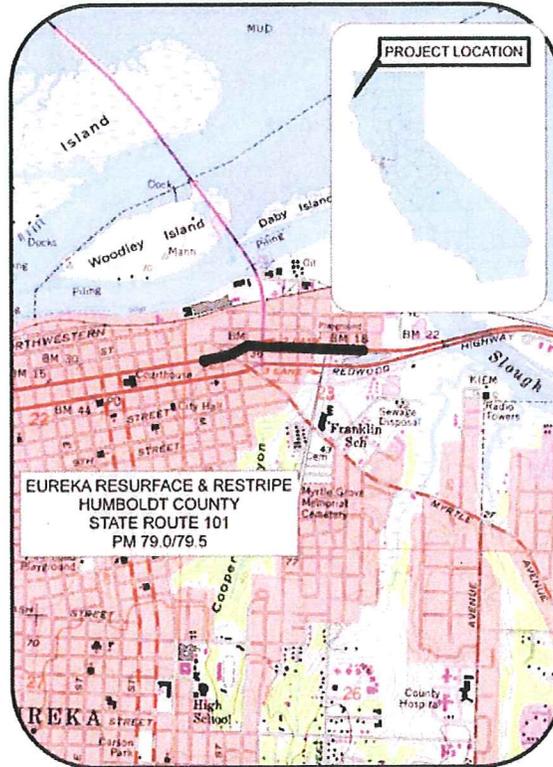


PROJECT STUDY REPORT COST, SCOPE & SCHEDULE UPDATE



IN HUMBOLDT COUNTY AND WITHIN CITY OF EUREKA LIMITS FROM THE INTERSECTION OF HWY 101 & W STREET TO THE INTERSECTION OF HWY 101 AND N STREET

APPROVAL RECOMMENDED:

KIM FLOYD (Project Manager)

TROY ARSENEAU
(District Program Advisor)

APPROVED:

CHARLES C. FIELDER
DISTRICT DIRECTOR

9/27/2011

DATE

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY

PHYSICAL CHEMISTRY
BY

ROBERT A. ALLEN
AND
ROBERT W. WILSON

CHICAGO, ILLINOIS
1965

UNIVERSITY OF CHICAGO PRESS

Memorandum

*Flex your power!
Be energy efficient!*

To: **Kim Floyd**
Project Manager

Date: September 21, 2011
File: 01-HUM-101-PM 79.0/79.5
Eureka Resurface & Restripe
EA 01-46500 (01 12000 141)

From: **California Department of Transportation – District 1**
Brian Simon, Project Engineer
Advance Planning



Subject: PROJECT COST, SCOPE AND SCHEDULE UPDATE

Advance Planning has completed a cost, scope and schedule update for the Eureka Resurface & Restripe Project (EA 01-46500), which is located on 4th Street (SB HUM 101) in Eureka between “N” Street and “W” Street. The original Project Initiation Document was a PSR and was approved on November 03, 2005.

The original scope of work proposed to install storm drain system, cold plane existing asphalt pavement, widen for increased shoulder width between Myrtle Avenue and “Q” Street, place dense graded asphalt concrete and open graded asphalt concrete, modify an existing signal and re-stripe for a three lane configuration. Additionally, the existing sidewalks will be upgraded to meet ADA standards, and two bus stops will be constructed. Landscaping improvements at the park triangle between Myrtle Avenue and “Q” Street will be discussed with the City of Eureka during the design stage.

As part of the task of updating this PSR, units within the Department with vital roles in the project’s scope of work were contacted to confirm their previous assessments. These findings are summarized below.

Hazardous Waste

The Updated Initial Site Assessment provided by North Region Office of Environmental Engineering-North indicates there may be a potential for encountering petroleum hydrocarbon contamination while installing the storm drain system. This Unit suggested providing resources to prepare a Preliminary Site Investigation (PSI), either by Caltrans or by a consultant. The costs for a consultant to prepare a PSI have been included in the Engineer’s Estimate and resources hours have been provided for preparation of a PSI internally.

Right of Way

Right of Way provided a new Right of Way Data Sheet (RWDS). Because of the partial parcel acquisition required for the bus turnout, costs were included for acquisition in the new RWDS. These costs reflect changes in property values since the previous estimate. Costs for the anticipated environmental permits (see below) and potential utility relocation were also included.

The previous RWDS included \$500,000 for in-lieu loss of parking mitigation. This type of mitigation cost is not funded through Right of Way any longer. Consequently, costs for unidentified parking mitigation items have been included as a Specialty Item in the Engineer's Estimate, which is also provided as an attachment.

Hydraulics

District 1 Hydraulics Unit concurs with the proposed scope of drainage improvements.

Environmental

The Environmental Management Branch E-1 prepared a PEAR Addendum for this PSR Update to address any changes needed to the environmental document previously prepared for the original PSR. This Addendum primarily reflects changes which have occurred to environmental regulations and Department policies that have occurred since 2005. The Addendum also includes updated Environmental Planning and Environmental Engineering Resource estimates.

Compared to the original PEAR, the attached Addendum includes additional hours for anticipated comments from the public related to Complete Streets and requests for non-motorized traffic improvements.

The Addendum confirms that barring substantial controversy with the project, the anticipated environmental documentation would be a CE/CE under CEQA/NEPA. Controversy could stem from this project's proposal to add a third lane by eliminating some of the existing parking. Further, any impacts to wetlands would require preparation of a Negative Declaration (ND) rather than a Categorical Exemption. Resource hours have been included for preparation of a ND.

Anticipated permits include a City of Eureka Coastal Development Permit (CDP) with the City's action being subject to appeal to the California Coastal Commission. The final design of the storm drain system may be subject to Section 401 and 404 permits as well. Costs for these permits were included in the RWDS.

Mitigation costs for the project are indeterminate, but are estimated to be about 10% of the project costs. Additional costs could be incurred as there is a potential for the CDP to condition the project to provide features to address traffic calming or other public safety and/or aesthetic improvements. Costs for such elements have been included in the estimate as an Additional Item (Context Sensitive Solutions) under Section 6 of the Engineer's Estimate. Specific details on these features will be developed by the PDT after the project is programmed.

Engineer's Cost Estimate

The project cost estimate was revised to reflect the changes in scope and impacts as described within the updates provided by other Units and as described herein. Comparison of the 2005 Highway Construction Cost Index (98.1) and the Spring, 2011 Cost Index (76.2) indicates a de-escalation rate since the project was approved. As such, most costs of the original itemized construction items decreased. Construction items were also compared to recent bids recorded in the Contract Cost Database as a check for anomalies to the use of the cost indices. Some item costs are based on the database rather than indices.

Kim Floyd
September 21, 2011
Eureka Resurface & Restripe
Page 3

Safety Review

This project update memo and the project's original Safety Review Committee Memo were reviewed by the current Safety Review Committee Chairman. The Chairman's update memo, which is attached, indicates the original memo still applies. The memo also adds some additional safety related considerations for the project.

Please see the attached documents for further detail on the updated cost, schedule and scope changes to this project.

If you have any questions please, contact me at (707) 441-3935.

Attachments:

- Engineer's Estimate Update
- PEAR Addendum
- R/W Datasheet Update
- Updated Initial Site Assessment
- Programming Sheet
- Safety Review Committee Chairman's Memo
- ORIGINAL PSR LOCATION <ftp://caddftp.dot.ca.gov/Upload/Dist01/01-46500k/>

cc: Ilene Poindexter, Advance Planning Division Chief

September 7, 2011

HUM 101 PM 79.0/79.5
201.310 Program (Operational Improvements)

Project Description: Resurface & Restripe 4th Street in Eureka from "N" Street to "W" Street
EA 01-46500

Alternative 1: Resurface & Restripe

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$2,460,000
TOTAL STRUCTURE ITEMS	\$0
SUBTOTAL CONSTRUCTION COSTS	\$2,460,000
TOTAL RIGHT OF WAY ITEMS	\$499,630
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$2,959,630
CALL	\$2,960,000

Reviewed by District Program Manager  Date 9/26/11

Approved by Project Manager  Date 9/26/11

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Item Cost
Remove Concrete	76	CY	\$175	\$13,300
Roadway Excavation	110	CY	\$80	\$8,800
Subtotal Earthwork				\$22,100

Section 2 Pavement Structural Section	Quantity	Unit	Unit Price	Item Cost
Cold Plane AC	11,230	SQYD	\$2	\$22,460
Aggregate Base (Class 2)	122	CY	\$110	\$13,420
Paving Asphalt (Binder-PRF)	12	TON	\$410	\$4,920
Paving Reinforcing Fabric	11,200	SQYD	\$2	\$17,399
Asphalt Concrete (Type A)	820	TON	\$112	\$91,840
Asphaltic Emulsion (Paint Binder)	4	TON	\$410	\$1,640
Asphalt Concrete (Open Graded)	1,058	TON	\$138	\$146,004
Subtotal Pavement Structural Section				\$297,683

Section 3 Drainage	Quantity	Unit	Unit Price	Item Cost
18" APC	562	LF	\$70	\$39,340
24" APC	1,200	LF	\$110	\$132,000
Minor Concrete (Minor Structure)	36	CY	\$1,332	\$48,325
Misc Iron & Steel	5,580	LB	\$2	\$13,003
Subtotal Drainage				\$232,668

Section 4 Specialty Items	Quantity	Unit	Unit Price	Item Cost
Adjust Water Valve to Grade	18	EA	\$360	\$6,480
Adjust Manhole Valve to Grade	4	EA	\$980	\$3,920
Adjust Utility Cover Valve to Grade	2	EA	\$210	\$420
Minor Concrete (Curb & Sidewalk)	77	CY	\$640	\$49,280
Parking Mitigation	1	LS	\$500,000	\$500,000
Landscape (per LAAS)	1	LS	\$58,500	\$58,500
Prepare WPCP & SWPPP	1	LS	\$4,200	\$4,200
Resident Engineer Office Space	1	LS	\$10,000	\$10,000
Perform Preliminary Site Investigation	1	LS	\$20,000	\$20,000
COZEPP	1	LS	\$14,000	\$14,000
Public Information Material	1	LS	\$5,000	\$5,000
Construction BMP's	1	LS	\$2,000	\$2,000
Subtotal Specialty Items				\$673,800

Section 5 Traffic Items	Quantity	Unit	Unit Price	Item Cost
Thermoplastic Striping (4")	3,460	LF	\$0.80	\$2,768
Thermoplastic Pavement Marking	1,300	SQFT	\$4.5	\$5,850
Pavement Marker (Reflective)	72	EA	\$10	\$727
Traffic Control System	1	LS	\$49,000	\$49,000
Maintain Traffic	1	LS	\$81,000	\$81,000
Portable Changeable Message Sign	4	EA	\$5,000	\$20,000
Construction Area Signs	1	LS	\$7,000	\$7,000
Traffic Electrical System	1	LS	\$25,000	\$25,000
Roadside Sign-One Post	33	EA	\$300	\$9,900
Subtotal Traffic Items				\$201,245

TOTAL SECTIONS 1 thru 5	\$1,427,496
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Section 6 Minor Items		
Water Pollution Control	\$1,427,496 x (3%) =	\$42,825
	(Subtotal Sections 1 thru 5)	
Additional Items (Context Sensitive Solutions)	\$1,427,496 x (20%) =	\$285,499
	(Subtotal Sections 1 thru 5)	
TOTAL MINOR ITEMS		\$328,324

Section 7 Roadway Mobilization		
	\$1,755,820 x (10%) =	\$175,582
	(Subtotal Sections 1 thru 6)	
TOTAL ROADWAY MOBILIZATION		\$175,582

Section 8 Roadway Additions	Quantity	Unit	Unit Price	Item Cost
Supplemental Work				
		\$1,755,820 x (5%) =		\$87,791
		(Subtotal Sections 1 thru 6)		
Contingencies				
		\$1,755,820 x (25%) =		\$438,955
		(Subtotal Sections 1 thru 6)		
TOTAL ROADWAY ADDITIONS				\$526,746

TOTAL ROADWAY ITEMS	\$2,458,200
----------------------------	--------------------

CALL \$2,460,000

II. STRUCTURES ITEMS

SUBTOTAL STRUCTURES ITEMS	\$0
(Sum of Total Cost for Structures)	

Railroad Related Costs:	NA	
SUBTOTAL RAILROAD ITEMS		\$0

TOTAL STRUCTURES ITEMS	\$0
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III. RIGHT OF WAY ITEMS

A. Acquisition	\$30,063
B. Mitigation acquisition & credits	\$0
C. Project Development Permit Fees	\$2,200
D. Utility Relocation	\$463,900
E. Relocation Assistance (RAP)	\$0
F. Clearance/Demolition	\$0
G. Title and Escrow Fees	\$1,000
F. Construction Contract Work	\$2,460

TOTAL RIGHT OF WAY ITEMS	\$499,623
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CALL \$499,630

Anticipated Date of Right of Way Certification October 1, 2015

Estimate Prepared By: Brian Simon 441-3935

Estimate Checked By: Jeff Pimentel 445-6358

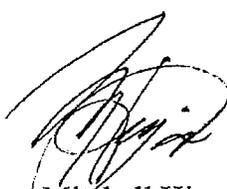
Memorandum

*Flex your power!
Be energy efficient!*

To: Brian Simon, Project Engineer
Advance Planning

Date: May 17, 2011

File: 01-HUM-101 PM 79.0/79.5
01 - 46500K
Resurface, Restripe
4th Street in Eureka

From:  Mitchell Higa
Environmental Management Branch E-1

Subject: PEAR Addendum 4th Street resurface, restripe project

In response to your March 25, 2011 request for updated environmental information for the above referenced project, this memorandum serves as an addendum to the Preliminary Environmental Assessment Report (PEAR) approved in 2005 for this project. Since the project scope remains unchanged from the 2005 Project Study Report (PSR), the 2005 PEAR remains generally valid; however, the Caltrans PEAR guidance was updated in 2009 and includes new requirements. In addition, Deputy Directive DD-64-R1 Complete Streets - Integrating the Transportation System was released after the 2005 PEAR was prepared. Finally, subsequent to 2005, Caltrans has been delegated the authority to prepare and approve National Environmental Policy Act (NEPA) environmental documents, which requires additional staff effort for federally funded projects. This addendum addresses the aforementioned new requirements and issues; also attached is the corresponding updated Resources by WBS Code sheets (includes hours for Environmental Planning and Environmental Engineering; excludes the Landscape Architecture unit).

Additional hours for socio-economic documentation not identified in the 2005 PEAR:

The 2005 PEAR recommended a public meeting. Based on public comments on the Eureka - Arcata Route 101 Corridor Improvement project, it is possible that public agencies, organizations, businesses, and individuals could request that the project include improvements for pedestrians, bicyclists, elderly, and handicapped as well as identify and evaluate Context Sensitive solutions in accordance with the Complete Streets Deputy Directive. Additional staff hours have been added in Attachment B to organize a public meeting, address public comments, and coordinate possible project improvements/enhancements.

Anticipated Environmental Approval

For CEQA, unless there is substantial controversy, a Categorical Exemption as the anticipated environmental approval in the 2005 PEAR remains unchanged.

If the project is federally funded, it appears the proposed project would not qualify as a Categorical Exclusion (CE) under Section 6004; instead the appropriate environmental document for this project would likely be a CE under Section 6005 of SAFETEA-LU, "Surface Transportation Project Delivery Pilot Program." Caltrans has assumed the USDOT Secretary's responsibilities for environmental review, interagency consultation, and other regulatory compliance-related action pertaining to the review or approval of Section 6005 CEs. Additional staff hours have been added in Attachment B in various locations for NEPA Delegation processes and documentation.

Because this project includes the addition of an additional traffic lane, the potential for substantial public controversy exists. Substantial controversy could in turn result in changing the anticipated environmental approval from a Categorical Exemption/Exclusion to different environmental approvals.

Anticipated Permits and agreements:

As noted in the 2005 PEAR, a City of Eureka Coastal Development Permit (CDP) would likely be required for the project. The City's action on the proposed project is subject to appeal to the California Coastal Commission. Allow up to eight months for CDP approval from the date of permit application submittal. This PEAR update does not discuss permits such as the Section 401 and 404 permits, since the project as proposed does not disturb any original ground. However, depending on the final design of the culvert and outlet, Section 401 and 404 permits could be required.

Mitigation:

The PEAR did not include mitigation costs (other than permit fees) because mitigation costs, if any, were unknown; however, because resource agency permit conditions are becoming more stringent as well as the need to comply with Caltrans directives, mitigation costs totaling up to 10% of the project cost are a possibility. For example, a coastal development permit would likely be required and could include special permit conditions such as traffic calming features to enhance pedestrian safety.

NOTE: According to Traffic Operations (see attached email), the proposed re-striping to create a third through lane would not increase highway traffic carrying capacity. The added southbound lane on 4th Street (Route 101) would add storage capacity for turning movements and improve traffic flow, but would not increase the overall capacity (as defined by AASHTO) of the southbound 4th Street-Broadway (Route 101) corridor through the City of Eureka. If it is later determined that the project does increase traffic capacity, then air quality, growth, greenhouse gas, and energy studies would be required

Brian Simon
May 17, 2011
Page 3

in the environmental document. Limited resource hours for these studies are included as a place holder in this PEAR update. In addition, utilities may need to be relocated prior to construction; relocation plans have not been prepared; consequently WBS hours to address environmental issues are not included in the original PEAR or the PEAR update.

Disclaimer: This PEAR addendum and the 2005 PEAR provide information to support programming of the proposed project. It is not an environmental determination or document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in the Project Study Report (PSR). The estimates and conclusions in the PEAR are approximate and are based on cursory analyses of probable effects. A reevaluation of the PEAR will be needed for changes in project scope or alternatives, or in environmental laws, regulations, or guidelines.

If you have any questions, please call Mitchell Higa at (707) 441-5855.

Enclosures

c: G. Berrigan K. Floyd B. Douglas C. Reynolds T. Massengale

Memorandum

*Flex your power!
Be energy efficient!*

To: ILENE POINDEXTER
Advance Planning Senior
Department of Transportation, District 1

Attention BRIAN SIMON
Project Engineer

Date: May 16, 2011

File: 01-HUM-101-PM 79.0/79.5
E.A. 46500K
Alternate No. 1 of 1 - Resurface,
install storm drainage and modify
existing signal system.

From: KAREN E. HAWKINS,
Assistant Chief, North Region Right of Way
Eureka/Redding

Resurface, Install Storm
Drainage and Modify Existing
Signal System in Humboldt
County in Eureka From the
Intersection of Highway 101 &
W Street to the Intersection of
Highway 101 and Myrtle
Avenue

Subject: Current Estimated Right of Way Costs

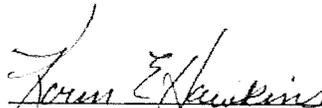
We have completed an estimate of the right of way costs for the above referenced project based on information received from you on April 13, 2011. The attached estimate is based on the following assumptions and limiting conditions:

Acquisition: Based on mapping from the 2005 Estimate, a small fee acquisition of 635 s.f. will be required for a bus turnout in front of the Red Lion Inn.

Permits: 401, 404 & Coastal Development Permit

Mitigation: None

Right of Way Lead Time will require a minimum of 15 months after we receive project first appraisal maps, utility conflict maps, and the necessary environmental clearance and freeway agreements have been approved and obtained. Additionally a minimum of 12 months will be required after receiving the last appraisal map to Right of Way for certification. 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.


KAREN E. HAWKINS

Assistant Chief
North Region Right of Way
Eureka/Redding

Attachments:
Right of Way Data Sheet

cc. KIM FLOYD

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

REVISED



Date: May 16, 2011

01-HUM-101-PM 79.0/79.5
 E.A. 46500K
 Resurface, Install Storm Drainage and Modify Existing Signal System in Humboldt County in Eureka From the Intersection of Highway 101 & W Street to the Intersection of Highway 101 and Myrtle Avenue

1. Right of Way Cost Estimate: **Alternate No. 1 of 1 - Resurface, install storm drainage and modify existing signal system.**

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	\$30,063	5%	\$37,226
B. Mitigation acquisition & credits	\$0		\$0
C. Project Development Permit Fees	\$2,200	5%	\$2,724
Subtotal	\$32,263		\$39,951
D. Utility Relocation (State Share) (Owner's share: \$150,000)	\$463,900	5%	\$574,448
E. Relocation Assistance (RAP)	\$0		\$0
F. Clearance/Demolition	\$0		\$0
H. Title & Escrow	\$1,000	5%	\$1,238
I. Total Estimated Right of Way Cost	\$497,163		Rounded \$616,000
J. Construction Contract Work	\$2,460		
2. Current Date of Right of Way Certification	October 1, 2015		

3. Parcel Data:

Type	Dual/Appr	Utilities	RR Involvements
X 0		U4 - 1 4	None X
A 0		-2 2	C&M Agrmt
B 1		-3 0	Svc Contract
C 0	0	-4 0	Easements
D 0	0	U5 - 7 0	Rights of Entry
		-8 0	Clauses
Total 1		-9 6	
Areas:			Misc. R/W Work
R/W:	0.014 Ac.		RAP Displ N/A
Excess:	N/A	No. Excess Pcls: 0	Clear/Demo N/A
Mitigation:	N/A		Const Permits N/A
			Condemnation 0
			USA Involvement No

RIGHT OF WAY DATA SHEET

4. Are there any major items of construction contract work?
 Yes _____ No X

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.).

The project requires a strip of land for a bus turnout in front of the Red Lion Inn near the intersection of Fourth & V Street. This acquisition will slightly impact the hotel parking lot, lighting & landscaping.

6. Are any properties acquired for this project expected to be rented, leased, or sold?
 Yes _____ No X

7. Is there an effect on assessed valuation? Yes _____ Not Significant _____
 No X

8. Are utility facilities or rights of way affected? Yes X No _____

Name of Utility Companies Requiring Verification Only:

City of Eureka, Water/Sewer Dept.
 PG&E, Electric & Gas Dept.
 AT&T- Communications
 SuddenLink- Cable & Communications

Name of Utility Companies Requiring Relocations:

City of Eureka, Water/Sewer Dept.
 PG&E, Electric & Gas Dept.
 AT&T- Communications
 SuddenLink- Cable & Communications

Additional information concerning utility involvements on this project:

As more information is received, this Utility Sheet may be revised as there is a myriad of underground utilities on the streets & highways in Eureka. Some have been abandoned, some are active & some are not identified on facility mapping. It is critical these facilities be identified prior to construction, early in the project schedule. It is recommended that a contingency fund be added to the Construction allocation for utilities discovery & relocation. State expenses of \$400,000 for water main relocation could be reduced if Caltrans drainage is installed 10 ft. away from water main. Placement of drainage will also affect the gas line running the length of 4th Street & crossing at T, U & V. When a decision is made regarding location of the drainage, it will be necessary to re-evaluate the Estimate.

9. Are railroad facilities or rights of way affected? Yes _____ No X
 NONE

10. Were any previously unidentified sites with hazardous waste and/or material found?
 Yes _____ None Evident X

11. Are RAP displacements required? Yes _____ No X
 No. of single family _____ No. of business/nonprofit _____
 No. of multi-family _____ No. of farms _____

Based on Draft/Final Relocation Impact Statement/Study dated N/A
 it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

12. Are there material borrow and/or disposal sites required?
Yes _____ No X

13. Are there potential relinquishments and/or abandonments?
Yes _____ No X

14. Are there any existing and/or potential airspace sites?
Yes _____ No X

15. What type of mitigation is required for the project?
None

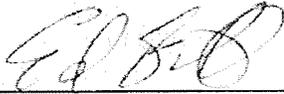
16. Indicate the anticipated Right of Way schedule and lead time requirements. (Discuss if district proposes less than PMCS lead time and/or if significant pressures for project advancement are anticipated.)

Right of Way Lead Time will require a minimum of 15 months after we receive first appraisal maps, utility conflict maps, and the necessary environmental clearance and freeway agreements have been approved and obtained. Additionally a minimum of 12 months will be required after receiving the last appraisal map to Right of way for certification.

17. Is it anticipated that Caltrans will perform all Right of Way work?
Yes X No _____

Evaluation Prepared By:

Right of Way:

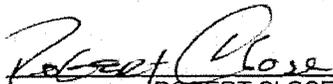

ED FITZGERALD

Date

6/7/11

Reviewed By:

RW Project Coordinator:


ROBERT CLOSE

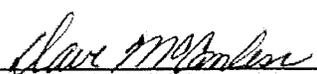
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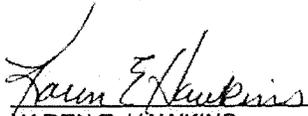
6/2/11

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

RECOMMENDED FOR APPROVAL

APPROVED:


DAVID MCCANLESS,
Senior Right of Way Agent
Project Delivery Branch
Eureka


KAREN E. HAWKINS
Assistant Chief, North Region Right of Way
Eureka/Redding

Date

6/8/11

Date

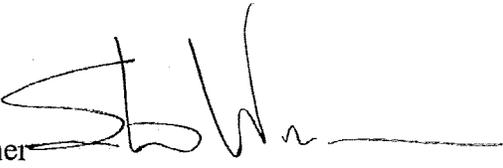
6/8/11

Memorandum

To: Brian Simon, Project Engineer
Advance Planning

Date: May 13, 2011

File No.: 01-HUM-101
PM 79.0/79.5
01-46500K
Resurfacing and Restriping

From: Steve Werner 
North Region Office of Environmental Engineering—North

Subject: Updated Initial Site Assessment

An updated Initial Site Assessment (ISA) was prepared by this office for the "Resurfacing and Restriping" project on 4th Street in Eureka. The ISA was initiated by your request dated May 4, 2011. It appears that the only change in the project made after our initial 2005 ISA is the elimination of two Right of Way parcels that were to be purchased for the construction of parking areas.

We recognize only one hazardous waste issue that needs study. Other nominal issues related to the disturbance of Asbestos Cement Pipe (ACP) or yellow thermoplastic stripe will have relatively low costs and can be handled with SSPs or NSSPs. The one issue that needs study is the possibility of encountering petroleum hydrocarbons contaminated soils during installation of the proposed storm drain system, primarily at the intersection of U and 4th street.

We anticipate that Petroleum hydrocarbon contamination may be an issue for the proposed storm drain since it will be placed adjacent to a site that has operated periodically for the past 70 years as a retail gas station. The site is located at the north east corner of 101 and U Street. It appears underground storage tanks serving the station are still in place, although the tanks will not likely be encountered if the storm drain is placed in the street near the curb line. If the alignment is moved into the sidewalk, the chance of encountering these or other undocumented tanks increases significantly.

Due to the above noted potential hazardous waste issue, we recommend that a Preliminary Site Investigation (PSI) for this project take place. We can initiate a PSI when we receive a request, ideally when the project is in the zero phase. The support cost estimate below is provided for planning purposes. Results of the

testing should be available approximately 4 to 6 months after a request for a PSI is received.

Estimate of Support Costs for Hazardous Waste Unit 03-164			
<u>WBS Activity</u>		<u>Hazardous Waste Staff Hours</u>	<u>Consultant Costs</u>
<u>165</u>	<u>PERFORM ENVIRONMENTAL STUDIES</u>		
<u>165.10.5</u>	<u>Perform Preliminary Site Investigation</u>	<u>50 hours</u>	<u>\$20,000</u>

The work site and proposed Right of Way Parcel, is not listed on the *Hazardous Waste and Substances Site List (Cortese List)*.

If there are any changes to the scope of the project, especially if additional right of way or structures will be acquired for the project, please send a request for an updated ISA. Communications may be directed to me at (707) 445-6658.

cc: 1-SWerner 2-File
Mitch Higa

E-mail copies to: Steve Werner

PROGRAMMING SHEET - 2011/2012

EA: 01-46500
 Proj Name: IN HUMBOLDT COUNTY IN EUREKA
 FROM THE

Project Manager: Kim Floyd
 Co-Rte-PM: HUM-101- 079.0/ 079.5

Date: 09/20/2011
 Type: SHOPP

PROJECT SCHEDULE

MILESTONE		DATE (STATUS)
Begin Environmental Document	M020	10/01/2012 (T)
Begin Project Report	M040	07/01/2012 (T)
Circulate Environmental Document (DED)	M120	08/01/2013 (T)
Project Approval & Environmental Document (PA&ED)	M200	10/01/2013 (T)
District Submits Bridge Site Data to Structures	M221	
Right of Way Maps	M224	07/01/2013 (T)
Regular Right of Way	M225	10/01/2013 (T)
District Plans, Specifications & Estimates to DOE	M377	05/01/2015 (T)
Draft Structures Plans, Specifications & Estimates	M378	
District Plans, Specifications & Estimates (PS&E)	M380	07/01/2015 (T)
Right of Way Certification	M410	10/01/2015 (T)
Ready to List (RTL)	M460	10/01/2015 (T)
Headquarters Advertise (HQ AD)	M480	12/01/2015 (T)
Approve Construction Contract	M500	03/01/2016 (T)
Contract Acceptance (CCA)	M600	10/01/2016 (T)
End Project	M800	02/01/2018 (T)

ESTIMATE	DATE	AMOUNT
ROADWAY	09/07/11	\$ 2460
BRIDGE		\$ 0
Subtotal Const		\$ 2460
RIGHT OF WAY	05/16/11	\$ 616
MITIGATION		\$ 0
Subtotal RW		\$ 616
GRAND TOTAL		\$ 3076

EXISTING PROGRAMMING	
PAED	\$
PS&E	\$
RW - Sup	\$
RW - Cap	\$
Const - Sup	\$
Const - Cap	\$

*Does not apply to RW Capital + Not Escalated ++ Only Escalated to 1 year into Future

PROJECT COSTS BY SB45 CATEGORY

CAPITAL COST ESTIMATE (Escalation Factor)	Prior Yrs+	11/12+	12/13 (3.5%)	13/14 (3.5%)	14/15 (3.5%)	15/16 (3.5%)	Future++ (3.5%)	Total	
Right of Way					4	612		\$ 616	
Construction						2822		\$ 2,823	
CAPITAL COSTS TOTAL								\$ 3,439	
SUPPORT COSTS (Escalation Factor)			(1.5%)	(1.5%)	(1.5%)	(1.5%)	(1.5%)		Sup/Cap
PAED			465	71	10			\$ 546	15.87%
PS&E			570	194	298	70		\$ 1,131	32.89%
Right of Way				74	43	28	36	\$ 180	5.24%
Construction						244	251	\$ 494	14.38%
SUPPORT COSTS TOTAL								\$ 2,352	68.38%
TOTAL PROJECT COSTS								\$ 5,790	

PROJECT SUPPORT IN PYS

	Prior Yrs	11/12	12/13	13/14	14/15	15/16	Future	Total	PY %
Environmental	0.00	0.00	0.46	0.14	0.11	0.03	0.04	0.78	5.37%
Design	0.00	0.00	3.09	0.60	0.72	0.05	0.04	4.50	30.99%
Engineering Services	0.00	0.00	1.12	0.33	0.43	0.23	0.13	2.24	15.43%
Surveys	0.00	0.00	0.30	0.26	0.05	0.05	0.09	0.75	5.17%
Right of Way	0.00	0.00	0.39	0.27	0.32	0.16	0.17	1.31	9.02%
Traffic	0.00	0.00	0.33	0.18	0.22	0.12	0.10	0.95	6.54%
Construction	0.00	0.00	0.03	0.03	0.07	1.21	1.14	2.48	17.08%
Project Management	0.00	0.00	0.44	0.19	0.12	0.11	0.12	0.98	6.75%
District Units*	0.00	0.00	0.18	0.05	0.04	0.03	0.03	0.33	2.27%
Subtotal Dist/Region Resources	0.00	0.00	6.34	2.05	2.08	1.99	1.86	14.32	98.62%
59-DES Project Development	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.07%
59-DES Structures Foundation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
59-Office Engineer	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.19	1.31%
59-DES Project Management	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
59-DES Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
59-DES Other Units**	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
Subtotal DES Resources	0.00	0.00	0.01	0.00	0.00	0.19	0.00	0.20	1.38%
TOTAL PYS	0.00	0.00	6.35	2.05	2.08	2.18	1.86	14.52	

*Admin, Plng, Maintenance

**DES Admin, DES Plng, DES Maintenance

HRS/PYS = 1758

Comments:

MEMORANDUM

To: Brian Simon

Date: September 7, 2011

File: 01-Hum-101-PM 79.0/79.5

EA: 01-46500K

Eureka Resurface & Restripe

From: DEPARTMENT OF TRANSPORTATION
North Region – Safety Review Committee Chairman, Eureka

Subject: Safety Review Comments

On September 6-7, 2011 Steven Hughes, Chairman of the Safety Review Committee for District 1 projects, reviewed the draft Project Study Report update for the above referenced project.

This project proposes to install a storm drain system, cold plane existing asphalt pavement, widen for increased shoulder width, place dense grade and open grade asphalt concrete, modify an existing signal and restripe to provide three lanes. Additionally, the existing sidewalks will be upgraded to meet ADA standards, two bus stops will be constructed, and landscape improvements will be installed at the park triangle between Myrtle Avenue and Q Street.

The previous PSR Safety Review comments by Dennis McBride dated October 27, 2005 continue to apply.

Comments and recommendations to this PSR update are as follows:

(Comments below can be evaluated in the appropriate project development phase in which they are best addressed.)

With regard to proposed landscape improvements, suggest landscape measures that do not reduce sight distance, that are not solid fixed objects (or are shielded), and allow for minimum exposure of maintenance crews to traffic.

Suggest detailed hydrology and hydraulic analysis of roadway drainage and the storm drain system ensuring water does not encroach into the lanes or puddle in crosswalks at curb ramps. Recommend detailed determination of location of buried utilities in the design phase such that the drainage systems are designed to clear the utilities, or the utilities are relocated; so that planned water flow in drainage systems does not have to be compromised due an utility conflict during construction.

The recommendations in the Traffic Management Plan Data Sheet (TMPDS) dated September 23, 2005 are encompassing and continue to be relevant to the project yet consider requesting an updated TMPDS for this PSR. This project may benefit from establishment of a formal Traffic Management Plan developed by a focused group from Design, Construction, Traffic Operations, and Traffic Safety. Consider showing typical details that address side street closure in the project plans.

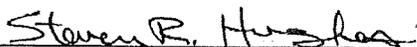
Suggest bicycle grates on the applicable drainage inlets.

Recommend addressing temporary pedestrian passage during construction operations with plan details and contract specifications. Refer to the CA MUTCD for more information on pedestrian detours.

Longitudinal edge conditions (difference in pavement elevation) during construction should be considered in the development of the structural section, the depth of cold plane, and the AC lift thickness limits described in the Standard Specifications. Refer to Longitudinal Edge Conditions in Construction Zones memorandum dated October 28, 1991.

Please retain a copy of this memorandum in the project files.

If you have questions regarding these comments and recommendations please see me or call me at (707) 445-6418.



Safety Review Committee Chairman, Eureka

cc: Matt Brady
Gary Banducci
Barbara Renan
Kim Floyd
Ilene Poindexter
Tom Fitzgerald
Jim McGee
Royal McCarthy
Curtis Coburn
Ralph Martinelli
Darron Hill
Troy Arseneau
Marie Brady
Carl Mindus