail Project.

In 2017, Caltrans District 4 conducted extensive outreach to stakeholders and the public to engage them in part of the development of the District 4 Bike Plan, which identified bicycle improvements at two intersections along Imola Avenue and at the SR 29 interchange as priorities. Public engagement activities for the District 4 Bike Plan included an online map survey, focus groups that targeted traditionally underrepresented communities, and traditional workshops throughout the Bay Area. The three priority locations for improvements on Imola Avenue received support from the online mapping survey. The key themes that emerged from the focus groups that targeted low-income and minority residents included the need for more and improved dedicated bikeways, improved connectivity to key destinations and neighborhoods, and dissatisfaction that highways were acting as barriers to biking and walking for disadvantaged communities. The project seeks to address these concerns by making it easier for people to walk and bike from the East Imola Communities of Concern (CoC) area to Soscol Avenue at Imola and to travel along Imola to access shopping, services, regional transit, and trails. The project seeks to address these concerns by making it easier for people walking and biking to cross SR 121 and expanding the scope for dedicated bikeways from key regional and local destinations. The proposed project would have significant benefits for disadvantaged community (DAC) residents. Imola Avenue is bounded by two DACs on the east end. East Imola

is a CoC by both regional and local metrics, with a high percentage of disabled residents, low-income residents, and zero-vehicle households.

According to the Napa Valley CBTP, 73% of households in this community are without automobiles and 25% of residents commute to work by bike. There are also several MTC-defined regional CoCs north of Imola Avenue that are rated “High” by MTC. These include the neighborhood directly north of Imola on both sides of Soscol Avenue and two neighborhoods within walking distance of Imola: South Downtown Napa and Westwood. The recommended Complete Streets improvements would provide the necessary infrastructure for those dependent on walking, biking, and transit to move safely and comfortably along Imola Avenue to their destinations and to and from transit. By providing wide sidewalks, crossing improvements, and bike lanes and transit improvements, as feasible, the project will directly benefit the most vulnerable members of the DACs.

NVTA led the development of the Imola Avenue Corridor Complete Streets Improvement Plan to enhance multimodal connectivity along Imola Avenue from Foster Road to Skyline Park. NVTA hosted the first of three planned workshops at the Soscol Gateway Transit Center on May 22, 2019. Attendees included people who live or work along Imola Avenue as well as others for whom the corridor is one transportation link in a larger daily routine.

A second community workshop was held on December 12, 2019, at the Napa County Office of Education campus at the east end of Imola Avenue. The members of the Project Development Team shared draft improvement concepts with attendees from the community.

A third community workshop was held on July 13, 2020, to present the draft plan to attendees and gather input on priorities for near-term improvements and funding. Because of shelter-in-place orders and social distancing practices related to the global COVID-19 pandemic, the workshop was conducted online.

Caltrans District 4 Complete Streets Coordinator Sergio Ruiz spoke on collaboration between agencies and leveraging potential funding to implement near-term plan priorities. The Imola Avenue Corridor Complete Streets Improvement Plan was funded in part by a Caltrans Sustainable Communities Grant and the proposed recommendations were in line with the Caltrans goals and objectives to meet the needs of pedestrians, transit users, and bicyclists of all ages and abilities. Caltrans will collaborate with NVTA and other local agencies to find and leverage potential funding sources to implement plan priorities. Sergio noted possible funding opportunities through Caltrans, including the SHOPP program, specifically referencing an upcoming Caltrans SHOPP pavement project that includes the Imola Avenue corridor as another potential funding source for longer-term improvements.

Pedestrian Facilities

New sidewalks will be included on both sides of W. Imola Avenue, on westbound SR 121 from South Jefferson Street to the northbound SR 29 on-ramp, and on eastbound SR 121 from Soscol Avenue to Gasser Drive and from South Jefferson Street to the southbound SR 29 on-ramp. A new landscaped raised median will be placed from the SR 29 interchange to south Jefferson Street. The 90 existing curb ramps that are not ADA compliant will be corrected as a part of the project (listed in Table 7-3). The project will also use striping to create high-visibility crosswalks.

Table 7-4: ADA Curb Ramps to Be Corrected at Project Intersections

No.	Route	Location	Planned Improvements		
			Status	Installation	Type
1	121	SB off-ramp at W. Imola Ave	Upgrade	ADA curb ramp	Dual
2	121	SB off-ramp at W. Imola Ave	Upgrade	ADA curb ramp	Single
3	121	SB diagonal on-ramp at W. Imola Ave	Construct new	ADA curb ramp	Single
4	121	SB loop on-ramp at W. Imola Ave	Upgrade	ADA curb ramp	Single
5	121	SB loop on-ramp at W. Imola Ave	Upgrade	ADA curb ramp	Single
6	121	SB diagonal on-ramp at W. Imola Ave	Construct new	ADA curb ramp	Single
7	121	SB diagonal on-ramp at W. Imola Ave	Construct new	ADA curb ramp	Single
8	121	NB on-ramp at W. Imola Ave	Upgrade	ADA curb ramp	Single
9	121	NB on-ramp at W. Imola Ave	Upgrade	ADA curb ramp	Single
10	121	SB off-ramp at W. Imola Ave	Construct new	ADA curb ramp	Single
11	121	SB off-ramp at W. Imola Ave	Construct new	ADA curb ramp	Single
12	121	SB off-ramp at W. Imola Ave	Construct new	ADA curb ramp	Single
13	121	SB off-ramp at W. Imola Ave	Construct new	ADA curb ramp	Single
14	121	NB on-ramp at W. Imola Ave	Upgrade	ADA curb ramp	Single
15	121	NB on-ramp at W. Imola Ave	Upgrade	ADA curb ramp	Single
16	121	Hunt St. at W. Imola Ave	Upgrade	ADA curb ramp	Dual
17	121	Hunt St. at W. Imola Ave	Construct new	ADA curb ramp	Single
18	121	Minahen St. at W. Imola Ave	Upgrade	ADA curb ramp	Single
19	121	Minahen St. at W. Imola Ave	Upgrade	ADA curb ramp	Single
20	121	S Minahen St. at W. Imola Ave	Construct new	ADA curb ramp	Dual
21	121	S Minahen St. at W. Imola Ave	Upgrade	ADA curb ramp	Dual
22	121	Lernhart St. at W. Imola Ave	Upgrade	ADA curb ramp	Single
23	121	Lernhart St. at W. Imola Ave	Construct new	ADA curb ramp	Single
24	121	South Jefferson St. at W. Imola Ave	Upgrade	ADA curb ramp	Dual
25	121	South Jefferson St. at W. Imola Ave	Upgrade	ADA curb ramp	Dual
26	121	South Jefferson St. at W. Imola Ave	Upgrade	ADA curb ramp	Single

No.	Route	Location	Planned Improvements		
			Status	Installation	Type
27	121	South Jefferson St. at W. Imola Ave	Upgrade	ADA curb ramp	Single
28	121	Hoover St. at W. Imola Ave	Upgrade	ADA curb ramp	Single
29	121	Hoover St. at W. Imola Ave	Upgrade	ADA curb ramp	Single
30	121	South Coombs St. at W. Imola Ave	Upgrade	ADA curb ramp	Dual
31	121	South Coombs St. at W. Imola Ave	Upgrade	ADA curb ramp	Single
32	121	Cabot Way at W. Imola Ave	Upgrade	ADA curb ramp	Dual
33	121	Cabot Way at W. Imola Ave	Upgrade	ADA curb ramp	Single
34	121	Gasser Dr. at W. Imola Ave	Upgrade	ADA curb ramp	Single
35	121	Gasser Dr. at W. Imola Ave	Upgrade	ADA curb ramp	Single
36	121	Gasser Dr. at W. Imola Ave	Upgrade	ADA curb ramp	Single
37	121	Gasser Dr. at W. Imola Ave	Upgrade	ADA curb ramp	Single
38	121	S Napa Market Pl. at W. Imola Ave	Construct new	ADA curb ramp	Single
39	121	S Napa Market Pl. at W. Imola Ave	Construct new	ADA curb ramp	Single
40	121	S Napa Market Pl. at W. Imola Ave	Construct new	ADA curb ramp	Single
41	121	S Napa Market Pl. at W. Imola Ave	Construct new	ADA curb ramp	Single
42	121	Soscol Ave. at W. Imola Ave	Construct new	ADA curb ramp	Single
43	121	Soscol Ave. at W. Imola Ave	Construct new	ADA curb ramp	Single
44	121	Soscol Ave. at W. Imola Ave	Construct new	ADA curb ramp	Single
45	121	Soscol Ave. at W. Imola Ave	Construct new	ADA curb ramp	Single
46	121	Soscol Ave. at Imola Ave	Upgrade	ADA curb ramp	Dual
47	121	Soscol Ave. at Imola Ave	Upgrade	ADA curb ramp	Single
48	121	Shelter Ave. at Soscol Ave.	Upgrade	ADA curb ramp	Dual
49	121	Shelter Ave. at Soscol Ave.	Upgrade	ADA curb ramp	Single
50	121	Shelter Ave. at Soscol Ave.	Upgrade	ADA curb ramp	Single
51	121	Shelter Ave. at Soscol Ave.	Construct new	ADA curb ramp	Single
52	121	Kansas Ave. at Soscol Ave.	Upgrade	ADA curb ramp	Dual
53	121	Kansas Ave. at Soscol Ave.	Upgrade	ADA curb ramp	Single
54	121	Kansas Ave. at Soscol Ave.	Upgrade	ADA curb ramp	Single
55	121	Silverado Trail at Soscol Ave.	Upgrade	ADA curb ramp	Single
56	121	Silverado Trail at Soscol Ave.	Upgrade	ADA curb ramp	Single
57	121	Adobe Lane at Silverado Trail	Upgrade	ADA curb ramp	Single
58	121	Adobe Lane at Silverado Trail	Upgrade	ADA curb ramp	Single
59	121	Mobile Home entrance at Silverado Trail	Construct new	ADA curb ramp	Single
60	121	Sousa Lane at Silverado Trail	Construct new	ADA curb ramp	Single
61	121	Fairview Dr. at Silverado Trail	Construct new	ADA curb ramp	Single
62	121	Fairview Dr. at Silverado Trail	Upgrade	ADA curb ramp	Single
63	121	Hennessy Dr. at Silverado Trail	Upgrade	ADA curb ramp	Single

No.	Route	Location	Planned Improvements		
			Status	Installation	Type
64	121	Hennessy Dr. at Silverado Trail	Upgrade	ADA curb ramp	Single
65	121	Coombsville Rd. at Silverado Trail	Upgrade	ADA curb ramp	Single
66	121	Coombsville Rd. at Silverado Trail	Upgrade	ADA curb ramp	Single
67	121	3rd St. at Silverado Trail	Upgrade	ADA curb ramp	Dual
68	121	3rd St. at Silverado Trail	Upgrade	ADA curb ramp	Dual
69	121	East Ave. at Silverado Trail	Upgrade	ADA curb ramp	Single
70	121	East Ave. at Silverado Trail	Upgrade	ADA curb ramp	Dual
71	121	Taylor St. at Silverado Trail	Upgrade	ADA curb ramp	Single
72	121	Taylor St. at Silverado Trail	Upgrade	ADA curb ramp	Dual
73	121	Taylor St. at Silverado Trail	Upgrade	ADA curb ramp	Single
74	121	Evans Ave. at Silverado Trail	Construct new	ADA curb ramp	Single
75	121	Evans Ave. at Silverado Trail	Upgrade	ADA curb ramp	Single
76	121	Post St. at Silverado Trail	Upgrade	ADA curb ramp	Single
77	121	Post St. at Silverado Trail	Upgrade	ADA curb ramp	Single
78	121	2nd St. at Silverado Trail	Upgrade	ADA curb ramp	Single
79	121	2nd St. at Silverado Trail	Construct new	ADA curb ramp	Single
80	121	1st St. at Silverado Trail	Upgrade	ADA curb ramp	Single
81	121	1st St. at Silverado Trail	Upgrade	ADA curb ramp	Dual
82	121	1st St. at Silverado Trail	Upgrade	ADA curb ramp	Single
83	121	Spring St. at Silverado Trail	Construct new	ADA curb ramp	Single
84	121	Spring St. at Silverado Trail	Upgrade	ADA curb ramp	Single
85	121	Highland Dr. at Silverado Trail	Construct new	ADA curb ramp	Single
86	121	Summit Ave. at Silverado Trail	Construct new	ADA curb ramp	Single
87	121	Summit Ave. at Silverado Trail	Upgrade	ADA curb ramp	Single
88	121	Lincoln Ave. at Silverado Trail	Upgrade	ADA curb ramp	Single
89	121	Lincoln Ave. at Silverado Trail	Upgrade	ADA curb ramp	Single
90	121	Lincoln Ave. at Silverado Trail	Upgrade	ADA curb ramp	Single
91	121	Clark St. at Silverado Trail	Upgrade	ADA curb ramp	Dual
92	121	Clark St. at Silverado Trail	Upgrade	ADA curb ramp	Dual

Notes:

ADA = Americans with Disabilities Act of 1990

NB = northbound

SB = southbound

Bicycle Facilities

Class IV separated bikeways with a vertical separation from the adjacent roadway will be added along Imola Avenue, except at intersection approaches where they would be designed as Class II bike lanes extending through right turn conflict zones.

At the Soscol Avenue / Cabot Way intersection, conflict zone green bikeway markings will be painted.

Transit Facilities

Floating transit islands will be installed at the Minahen Street and Jefferson Street intersections.

The Vine is the main transit operator for the area. The project includes improvements involving bus stops along Imola. During TMP development, coordination with the Vine is recommended to determine if temporary bus stop relocations and/or closures are warranted.

Climate Change Considerations

Greenhouse Gas Emissions

District guidance for including greenhouse gas (GHG) emissions calculations for the 2018 SHOPP was consulted for this analysis. The project is a minor pavement rehabilitation project with a proposed Categorical Exemption / Categorical Exclusion environmental determination. This type of project requires a quantitative analysis using the Federal Highway Administration's (FHWA) Infrastructure Carbon Estimator (ICE) tool.

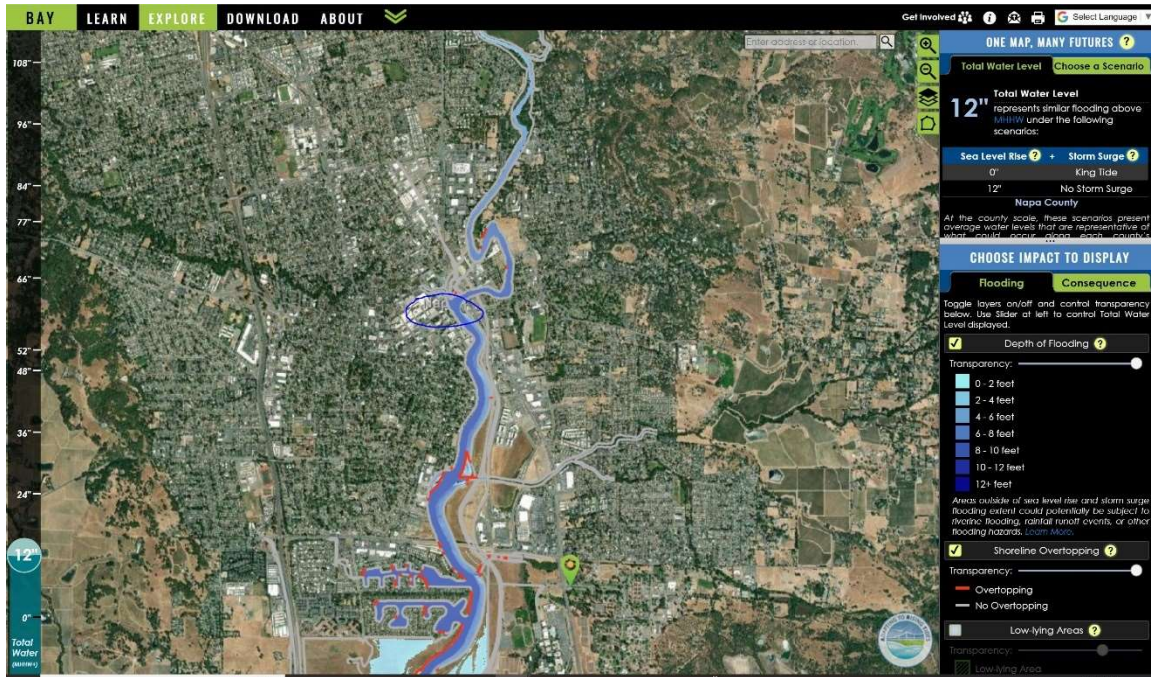
Inputs for the project for the ICE tool include the overall project limits (6.23 miles) and the total lane-miles that will be reconstructed (14.67 miles). The ICE tool includes input options for GHG reduction strategies. The strategies assumed for the purpose of this assessment include 5% hybrid maintenance vehicles and equipment and 5% hybrid construction vehicles and equipment; 25% recycled asphalt pavement as a substitute for virgin asphalt aggregate; 40% recycled asphalt pavement as a substitute for virgin asphalt bitumen; 33% industrial byproducts as a substitute for Portland cement; 100% recycled concrete aggregate as a substitute for base stone; and 100% preventative maintenance. Results are calculated for construction and maintenance. The results are expressed in total metric tons (MT) of carbon dioxide equivalent (CO₂e) and provide "unmitigated" GHG emissions (no recycling of pavement) and "proposed mitigated" emissions (reflecting the assumed use of recycled materials). The use and quantity of recycled materials will be determined during later phases of project development.

The project will generate the following construction and maintenance GHG emissions:

- 360 MT CO₂e unmitigated GHG emissions
- 208 MT CO₂e proposed mitigated GHG emissions, a 42% reduction in GHG emissions due to alternative construction and maintenance techniques

Sea Level Rise

A Working Group for the California Ocean Protection Council’s Science Advisory Team (OPC-SAT) released the 2018 update of *State of California Sea-Level Rise Guidance*, which synthesizes the best available science on Sea Level Rise (SLR) projections and rates for California based on increased understanding of the interactions between SLR projections and polar ice sheet loss.



According to SLR maps from the San Francisco Bay Conservation and Development Commission (BCDC) (at <https://explorer.adaptingtorisingtides.org/explorer>), a portion of the project vicinity exists within a low-lying area that would be vulnerable to SLR of 3 to 10 feet, the range expected after 2100. The project area will be impacted by MHHW+12" total water level, expected by or before 2030 (using a medium-high risk aversion scenario in the 2018 OPC guidance). In this scenario, shoreline overtopping is shown in the Flood Explorer along the shores of the Napa River, which will likely inundate some Caltrans assets.

Broadband and Advanced Technologies

As outlined in California Streets and Highways Code, Chapter 2, 2030(d), where feasible, Caltrans shall use advanced technologies and communications systems in transportation infrastructure that recognize and accommodate advanced automotive technologies.

Pursuant to AB 1549 (2016) and Caltrans DD-116 (July 7, 2017), a collaboration between Caltrans and agencies working on broadband deployment is encouraged and, when feasible, plans for additional wired broadband facilities are accommodated.

The project limits are within the Middle Mile Network and Broadband Facility Program and the project is considered a viable project that can add broadband elements within the State Right of Way. However, Headquarters has not currently released a final determination.

Highway Planting, Irrigation, and Erosion Control

There are existing landscape plantings at various locations within medians along W. Imola Avenue and at many roadside locations. Impacts to plants and irrigation system components from the project are expected to be minimal and will be avoided wherever possible. At locations where it is determined that the existing facilities meet current standards (e.g., standards for center medians), those facilities will not be included in the project work.

No State plantings or irrigation facilities have been identified within or near the project limits. However, there are numerous mature trees and other plants on adjacent private or municipally owned properties. There are existing landscape plantings and irrigation facilities in the center median along a portion of W. Imola Avenue within the State right of way. If it is determined that the median meets current design standards it will not be replaced. However, if replaced, provisions for the repair of the irrigation systems and replacement of the plants removed will likely be required. Similarly, street trees and other plantings may be within the State right of way but locally maintained. Their protection will be also important to avoid the cost of replacement.

Although the mechanism for any required landscape replacement has not been identified, it could take the form of payment to a local municipal entity. Impacts to vegetation are expected to be minor and not rise to a level that necessitates replacement. As project design is advanced, it will be necessary to monitor the work for signs that a greater-than-expected amount of vegetation may be damaged or removed. The inclusion of the avoidance and minimization measures will help avoid such an eventuality and the related expense. If Caltrans is required to undertake replacement planting, the need for a follow-up or “child” project could be triggered if the costs are projected to exceed \$300,000. Caltrans policy requires that such a project be funded by the “parent” roadway project (i.e., this project). Such work would also require a multi-year plant establishment period.

In addition to temporary construction site measures designed to limit erosion and stormwater pollution, permanent erosion control measures that allow disturbed areas to be stabilized will be implemented as a means of source control. All State and federal waters and wetlands will be protected from sediment and pollutant discharges in accordance with applicable laws, permits, and Caltrans requirements. Construction spoils and debris will be environmentally cleared for handling and disposal or will be hauled to a permitted disposal site. Based on the scale of the project site and wide-ranging scope of work, an array of measures are expected to be employed to achieve permanent erosion control. These measures would include (but are not limited to) rolled erosion control product (netting), fiber rolls, compost socks, hydroseed,

hydromulch, compost, and decompaction. These measures will be implemented before the completion of construction at the locations where the soil surface is disturbed, including staging areas. An estimate of \$137,200 was included in the project cost estimate for this effort.

Detailed erosion control plans will be developed during the PS&E phase, and the cost estimate will be refined at that stage. Recommendations for temporary construction site BMPs will be provided separately by the Office of Water Quality.

Scenic Resources

SR 121 in Napa County is listed as being eligible for designation as a State Scenic Highway from PM 6.0 to PM 9.4. Within the project limits, the highway includes approximately 4.6 miles of highly developed urban/suburban roadside landscapes within the City of Napa and approximately 1.7 miles of more rural landscape in unincorporated Napa County. In the urbanized southern section of the project area (beginning at SR 29), the highway generally consists of a center median, either raised and planted, paved, or simply striped; two lanes of travel in each direction; and paved shoulders. Traffic is often extremely heavy. Where the center median has been planted, those plants range from healthy to dead; in some places there are no plants. The roadway is wide, and together with large shopping centers and other buildings, is one of the dominant visual features. There are many trees immediately adjacent to or slightly beyond the road at some locations, but they are secondary in visual weight to that of the built environment. Where SR 121 shifts from Soscol Avenue to Silverado Trail, it becomes two rather than four lanes of traffic and the prominence of the built environment relative to the non-built visual landscape begins to reverse. In the more rural areas, there are fewer commercial developments and more residential uses, with many more trees. North of First Street, the dominance of the unbuilt landscape is clear. The character of the roadway changes dramatically, and though the landscape is still largely developed, the roadside becomes much greener and more attractive, although too busy and with too many visual detractors (e.g., overhead utilities, gas stations) to be bucolic or highly attractive at all locations. North of Lincoln Avenue, there are even more large trees and much less development, with the landscape ultimately becoming a combination of agricultural and wild landscapes south of Monticello Road. As SR 121 shifts from Silverado Trail to Monticello Road and to its northern limit, the landscape opens visually, with distant hillside views and land uses consisting of an attractive mix of agricultural, residential, and only minor commercial development.

Based on what is required to fully convey the scope of work and the project's impacts to visual resources and the limited nature of those impacts, a low-level visual impact assessment (VIA) was deemed appropriate and was written by the Office of Landscape Architecture (OLA) in March 2022. The VIA analyzed and assessed project impacts to scenic resources, describing the proposed project and its impacts. The VIA also noted measures to be included in project design and construction that would, when implemented, help avoid and/or minimize visual impacts to the greatest extent feasible while allowing the project to be constructed. The VIA, part of the

Environmental Document and an attachment to the Project Report (see Attachment G), provides additional detail, but the summary avoidance and minimization measures are:

- Minimize impacts to vegetation and the irrigation systems that support them to the greatest extent possible while allowing the project to be implemented. Vegetation to remain should be protected from construction activities by temporary fencing where vegetation is close to the construction work.
- Locate staging areas where they only require the removal weedy vegetation; do not locate staging areas where they may cause the compaction of tree roots.
- Where the pruning of trees is required to accommodate construction operations, ensure that the pruning is done under the supervision of a certified arborist.
- To the extent feasible, store construction materials and equipment in a screened staging area beyond direct view of the motoring public and residential properties.
- For any night work, limit construction lighting to the area of work and use directional lighting and/or shielding to minimize light trespass to nearby areas.
- Apply erosion control seeding and similar measures to all areas of disturbance where such areas are beyond the paved areas.

Water Quality

The project falls under the jurisdiction of the San Francisco Bay (Region 2) Regional Water Quality Control Board (RWQCB) and requires implementation of a Storm Water Pollution Prevention Plan (SWPPP) along with a Water Pollution Control Program (WPCP). Potential water quality impacts will be reduced to the Maximum Extent Practicable through implementation of the SWPPP, WPCP, and temporary construction site BMPs. Construction site BMPs include sediment control, non-stormwater controls, waste management and material pollution controls.

The project proposes to repair and replace existing culverts. Based on a review of the National Wetlands Inventory (prepared by the US Fish and Wildlife Service [USFWS], 2009) and National Hydrography Dataset (prepared by the US Geological Survey [USGS], 2018), culvert repair and/or replacement at one or more proposed locations may take place within wetlands or other waters that fall under USACE jurisdiction and are regulated under Sections 401 and 404 of the Clean Water Act. Therefore, a Jurisdictional Wetland Delineation should be prepared during the PA&ED phase. The anticipated permits needed include a Section 401 Water Quality Certification or waiver and a Section 404 (Nationwide) permit.

A Stormwater Data Report is provided as Attachment L.

8. FUNDING, PROGRAMMING ,AND ESTIMATE

Funding

It has been determined that the project is eligible for federal-aid funding. The project would be funded under SHOPP 201.121, Pavement Rehabilitation. The proposed funding fiscal year for the project is 2023/24.

Programming

A summary of the programmed support costs and capital outlay costs are shown in the following table for the programmable alternative.

Fund Source	Fiscal Year Estimate								
	Prior	2019/ 20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	Future	Total
20.XX.201.121									
Component	In thousands of dollars (\$1,000)								
PA&ED Support	—	—	1,140	—	—	—	—	—	1,140
PS&E Support	—	—	—	2,535	—	—	—	—	2,535
Right-of-Way Support	—	—	—	3,245	—	—	—	—	3,245
Construction Support	—	—	—	—	—	4,120	—	—	4,120
Right-of-Way	—	—	—	—	—	1,323	—	—	1,323
Construction	—	—	—	—	—	23,942	—	—	23,942
Total:	—	—	1,755	5,780	—	29,385	—	—	36,305

The support cost ratio is 46.1% of the total escalated capital cost.

Estimate

The current escalated construction cost estimate is \$35,003,333 and is 46.2% higher than the programmed construction capital cost. The construction cost estimate for the PR increased due to increases in the quantities of HMA, RHMA-G, dig-outs, drainage, electrical items, and Complete Streets elements. The escalation rate applied to both the capital cost and the support cost components is 3.20% to the contract Ready to List (RTL) year of 2024. A Project Change Request (PCR) has been approved on June 30, 2022 by District 4 Director and is provided as Attachment M. This allows the project cost increases to be covered with additional funding from the District Variance. The Project Cost Estimate is provided as Attachment N.

9. DELIVERY SCHEDULE

The following table lists the project milestones, their dates, and their current designations.

Project Milestones		Milestone Date	Milestone Designation
PROGRAM PROJECT	M015	10/15/2020	Actual
BEGIN ENVIRONMENTAL STUDIES	M020	12/18/2020	Actual
PA&ED	M200	04/04/2022	Target
PS&E TO DOE	M377	02/03/2023	Target
PROJECT PS&E	M380	05/12/2023	Target
RIGHT OF WAY CERTIFICATION	M410	07/01/2023	Target
READY TO LIST	M460	08/04/2023	Target
HEADQUARTERS ADVERTISE	M480	12/05/2023	Target

Notes:

DOE = District Office Engineer

M = milestone

PA&ED = Project Approval and Environmental Document

PS&E = Plans, Specifications, and Estimate

10. RISKS

As part of the Risk Management plan, a Risk Register has been prepared for the project to assist the project team in identifying, analyzing, and managing negative impacts on the schedule, cost, scope, and quality of the project. See Attachment O for the project Risk Register.

The Risk Register has identified Complete Streets scope creep as High Risk in RR. The additional scope has resulted in increased Construction Capital.

The Risk Register will continue to be updated through the Design phase to track and mitigate risk.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration

The project is a Delegated Project in accordance with the current Stewardship and Oversight Agreement signed between FHWA and Caltrans, signed on May 28, 2015.

Other Agencies

The following is a list of the entities with which Caltrans would likely need to coordinate during subsequent phases of project delivery:

- US Army Corps of Engineers: Section 404 Permit
- California Department of Fish and Wildlife:
 - California Fish and Game Code Section 1602
 - Lake or Streambed Alteration Agreement
 - California Endangered Species Act Permit

- Regional Water Quality Control Board:
 - Construction General Permit (CGP)
 - Storm Water Pollution Prevention Plan (SWPPP)
 - Section 401 Water Quality Certification
- State Historic Preservation Officer (SHPO): Formal consultation will be necessary before PS&E phase.
- Utility Agencies: Various utilities may be impacted with curb ramp replacements that will be verified during the PA&ED phase. Caltrans will coordinate with utility agencies during design and construction.
- Local Agencies: Caltrans will coordinate with the following agencies during Construction phase as necessary or beneficial due to traffic impacts on local roadways:
 - City of Napa
 - Napa County

12. PROJECT REVIEWS

District Program Advisor	Robert Camargo	Date	06/17/2022
Headquarters SHOPP Program Manager	Asad Noroozi	Date	05/31/2022
District Maintenance	Monique Nguyen	Date	05/31/2022
Headquarters Project Delivery Coordinator	Armando Lee	Date	05/31/2022
Project Manager	Aaron Wang	Date	05/17/2022
District Safety Review	Bahman Zarechian	Date	05/05/2022
Constructability Review	Robert Kobal	Date	05/31/2022

13. PROJECT PERSONNEL

Table 13-1 lists the project personnel by name, title/functional unit, and telephone number.

Table 13-1: Project Personnel by Name, Title/Functional Unit, and Telephone Number

Name	Title / Functional Unit	Phone Number
Aaron Wang	Project Manager, Office of Project/Program Management	(510) 290-7278
Halim Mathkour	Office Chief, Design Sonoma Solano	(510) 872-3772
Merlito Coloma	Branch Chief, Design Sonoma Solano	(510) 846-2585

Name	Title / Functional Unit	Phone Number
Chris Okpalaugo	Project Engineer, Design Sonoma Solano	(510) 258-7610
Kathleen Reilly	Branch Chief, Office of Hydraulics	(510) 407-8420
Maxwell Lammert	Branch Chief, Environmental Planning	(510) 506-9862
Bahman Zarechian	Branch Chief, Office of Traffic Safety	(510) 286-4422
Evelyn Gestuvo	Branch Chief, Office of Transportation Management Plans	(510) 867-6036
John Cardarelli	Right of Way and Land Surveys	(510) 908-2815
Brian Rowley	Branch Chief, Caltrans Office of Environmental	(510) 285-7395
Mohammad Zabolzadeh	Branch Chief, Materials A	(510) 286-4692
Hanna Khoury	Branch Chief, Utilities	(510) 622-5456
Shella Orson	Senior Right of Way Agent, Right of Way Project Coordination	(510) 306-5417
Christopher Ciero	Right of Way Agent, Right of Way Project Coordination	(510) 908-5618
Joaquin Pedrin	Branch Chief, Office of Landscape Architecture North Counties	(510) 421-6431

14. ATTACHMENTS (Number of Pages)

- A. Location Map (1)
- B. Typical Cross Sections (3)
- C. Layout (23)
- D. Traffic Safety Recommendation (4)
- E. Hydraulics Recommendation (11)
- F. Materials Recommendation (6)
- G. Value Analysis SB1 Exception Form (1)
- H. Right of Way Data Sheet (7)
- I. Categorical Exemption/Categorical Exclusion Determination Form (2)
- J. Transportation Management Plan Data Sheet (2)
- K. Asset Management Tool Performance of the Project (2)
- L. Stormwater Data Report (1)
- M. Project Change Request (10)
- N. Project Cost Estimate (10)
- O. Risk Register (2)