ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Trancas Creek Bridge Replacement (EA 07-29140)

Resolution SHOPP-P-1819-04B
(will be completed by CTC)

1. FUNDING PROGRAM

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

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the *Trancas Creek Bridge Replacement (EA 07-29140)*, effective on, OCTOBER 17, 2018 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans*, and the Implementing Agency, *Caltrans*, sometimes collectively referred to as the "Parties".

3. RECITAL

3.2 Whereas at its March 22, 2018 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *Trancas Creek Bridge Replacement (EA 07-29140)*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.

3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

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

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Active Transportation Program", dated
- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☒ Resolution G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated March 22, 2018
- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Caltrans agrees to secure funds for any additional costs of the project.

4.6 Caltrans agrees to report on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.

4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Trancas Creek Bridge Replacement (EA 07-29140)

Resolution SHOPP-P-1819-04B

for Reza Fateh — 8-3-18 Date

Project Manager

Project Applicant

Derek Higa — 8/3/18 Date

Interim SB 1 Program Manager

Implementing Agency

FOR Shirley Choate, Interim — 8/3/2018 Date

District Director

California Department of Transportation

FOR: Laurie Berman — 9/19/18 Date

Director

California Department of Transportation

Susan Bransen — 10/26/18 Date

Executive Director

California Transportation Commission

Baseline agreement information was extracted from Caltransâ„¢ 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:	09/18/18 10:48:11 AM

District	EA	Project ID	PPNO	Project Manager
07	29140	0712000094	4498	FATEH, REZA

County	Route	Begin Postmile	End Postmile	Implementing Agency	
LA	1	56.5	56.9	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

TRANCAS CREEK BRIDGE

Location/Description

In Malibu, from Guernsey Avenue to Trancas Canyon Road/Broad Beach Road. Replace bridge.

Legislative Districts

Assembly:	50	Senate:	27	Congressional:	33

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Bridge Health			8148		8148	Square feet of bridge deck
Programmed Condition	Bridge Health				26160	26160	Square feet of bridge deck

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	06/30/17	
Right of Way Certification Milestone		08/21/20
Ready to List for Advertisement Milestone		09/30/20
Begin Construction Milestone (Approve Contract)		03/30/21

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	17/18	2,737					2,737
PS&E	17/18	3,000					3,000
RW Support	17/18	2,000					2,000
Const Support	20/21	3,100					3,100
RW Capital	18/19	35,000					35,000
Const Capital	20/21	11,628					11,628
Total		57,465					57,465

07- LA - 001 – PM 56.5/56.9
EA – 07291400 – Project Number 0712000094 – PPNO 4498
Program Code –40.50.201.110 -Program Name Bridge Rehabilitation
June 26, 2017

PROJECT REPORT

On Route LA-001

Between Guernsey Avenue (PM 56.5)

And Trancas Canyon—Broad Beach Road (PM 56.9)

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

ANDREW P. NIERENBERG, *DEPUTY DISTRICT DIRECTOR, ~~RIGHT OF~~ WAY*

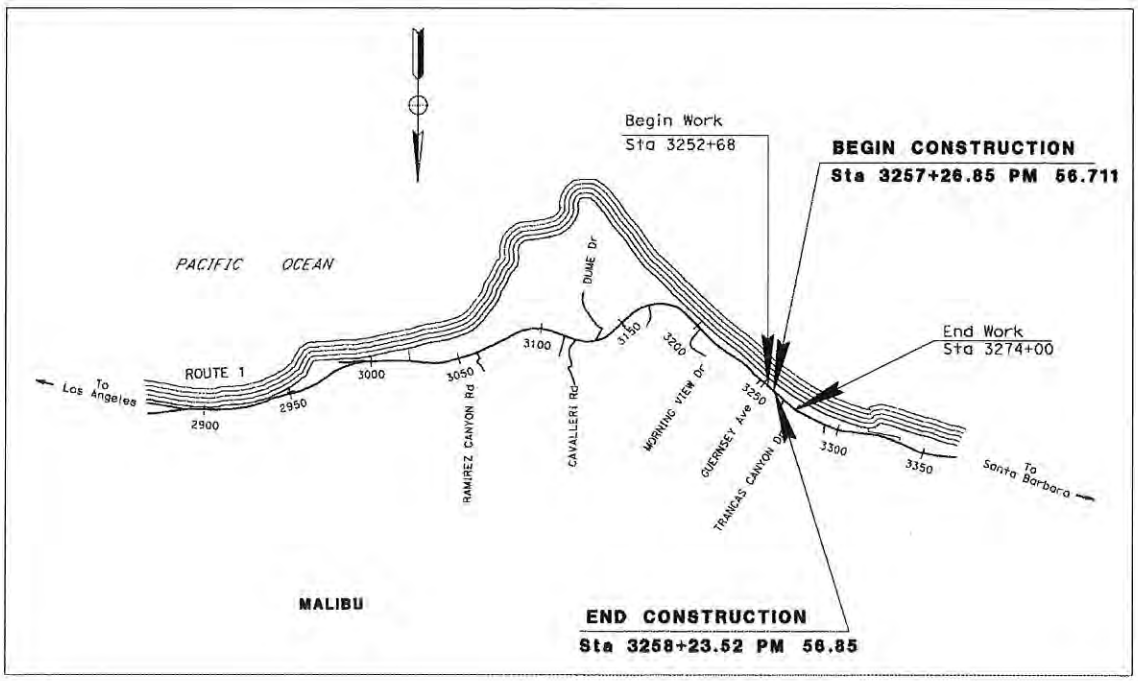
APPROVAL RECOMMENDED:

SHAHRIAR YADEGARI, *PROJECT MANAGER*

APPROVED:

JERREL KAM, DEPUTY *DISTRICT DIRECTOR, DESIGN* 6/30/17 *DATE*

Vicinity Map



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

June 29, 2017

Barnabas F. Vorreiter, *REGISTERED CIVIL ENGINEER* *DATE*

Table of Contents

1. INTRODUCTION

California Department of Transportation is proposing to replace Trancas Creek Bridge (Bridge No. 53-0027) on Pacific Coast Highway (LA-1) in Los Angeles County. The proposed bridge will replace the 90 year old bridge which is subject to scour under a 10 year storm event. In addition to replacing the bridge, project improvements include constructing a wider bridge by 14 foot and widening of the roadway pavement by as much as 9 foot, within the project limit, on the southbound side outside shoulder of LA-1. Widening of the bridge and roadway pavement will provide room for future 6 foot wide bicycle/pedestrian walkway. Additional work such as reconstructing of the raised median island and roadway pavement reconstruction of affected areas to facilitate bridge replacement are included as part of the project scope work.

Adjacent to Trancas Creek Bridge, a plan to restore Trancas lagoon has been undertaking by the National Park Service (NPS) and the Resource Conservation District of the Santa Monica Mountains (RCD-SMM), who is the lead agency in charge to restore the lagoon as practicable as possible.

Restoration of the lagoon's goals is to provide essential habitat and passage improvement for numerous coastal fish species, including endangered tidewater gobies and southern steelhead trout; improve flood control while increasing fish passage opportunities; reduce sedimentation and erosion; reduce water quality problems related to nutrient loading; restore wetland and riparian vegetation and remove invasive exotics; restore transitional upland and coastal sage scrub vegetation and to provide opportunities for public access, trail connections to the upper watershed and educational outreach opportunities.

Restoration of the lagoon entails acquiring a seven (7) acres of land to establish the lagoon including for access to flood control channel and for trails from beach to market and to inland trails across the restored lagoon area. Lagoon design is to accommodate and allow fish passage from ocean to headwaters of system. Lagoon footprint with natural channel design restoration for increased recreation and improved flood control demands a longer bridge.

Three alternatives have been proposed and evaluated: Alternative 1 – No Build, Alternative 2 – 120-ft long bridge, and Alternative 3 – 240-ft long bridge.

The two build Alternatives for most part will be taking place within the state right of way except for the slope grading and rock slope protection around the abutments area where additional right of way will be acquired necessitated by the project.

Furthermore, in addition to right of way necessitated by the project, additional right of way in excess of 19,300 square foot needs to be condemned due to lack of driveway access caused by higher bridge profile grade, for Alternative 2, dictated by Los Angeles County Department of Public Works to accommodate a 50 year burned and bulked storm flood requirement.

The total cost estimate including right of way and support cost varies from $57.83 million ($9.08 million construction cost, $40.12 million right of way cost and $8.63 million support cost) for Alternative 2 to $60.34 million ($10.34 million construction cost, $41.37 million right of way cost and $8.63 million support cost) for Alternative 3.

Project Limits	07-LA-001, PM 56.5/56.9	
Number of Alternatives	Three (3) Including No Build	
	Current Cost Estimate (217)	**Escalated Cost Estimate (2019)**
Capital Outlay Support (Alternative 2)	$ 8,626,000	$ 9,407,520
Capital Outlay Construction (Alternative 2)	$ 9,081,330	$ 9,626,210
Capital Outlay Right-of-Way (Alternative 2)	$40,117,529	$46,618,818
Capital Outlay Support (Alternative 3)	$ 8,626,000	$ 8,626,000
Capital Outlay Construction (Alternative 3)	$10,337,350	$10,956,330
Capital Outlay Right-of-Way (Alternative 3)	$41,371,324	$48,464,811
Funding Source	SHOPP (201.110, Bridge Rehabilitation)	
Funding Year	2017/2018	
Type of Facility	Four (4) lane conventional highway	
Number of Structures	One (1)	
SHOPP Project Output		
Environmental Determination or Document	ND/FONSI	
Legal Description	In Los Angeles County in Malibu from Guernsey Avenue (PM 56.5) to Trancas Canyon Road (PM 56.9)	
Project Development Category	Category 4	

2. RECOMMENDATION

It is recommended that Alternative 3 be adopted so that the project can proceed to the design phase. Local agencies and stakeholders have been consulted with respect to the alternatives presented, their views have been considered and are in general accord with the plan.

The selected alternative will consist 240-ft long, 90.5-ft wide and four (4) span bridge, with structural elements of 2.17-ft deep precast voided slab structure deck supported by six (6) 3.5-ft diameter column on a 4-feet diameter cast in steel-shell (CISS) piles for the piers and 2-ft diameter CISS piles for the abutments foundations. Total cost of this alternative is

$60.34 million ($10.34 million construction cost, $41.37 million right of way cost and $8.63 million support cost)

3. BACKGROUND

3A. Project History

Trancas Creek Bridge has a history of scour related issues. The channel approach behind the bridge's north wing wall at the east abutment was washed out in 1967. The channel was regraded in 1969 to allow the creek to flow under span 2 and the channel banks were graded and diked to divert water from the wing walls and abutment. In 1970 the fill behind the southwest wing wall was eroded and part of the shoulder was undermined and had to be refilled. In 1998, there was erosion documented behind the northeast wing wall most likely caused by the heavy rainstorm from El Nino of 1997/1998. An emergency contract was executed to mitigate the erosion by placing two (2) ton rock slope protection behind the wing wall and upstream of abutment four (4). Though, no scour problems have been reported since 1998, this 90 year old bridge has a National Bridge Inspection (NBI) code of 113=3, which means the bridge is scour critical.

A scour evaluation conducted by Caltrans Structure Maintenance & Investigation's (SM&I's) Hydraulic Unit in 2009 documented the potential for future scouring due in part to the bridge's location about 800-ft from the Pacific Ocean, contraction of the channel at the bridge and the hydraulic skew. That evaluation concluded that the bridge could settle during a 10 year storm event due to scour at the piers, as a result a project was initiated and project scope summary report (PSSR) (structure rehabilitation) to request programming in the 2014 SHOPP was approved on January 18, 2013.

The January 18, 2013 approved PSSR had only one (1) alternative to replace the existing bridge with an estimated total cost of $11.10 million ($5.49 million construction cost, $2.02 million right of way, utility relocation cost and $3.59 million support cost) in program year 2017/2018.

In addition to having only one (1) alternative with the interest to only replace the scour ridden bridge structure and not considering to accommodate City of Malibu and the RCD-SMM featured future plans, the PSSR did not account for the Los Angeles County Department of Public Works (LACDPW) 50 year burned and bulked storm event requirement and thus the need to raise the bridge profile grade.

This project report, starting with draft project report, has taken City of Malibu and the RCD-SMM featured future plans into consideration by adding Alternative 3, to build a longer bridge, and accounted for the LADWP 50 year burned and bulked storm event requirement by raising the short bridge, proposed in the PSSR, by a minimum of 2.5-ft and by revising the bridge deck thickness from 5.58-ft, proposed in the PSR, to 2.17-ft.

In case of Alternative 2, raising the bridge profile grade by 2.5-ft required raise of the roadway profile grade beyond the beginning and end of the bridge structure itself and

triggered the need for retaining walls to support the roadbed on both north and south bound direction of the highway. Having to construct a retaining wall in the southbound direction will deprive access to a house whose only driveway is 50-ft north of the end of bridge, therefore, this alternative would also require condemnation of the property.

In case of Alternative 3, constructing a longer bridge by 120-ft long and maintaining the existing roadway profile grade required excavation and regarding the surrounding area in order not to impede storm flow complying with LACDPW. The area to be excavated and regraded is outside Caltrans right of way and has to be acquired. Furthermore, the residence on the Oceanside whose drive way is 50-ft north of the end of bridge will not have access to the property during construction and needs to be relocated temporarily.

Therefore, it is because of the above five (5) paragraphs stated that there is a large cost discrepancies between the approved PSSR of January 18, 2013 and this DPR/PR document.

3B. Community Interaction

On January 8, 2016 scoping letters were sent to federal, state and local elected officials, agencies and local stakeholder interest groups informing them about the proposed project and the planned public scoping meeting.

Scoping meeting was conduct in the vicinity of the project site, on January 27, 2016, where approximately 30 people attended, including local elected officials and local media sources. Project information handouts and comment cards were made available to the attendees. The meeting included a viewing session of the project maps and exhibits, a power point presentation, and the opportunity to provide verbal and written comments and questions from the public and stakeholders. The public and stakeholders were supportive and positive of the project.

Public hearing for the environmental document IS/EA was conducted on May 25, 2017. Local elected representatives and stakeholders have presented and consulted with respect to the alternatives being presented. Their views and inputs have been considered and implemented in the preferred alternative to the maximum possible within the project scopes capacity.

3C. Existing Facility

Pacific Coast Highway (PCH) is a 4-lane divided, by a raised median, conventional highway that traverses the City of Malibu and is a major route along the California Coast. Though PCH in general is a north-south bound conventional highway along the California Coast, within the project limit, it is an east-west roadway that provides two (2) westbound standard width lanes with an eight (8) foot outside shoulder and two (2) eastbound standard width lanes with an eight (8) foot outside shoulder. In addition to the two (2) eastbound lanes and an eight (8) foot outside shoulder there is a class III bikeway situated between the edge of traveled way and the outside shoulder, where vehicles are allowed to park. The posted speed limit in this section of PCH is 50 mph.

Trancas Creek Bridge, the bridge to be replaced is located approximately half way between Guernsey Avenue and Trancas Canyon. The bridge, which was built in 1927 and widened in 1938 and 1954, consists of 97-ft long, 85-ft wide with three (3) span, six (6) "T" beam girders and reinforced concrete (RC) solid slab on RC closed end "T" beam seated and slab rigid frame abutments and six (6) RC column and solid pier walls. All supported on spread footings.

4. PURPOSE AND NEED

4A. Purpose

The purpose of this project is to replace Trancas Creek Bridge with a new bridge structure that maintains reliable access for the public in compliance with current standard of mobility.

4B. Need

The existing 90 year old bridge, designed for 50-year span, has a history of scour erosion from 1967 to 1998 that were repaired at various times with riprap, regrading and stabilization of dikes. Therefore, there is not much left that an interim scour mitigation can prevent the bridge from settling in a 10 year storm event due to scour at the piers that could cause significant damage to the structure and thus closure of the bridge to traffic.

4C. Problem, Deficiencies, Justification

State Route (SR) 1 within the project limit is a four lane conventional highway, two (2) lane in each direction with a raised Median Island that varies in width between 4-ft to 16.5-ft, no inside shoulders, 8-ft outside shoulders and is designated as having a Class III bikeway. The existing outside shoulder on the Oceanside in many cases with cars parked there is currently used by both cyclists and pedestrians. This project will widen the southerly (eastbound) side of the highway for a 6-ft wide bicycle/pedestrian use throughout the project limit.

4D. Regional and System Planning

State Route (SR) 1 is part of the National Highway System (NHS) and part of the Federal Surface Transportation Assistance Act of 1982 (STAA). It is a north/south state conventional scenic highway that provides interregional, recreational, commuter and local travel through urban as well as rural corridors. Within the project limit it is an east/west conventional highway consisting four (4) lanes, two (2) lanes in each direction.

Based on the 2014 Transportation Concept Report (TCR) for segment 18, where this project is located, there is no plan to widen the highway for additional travel lanes. However, City of Malibu has a safety grant for bike and pedestrian facilities and thus it is anticipated that bicycle/pedestrian facilities would be developed along this segment of SR-1. In anticipation of the reginal development, this project lengthens and widens the bridge

to be replaced and widens roadway pavement within the project limit to accommodate the future anticipated bicycle/pedestrian facility.

4E. Traffic

Based on the Traffic Engineering Performance Assessment (TEPA), there is no operational deficiencies within the project limits of SR-1. The city of Malibu Safety Study that was completed in 2015, recommended to provide a pedestrian sidewalk
along the northbound side of the highway to connect with pedestrian undercrossing (PUC) under the bridge. The possibility of providing PUC was discussed with Caltrans HQ Traffic Safety Liaison and was decided that PUC was not viable solution due to maintenance and security issues related to undercrossings. There is a signalized intersection at Trancas Canyon Road with marked crosswalk located approximately 740-ft to the north of the bridge, where pedestrians can safely walk across the highway. Furthermore, the bridge is being widened to provide proper sidewalk for pedestrians. Therefore, the walkway under the Trancas Creek Bridge is not recommended at this time. It is however recommended to provide a sidewalk from the crosswalk to the bridge.

i. Existing and Future Traffic Conditions

Current average AADT is approximately 23,600 vehicles with 5.43% track traffic and peak hourly demands of 2,500 vehicles per hour per lane (vphpl). However, since this project is a bridge replacement to mitigate scouring issues and not capacity issue, the PDT decided not to spend time on year 2040 projected traffic analysis.

i. Accident Rates and Analysis

The summary of the collision analysis for Pacific Coast Highway, between Guernsey Ave and Trancas Canyon Rd within a three year period from April 1, 2012 to March 31, 2015 as documented in the Traffic Accident and Surveillance and Analysis System (TASAS) are shown on the table below.

Table B-Selective Accident Rate Calculation Summary
(Accident rates express as No. of accidents/Million Vehicle Miles)

Location	Post Mile	No. of Accidents			Actual (acc/mvm)			State Average (acc/mvm)		
		Total	Fatal	Injury	Fatal	F+I	Total	Fatal	F+I	Total
SR-1	56.5/56.9	15	0	3	0.00	0.32	1.40	0.010	0.60	1.45

SR-1 for this segment of highway within this project limit, the actual fatality, fatality + injury and the total accident rates are lower than the state average rates for similar types of facilities. There are no Table C and Wet Table C for this segment of highway identified within the three (3) year period from 04/012012 to 03/31/2015.

The TSAR for the time period from 04/01/2012 to 03/31/2015, revealed 15

collisions, 4 injury accidents with 6 persons injured report and no fatal accidents. The type of collusions were 1-head-on (6.3%), 4-sideswipe (25%, 5 rear end (31.3%), 4-broadside (25%) and 2-other (12.5%). The primary Collusion Factors were due to 1-influence of alcohol (6.3), 4-failure to yield (25), 3-improper turn (18.8%), 4-speeding (25%), 2-other violations (12.5%), 1-unknown (6.3%) and 1-not stated (6.3%).

5. ALTERNATIVES

5A. Alternatives

Three alternatives were proposed for this Project, including the No Build Alternative and two build Alternatives. Each alternative is described below:

i. Alternative 1: No Build

Under this alternative, the current configuration of Trancas Creek Bridge would have been maintained and remain in place. This alternative would not have achieved nor satisfied the need and purpose of the project.

ii. Alternative 2: 120-ft long Bridge

Alternative 2 proposed to replace the existing 97 foot long, 85 foot wide, and three (3) span bridge with a new 120-ft long, 90.5-ft wide and two (2) span bridge with a capacity to be lengthened to 240-ft in the future. The structural elements consisted 2.17-ft deep precast voided slab structure deck supported by six (6) 3.5-ft diameter column on 4-ft diameter cast-in-steel-shell (CISS) piles for the piers and 2-ft diameter CISS piles for abutment foundations.

In this alternative, roadway profile would have been raised starting 265.85-ft south of the begin bridge and 261.15-ft north of the end bridge to replace existing Trancas Creek Bridge. As a result of the raised roadway profile grade, retaining walls will be erected on both side of the highway to retain the roadbed. The raised profile grade would have a maximum 2.23% grade slope and would have satisfied LACDWP 50 year storm burned and bulked event vertical clearance requirement under the bridge.

iii. Alternative 3: 240-ft long Bridge

Alternative 3 proposed to replace the existing 97 foot long, 85 foot wide, and three (3) span bridge with a new 240-ft long, 90.5-ft wide and four (4) span bridge. As in alternative 2, the structural elements consisted of 2.17-ft deep precast voided slab structure deck supported by six (6) 3.5-ft diameter column on 4-ft diameter cast-in-steel-shell (CISS) piles for the piers and 2-ft diameter CISS piles for abutment foundations.

In this alternative, roadway profile remained as is and roadway rehabilitation to facilitate bridge replacement would take place starting 45.85-ft south of the begin bridge and 64.15-ft north of the end bridge. This 240-ft long bridge will have the capacity to satisfy LACDWP 50 year storm burned and bulked event vertical clearance requirement under the bridge. Additionally, Alternative 3 will accommodate RCD-SMM desire to have a bicycle/pedestrian trail crossing under the bridge during none heavy rain season.

Both build alternatives, in addition to replacing Trancas Creek Bridge have a commonly shared roadway improvements that consist widening of the roadway by as much as 9-ft on the westerly (southbound) side to allow for a 6-ft wide future bicycle/pedestrian use. Existing 16.5-ft raised median will be reduced to 6.5-ft raised curb Median Island in order to provide a 5-ft median shoulders.

5B. Preferred Alternative

Alternative 3 – 240-ft long bridge that accommodates featured future City of Malibu and RCD-SMM plan to restore Trancas lagoon and provide pedestrian trail that crisscrosses between Zuma beach and Trancas County Market via a Trancas Creek Bridge underpass is the preferred alternative. This preferred alternative is consistent with California Coastal Act and the Coastal Commission's proposal Coastal Access and Safety Alternative design options. It complies with coastal Act policies access to coastal areas, and expansion of public works facilities to meet the needs of residents.

5C. Rejected Alternatives

The originally proposed Trancas Creek Bridge replacement that was approved at the project scope summary report (PSSR) stage has been rejected. The rejected alternative was similar to the Alternative 2 that this draft project report is proposing in terms of size. However, having lacked features to be lengthened to 240-ft long to accommodate future Trancas Lagoon Restoration plan that is understudy by the Resource Conservation District of the Santa Monica Mountains (RCD-SMM), the PDT decided to eliminate the alternative.

In addition to the originally proposed Trancas Creek Bridge replacement stated above, Alternative 1 and Alternative 2 are rejected because of the following reasons:

The Alternative 1 – No Build alternative is rejected because it does not mitigate settlement of the bridge due to scour at the piers failing to maintain reliable access for the motoring public.

The Alternative 2 – 120-ft long bridge is rejected because though it would have complied with featured City of Malibu plan to construct footbridge to cross over creek and connector underpass and with featured future RCD-SMM plan to restore Trancas lagoon and provide pedestrian trail from Zuma beach to Trancas Country Market, by lengthening the bridge in the future when City of Malibu and RCD-SMM bring their plan to fruition, it is not worth the savings of not having to build the longer bridge at this stage because of the impact it

will create to the travelling motorists to have to reduce travelling lanes to one (1) in each direction again in the future for stage construction to lengthen the bridge.

5D. Non-Standard Advisory Design Features

Due to California Coastal Commission desire to maximize shoulder parking space, both alternatives will require fact sheet exceptions to advisory design standards for HDM Index 309.1(2) (a) to leave relocated utility power poles, fixed objects, without shield. A separate fact sheet will be prepared for approval for the advisory design standards tabulated in the table below during the PS&E project phase.

Design Standards Risk Assessment			
Location	Design Standard from Highway Design Manual Tables 82.1A & 82.1B	Probability of Design Exception Approval (None, Low, Medium, High,)	Justification for Probability Rating
Throw-out he project limit	HDM Index 309.1(2)(a), 9' instead of 20' clear recovery zone (CRZ)	High	Issues discussed with Geometrician Coordinator, District Area Traffic Engineer and HQ Traffic Liaison, verbally approval consented.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

There is a hazardous waste concern for asbestos construction material that might be contained in the existing structure, which may be exposed during bridge demolition. There is also concern for aerially deposited lead (ADL) contaminated soil adjacent to the bridge abutments and beyond the outside shoulders that are none paved area. (See attachment J).

6B. Value Analysis

The total project cost is under $50 million and therefore does not warrant a value analysis study.

6C. Resource Conservation

The proposed project would not require the use of water, except for minor amounts during construction. There is no landscaped areas. Therefore, the proposed project would not have a significant impact to the public water supply.

The existing asphalt concrete pavement and concrete bridge deck to be removed shall be crashed to aggregate base material and incorporated into the new pavement structural section of the proposed project or stockpiled on State property for future use.

Operation of the proposed project would not require additional supplies of energy or fuel. Minor amounts of energy and fuel would be used during construction, Long-term energy consumption will be reduced upon reliving motorist traffic congestion through this project

by providing additional bicycle/pedestrian walkway and improving traffic operations.

6D. Right-of-Way Issues

The project will involve right of way acquisitions (Fee) from Los Angeles County, 30050 Pacific Coast Highway and from Klein Family Partnership, 30660 Pacific Coast Highway on the southerly side of Trancas Creek Bridge and from land of Matthew Keller in the Ranch Toponga Malibu Sequit, 30745 Pacific Coast Highway on the north side of Trancas Creek Bridge, all in the City of Malibu, California 90265. This right of way is needed to be excavated for creek widening for placing rock slope protection (RSP) around the abutments.

Temporary construction easements (TCE) to facilitate construction of Trancas Creek Bridge replacement would also be required for the build alternatives from Los Angeles County, 30050 Pacific Coast Highway, from Klein Family Partnership, 30660 Pacific Coast Highway and from land of Matthew Keller in the Ranch Toponga Malibu Sequit, 30745 Pacific Coast Highway, Malibu, California 90265.

The corresponding accessor parcel numbers (APN) where right of way requirements will be acquired for both Fee and TCE are 4469-045-001, and 4469-026-009, 4469-027-901. APN No 44609-045-001 is owned by Zuma Beach Properties, LLC, APN No 4469-026-009 is owned by Klein, Family Partnership and 4469-027-901 is owned by County of Los Angeles.

The right of way data sheet for both build alternatives have been prepared and the total cost includes relocation of residence, relocation of southern California Edison power pole posts and relocation of other utility facilities. The project right of way requirements are as shown in the table below:

Right-of-Way (R/W) Requirements

Accessor Parcel No.	Alternative 2		Alternative 3	
	Fee (SQ FT)	TCE (SQ FT)	Fee (SQ FT)	TCE (SQ FT)
4469-045-001	11,760.00	80,209.00	24,967.00	72,465.00
4469-026-009	6.77	19,301.23	6.77	7,418.00
4469-027-901	4,047.00	36,960.00	21,732.00	22,285.00
Total	15,813.77	136,470.23	46,705.77	102,168.00

Since the preferred alternative is Alternative 3, the right of way requirements for this project is what is shown in the table above under Alternative 3 and right of way data sheet attachment for Alt 3 that shows detailed cost estimate including relocation of utilities. (See attachment H)

6E. Environmental Compliance

Though the preliminary environmental analysis report (PEAR) at the PSR phase of the project has determined this project to be a Categorical Exemption and Categorical

Exclusion under CEQA/NEPA, the appropriate environmental document is ND/FONSI.

Project environmental commitments include archaeological and historical resources for study as well as wetland/riparian and coastal appeasing bridge railings.

Construction activities within the creek are limited to the dry season, from May 1 through November 1, only. Construction activities other than within the creek are allowed to proceed including the rainy season.

6F. Air Quality Conformity

Per 40 Code of Federal Regulations (CFR) 93.126, published in the Federal Register (Volume 69, page 4004) on July 1, 2004, Table 2 allows certain projects to be exempt from all emissions analysis. Based on the proposed project scope of work, the proposed project is deemed listed in Table 2 under the subtitle "Safety" and classification "Widening narrow pavements or reconstructing bridges (no additional travel lanes)." Therefore, pursuant to 40 CFR 93.126, this project is deemed classified and is exempt from the requirement to determine conformity.

An Air quality analysis was completed as part of the Initial Study/Environmental Assessment (IS/EA) for the proposed project. Analysis demonstrated that the project-level conformity, NEPA, and CEQA requirements are satisfied.

6G. Title VI Considerations

A Community Impact Memorandum was prepared for this finding, Trancas Creek Bridge replacement would not result in significant long term adverse impacts on communities or neighborhoods within the project area. Either of the build alternatives will require staging the project to be constructed in two (2) phases where only one lane instead of the two lanes in each direction will be available for the travelling motorist during construction. However, since the single lane of the travelled way in each direction is limited to a stretch of 2,000-ft (0.38 mile) long and is temporary, no disproportionately high or adverse impacts are expected to the community or the traveling public.

Once the project is completely constructed, the 14-foot wide shoulder on the westerly (southbound) side will be available for bicycle/pedestrian use.

6H. Noise Abatement Decision Report

This is not a Type 1 project and a noise study is not required.

7. OTHER CONSIDERATIONS AS APPROPRIATE

7A. Public Hearing Process

The draft environmental document was circulated on May 02, 2017 and a public hearing

was conducted on May 25, 2017 to present the alternatives for public review and comments. It is in accordance with the public comments received during and after the public hearing that Alternative 3 emerged as the preferred alternative.

7B. Route Matters

This project is in compliance with where City of Malibu has a safety grant for bike and pedestrian facilities and thus it is anticipated that bicycle/pedestrian facilities would be developed along this segment of SR-1 in the future. In anticipation of the reginal development, this project choses Alternative 3 as the preferred alternative, widens the bridge to be replaced and roadway pavement within the project limit to accommodate the future anticipated bicycle/pedestrian facility.

7C. Permits

The permits, reviews, and approvals listed in the table below will be required for project construction.

Permitting Requirements

Agency	Permit/Approval
U.S. Army Corp of Engineers (USACOE)	Clean Water Act, Section 404 Nationwide 23 permit
U.S. Fish & Wildlife (USFWS)	Endangered Species Program, Section 7 Consultation
U.S. Fish & Wildlife Service, Fisheries (NOAA/NMFS)	NEPA, Section 7 consultation
CA Dept. of Fish & Wildlife (CDFW)	Lake & Streambed Alt Agreement, Section 1600
State Water Resources Control Board	Clean Water Act, Section 402 NPDES
Los Angeles Regional Water Quality Control Board (RWQCB)	Clean Water Act, Section 401 Water Quality Certification
FHWA, Caltrans	Clean Air Act Transportation Conformity Determination
California Coastal Commission and/or Local Coastal Program, The City of Malibu	California Public Resources Code Division 20 (California Coastal Act) Coastal Development Permit
Caltrans	Right-of-Way Encroachment Permit Cooperative Agreement National Historic Preservation Act Section 106

7D. Cooperative Agreements

Project does not involve any cooperative agreement

7E. Other Agreements

No other agreements are involved with this project.

7F. Report on Feasibility of Providing Access to Navigable Rivers

The creek under where Trancas Creek Bridge replacement takes place is not considered a navigable water.

7G. Public Boat Ramps

No public boat ramps are involved with this project.

7H. Transportation Management Plan for use During Construction

Note that due to anticipated 30 minutes traffic delay the Transportation Management Plan (TMP) needs to be approved by the District Lane Closure Review Committee (DLCRC). The TMP based upon the planned stage construction presented below to reduce potential construction related traffic conflicts and delays will be presented to the DLCRC for approval at the PS&E project phase. A TMP Data Sheet will be prepared to address lane closure required by the selected alternative.

Since there are no roads within the vicinity of the project that run parallel to Pacific Coast Highway, it will be necessary to close two lanes during the entire construction period to facilitate replacement of Trancas Creek Bridge. The PS&E package will include stage construction and traffic handling plans.

A TMP certification was issued during draft project report design development identifying the following strategies.

- Public Awareness Campaign—Development of a public awareness campaign to sufficiently inform residents and motorists prior to construction. This utilizing local media, telephone hotline mailers, direct advertising and internet updates would inform the public of construction related congestion.
- Real time communications—Real time communications with motorists advising them of construction activities, closures, and delays will be conducted using portable changeable message signs and fixed changeable message signs.
- Construction Zone Enhancement Enforcement Program (COZEEP)—Implementation of COZEEP to provide police assistance and surveillance within construction areas. The officers can monitor and enforce speed reductions within work zones and provide emergency response support.
  Costs associated with implementing the TMP strategies are included in the TMP Data Sheet.

Project construction is anticipated to take approximately 16 months and will be phased in two (2) stages.

7I. Stage Construction

A preliminary stage construction concept for both Alternative 2 and Alternative 3, which are almost identical, has been prepared to ensure that there were no fatal construction plans:

STAGE 1 – As first order of work Contractor will restripe existing northbound traffic lanes and convert them to one (1) lane northbound direction and one (1) lane southbound direction. The lanes will be separated by a 4-ft median with surface mounted channelizers. Then, southbound traffic will be detoured to the newly created southbound traffic lane that used to be the northbound lane No. 1. Contractor will place temporary railing (type k) and close all, what used to be existing southbound direction, traveled lanes and shoulders to public traffic.

Once public traffic is detoured and temporary railing (type k) is complete in place, Contractor will demolition and remove 35-ft and 3-inches portion of exiting southbound Trancas Creek Bridge and replace it with 43-ft and 6-inches wide brand new bridge deck. Duration of this first stage construction will take about eight (8) months.

STAGE 2 – Once stage one is complete, Contractor will stripe newly constructed Structure and adjoining roadway pavement into one (1) southbound direction and one (1) northbound direction traveled lanes and relocate temporary railing (type k) to newly created roadway facility adjacent to northbound lane direction. Then, traveling public traffic will be detoured to the newly striped and created traveled lanes.

Once public traffic is detoured and temporary railing (type k) is relocated and complete in place to the newly constructed partial roadway facility, Contractor will demolish and remove 47-ft portion of remaining old Trancas Creek Bridge and replace it with 47-ft wide brand new bridge deck. Duration of this second stage construction will take about eight (8) months.

Once stage 2 is complete, Contractor will restripe SR-1 within the project limit to its original traveled lane configurations of having two (2) lanes in the northbound and two (2) lanes in the southbound direction, will remove temporary railing (type k) and temporarily surface mounted channelizers facilitating for the travelling motor vehicles to resort back to current directional travelling configuration.

7J. Accommodation of Oversize Loads

The proposed project will widen the westerly (southbound) side shoulder to 14-ft which would provide room for future bicycle/pedestrian use. The existing 16.5-ft wide raised median will be reduced to 6.5-ft raised curb Median Island in order to provide a 5-ft standard median shoulders. Therefore, with those improvements and standard width lanes, the project in this segment of SR-1 will not reduce the ability of to transport oversized loads.

7K. Graffiti Control

Trancas Creek Bridge is identified as urban area and thus may be graffiti-prone. Standard deterrent technics will be used as part of the proposed design. To prevent vandalism and theft of electrical systems, theft deterrent security pull boxes will be installed. Proposed signs will also be coated with premium anti-graffiti film for easier cleaning.

7L. Scour Mitigation

In the event bridge replacement cannot be expedited within two years, the District will initiate an interim scour mitigation measures that would involve modification to the channel and or the structure to reduce potential scouring that could undermine the integrity of the bridge.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

Project will be funded by the Highway Bridge Rehabilitation and Replacement (HBBR-S) program and it has been determined that his project is eligible for Federal-aid funding.

Programming

This project is programed in the 2014 SHOPP for fiscal year 2017/2018 under program code 201.110. Funding sources are as shown in the table below.

Alternative 2

Fund Source	Fiscal Year Estimate								
20.XX.201.110	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Future	Total
Component	In thousands of dollars ($1,000)								
PA&ED Support				2,776					2,776
PS&E Support					1,800	700			2,500
Right-of-Way Support					670	180			850
Construction Support							2,500		2,500
Right-of-Way						46,660			46,660
Construction						9,081			9,081
Total				2,776	2,470	56,621	2,500		64,367

Alternative 3

Fund Source						Fiscal Year Estimate					
20.XX.201.110	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Future	Total	Support vs Cap	Historic Support
Component						In thousands of dollars ($1,000)					
PA&ED Support				2,776					2,776	4.7%	4.3%
PS&E Support					1,800	700			2,500	29%	28.7%
Right-of-Way Support					670	180			850	1.44%	1.32%
Construction Support									2,500	4.2%	3.84%
Right-of-Way						48,500			48,500		
Construction						10,337			10,337		
Total				2,776	2,470	59,717	2,500		67,463		

The support cost ratio is approximately 13.40%.in case of Alternative 2 and 12.79% in case of Alternative 3.

Estimate

The most significant aspect of the bridge replacement is the right of way cost, which varies between $46,660 for Alternative 2 and $48,500,000 for Alternative 3.

Another significant aspect of the project cost estimate is cost of the structure itself, which varies between 5,707,000 for Alternative 2 and $7,063,000 for Alternative 3.

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	03/21/14	A
BEGIN ENVIRONMENTAL	M020	09/15/14	A
NOTICE OF PREPARATION (NOP)	M030	10/05/14	A
NOTICE OF INTENT (NOI)	M035	10/15/14	A
CIRCULATE DED EXTERNALLY	M120	05/21/17	T
PA & ED	M200	06/30/17	T
PS&E TO DOE	M377	01/15/19	T
DRAFT STRUCTURES PS&E	M378	10/27/18	T
RIGHT OF WAY CERTIFICATION	M410	06/29/19	T
READY TO LIST	M460	06/30/19	T
FUND ALLOCATION	M470	09/16/19	T
HEADQUARTERS ADVERTISE	M480	12/16/19	T
AWARD	M495	03/15/20	T
APPROVE CONTRACT	M500	04/15/20	T
CONTRACT ACCEPTANCE	M600	12/15/21	T
END PROJECT	M800	10/16/23	T

10. RISKS

The project team is in the process of identifying potential risks, which will be included in the final project report based on the selected alternative. While probability and impact varies with each one, the risks will require close attention throughout the project. The risks will be monitored and updated during the PS&E and the construction phase.

11. FHWA COORDINATION

This project is determined to be a Delegated Project and is administered per the Project Responsibility List in the Joint Stewardship and Oversight Agreement between FHWA and Caltrans.

12. PROJECT REVIEWS

Formal review has occurred continuously throughout the development of the proposed draft project report by the project development team (PDT) including District Program Advisor, Headquarters SHOPP Program Advisor, District Maintenance, Headquarters Project Delivery Coordinator and Project Manager. All proposed nonstandard features were reviewed and approved by Caltrans. Design Exceptions will be processed during final PA/ED phase of the project.

13. PROJECT PERSONNEL

Barnabas F. Vorreiter Project Engineer, Design C	(213) 897-0717
Orlance C. Lee Senior Transportation Engineer, Design C	(213) 897-6444
Lupe Tamayo Office of Traffic Engineer	(213) 897-0434
Joseph Kibe Senior Transportation Engineer, Office of Traffic Engineering	(213) 897-0393
Christine Lan Associate Environmental Planner	(213) 897-2936
Wayne D. Lee, Senior Right of Way Agent	(213) 897-0117
Douglas C. Menzmer Senior Bridge Engineer, Office of Bridge Design—South 2	(916) 227-9535
Matt Holm A. Holm Chief Bridge Design Branch 12	(916) 227-8832
Shahriar Yadegari Project Manager	(213) 897-3867

14. ATTACHMENTS (Number of Pages)

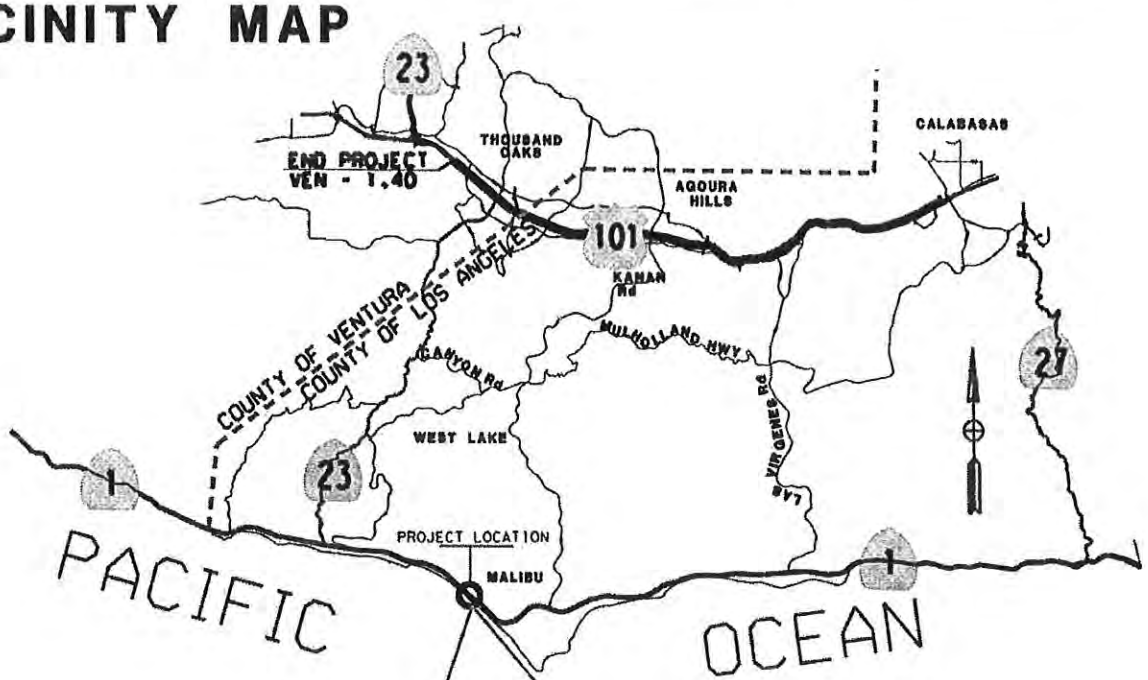
A. Location map (1)
B. Alternative 2 – Preliminary Design Plans (12)

C. Alternative 3 – Preliminary Design Plans (16)
D. Advanced Planning Study (APS) (9)
E. Storm Water Data Report (SWDR) (1)
F. Cost Estimate – Alternative 2 (6)
G. Cost Estimate – Alternative 3 (6)
H. Right of Way Data Sheet (12)
I. Traffic Management Plan (TMP) (6)
J. Hazardous Waste Assessment (14)
K. Risk Register (1)
L. Project Study Summary Report (1)
M. Environmental Document (3)

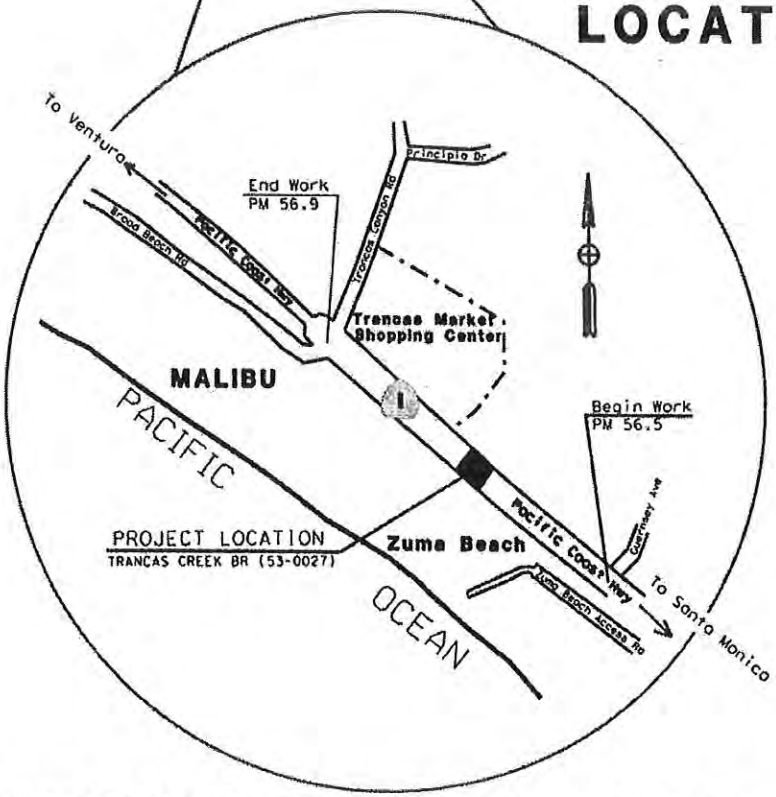
Attachment A

LOCATION MAP

VICINITY MAP



LOCATION MAP



PROJECT VICINITY AND LOCATION MAP

07-LA-001 PM56.7 Attachment A

NO SCALE

Attachment B

ALTERNATIVE 2
PRELIMINARY DESIGN PLANS

INDEX OF PLANS

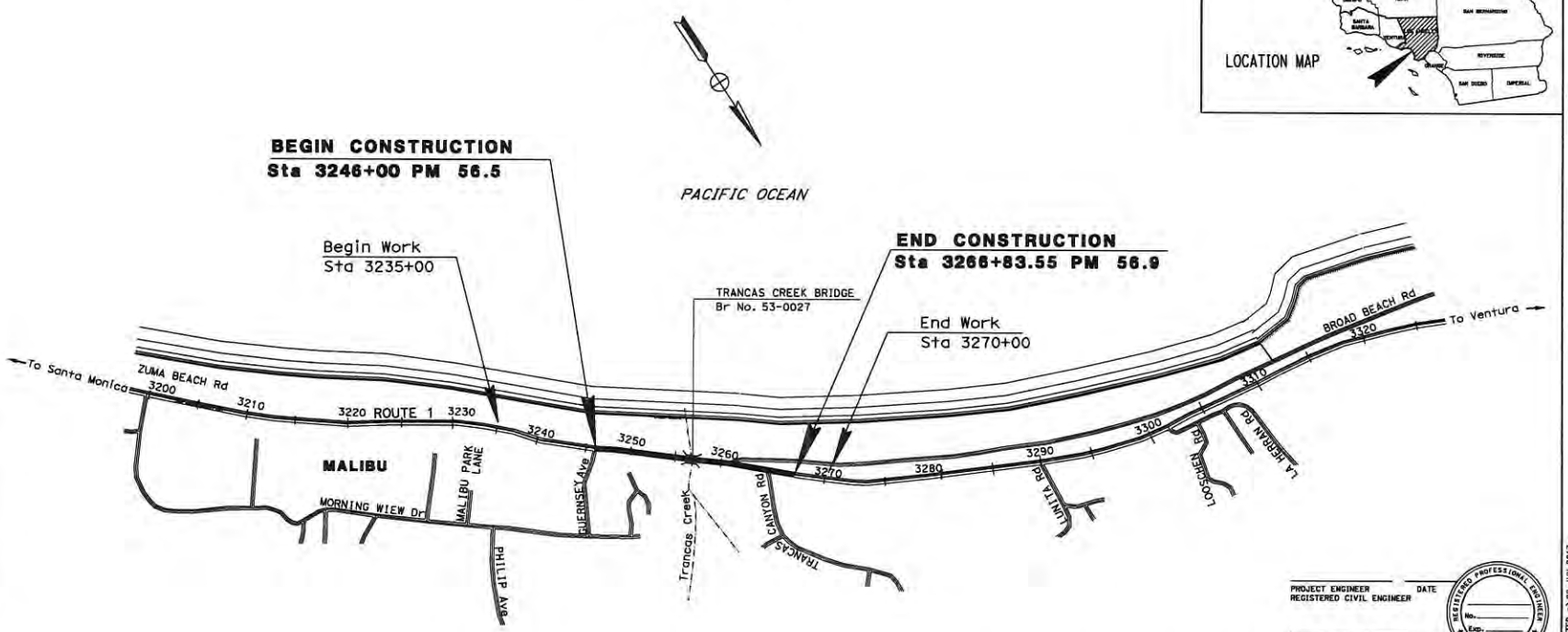
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN LOS ANGELES COUNTY IN MALIBU
FROM GUERNSEY AVENUE
TO TRANCAS CANYON ROAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	1	56.5/56.9		



NO SCALE

SHORT Br. ALTERNATIVE 2

PROJECT ENGINEER
REGISTERED CIVIL ENGINEER
DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp. CIVIL
STATE OF CALIFORNIA

PLANS APPROVAL DATE

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CONTRACT No.	07-291404
PROJECT ID	0712000094

PROJECT MANAGER: SHAHRIAR YADEGARI
DESIGN ENGINEER: BARNABAS F. VORREITER

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

LAST REVISED: DATE PLOTTED => 29-JUN-2017 06-05-17 TIME PLOTTED => 11:06

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

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REGISTERED PROFESSIONAL ENGINEER
MHO T NGUYEN
No. C050361
Exp 6-30-15
CIVIL
STATE OF CALIFORNIA

NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURE SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATIONA ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

Exist STRUCTURAL SECTIONS

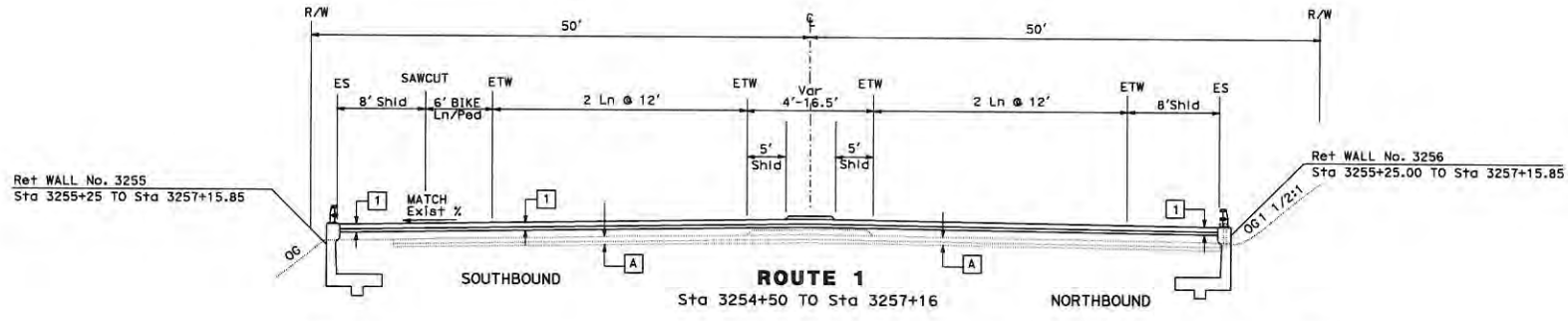
[A] 0.75' AC
0.5' AB

STRUCTURAL SECTIONS

[1] 0.75' HOT MIX ASPHALT CONCRETE (TYPE A)
0.50' CLASS 3 AGGREGATE BASE

ABBREVIATIONS:

RHMA-SP-G: RUBBERIZED HOT MIX ASPHALT, SUPERPAVE (GAP GRADED)



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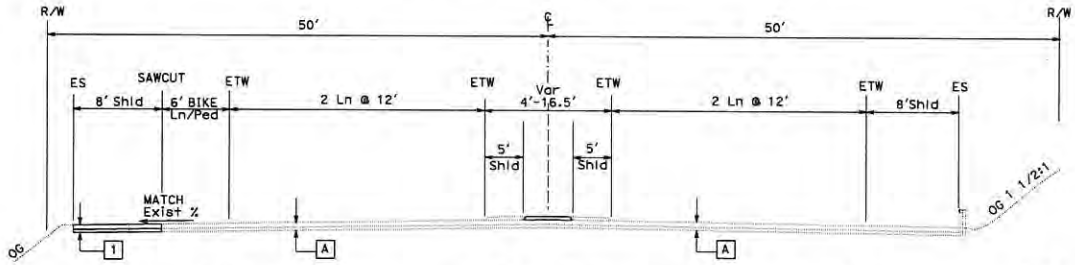

ROUTE 1
Sta 3245+00 TO Sta 3254+50

TYPICAL CROSS SECTIONS (SHORT Br. ALTERNATIVE 2)

NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: OC LEE
CALCULATED-DESIGNED BY: BARNABAS F. VORREITER
CHECKED BY
REVISED BY
DATE REVISED

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06-05-17 | TIME PLOTTED => 11:07

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07	LA	01	56.5/56.9		

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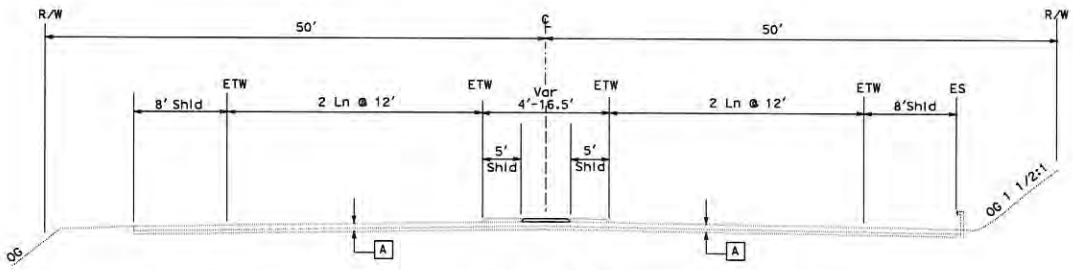
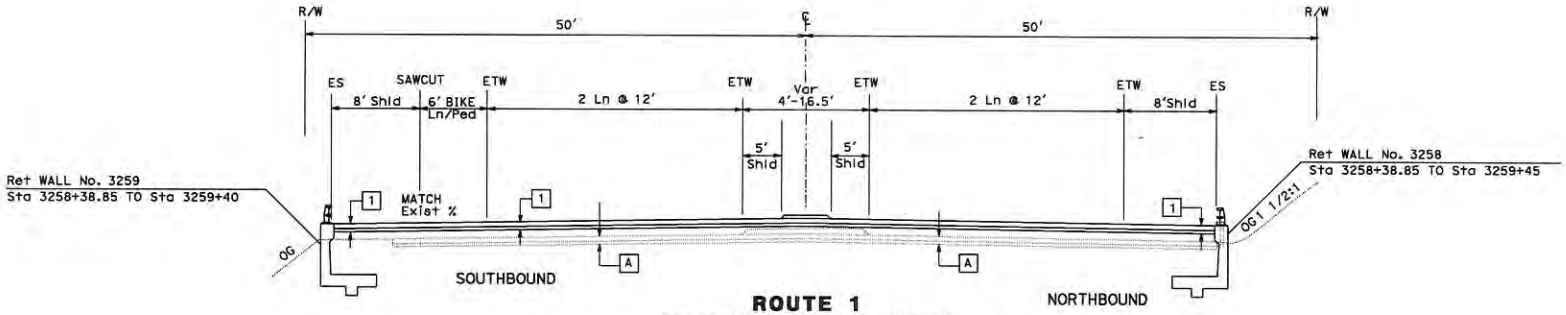


SOUTHBOUND

ROUTE 1

Sta 3261+00 TO Sta 3262+30

NORTHBOUND

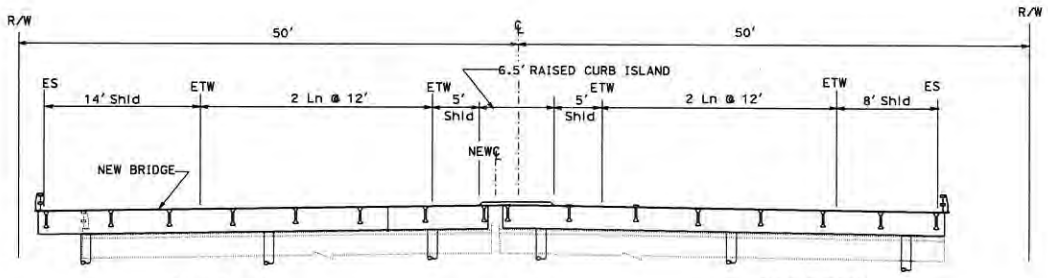


SOUTHBOUND

ROUTE 1

Sta 3258+35.85 TO Sta 3261+00

NORTHBOUND



SOUTHBOUND

ROUTE 1

Sta 3257+15.85 TO Sta 3258+35.85

Br No. 53-0027

NORTHBOUND

TYPICAL CROSS SECTIONS (SHORT Br. ALTERNATIVE 2)

NO SCALE

X-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN

FUNCTIONAL SUPERVISOR: OC LEE

CALCULATED-DESIGNED BY: BARNABAS F. VORREITER

CHECKED BY

REVISED BY / DATE REVISED

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TIME PLOTTED => 11:08
06-05-17

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UNIT 1814

PROJECT NUMBER & PHASE 07120000941

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

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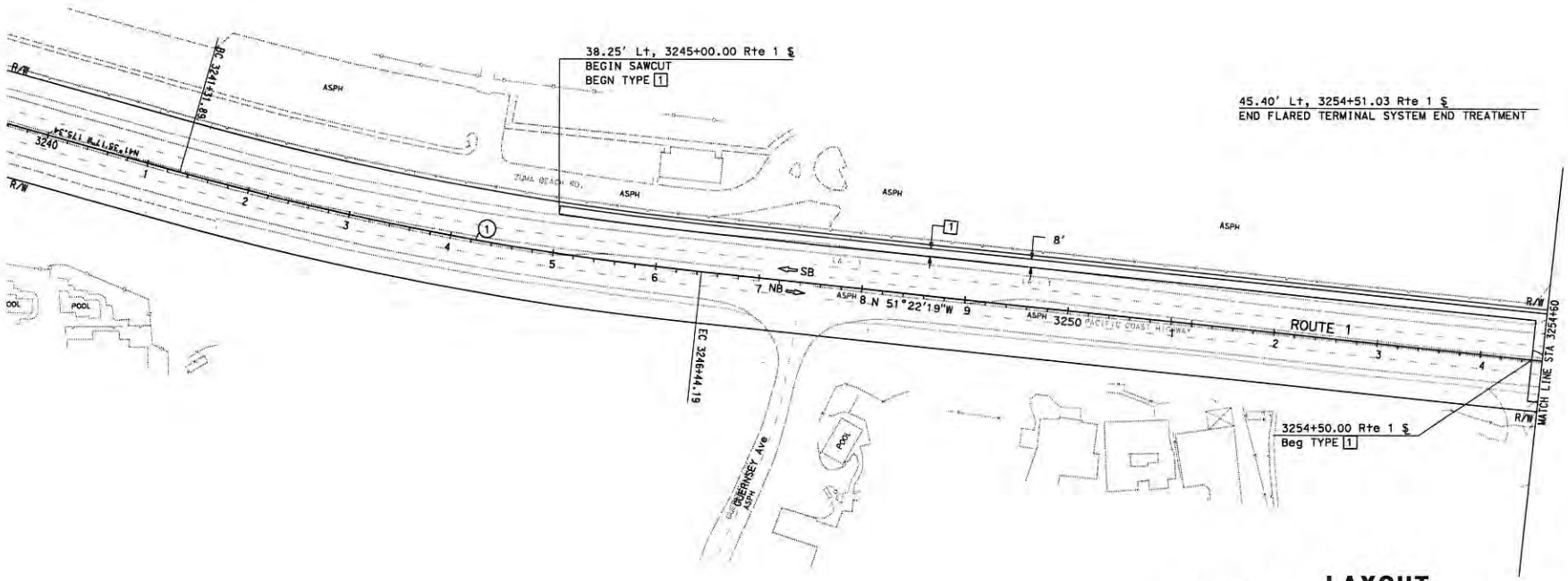
REGISTERED PROFESSIONAL ENGINEER
NHO T NGUYEN
No. C050361
Exp. 6-30-15
CIVIL
STATE OF CALIFORNIA

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE
2. FOR NEW BRIDGE SEE STRUCTURE PLAN.

CURVE DATA

No. ⊕	R	Δ	T	L
1	3000′	09°46′58"	256.77′	512.29′
2	10009′	03°17′26"	287.49′	574.82′



LAYOUT
(SHORT Br. ALTERNATIVE 2)

SCALE: 1" = 50′ L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN
FUNCTIONAL SUPERVISOR: OC LEE
CALCULATED-DESIGNED BY
CHECKED BY
BARNABAS F. YORREITER
REVISED BY
DATE REVISED

LAST REVISION DATE PLOTTED => 28-JUN-2017
TIME PLOTTED => 11:09
06-05-17

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER NHO T NGUYEN No. C050361 Exp. 6-30-15 CIVIL STATE OF CALIFORNIA

CURVE DATA

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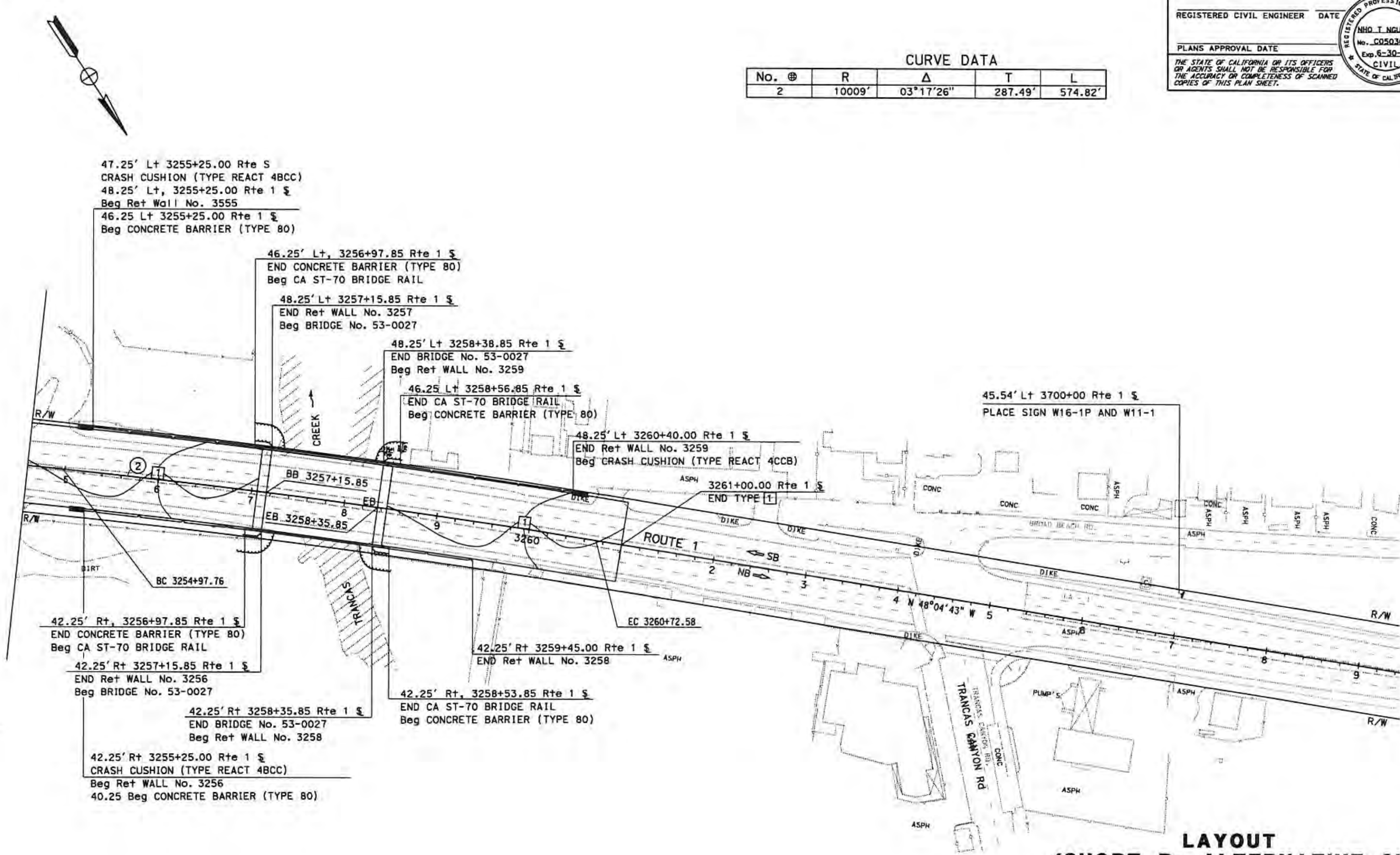

LAYOUT
(SHORT Br. ALTERNATIVE 2)

SCALE: 1" = 50'

L-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY		REVISED BY
OC LEE	CHECKED BY	BARNABAS F. VORREITER	DATE REVISED

LAST REVISION 04-19-17 DATE PLOTTED => 29-JUN-2017 TIME PLOTTED => 11:09

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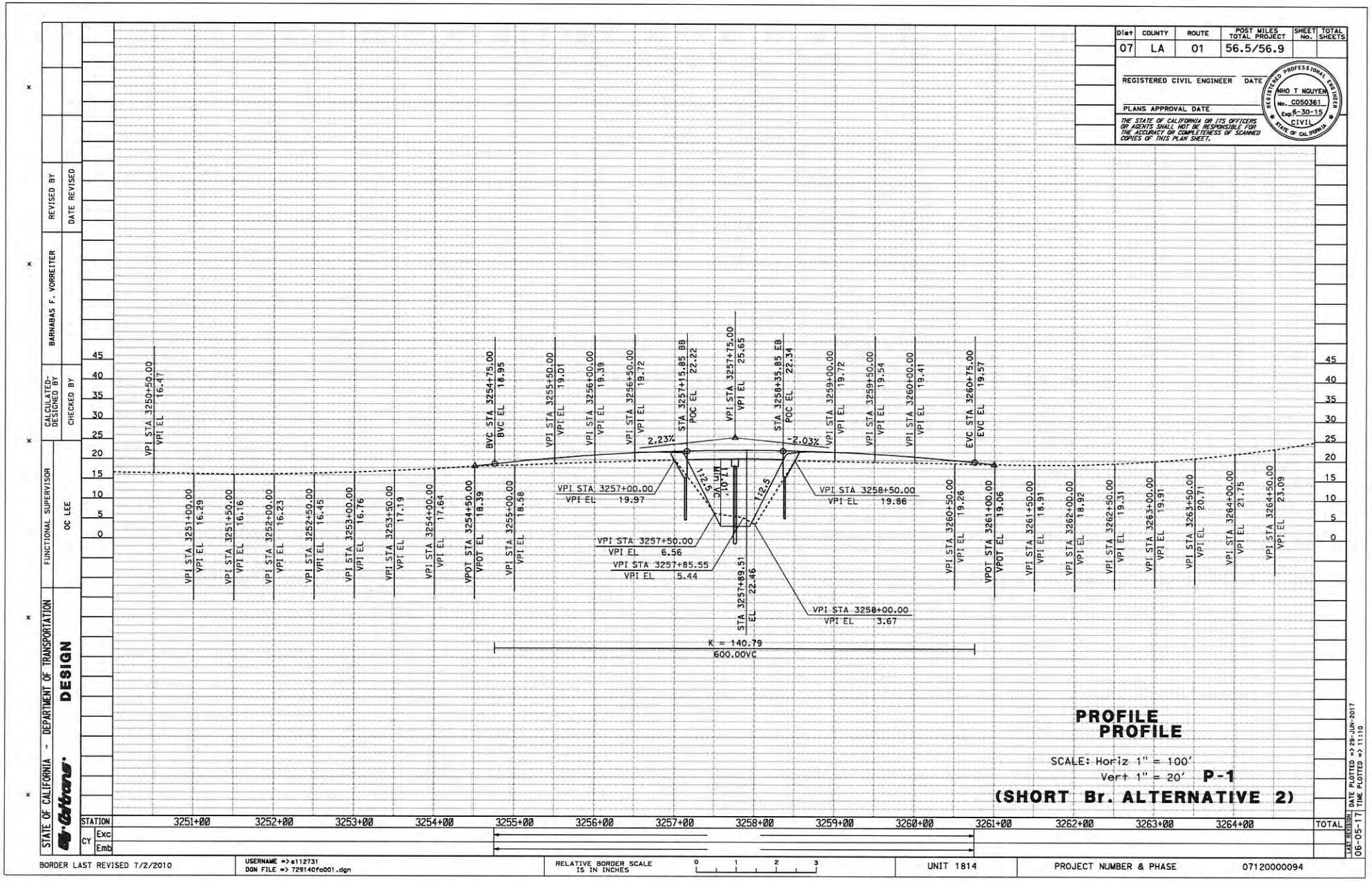
UNIT 1814

PROJECT NUMBER & PHASE 07120000094



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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CIVIL
STATE OF CALIFORNIA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

FUNCTIONAL SUPERVISOR: OC LEE
CALCULATED-DESIGNED BY:
CHECKED BY:
BARNABAS F. VORREITER
REVISED BY
DATE REVISED

LAST REVISION: DATE PLOTTED => 28-JUN-2017
06-05-17 TIME PLOTTED => 11:10

BORDER LAST REVISED 7/2/2010

USERNAME => s112731
DGN FILE => 729140fa001.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1814

PROJECT NUMBER & PHASE 07120000094

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

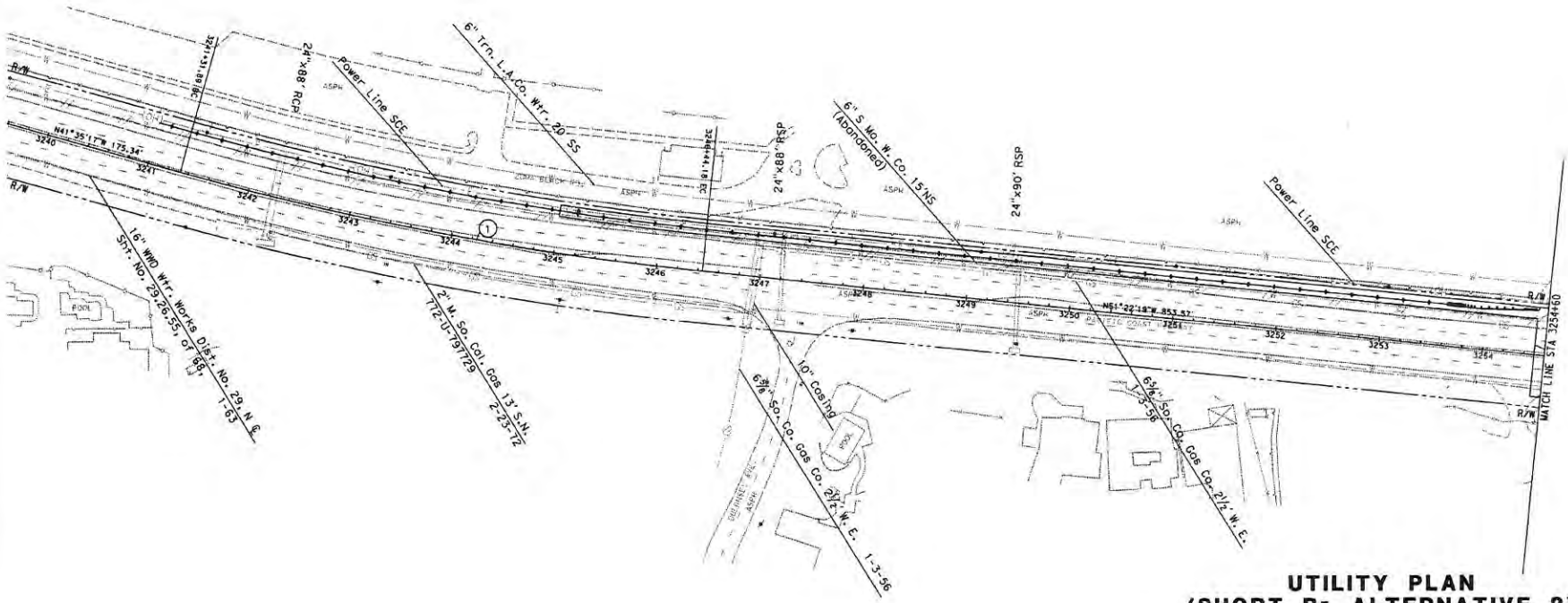
REGISTERED PROFESSIONAL ENGINEER — NHO T NGUYEN — No. C050361 — Exp. 6-30-15 — CIVIL — STATE OF CALIFORNIA

NOTE:

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

CURVE DATA

No. ⊕	R	Δ	T	L
1	3000'	09°47'03"	256.77'	512.29'



UTILITY PLAN (SHORT Br. ALTERNATIVE 2)

SCALE: 1" = 50'

U-1

APPROVED FOR UTILITY INFORMATION ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY
Caltrans' OFFICE OF DESIGN A	CELINA AVILES	CHECKED BY	DATE REVISED
		BARNABAS F. VORREITER	

LAST REVISION 04-19-17 | DATE PLOTTED => 19-APR-2017 | TIME PLOTTED => 10:43

BORDER LAST REVISED 7/2/2010	USERNAME => s112731 DGN FILE => 729140ka001.dgn	RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3	UNIT 1814	PROJECT NUMBER & PHASE	07120000094

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER — NHO T NGUYEN — No. C050361 — Exp. 6-30-15 — CIVIL — STATE OF CALIFORNIA

NOTE:

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

CURVE DATA

No. ⊕	R	Δ	T	L
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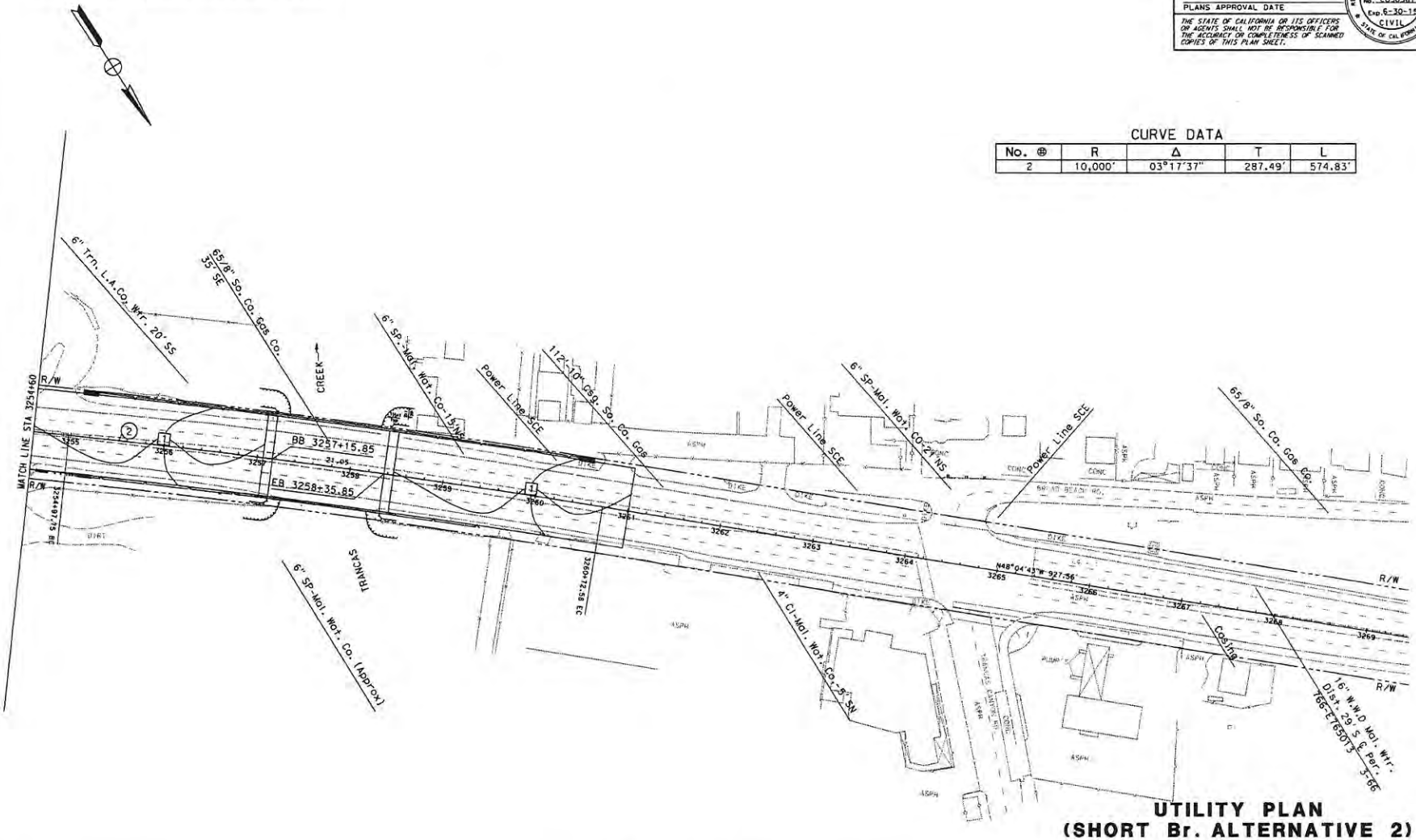

UTILITY PLAN
(SHORT Br. ALTERNATIVE 2)

SCALE: 1" = 50'

U-2

APPROVED FOR UTILITY INFORMATION ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
OFFICE OF DESIGN A
FUNCTIONAL SUPERVISOR: CELINA AVILES
CALCULATED-DESIGNED BY
CHECKED BY: BARNABAS F. VORREITER
REVISED BY
DATE REVISED

LAST REVISION: DATE PLOTTED => 19-APR-2017 | TIME PLOTTED => 10:50
04-19-17

BORDER LAST REVISED 7/2/2010

USERNAME => s112731
DGN FILE => 729140ka002.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1814

PROJECT NUMBER & PHASE 07120000094

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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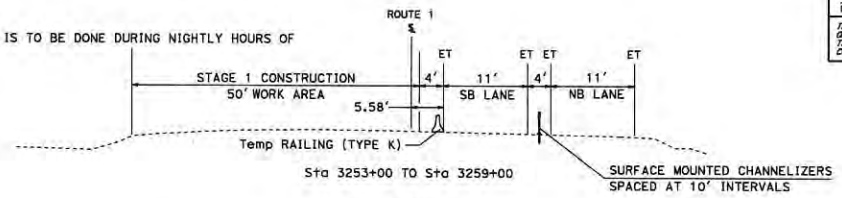
REGISTERED PROFESSIONAL ENGINEER — KHO T NGUYEN — No. C050361 — Exp 6-30-15 — CIVIL — STATE OF CALIFORNIA

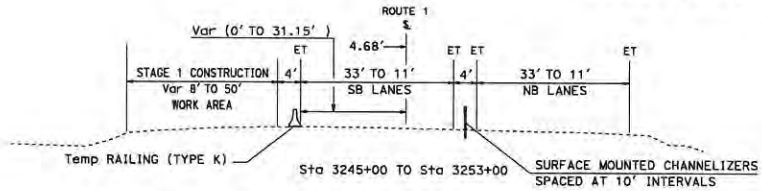
GENERAL NOTES:

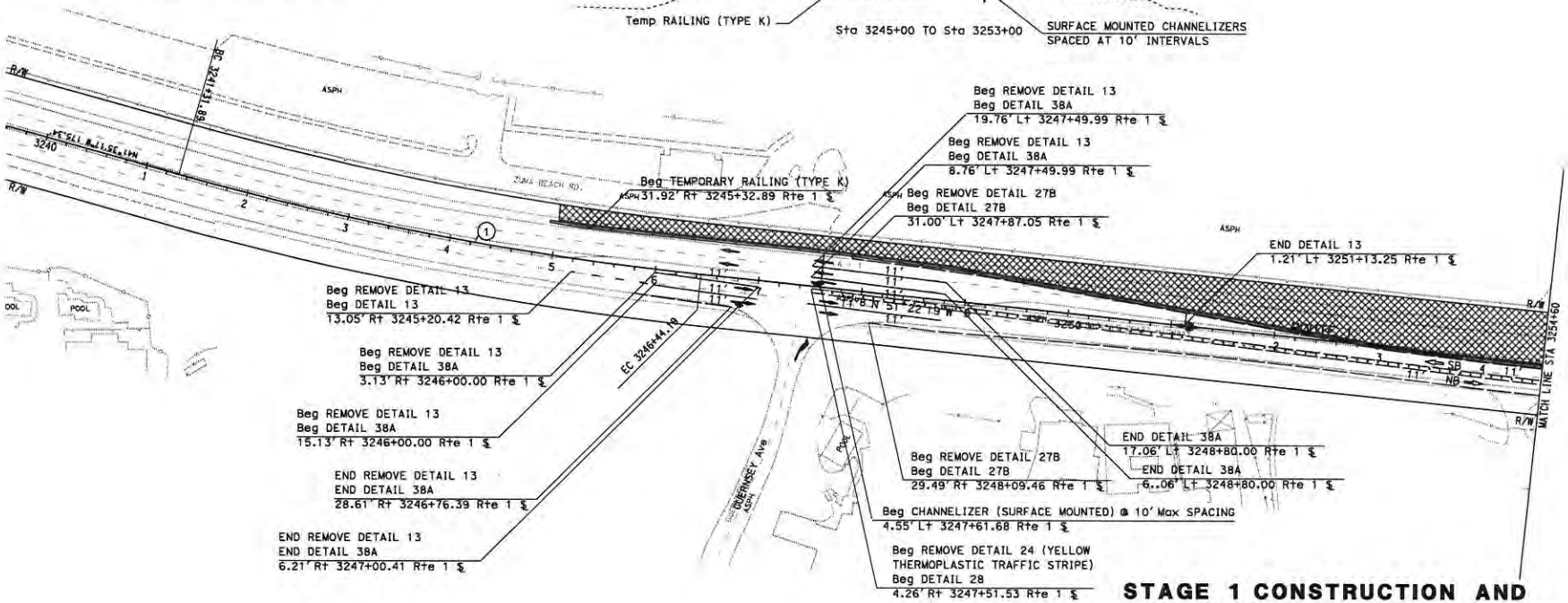
1. REMOVE STRIPING AND PAVEMENT MARKERS IN CONFLICT WITH TEMPORARY PAVEMENT DELINATION.
2. ALL TEMPORARY TRAFFIC STRIPIES ARE PAINT (2 COAT).
3. RECONSTRUCING EXISTING SHOULDERS AND PAVEMENT DELINEATION IS TO BE DONE DURING NIGHTLY HOURS OF CLOSURES.

LEGEND

- CONSTRUCTION AREA
- DIRECTION OF TRAFFIC
- CHANNELIZERS (SURFACE MOUNTED)
- TEMPORARY RAILING (TYPE K) WITH SCUPPERS
- TEMPORARY CRASH CUSHION
- XX TEMPORARY TRAFFIC STRIPE DETAIL NUMBER
- POINT OF CHANGE IN PAVEMENT DELINEATION







STAGE 1 CONSTRUCTION AND TRAFFIC HANDLING PLAN (SHORT Br. ALTERNATIVE 2)

SCALE: 1" = 50'

SC-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN

FUNCTIONAL SUPERVISOR: OC LEE

CALCULATED-DESIGNED BY | CHECKED BY

BARNABAS F. VORREITER

REVISED BY | DATE REVISED

LAST REVISION | DATE PLOTTED => 29-JUN-2017 | TIME PLOTTED => 11:10

06-27-17

BORDER LAST REVISED 7/2/2010

USERNAME => a112731
DGN FILE => 72914Oma001.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1814

PROJECT NUMBER & PHASE 07120000094

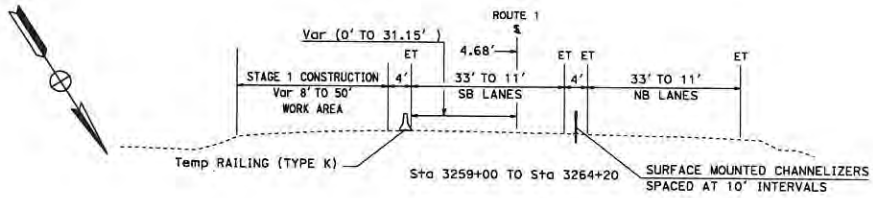
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER — NHO T NGUYEN — No. C050361 — Exp. 6-30-15 — CIVIL — STATE OF CALIFORNIA



END TEMPORARY RAILING (TYPE K)
Temp CRASH CUSHION MODULE, ARRAY 'TB11'
3.51' Rt 3258+67.61 Rte 1 ℄

Beg DETAIL 38A
5.23' Rt 3259+00.52 Rte 1 ℄

Beg TAPER DETAIL 27B
4.68' Rt 3259+50.47 Rte 1 ℄

END TAPER DETAIL 27B
37.38' Lt 3260+61.07 Rte 1 ℄

END DETAIL 38A
29.25' Lt 3260+76.77 Rte 1 ℄

Beg DETAIL 38A
1.94' Rt 3260+68.60 Rte 1 ℄

Beg DETAIL 38A
3261+20.000 Rte 1 ℄

END DETAIL 27B
38.45' Lt 3262+15.56 Rte 1 ℄

END DETAIL 38A
28.97' Lt 3262+26.35 Rte 1 ℄

Beg DETAIL 27B
29.00' Lt 3262+71.76 Rte 1 ℄

Beg DETAIL 27B
29.52' Lt 3261+21.55 Rte 1 ℄

END DETAIL 27B
11.93' Lt 3248+06.19 Rte 1 ℄

END CHANNELIZER (SURFACE MOUNTED)
@ 10' Max SPACING
1.31' Rt 3264+1.91 Rte 1 ℄

END REMOVE DETAIL 24 (YELLOW THERMOPLASTIC TRAFFIC STRIPE)
2.13' Lt 3264+13.88 Rte 1 ℄

END DETAIL 28
0.68' Rt 3264+14.14 Rte 1 ℄

END REMOVE DETAIL 13
10.75' Rt 3264+14.89 Rte 1 ℄

END DETAIL 38A
18.14' Rt 3264+17.73 Rte 1 ℄

END REMOVE DETAIL 13
21.50' Rt 3264+19.02 Rte 1 ℄

Beg TAPER DETAIL 27B
28.08' Rt 3260+64.70 Rte 1 ℄

Beg DETAIL 13
23.67' Rt 3261+88.06 Rte 1 ℄

Beg DETAIL 13
36.31' Rt 3262+23.95 Rte 1 ℄

END TAPER DETAIL 27B
48.30' Rt 3262+24.43 Rte 1 ℄

Beg REMOVE DETAIL 13
10.54' Rt 3262+63.47 Rte 1 ℄

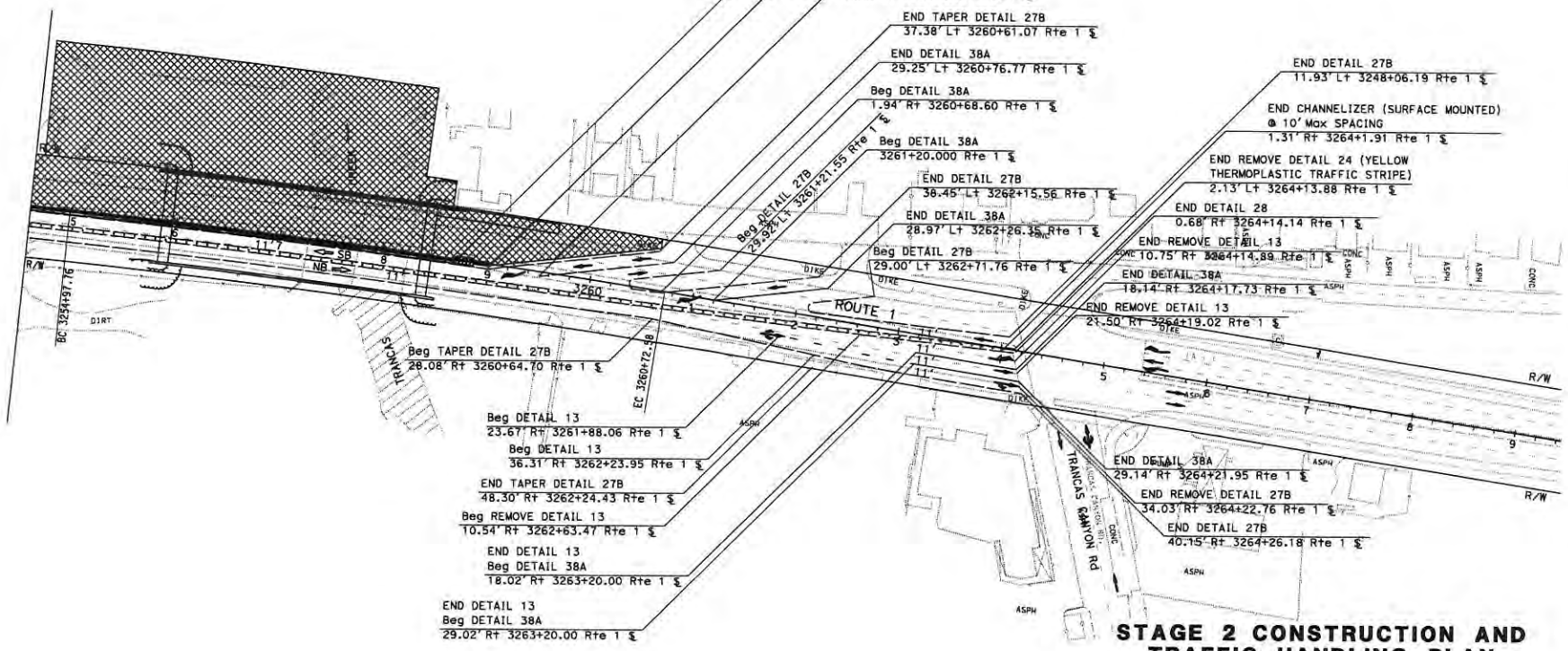
END DETAIL 13
Beg DETAIL 38A
18.02' Rt 3263+20.00 Rte 1 ℄

END DETAIL 13
Beg DETAIL 38A
29.02' Rt 3263+20.00 Rte 1 ℄

END DETAIL 38A
29.14' Rt 3264+21.95 Rte 1 ℄

END REMOVE DETAIL 27B
34.03' Rt 3264+22.76 Rte 1 ℄

END DETAIL 27B
40.15' Rt 3264+26.18 Rte 1 ℄



STAGE 2 CONSTRUCTION AND TRAFFIC HANDLING PLAN (SHORT Br. ALTERNATIVE 2)

SCALE: 1" = 50'

SC-2

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
DESIGN

FUNCTIONAL SUPERVISOR: OC LEE

CALCULATED-DESIGNED BY

CHECKED BY

BARNABAS F. VORREITER

REVISED BY

DATE REVISED

LAST REVISION DATE PLOTTED => 29-JUN-2017
TIME PLOTTED => 11:11

05-27-17

BORDER LAST REVISED 7/2/2010

USERNAME => s112731
DGN FILE => 72914Oma002.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1814

PROJECT NUMBER & PHASE 07120000094

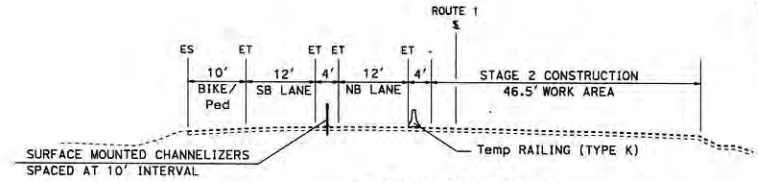
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

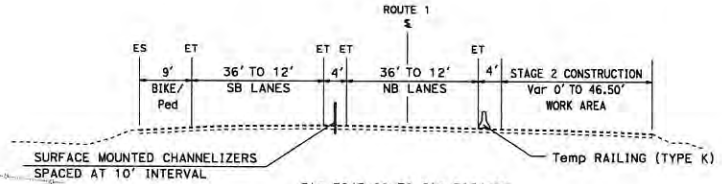
PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER
MHO T NGUYEN
No. C050361
Exp 6-30-15
CIVIL
STATE OF CALIFORNIA



Sta 3254+00 TO Sta 3261+00



Sta 3245+00 TO Sta 3254+00

STAGE 2 CONSTRUCTION AND TRAFFIC HANDLING PLAN (SHORT Br. ALTERNATIVE 2)

SCALE: 1" = 50'

SC-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: OC LEE
CALCULATED-DESIGNED BY: BARNABAS F. VORREITER
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION | DATE PLOTTED => 29-JUN-2017
06-27-17 | TIME PLOTTED => 11:11

BORDER LAST REVISED 7/2/2010 | USERNAME => a112731 | DGN FILE => 729140ma003.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1814 | PROJECT NUMBER & PHASE 07120000094

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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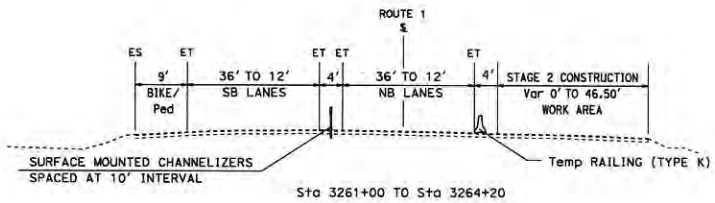
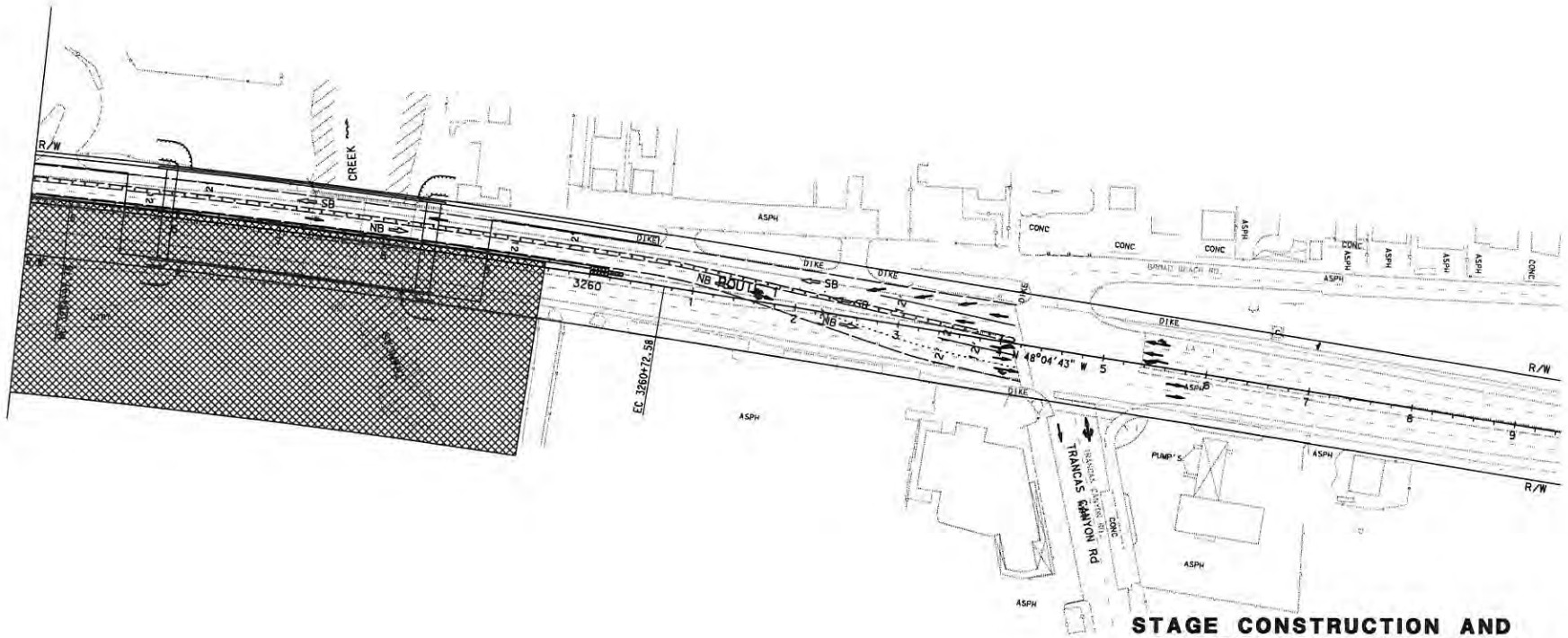
REGISTERED PROFESSIONAL ENGINEER
MHO T NGUYEN
No. C050361
EXP. 6-30-15
CIVIL
STATE OF CALIFORNIA



Sta 3261+00 TO Sta 3264+20



STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN (SHORT Br. ALTERNATIVE 2)

SCALE: 1" = 50'

SC-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY
OC LEE	BARNABAS F. VORREITER	
CHECKED BY		DATE REVISED

LAST REVISION DATE PLOTTED => 28-JUN-2017
06-27-17 TIME PLOTTED => 11:12

BORDER LAST REVISED 7/2/2010

USERNAME => s112731
DGN FILE => 729140ma004.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1814

PROJECT NUMBER & PHASE 07120000094

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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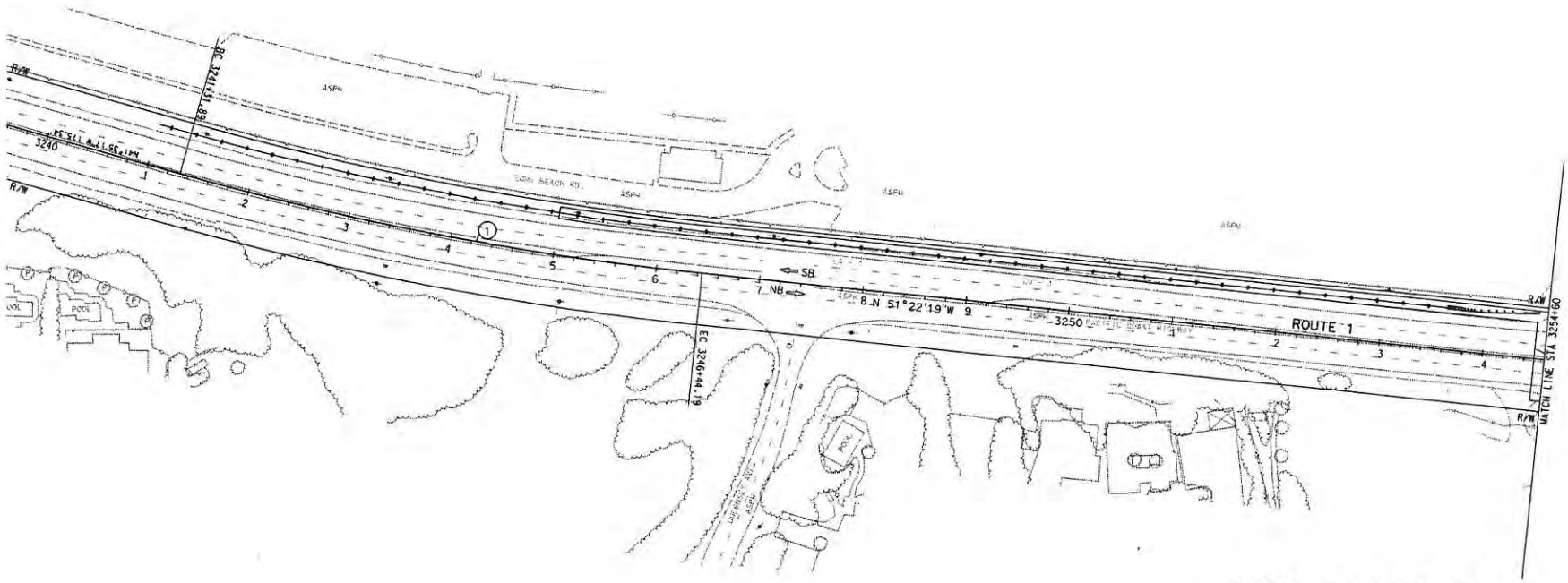
REGISTERED PROFESSIONAL CIVIL ENGINEER
NHO T NGUYEN
No. C050361
Exp. 6-30-15
CIVIL
STATE OF CALIFORNIA

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE
2. FOR NEW BRIDGE SEE STRUCTURE PLAN.

CURVE DATA

No. ℗	R	Δ	T	L
1	3000'	09°46'58"	256.77'	512.29'
2	10009'	03°17'26"	287.49'	574.82'



RIGHT OF WAY FEE
(SHORT Br. ALTERNATIVE 2)

SCALE: 1" = 50'

RW-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	BARNABAS F. VORREITER	REVISED BY
OC LEE	CHECKED BY		DATE REVISED

LAST REVISION DATE PLOTTED => 19-APR-2017
TIME PLOTTED => 10:19

BORDER LAST REVISED 7/2/2010

USERNAME => s112731
DGN FILE => 729140rowa001abfee.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1814

PROJECT NUMBER & PHASE 07120000094

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE
2. FOR NEW BRIDGE SEE STRUCTURE PLAN.

CURVE DATA

No. ℗	R	Δ	T	L
2	10009'	03°17'26"	287.49'	574.82'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

NHO T NGUYEN No. C050361 Exp. 6-30-15 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

PLANS APPROVAL DATE

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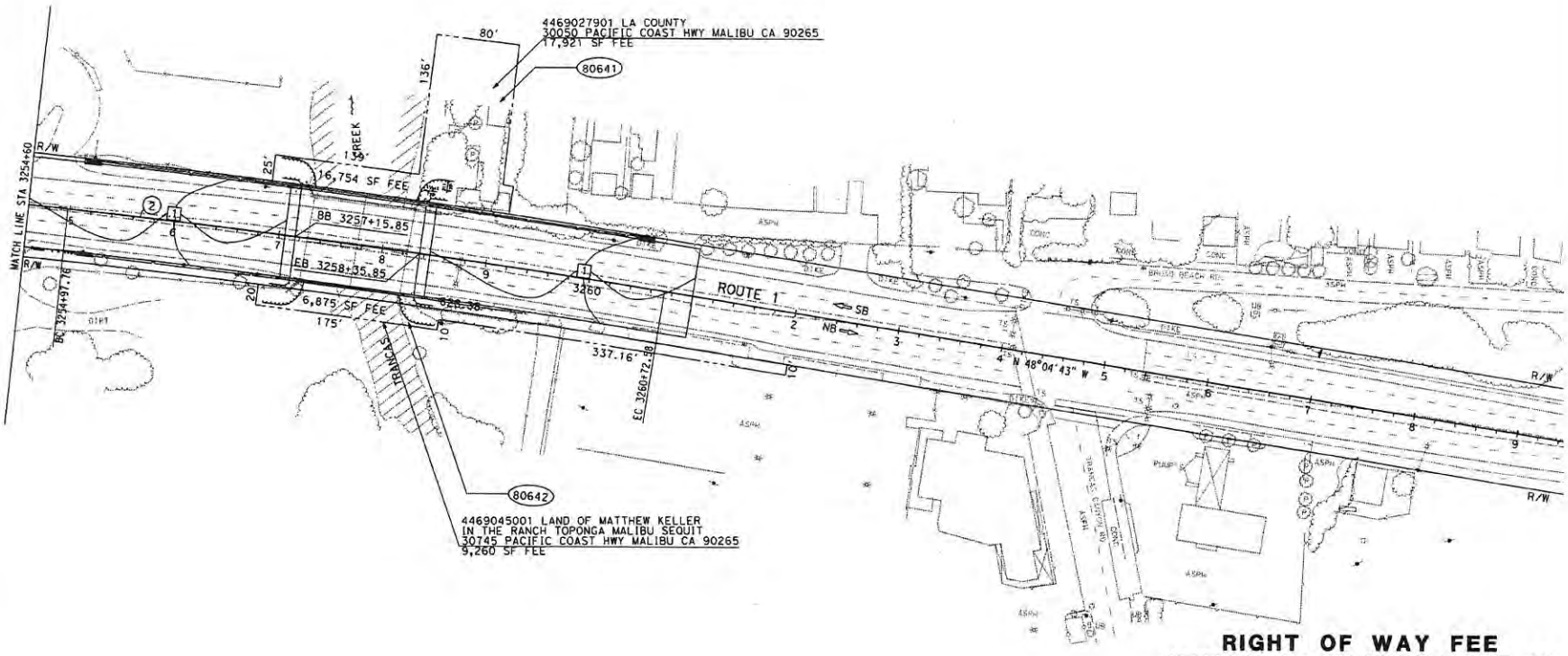

RIGHT OF WAY FEE
(SHORT Br. ALTERNATIVE 2)

SCALE: 1" = 50'

RW-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN
FUNCTIONAL SUPERVISOR: OC LEE
CALCULATED-DESIGNED BY
CHECKED BY
BARNABAS F. VORREITER
REVISED BY
DATE REVISED

LAST REVISION DATE PLOTTED => 19-APR-2017
04-19-17 TIME PLOTTED => 10:20

BORDER LAST REVISED 7/2/2010

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DGN FILE => 729140rowa02sbfee.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1814

PROJECT NUMBER & PHASE 07120000094

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
NHO T NGUYEN
No. C050361
Exp 6-30-15
CIVIL
STATE OF CALIFORNIA

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE
2. FOR NEW BRIDGE SEE STRUCTURE PLAN.

CURVE DATA

No. ⊕	R	Δ	T	L
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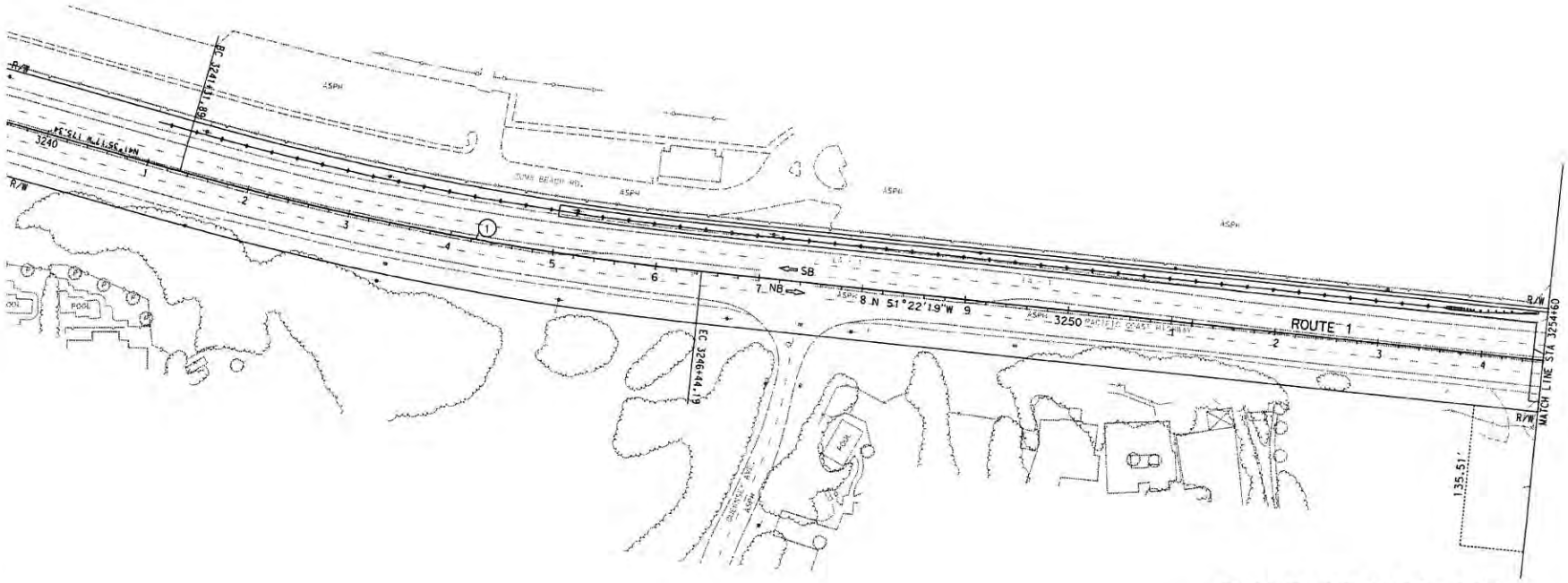
2	10009'	03°17'26"	287.49'	574.82'



RIGHT OF WAY TCE
(SHORT Br. ALTERNATIVE 2)

SCALE: 1" = 50'

RW-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: OC LEE
CALCULATED-DESIGNED BY:
CHECKED BY
BARNABAS F. VORREITER
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010

USERNAME => s112731
DGN FILE => 729140rowa03abtce.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1814

PROJECT NUMBER & PHASE 07120000094

LAST REVISION 04-19-17
DATE PLOTTED => 19-APR-2017
TIME PLOTTED => 10:22

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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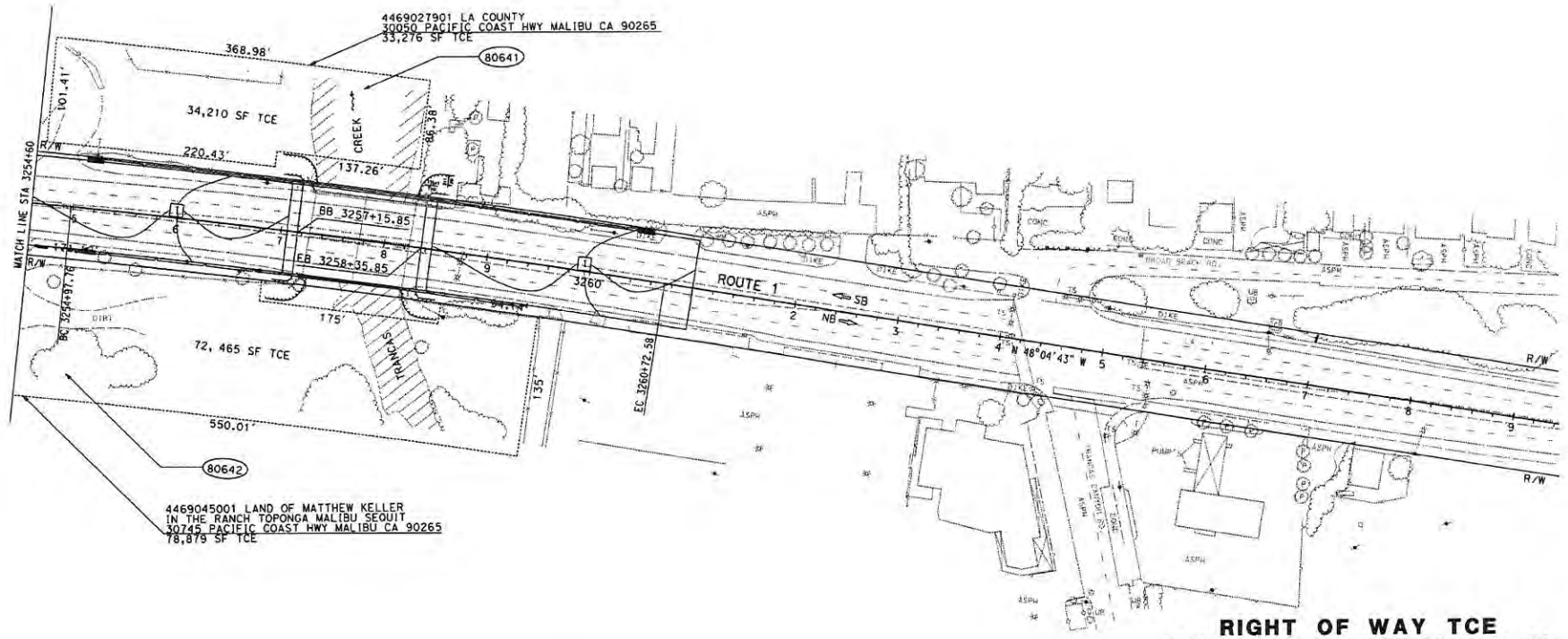
NHO T NGUYEN
No. C050361
EXP. 6-30-15
CIVIL
STATE OF CALIFORNIA

CURVE DATA

No. ℗	R	Δ	T	L
2	10009'	03°17'26"	287.49'	574.82'



RIGHT OF WAY TCE
(SHORT Br. ALTERNATIVE 2)

SCALE: 1" = 50'

RW-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
FUNCTIONAL SUPERVISOR: OC LEE
CALCULATED-DESIGNED BY: BARNABAS F. VORREITER
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION 04-19-17 | DATE PLOTTED => 19-APR-2017 | TIME PLOTTED => 10:22

BORDER LAST REVISED 7/2/2010

USERNAME => s112731
DGN FILE => 729140rowc004sbtce.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1814

PROJECT NUMBER & PHASE 07120000094

Attachment C

ALTERNATIVE 3
(PREFERRED ALTERNATIVE)
PRELIMINARY DESIGN PLANS

INDEX OF PLANS

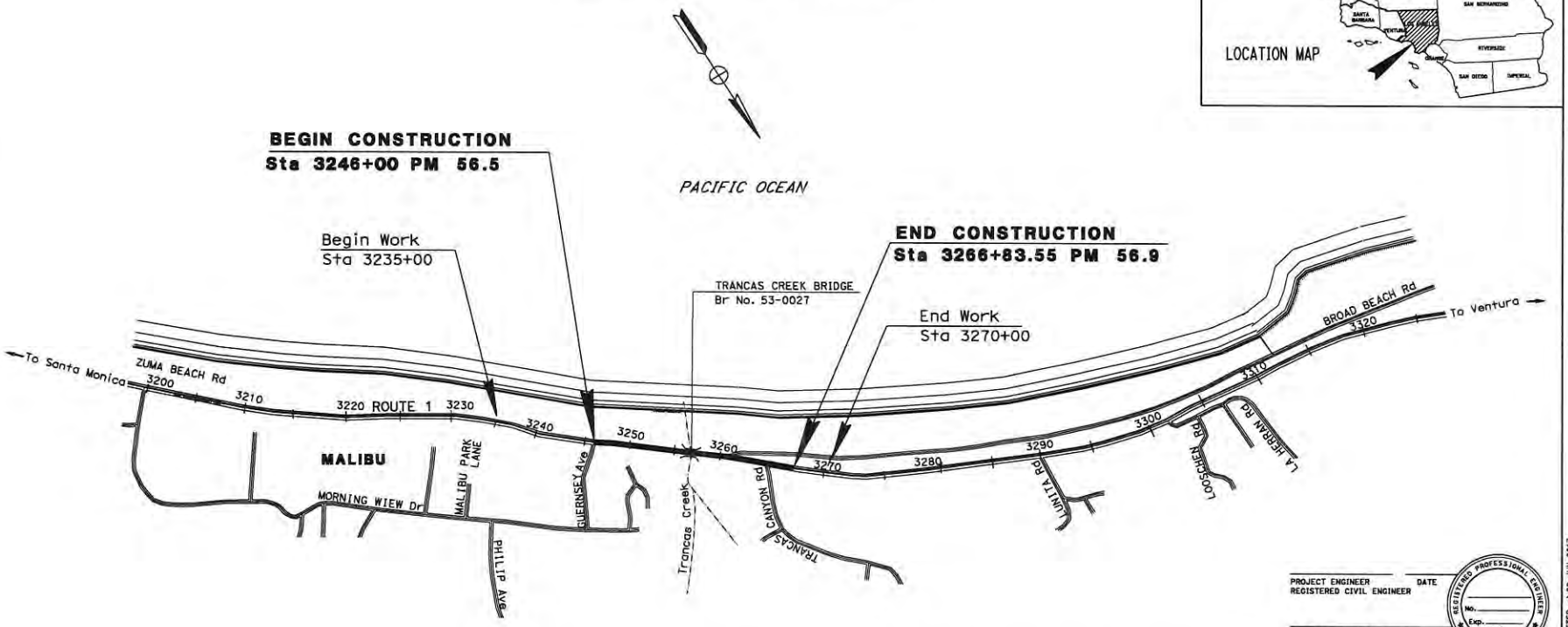
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN LOS ANGELES COUNTY IN MALIBU
FROM GUERNSEY AVENUE
TO TRANCAS CANYON ROAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	1	56.5/56.9		



NO SCALE

LONG Br. ALTERNATIVE 3

DESIGN ENGINEER	PROJECT MANAGER
BARNABAS F. VORREITER	SHAHRIAR YADEGARI

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

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

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

CONTRACT No.	07-291404
PROJECT ID	0712000094

LAST REVISION 06-05-17 | DATE PLOTTED => 29-JUN-2017 | TIME PLOTTED => 11:20

BORDER LAST REVISED 7/2/2010 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s112731 | DGN FILE => 7291400b001.dgn | UNIT 1814 | PROJECT NUMBER & PHASE 07120000941

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER — KHO T NGUYEN — No. C050361 — Exp. 6-30-15 — CIVIL — STATE OF CALIFORNIA

NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURE SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATIONA ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

Exist STRUCTURAL SECTIONS

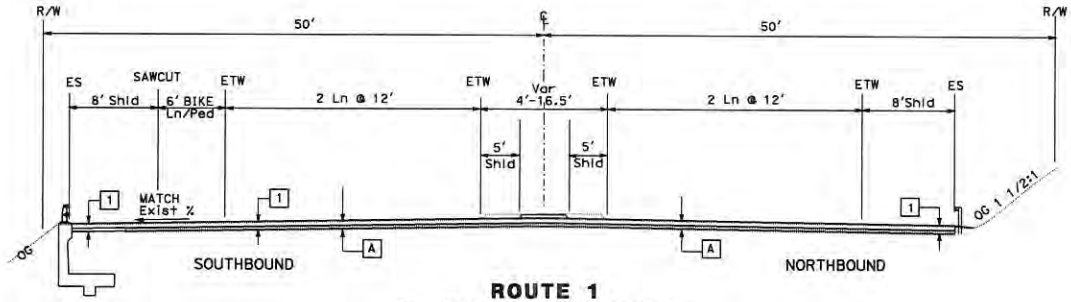
[A] 0.75' AC
0.5' AB

STRUCTURAL SECTIONS

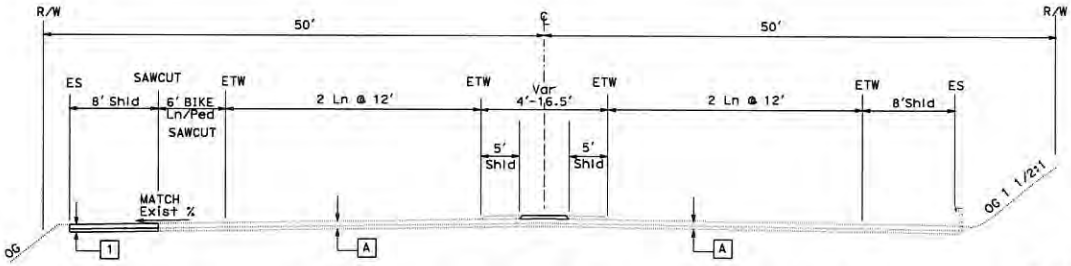
[1] 0.75' HOT MIX ASPHALT CONCRETE (TYPE A)
0.50' CLASS 3 AGGREGATE BASE

ABBREVIATIONS:

RHMA-SP-G: RUBBERIZED HOT MIX ASPHALT, SUPERPAVE (GAP GRADED)



ROUTE 1
Sta 3255+50 TO Sta 3255+95.85



ROUTE 1
Sta 3245+00 TO Sta 3255+50

TYPICAL CROSS SECTIONS (LONG Br. ALTERNATIVE 3)

NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: OC LEE
CALCULATED-DESIGNED BY: BARNABAS F. VORREITER
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION DATE PLOTTED => 29-JUN-2017
TIME PLOTTED => 11:21
06-05-17

BORDER LAST REVISED 7/2/2010 | USERNAME => a112731 | DGN FILE => 729140aa001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1814 | PROJECT NUMBER & PHASE 07120000941

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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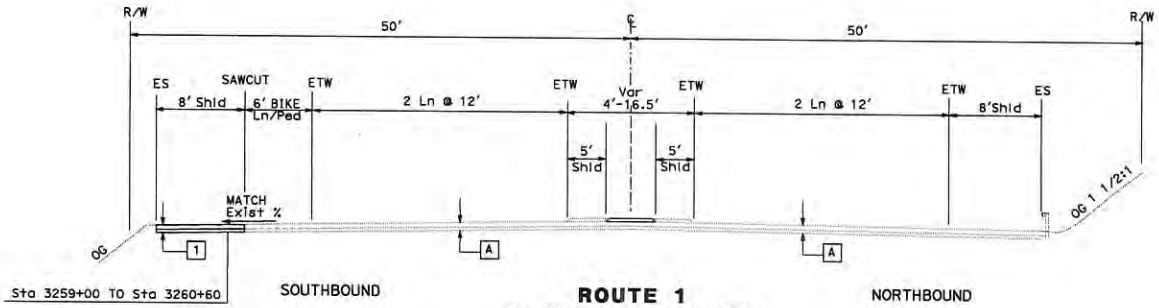
REGISTERED PROFESSIONAL ENGINEER
NHO T NGUYEN
No. C050361
Exp 6-30-15
CIVIL
STATE OF CALIFORNIA



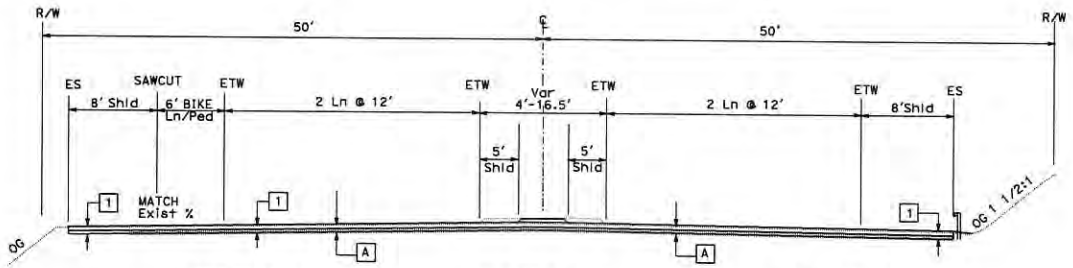
Sta 3259+00 TO Sta 3260+60

SOUTHBOUND

ROUTE 1

Sta 3259+00 TO Sta 3262+30

NORTHBOUND

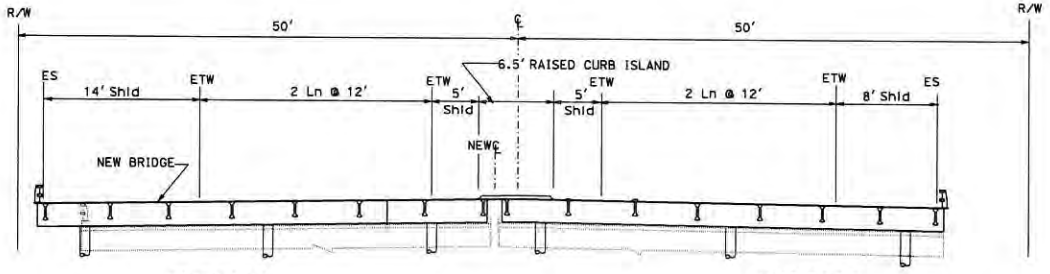


SOUTHBOUND

ROUTE 1

Sta 3258+35.85 TO Sta 3259+00

NORTHBOUND



SOUTHBOUND

ROUTE 1

Sta 3255+95.85 TO Sta 3258+35.85

Br No. 53-0027

NORTHBOUND

TYPICAL CROSS SECTIONS (LONG Br. ALTERNATIVE 3)

NO SCALE

X-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: OC LEE
CALCULATED-DESIGNED BY
CHECKED BY
BARNABAS F. VORREITER
REVISED BY
DATE REVISED

LAST REVISION | DATE PLOTTED => 28-JUN-2017 | TIME PLOTTED => 11:21
06-05-17

BORDER LAST REVISED 7/2/2010

USERNAME => s112731
DGN FILE => 729140aa002.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1814

PROJECT NUMBER & PHASE 07120000941

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

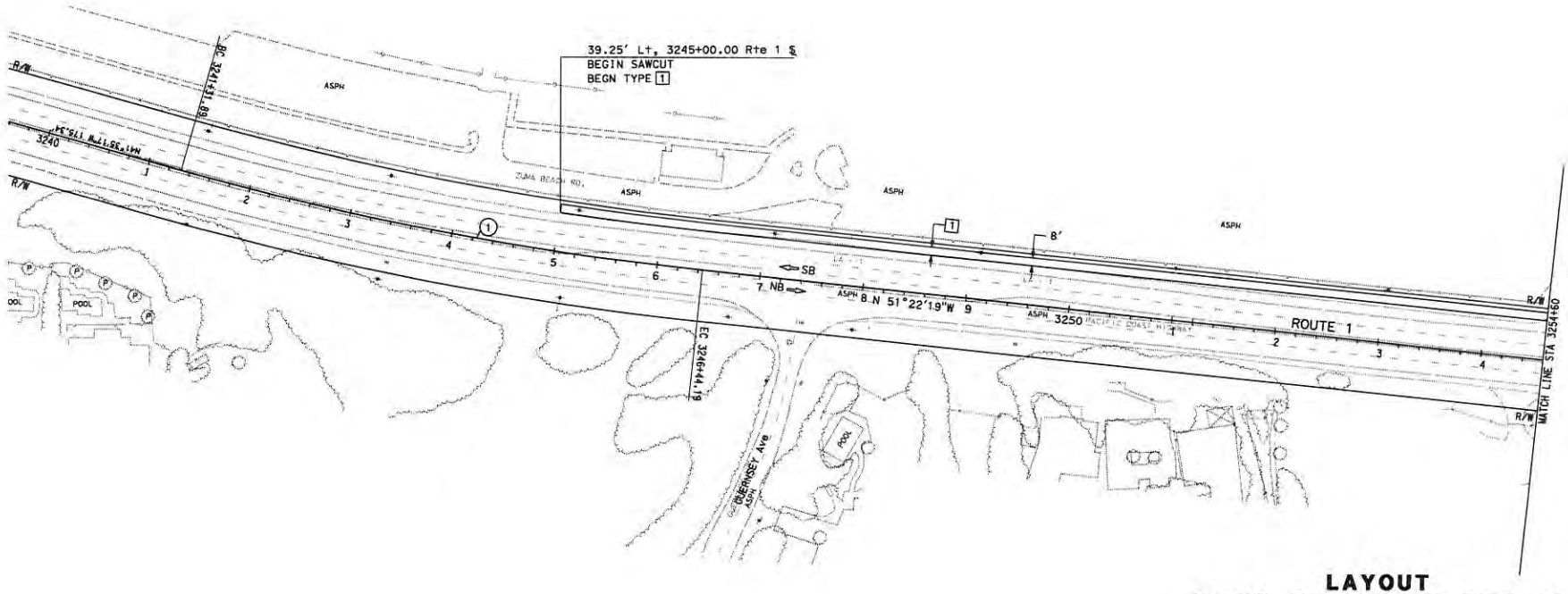
REGISTERED PROFESSIONAL ENGINEER
MHO T NGUYEN
No. C050361
Exp 6-30-15
CIVIL
STATE OF CALIFORNIA

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE
2. FOR NEW BRIDGE SEE STRUCTURE PLAN.

CURVE DATA

No. ⊕	R	Δ	T	L
1	3000′	09°46′58"	256.77′	512.29′
2	10009′	03°17′26"	287.49′	574.82′



LAYOUT
(LONG Br. ALTERNATIVE 3)

SCALE: 1" = 50′ **L-1**

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	BARNABAS F. VORREITER	REVISED BY
Caltrans DESIGN	OC LEE	CHECKED BY		DATE REVISED

LAST REVISION DATE PLOTTED => 29-JUN-2017
TIME PLOTTED => 11:21

BORDER LAST REVISED 7/2/2010 | USERNAME => s112731 DGN FILE => 729140ec001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1814 | PROJECT NUMBER & PHASE 07120000094

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER
NHO T NGUYEN
No. C050361
Exp. 6-30-15
CIVIL
STATE OF CALIFORNIA

CURVE DATA

No. ⊕	R	Δ	T	L
2	10009'	03°17'26"	287.49'	574.82'

46.25' Lt, 3256+97.85 Rte 1 ℄
Beg CA ST-70 BRIDGE RAIL

48.25' Lt 3257+15.85 Rte 1 ℄
Beg BRIDGE No. 53-0027

48.25' Lt 3258+35.85 Rte 1 ℄
END BRIDGE No. 53-0027

46.25' Lt 3258+53.85 Rte 1 ℄
END CA ST-70 BRIDGE RAIL
CRASH CUSHION (TYPE REACT 4BCC)

46.25' Lt 3260+60.00 Rte 1 ℄
END TYPE 1

45.54' Lt 3700+00 Rte 1 ℄
PLACE SIGN W16-1P AND W11-1

BB 3255+95.85

EB 3258+35.85

3259+00.00 Rte 1 ℄
TYPE 1

EC 3260+72.58

40.25' Rt 3258+53.85 Rte 1 ℄
Beg CA ST-70 BRIDGE RAIL

42.25' Lt 3258+35.85 Rte 1 ℄
END BRIDGE No. 53-0027

30,580 SF AREA TO BE EXCAVATED AND GRADED

42.25' Lt 3255+95.85 Rte 1 ℄
Beg BRIDGE No. 53-0027

298.22' Rt 3258+42.72 Rte 1 ℄
END ROCK SLOPE PROTECTION (2 TON, METHOD A)

40.25' Rt 3255+77.85 Rte 1 ℄
CRASH CUSHION (TYPE REACT 4CBB)
Beg CA ST-70 BRIDGE RAIL

3255+50.00 Rte 1 ℄
Beg TYPE 1

298.22' Rt 3258+42.72 Rte 1 ℄
END ROCK SLOPE PROTECTION (2 TON, METHOD A)

MATCH LINE STA 3254+60

BB 3254+91.76

ROUTE 1 SB NB

N 48°04'43" W

TRANCAS CANYON Rd

LAYOUT
(LONG Br. ALTERNATIVE 3)

SCALE: 1" = 50' L-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: OC LEE
CALCULATED-DESIGNED BY
CHECKED BY
BARNABAS F. VORREITER
REVISED BY
DATE REVISED

LAST REVISION DATE PLOTTED => 29-JUN-2017
06-05-17 TIME PLOTTED => 11:22

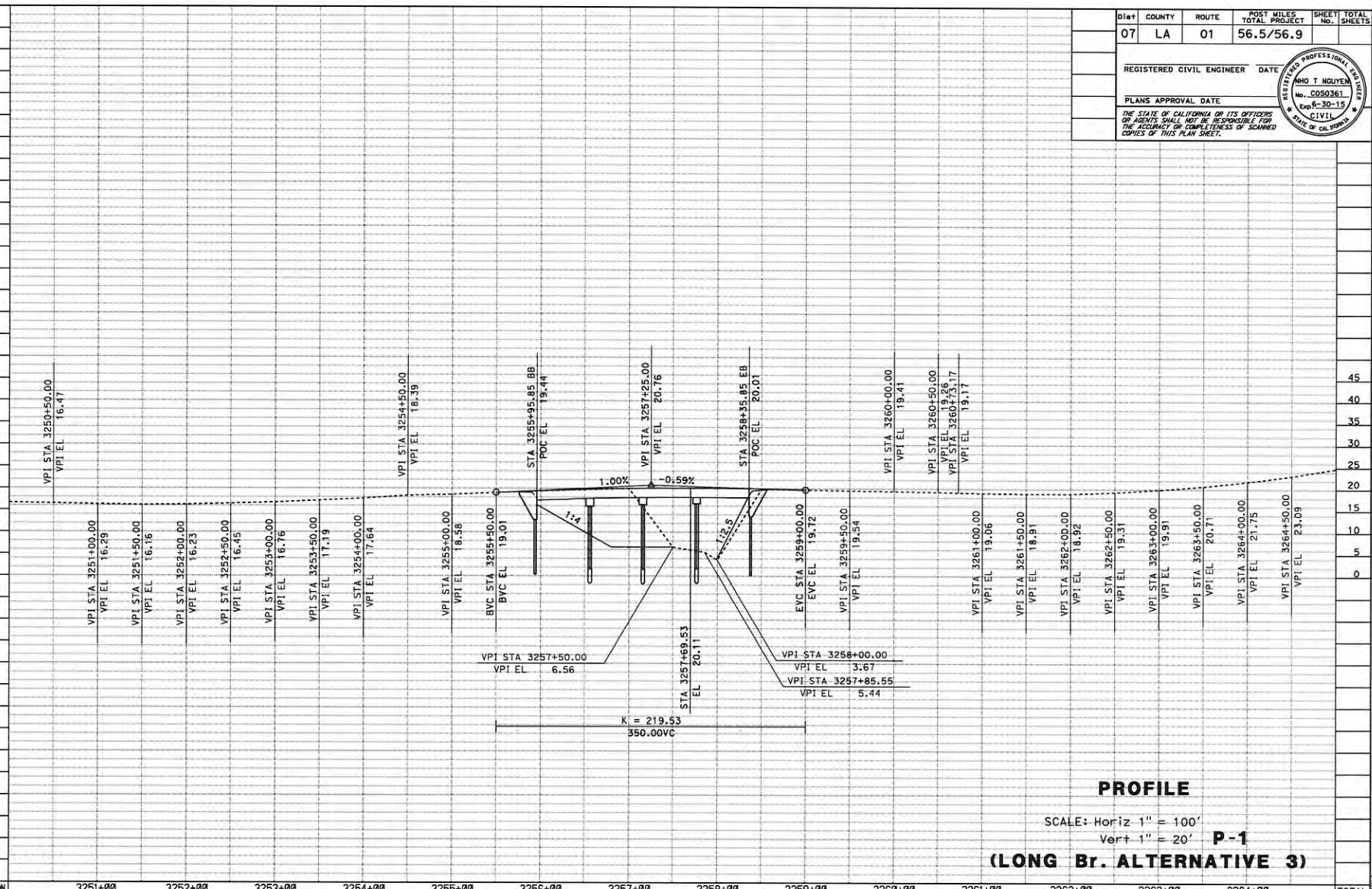
BORDER LAST REVISED 7/2/2010

USERNAME => s112731
DGN FILE => 729140ea002.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1814

PROJECT NUMBER & PHASE 07120000094



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER
HHO T NGUYEN
No. C050361
Exp 6-30-15
CIVIL
STATE OF CALIFORNIA

PROFILE

SCALE: Horiz 1" = 100'
Vert 1" = 20' **P-1**

(LONG Br. ALTERNATIVE 3)

STATION		3251+00	3252+00	3253+00	3254+00	3255+00	3256+00	3257+00	3258+00	3259+00	3260+00	3261+00	3262+00	3263+00	3264+00	TOTAL
CY	Exc							38515								
	Emb															

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
FUNCTIONAL SUPERVISOR: OC LEE
CALCULATED-DESIGNED BY:
CHECKED BY:
BARNABAS F. VORREITER
REVISED BY
DATE REVISED

LAST REVISION DATE PLOTTED => 28-JUN-2017
TIME PLOTTED => 11:31

BORDER LAST REVISED 7/2/2010
USERNAME => s112731
DGN FILE => 729140fa001.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 1814
PROJECT NUMBER & PHASE 07120000094

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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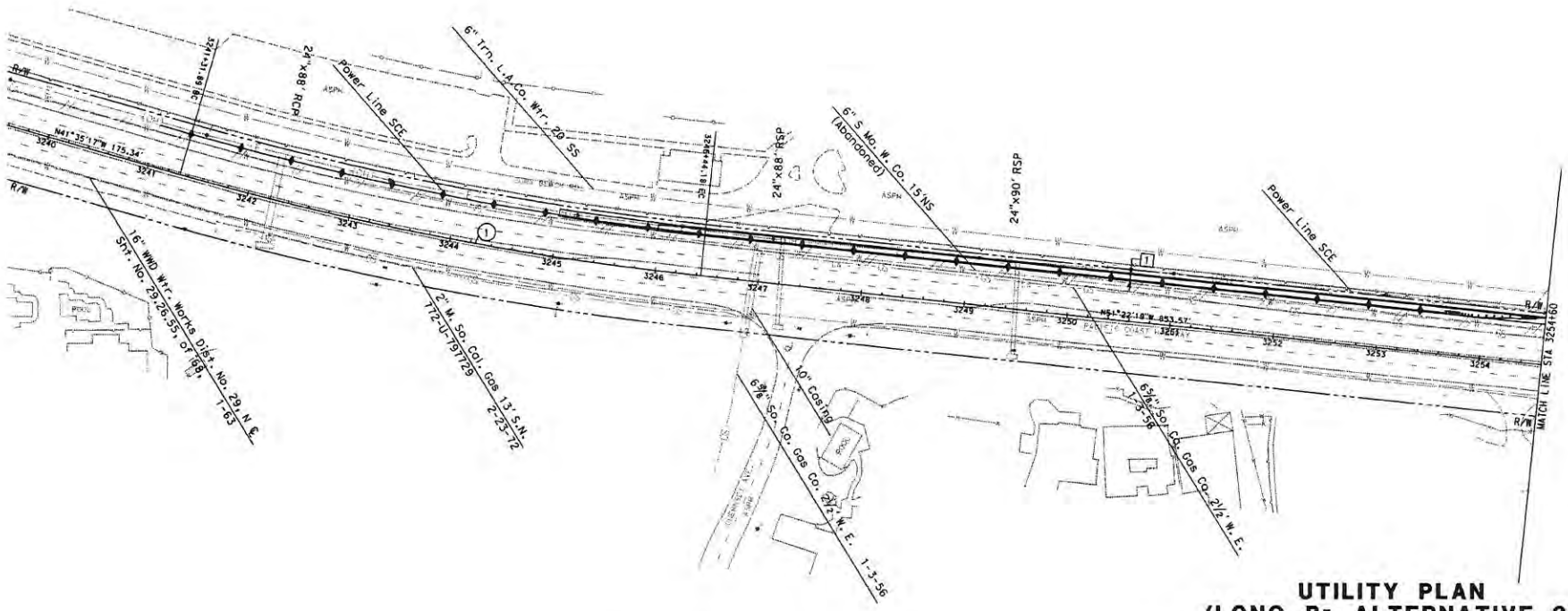
REGISTERED PROFESSIONAL ENGINEER — NHO T NGUYEN — No. C050361 — Exp. 6-30-15 — CIVIL — STATE OF CALIFORNIA

NOTE:

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

CURVE DATA

No. ⊕	R	Δ	T	L
1	3000'	09°47'03"	256.77'	512.29'



UTILITY PLAN (LONG Br. ALTERNATIVE 3)

SCALE: 1" = 50'

U-1

APPROVED FOR UTILITY INFORMATION ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans — OFFICE OF DESIGN A

FUNCTIONAL SUPERVISOR: CELINA AVILES

CALCULATED-DESIGNED BY:

CHECKED BY: BARNABAS F. VORREITER

REVISED BY

DATE REVISED

LAST REVISION: DATE PLOTTED => 12-JUN-2017 04-27-17 | TIME PLOTTED => 10:04

BORDER LAST REVISED 7/2/2010

USERNAME => s112731
DGN FILE => 72914Oko001.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1814

PROJECT NUMBER & PHASE 07120000094

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

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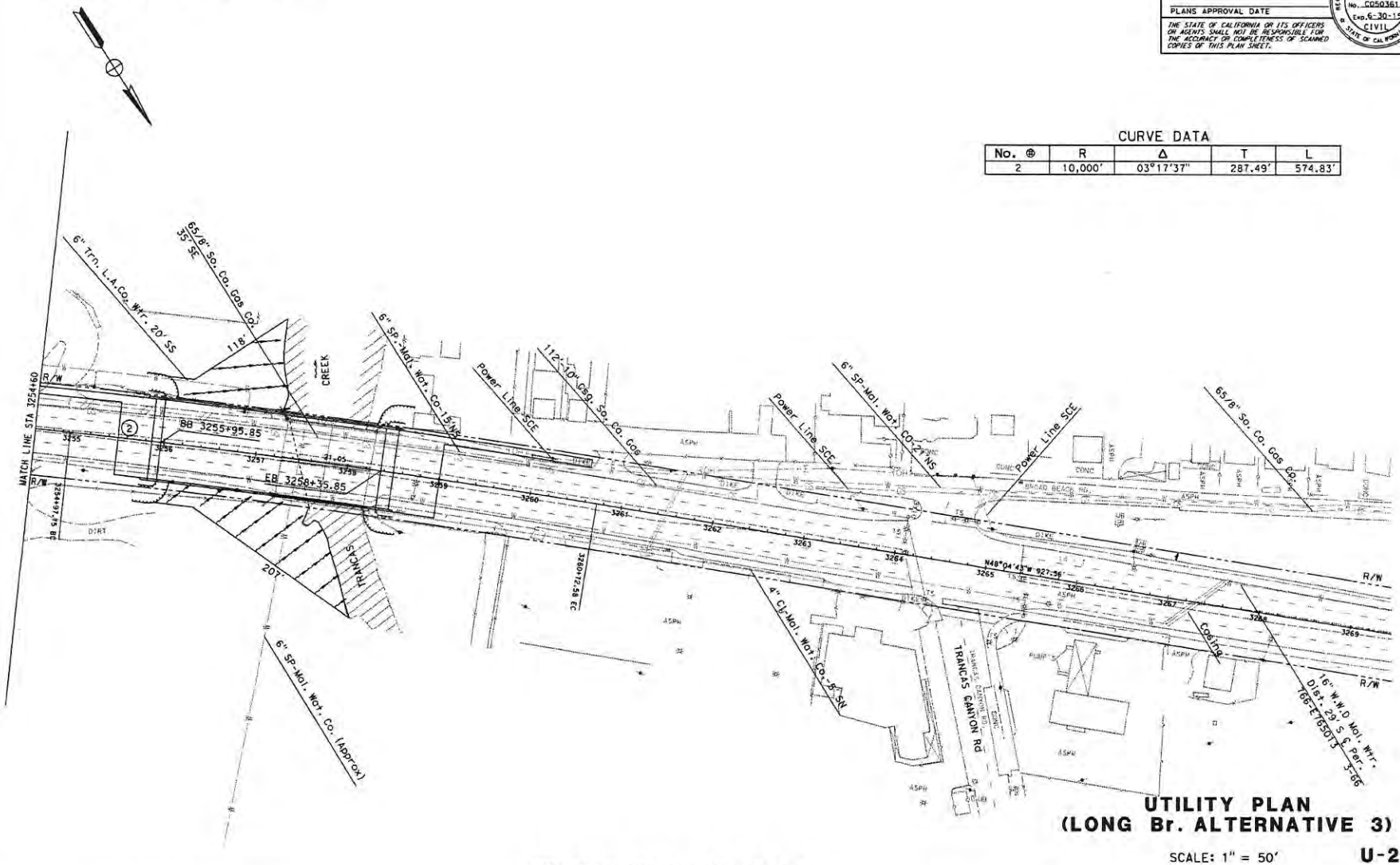
REGISTERED PROFESSIONAL ENGINEER — MINH T NGUYEN — No. C050361 — EXP. 6-30-15 — CIVIL — STATE OF CALIFORNIA

NOTE:

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

CURVE DATA

No. ⊕	R	Δ	T	L
2	10,000'	03°17'37"	287.49'	574.83'



UTILITY PLAN (LONG Br. ALTERNATIVE 3)

SCALE: 1" = 50'

U-2

APPROVED FOR UTILITY INFORMATION ONLY

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
Caltrans OFFICE OF DESIGN A

FUNCTIONAL SUPERVISOR: CELINA AVILES

CALCULATED-DESIGNED BY

CHECKED BY: BARNABAS F. VORREITER

REVISED BY

DATE REVISED

LAST REVISION — DATE PLOTTED => 12-JUN-2017 — 06-05-17 — TIME PLOTTED => 10:33

BORDER LAST REVISED 7/2/2010

USERNAME => s112731
DGN FILE => 729140ka002.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1814

PROJECT NUMBER & PHASE 07120000094

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER — DATE

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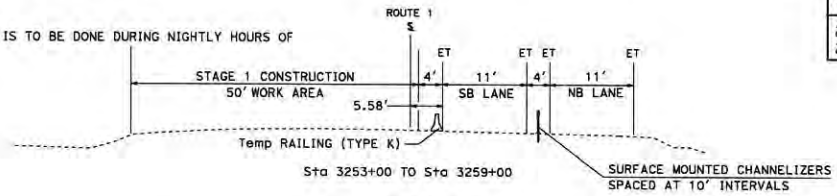
REGISTERED PROFESSIONAL ENGINEER — MHO T NGUYEN — No. C050361 — Exp 6-30-15 — CIVIL — STATE OF CALIFORNIA

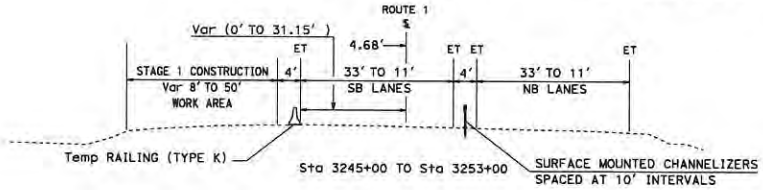
GENERAL NOTES:

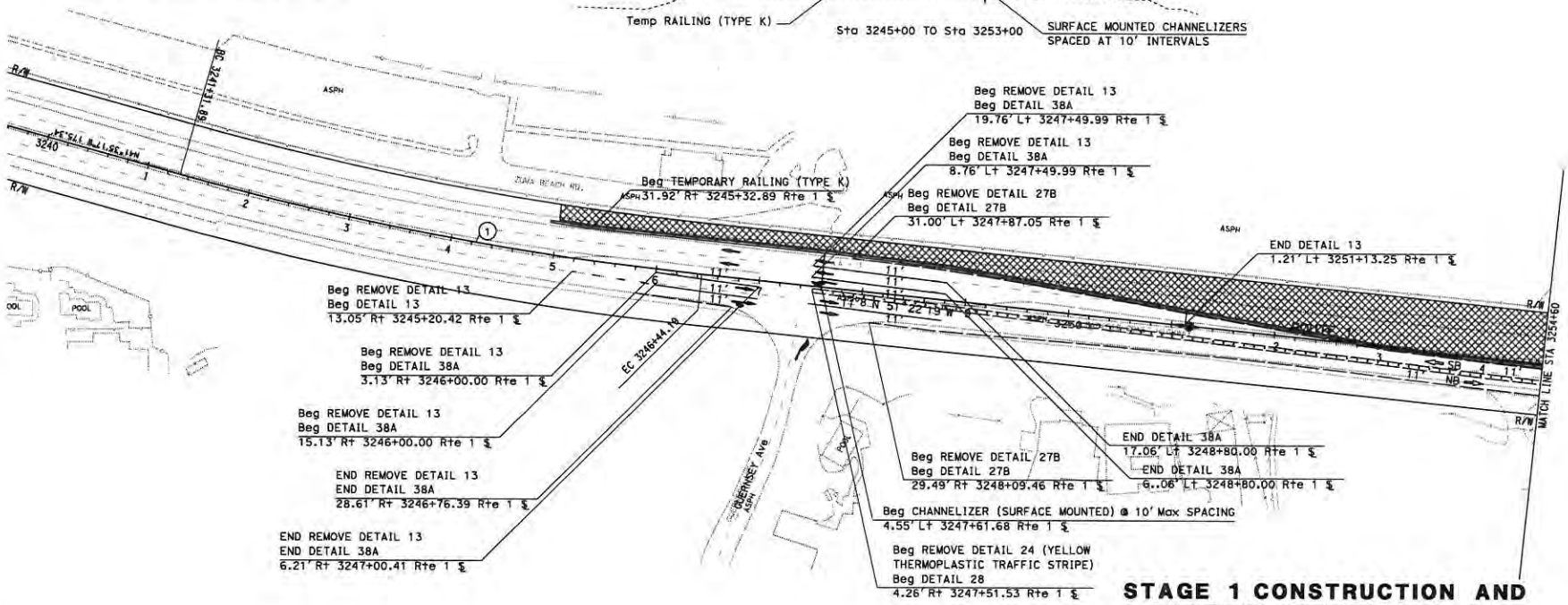
1. REMOVE STRIPING AND PAVEMENT MARKERS IN CONFLICT WITH TEMPORARY PAVEMENT DELINATION.
2. ALL TEMPORARY TRAFFIC STRIPIES ARE PAINT (2 COAT).
3. RECONSTRUCING EXISTING SHOULDERS AND PAVEMENT DELINEATION IS TO BE DONE DURING NIGHTLY HOURS OF CLOSURES.

LEGEND

- CONSTRUCTION AREA
- DIRECTION OF TRAFFIC
- CHANNELIZERS (SURFACE MOUNTED)
- TEMPORARY RAILING (TYPE K) WITH SCUPPERS
- TEMPORARY CRASH CUSHION
- (XX) TEMPORARY TRAFFIC STRIPE DETAIL NUMBER
- POINT OF CHANGE IN PAVEMENT DELINEATION







STAGE 1 CONSTRUCTION AND TRAFFIC HANDLING PLAN (LONG Br. ALTERNATIVE 3)

SCALE: 1" = 50'

SC-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN

FUNCTIONAL SUPERVISOR: OC LEE

CALCULATED-DESIGNED BY: BARNABAS F. VORREITER

CHECKED BY

REVISED BY	DATE REVISED

LAST REVISION | DATE PLOTTED => 29-JUN-2017
06-27-17 | TIME PLOTTED => 11:32

BORDER LAST REVISED 7/2/2010 | USERNAME => s112731 | DGN FILE => 729140ms001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1814 | PROJECT NUMBER & PHASE 07120000094

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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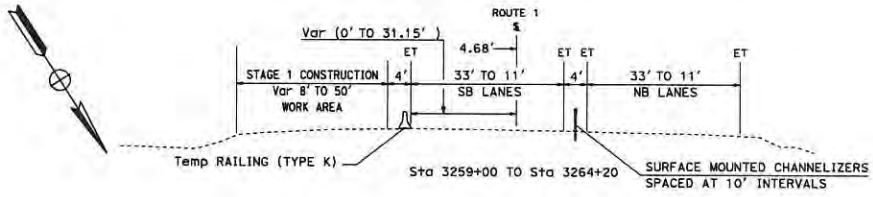
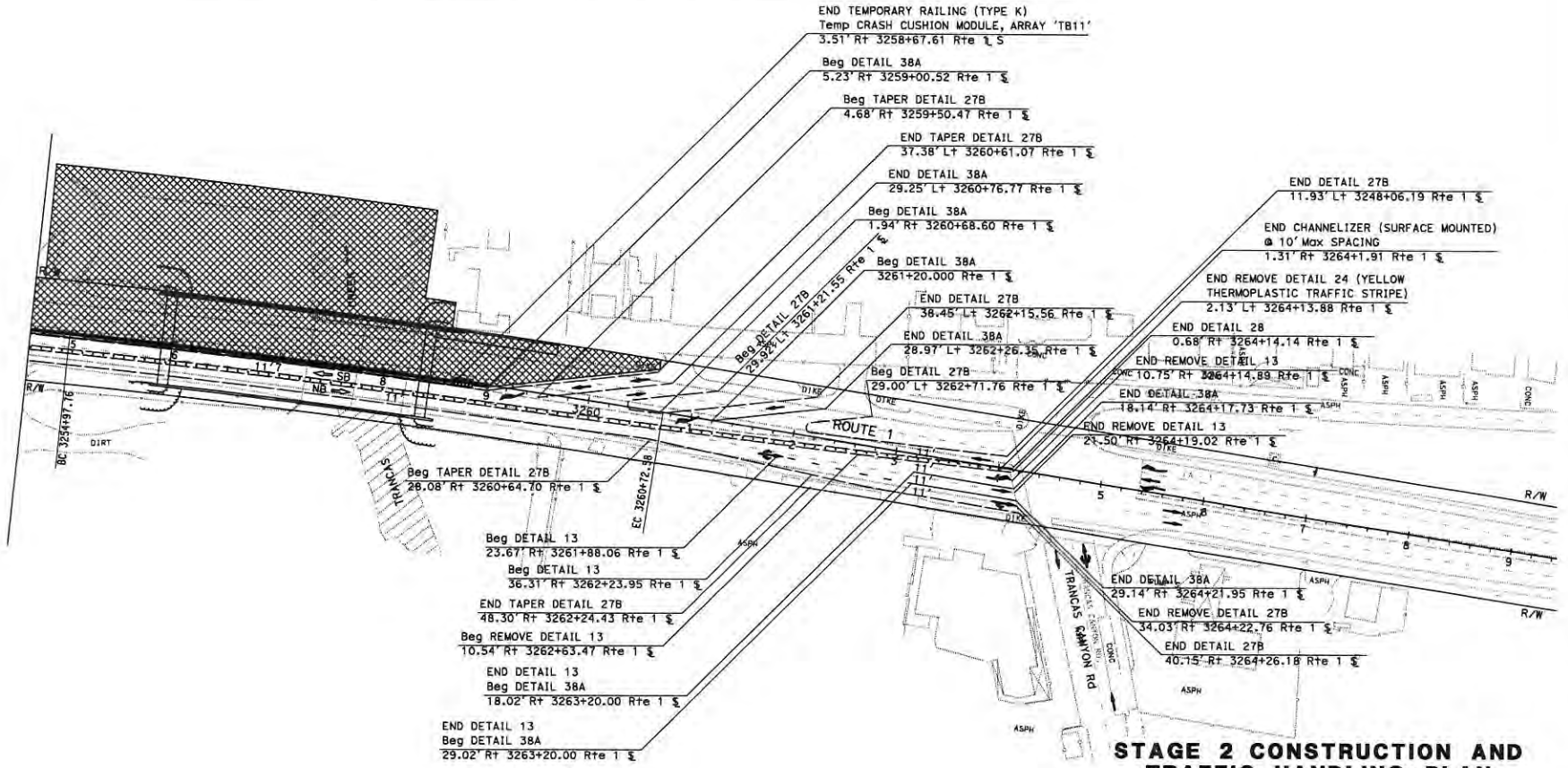
REGISTERED PROFESSIONAL ENGINEER — NHO T NGUYEN — No. C050361 — Exp. 6-30-15 — CIVIL — STATE OF CALIFORNIA





STAGE 2 CONSTRUCTION AND TRAFFIC HANDLING PLAN (LONG Br. ALTERNATIVE 3)

SCALE: 1" = 50'

SC-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN

FUNCTIONAL SUPERVISOR: OC LEE

CALCULATED-DESIGNED BY: BARNABAS F. VORREITER

CHECKED BY

REVISED BY | DATE REVISED

LAST REVISION | DATE PLOTTED => 28-JUN-2017 | TIME PLOTTED => 11:32

06-27-17

BORDER LAST REVISED 7/2/2010

USERNAME => s112731
DGN FILE => 729140ma002.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1814

PROJECT NUMBER & PHASE 07120000094

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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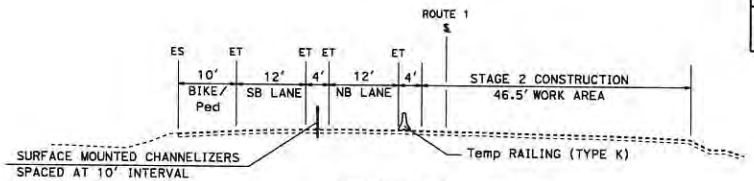
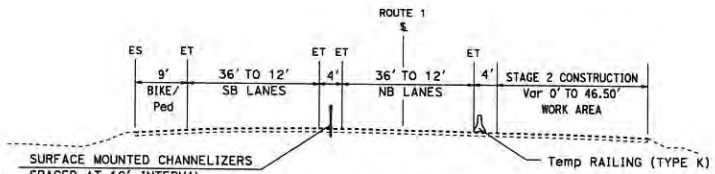
REGISTERED PROFESSIONAL ENGINEER — MHO T NGUYEN — No. C050361 — Exp 6-30-15 — CIVIL — STATE OF CALIFORNIA



Sta 3254+00 TO Sta 3261+00



Sta 3245+00 TO Sta 3254+00

STAGE 2 CONSTRUCTION AND TRAFFIC HANDLING PLAN (LONG Br. ALTERNATIVE 3)

SCALE: 1" = 50'

SC-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

FUNCTIONAL SUPERVISOR: OC LEE

CALCULATED-DESIGNED BY: BARNABAS F. VORREITER

CHECKED BY

REVISED BY | DATE REVISED

LAST REVISION | DATE PLOTTED => 29-JUN-2017
06-27-17 | TIME PLOTTED => 11:33

BORDER LAST REVISED 7/2/2010

USERNAME => s112731
DGN FILE => 729140ma003.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1814

PROJECT NUMBER & PHASE 07120000094

DIst	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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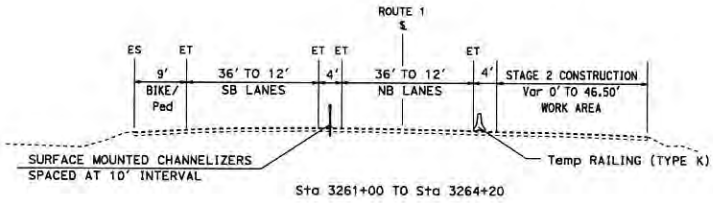
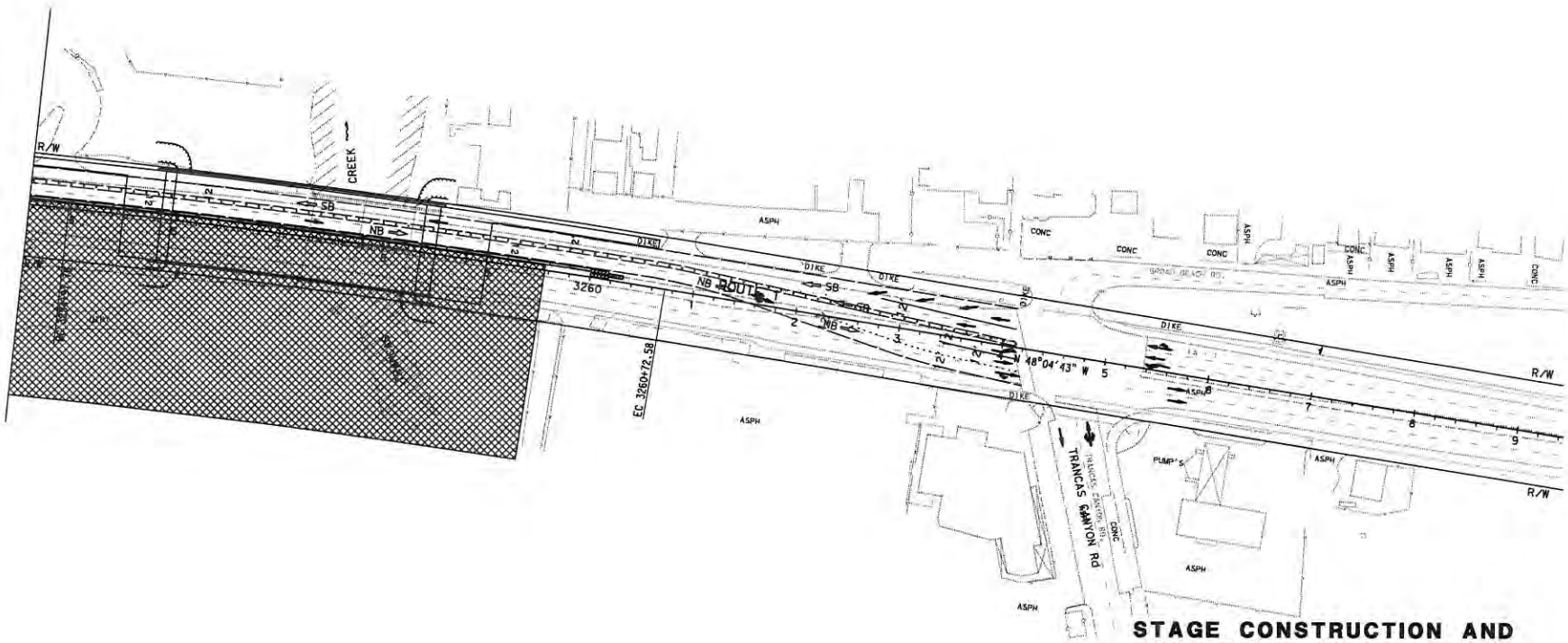
REGISTERED PROFESSIONAL ENGINEER
NHO T NGUYEN
No. C050361
Exp. 6-30-15
CIVIL
STATE OF CALIFORNIA



Sta 3261+00 TO Sta 3264+20



STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN (LONG Br. ALTERNATIVE 3)

SCALE: 1" = 50'

SC-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: OC LEE
CALCULATED-DESIGNED BY: BARNABAS F. VORREITER
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION
DATE PLOTTED => 29-JUN-2017
TIME PLOTTED => 11:37

BORDER LAST REVISED 7/2/2010
USERNAME => a112731
DGN FILE => 72914dma004.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 1814
PROJECT NUMBER & PHASE 07120000094

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

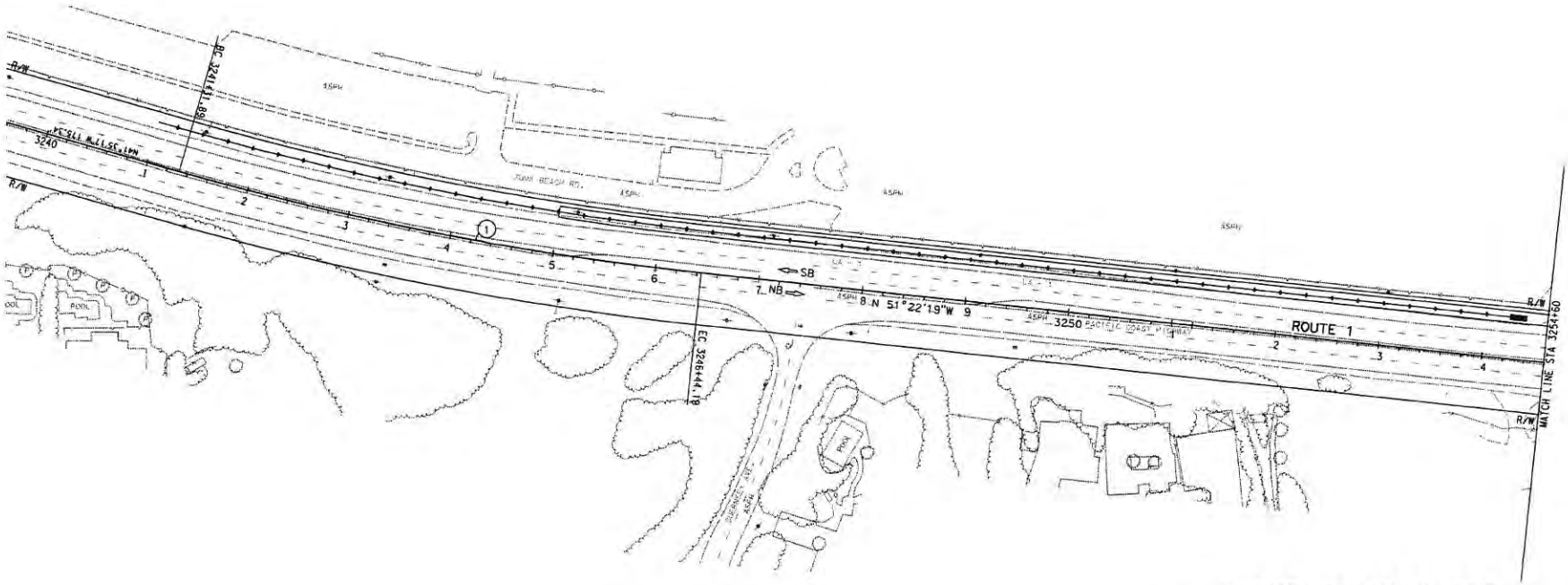
REGISTERED PROFESSIONAL ENGINEER — MINH T NGUYEN — No. C050361 — Exp 6-30-15 — CIVIL — STATE OF CALIFORNIA

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE
2. FOR NEW BRIDGE SEE STRUCTURE PLAN.

CURVE DATA

No. ⊕	R	Δ	T	L
1	3000'	09°46'58"	256.77'	512.29'
2	10009'	03°17'26"	287.49'	574.82'



RIGHT OF WAY FEE
(LONG Br. ALTERNATIVE 3)

SCALE: 1" = 50'

RW-1

LAST REVISION DATE PLOTTED => 12-JUN-2017
06-02-17 TIME PLOTTED => 09:54

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN
FUNCTIONAL SUPERVISOR: OC LEE
CALCULATED-DESIGNED BY: BARNABAS F. VORREITER
CHECKED BY:
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME => s112731 | DGN FILE => 729140rowa001lbfee.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1814 | PROJECT NUMBER & PHASE 07120000094

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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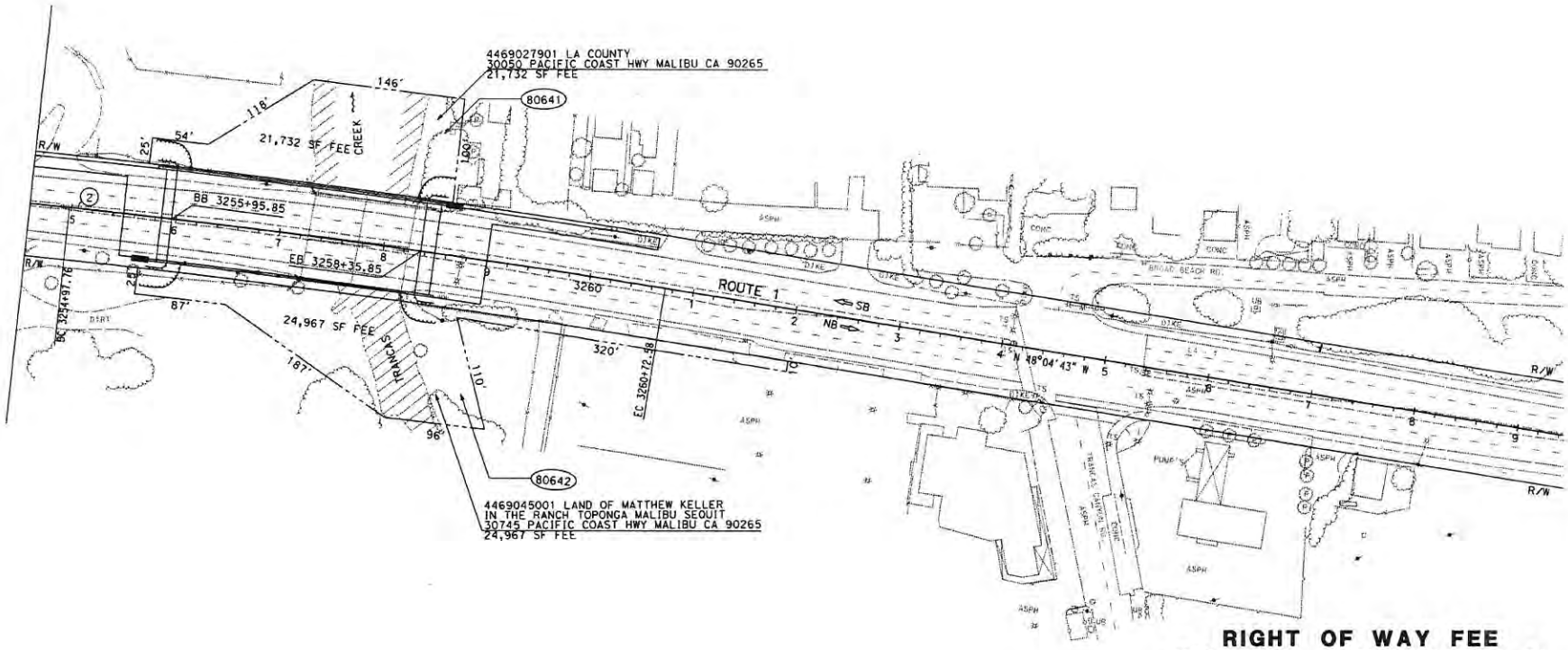
REGISTERED PROFESSIONAL ENGINEER — NHO T NGUYEN — No. C050361 — Exp. 6-30-15 — CIVIL — STATE OF CALIFORNIA

CURVE DATA

No. ⊕	R	Δ	T	L
2	10009'	03°17'26"	287.49'	574.82'

4469027901 LA COUNTY
30050 PACIFIC COAST HWY MALIBU CA 90265
21,732 SF FEE

4469045001 LAND OF MATTHEW KELLER
IN THE RANCH TOPONGA MALIBU SEQUIT
30745 PACIFIC COAST HWY MALIBU CA 90265
24,967 SF FEE



RIGHT OF WAY FEE
(LONG Br. ALTERNATIVE 3)

SCALE: 1" = 50'

RW-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans DESIGN

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY
OC LEE	BARNABAS F. VORREITER	DATE REVISED
CHECKED BY		

LAST REVISION DATE PLOTTED => 12-JUN-2017
TIME PLOTTED => 09:54

BORDER LAST REVISED 7/2/2010 | USERNAME => s112731 | DGN FILE => 729140rowa0021bfee.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1814 | PROJECT NUMBER & PHASE 07120000094

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

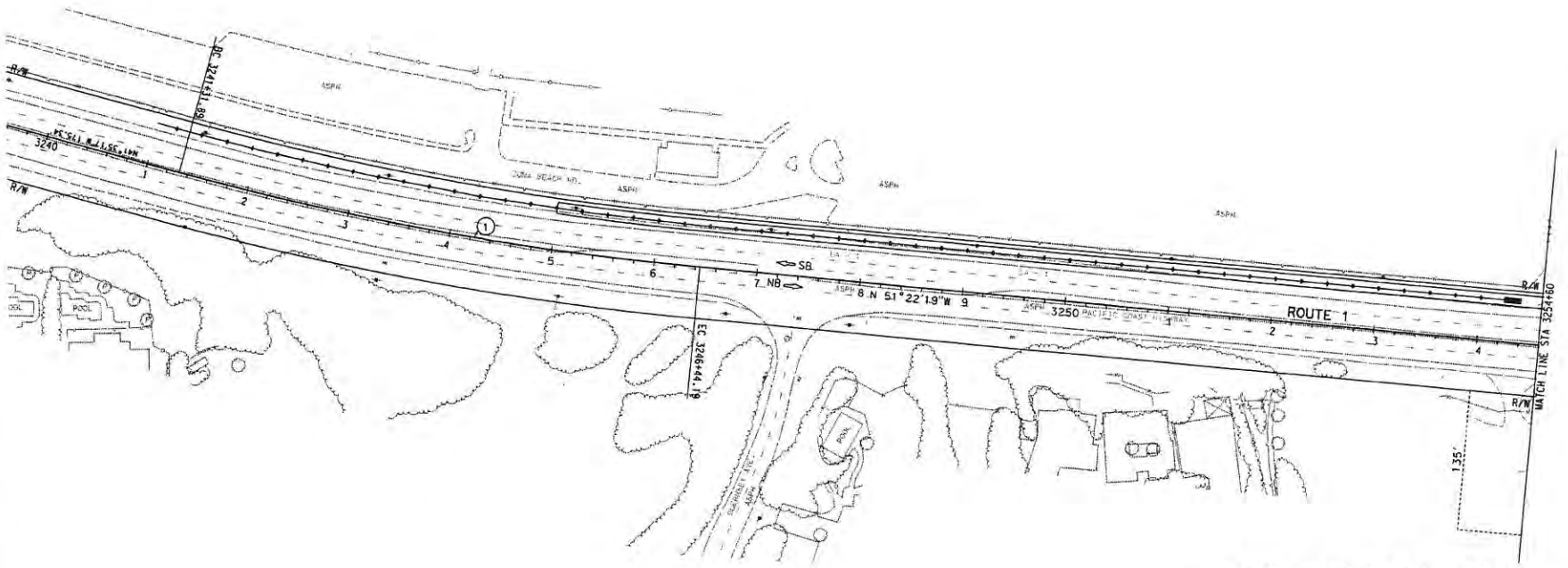
REGISTERED PROFESSIONAL ENGINEER — KHO T NGUYEN — No. C050361 — Exp 6-30-15 — CIVIL — STATE OF CALIFORNIA

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE
2. FOR NEW BRIDGE SEE STRUCTURE PLAN.

CURVE DATA

No. ⊕	R	Δ	T	L
1	3000'	09°46'58"	256.77'	512.29'
2	10009'	03°17'26"	287.49'	574.82'



RIGHT OF WAY TCE (LONG Br. ALTERNATIVE 3)

SCALE: 1" = 50'

RW-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	BARNABAS F. VORREITER	REVISED BY	
Caltrans DESIGN	OC LEE	CHECKED BY		DATE REVISED	

LAST REVISION 06-02-17 DATE PLOTTED => 12-JUN-2017 TIME PLOTTED => 09:54

BORDER LAST REVISED 7/2/2010 | USERNAME => s112731 DGN FILE => 729140row0003ibtce.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1814 | PROJECT NUMBER & PHASE 07120000094

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

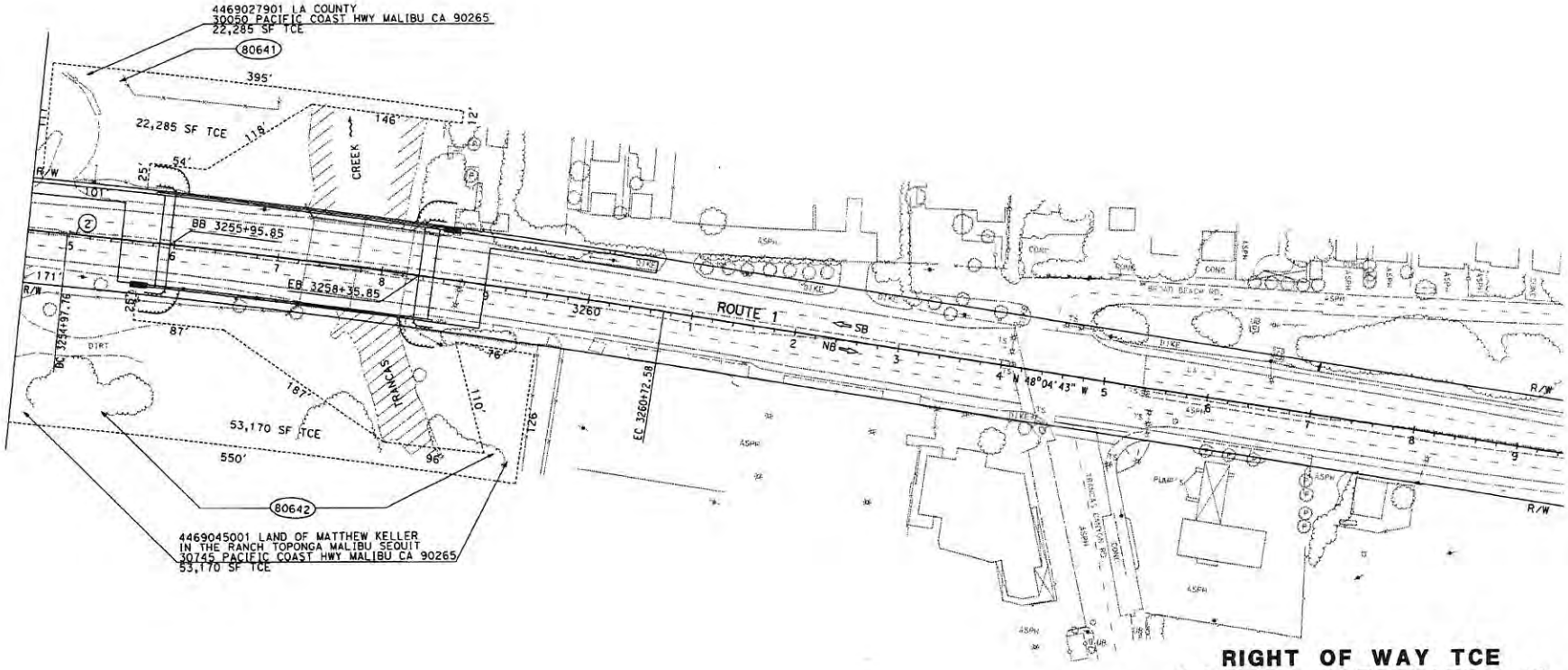
PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER — NHO T NGUYEN — No. C050361 — Exp. 6-30-15 — CIVIL — STATE OF CALIFORNIA

CURVE DATA

No. ⊕	R	Δ	T	L
2	10009'	03°17'26"	287.49'	574.82'



RIGHT OF WAY TCE
(LONG Br. ALTERNATIVE 3)

SCALE: 1" = 50'

RW-4

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION — DESIGN

FUNCTIONAL SUPERVISOR: OC LEE

CALCULATED-DESIGNED BY:

CHECKED BY:

BARNABAS F. VORREITER

REVISED BY:

DATE REVISED:

LAST REVISION: DATE PLOTTED => 12-JUN-2017
06-02-17 TIME PLOTTED => 09:55

BORDER LAST REVISED 7/2/2010

USERNAME => s112731
DGN FILE => 729140rowd0041btce.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1814

PROJECT NUMBER & PHASE 07120000094

Attachment D

Advanced Planning Study

(APS)

PROBABILISTIC STRUCTURE COST ESTIMATE

INPUT

[ ] GENERAL PLAN ESTIMATE [X] ADVANCE PLANNING ESTIMATE

Revised - February 14, 2017

		IN EST:	5/12/2017
		OUT EST:	6/16/2017
BRIDGE NAME:	TRANCAS CREEK BRIDGE (REPLACE)--ALT2		
BRIDGE NUMBER:	53-0027	**DISTRICT:**	07
TYPE:	PC/PS VOIDED SLAB	**CO:**	LA
EA:	07-291400	**RTE:**	01
PROJECT ID:	0712000094	**PM:**	56.7
ACCELERATED BRIDGE PROJECT	NO	**DEPTH**	2'-2"
		LENGTH	120
DESIGN SECTION:	12	**WIDTH**	90.5
# OF STRUCTURES IN PROJECT :	1	**AREA**	10860
		EST. NO.	1
PRICES BY :	VTD	**COST INDEX:**	427
PRICES CHECKED BY :		**DATE:**	
QUANTITIES BY:	DOUG MENZMER	**DATE:**	5/12/2017

The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	STRUCTURE EXCAVATION (BRIDGE)		CY	320	$90.00	$100.00	$115.00	$32,000
2	STRUCTURE BACKFILL (BRIDGE)		CY	182	$120.00	$150.00	$170.00	$27,300
3	FURNISH 24" CAST-IN-STEEL-SHELL CONCRETE PILING		LF	640	$128.00	$160.00	$190.00	$102,400
4	DRIVE 24" CAST-IN-STEEL-SHELL CONCRETE PILING		EA	16	$8,500.00	$10,000.00	$12,000.00	$160,000
5	FURNISH 48" CAST-IN-STEEL-SHELL CONCRETE PILING		LF	600	$460.00	$485.00	$510.00	$291,000
6	DRIVE 48" CAST-IN-STEEL-SHELL CONCRETE PILING		EA	12	$20,000.00	$24,000.00	$26,000.00	$288,000
7	FURNISH PC/PS VOIDED SLAB (SIV 48 60')		SQFT	10860	$55.00	$60.00	$65.00	$651,600
8	ERECT PC/PS VOIDED SLAB (SIV 48 60')		EA	44	$1,500.00	$2,000.00	$2,500.00	$88,000
9	STRUCTURAL CONCRETE, BRIDGE		CY	503	$935.00	$1,000.00	$1,150.00	$528,150
10	STRUCTURAL CONCRETE, BRIDGE (POLYMER FIBER)		CY	168	$900.00	$1,050.00	$1,250.00	$176,400
11	STRUCTURAL CONCRETE, APPROACH SLAB EQ (10)		CY	64	$1,000.00	$1,100.00	$1,150.00	$70,400
12	BAR REINFORCING STEEL (BRIDGE)		LB	200327	$0.80	$1.05	$1.25	$210,343
13	JOINT SEAL (MR 1")		LF	183	$32.00	$45.00	$62.00	$8,235
14	ROCK SLOPE PROTECTION (1 TON, METHOD A)		CY	110	$120.00	$200.00	$300.00	$22,000
15	CALIFORNIA ST-70 BRIDGE RAIL		LF	315	$350.00	$450.00	$500.00	$141,750
16	STRUCTURE EXCAVATION (RETAINING WALL)		CY	1143	$35.00	$55.00	$70.00	$62,865
17	STRUCTURE BACKFILL (RETAINING WALL)		CY	760	$35.00	$60.00	$85.00	$45,600
18	STRUCTURAL CONCRETE, RETAINING WALL		CY	383	$510.00	$530.00	$550.00	$202,990
19	BAR REINFORCING STEEL (RETAINING WALL)		LB	37249	$1.00	$1.20	$1.40	$44,699
20	CONCRETE BARRIER TYPE 80		LF	620	$260.00	$350.00	$450.00	$217,000
21								
22								
23								
24								
25								
26								
27								
28								
29								
30							SUBTOTAL	$3,370,732

Comments
Suggested work schedule = 13 to 15 months

TIME RELATED OVERHEAD			$337,073
MOBILIZATION	10%		$411,978
SUBTOTAL BRIDGE ITEMS			$4,119,784
CONTINGENCIES	25%		$1,029,946
		SUBTOTAL	$5,149,730

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL	RC T beam/RC slab	SQFT	7282	$22.00	$30.00	$40.00	
						BRIDGE REMOVAL LUMP SUM PRICE INCLUDES TRO, MOBILIZATION AND CONTINGENCY	$333,758

Notes

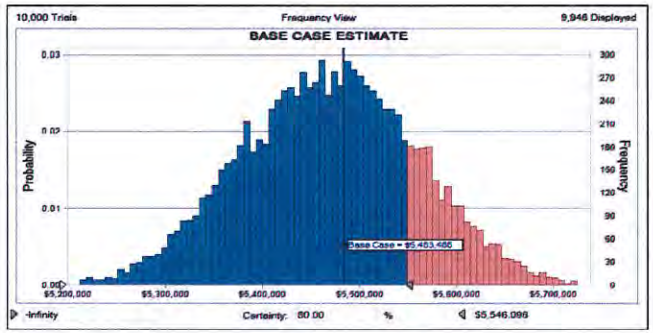
Highlighted cells represent the quantities and prices that are included in the model.
Base Case Estimate is the sum of the Quantity multiplied by "Likeliest" Item Price

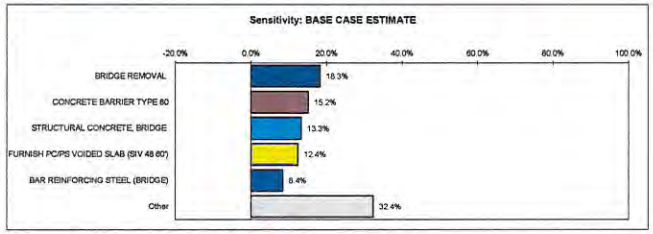
BASE CASE ESTIMATE TO ASSUMED MIDPOINT OF CONSTRUCTION

BASE CASE ESTIMATE $5,483,488

OUTPUT

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





Percentiles:	Forecast values
0%	$5,094,362
10%	$5,350,012
20%	$5,388,153
30%	$5,419,872
40%	$5,445,020
50%	$5,469,328
60%	$5,492,715
70%	$5,517,345
80%	$5,546,096
90%	$5,584,942
100%	$5,819,292

Recommended Range

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

80% FORECAST VALUE = $5,546,000.00

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

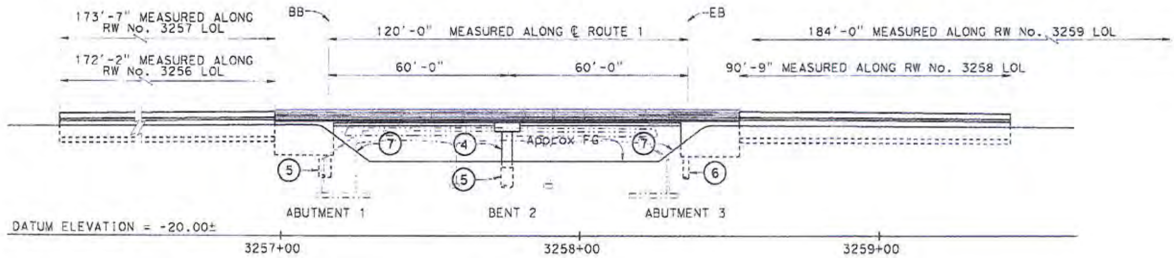
Years Beyond Midpoint	Escalation Rate	Escalated Budget Est.
1	2.90%	$5,707,000
2	3.00%	$5,878,000
3	3.30%	$6,072,000
4	3.00%	$6,254,000
5	2.80%	$6,429,000

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

80 % Forecast
BRIDGE COST PER SQUARE FOOT - $479
BRIDGE REMOVAL - $378,100

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

Dist	COUNTY	ROUTE	POST MILE
07	LA	1	56.71

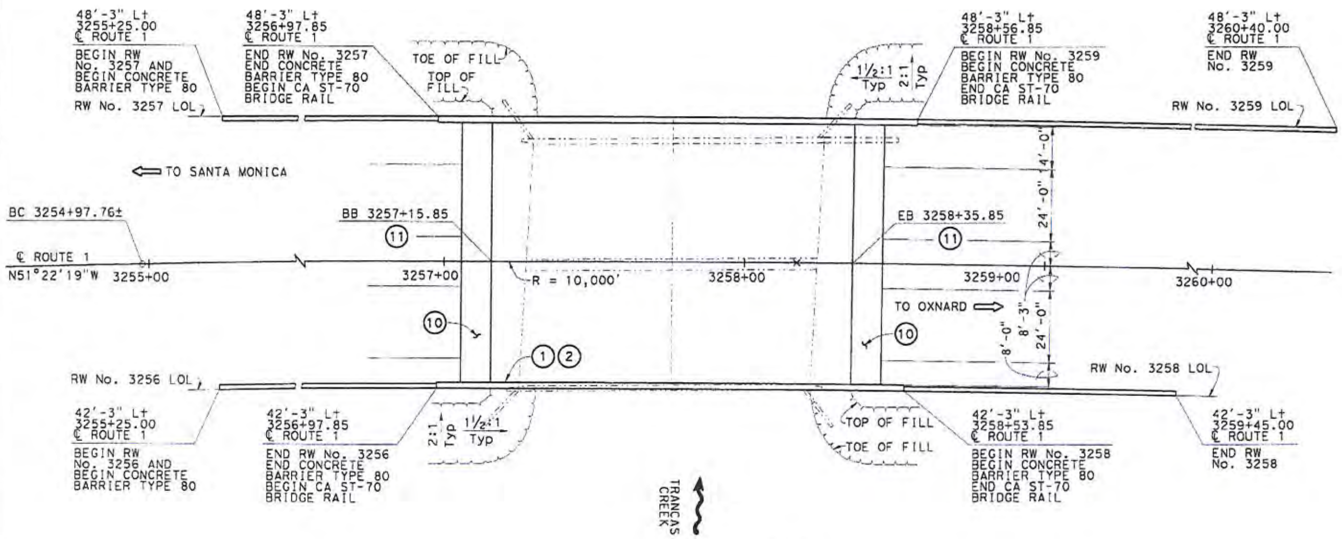


ELEVATION
1"=20'-0"

NOTES:

1. Paint 'Trancas Creek Bridge'
2. Paint 'Bridge No. 53-0027'
3. PC Slab SIV-48
4. 3'-6"Ø Column, typical
5. 4'-0"Ø CISS pile
6. 2'-0"Ø CISS pile
7. Place rock slope protection (1 Ton)
8. CA ST-70 Bridge Rail
9. Temporary concrete barrier type K See "Road Plans"
10. Structure approach type EQ (10)
11. New profile
12. 2'-6" Closure Pour

District provides cost and plans for traffic control and temporary concrete barrier type K



PLAN
1"=20'-0"

LEGEND:

——— Indicates new structure

-·-·-· Indicates existing structure to be removed

ASSUMPTIONS

1. Construction is allowed in the dry season only (May 1 through November 1)
2. Temporary construction easement is given to allow construction equipment access to the creek bed
3. Abutment 1 is supported by 4'-0" Ø CISS piles so it can be converted into a bent in the future
4. Bents are supported by 4'-0" Ø CISS piles
5. 1 Ton, Method A Rock Slope Protection
6. Precast Voided Slabs are assumed for super structure

DATE OF ESTIMATE	06/16/17
BRIDGE REMOVAL	$378,100.00
STRUCTURE DEPTH	2'-2"
LENGTH	120
WIDTH	90.5
AREA	10,860
COST/SQFT INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	$478.63
TOTAL COST	$5,546,000.00

DESIGNED BY WILLIAM ADDLESPURGER	DATE 05-12-17	STRUCTURE DESIGN	
DRAWN BY TON DOAN	DATE 05-12-17	DESIGN BRANCH 12	
CHECKED BY DOUG MENZMER	DATE 05-12-17		
APPROVED MATT HOLM	DATE 05-12-17		

ALTERNATIVE 2

PLANNING STUDY-SHEET NO. 1

TRANCAS CREEK BRIDGE (REPLACEMENT)

UNIT: 3606 | BRIDGE No. 53-0027

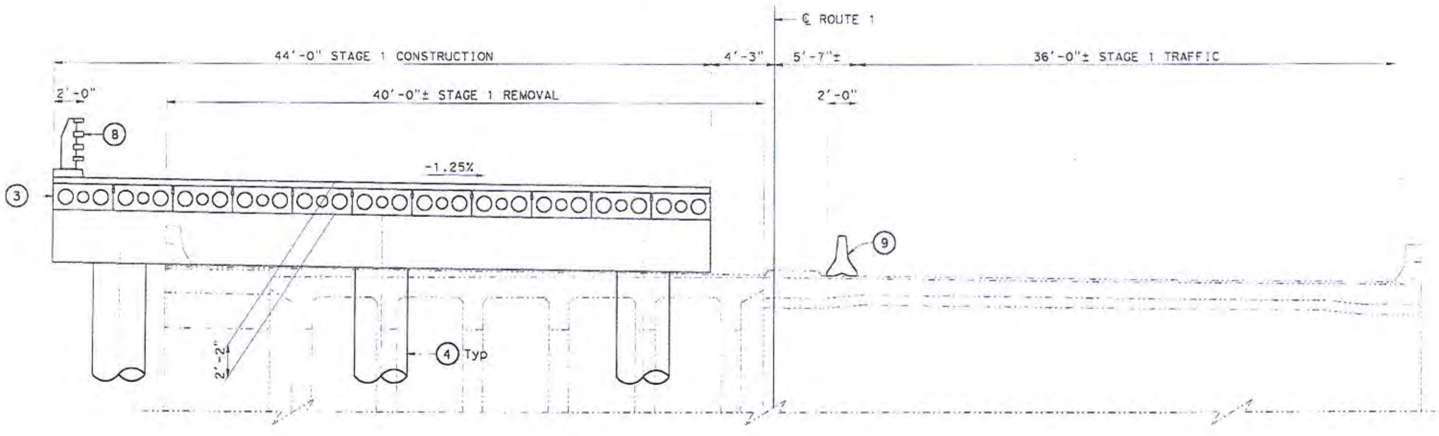
SCALE: AS NOTED | PROJECT No. & PHASE: 0712000094

CONTRACT No.: 07-291400

ORIGINAL SCALE IN INCHES 0 1 2 3

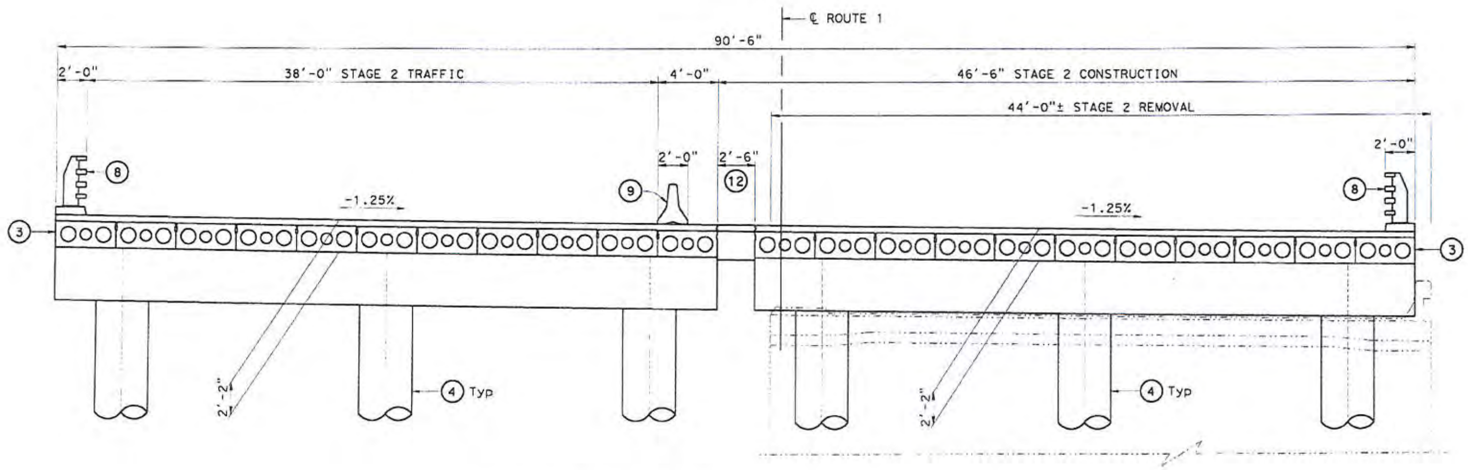
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Dist	COUNTY	ROUTE	POST MILE
07	LA	1	56.71



TYPICAL SECTION-STAGE 1 CONSTRUCTION

1/4 "=1'-0"



TYPICAL SECTION-STAGE 2 CONSTRUCTION

1/4 "=1'-0"

DESIGNED BY WILLIAM ADDLESPURGER	DATE 05-12-17	STRUCTURE DESIGN	PLANNING STUDY-SHEET NO. 2
DRAWN BY TON DOAN	DATE 05-12-17	DESIGN BRANCH 12	TRANCAS CREEK BRIDGE (REPLACEMENT)
CHECKED BY DOUG MENZMER	DATE 05-12-17		UNIT: 3606 / BRIDGE No. 53-0027
APPROVED MATT HOLM	DATE 05-12-17		SCALE: AS NOTED / PROJECT No. & PHASE: 0712000094

ALTERNATIVE 2

ORIGINAL SCALE IN INCHES 0 1 2 3

CONTRACT No.: 07-291400

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 07-13-17)

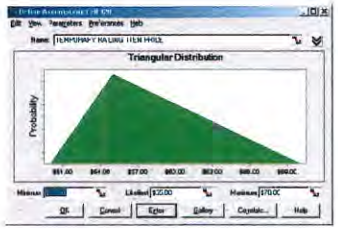
PROBABILISTIC STRUCTURE COST ESTIMATE

INPUT

[ ] GENERAL PLAN ESTIMATE [X] ADVANCE PLANNING ESTIMATE

Revised - February 14, 2017

		IN EST:	5/12/2017
		OUT EST:	6/16/2017
BRIDGE NAME:	TRANCAS CREEK BRIDGE (REPLACE)--ALT 3		
BRIDGE NUMBER:	53-0027	**DISTRICT:**	07
TYPE:	PC/PS VOIDED SLAB	**CO:**	LA
EA:	07-291400	**RTE:**	01
PROJECT ID:	0712000094	**PM:**	56.7
ACCELERATED BRIDGE PROJECT	NO	**DEPTH**	2'-2"
		LENGTH	240
DESIGN SECTION:	12	**WIDTH**	90.5
# OF STRUCTURES IN PROJECT :	1	**AREA**	21720
		EST. NO.	
PRICES BY :	VTD	**COST INDEX:**	427
PRICES CHECKED BY :		**DATE:**	
QUANTITIES BY:	DOUG MENZMER	**DATE:**	5/12/2017



The Assumption Curves, unless noted otherwise, are modeled with a triangular distribution with the "Minimum, Likeliest and Maximum values."

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	ITEM PRICE RANGE MINIMUM	LIKELIEST	MAXIMUM	AMOUNT
1	STRUCTURE EXCAVATION (BRIDGE)		CY	320	$90.00	$100.00	$115.00	$32,000
2	STRUCTURE BACKFILL (BRIDGE)		CY	182	$120.00	$150.00	$170.00	$27,300
3	FURNISH 24" CAST-IN-STEEL-SHELL CONCRETE PILING		LF	1280	$120.00	$140.00	$160.00	$179,200
4	DRIVE 24" CAST-IN-STEEL-SHELL CONCRETE PILING		EA	32	$7,000.00	$9,000.00	$11,000.00	$288,000
5	FURNISH 48" CAST-IN-STEEL-SHELL CONCRETE PILING		LF	900	$400.00	$440.00	$490.00	$396,000
6	DRIVE 48" CAST-IN-STEEL-SHELL CONCRETE PILING		EA	18	$22,000.00	$24,000.00	$26,000.00	$432,000
7	FURNISH PC/PS VOIDED SLAB (SIV 48 60")		SQFT	21720	$45.00	$50.00	$55.00	$1,086,000
8	ERECT PC/PS VOIDED SLAB (SIV 48 60")		EA	88	$1,500.00	$2,500.00	$2,500.00	$176,000
9	STRUCTURAL CONCRETE, BRIDGE		CY	532	$935.00	$1,050.00	$1,150.00	$558,600
10	STRUCTURAL CONCRETE, BRIDGE (POLYMER FIBER)		CY	335	$900.00	$1,050.00	$1,250.00	$351,750
11	STRUCTURAL CONCRETE, APPROACH SLAB EQ (10)		CY	64	$1,000.00	$1,100.00	$1,150.00	$70,400
12	BAR REINFORCING STEL (BRIDGE)		LB	321634	$0.80	$1.00	$1.25	$337,716
13	JOINT SEAL (MR 1")		LF	183	$32.00	$45.00	$62.00	$8,235
14	ROCK SLOPE PROTECTION (1 TON, METHOD A)		CY	110	$120.00	$200.00	$300.00	$22,000
15	CALIFORNIA ST-70 BRIDGE RAIL		LF	540	$350.00	$450.00	$500.00	$243,000
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
							SUBTOTAL	$4,208,201

Comments
Suggested work schedule = 23 to 25 months

TIME RELATED OVERHEAD		10%	$420,820
MOBILIZATION		10%	$514,336
SUBTOTAL BRIDGE ITEMS			$5,143,356
CONTINGENCIES		25%	$1,285,839
		SUBTOTAL	$6,429,196

	TYPE	UNIT	QUANTITY	MINIMUM	LIKELIEST	MAXIMUM	
BRIDGE REMOVAL	RC T beam/RC slab	SQFT	7282	$22.00	$30.00	$40.00	

BRIDGE REMOVAL LUMP SUM PRICE INCLUDES TRO, MOBILIZATION AND CONTINGENCY $333,758

Notes

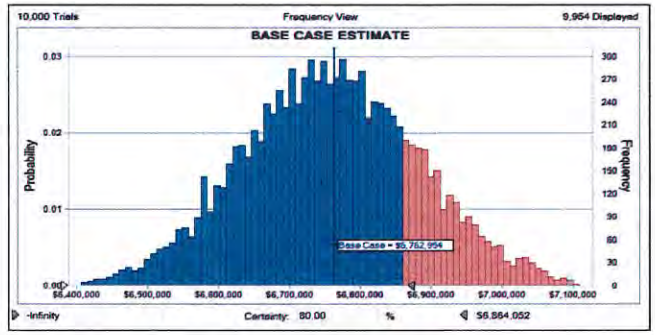
Highlighted cells represent the quantities and prices that are included in the model.
Base Case Estimate is the sum of the Quantity multiplied by "Likeliest" Item Price

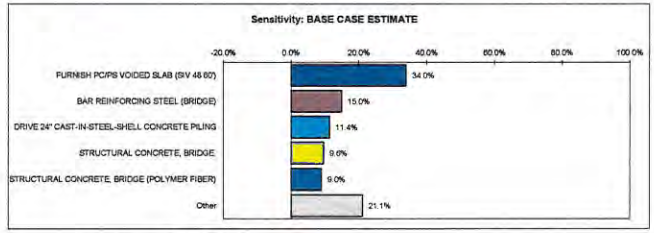
BASE CASE ESTIMATE TO ASSUMED MIDPOINT OF CONSTRUCTION

BASE CASE ESTIMATE $6,762,954

OUTPUT

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





Percentiles:	Forecast values
0%	$6,274,102
10%	$6,597,291
20%	$6,650,401
30%	$6,690,443
40%	$6,725,000
50%	$6,756,290
60%	$6,788,669
70%	$6,823,827
80%	$6,864,052
90%	$6,918,648
100%	$7,175,895

Recommended Range

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

80% FORECAST VALUE = $6,864,000.00

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

Years Beyond Midpoint	Escalation Rate	Escalated Budget Est.
1	2.90%	$7,063,000
2	3.00%	$7,275,000
3	3.30%	$7,515,000
4	3.00%	$7,740,000
5	2.80%	$7,957,000

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

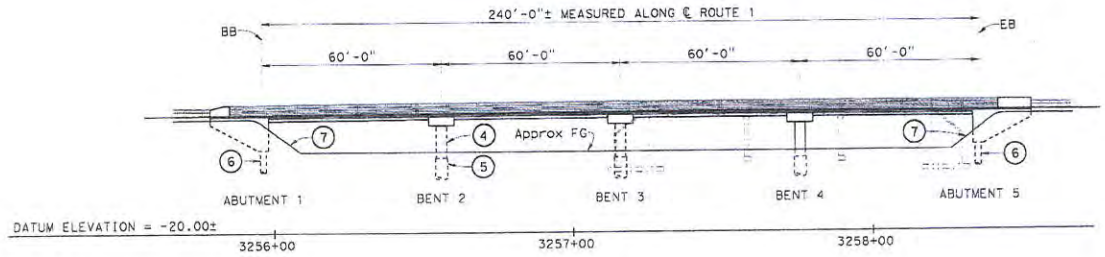
80 % Forecast

BRIDGE COST PER SQUARE FOOT	=	$300
BRIDGE REMOVAL	=	$378,100

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

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Dist	COUNTY	ROUTE	POST MILE
07	LA	1	56.71



ELEVATION
1"=20'-0"

NOTES:

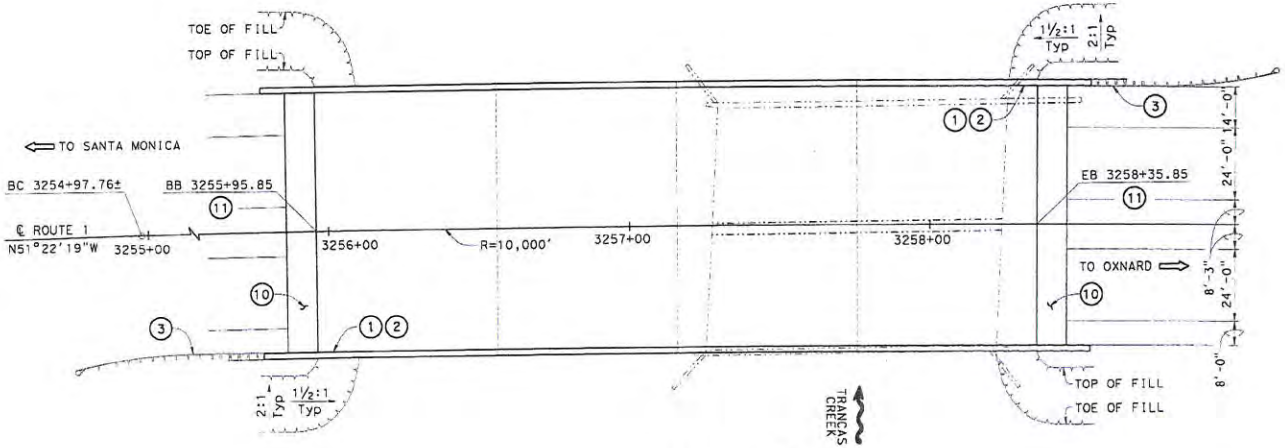
1. Paint 'Trancas Creek Bridge'
2. Paint 'Bridge No. 53-0027'
3. MBGR See "Road Plans"
4. 3'-6"ø Column, typical
5. 4'-0"ø CISS pile
6. 2'-0"ø CISS pile
7. Place rock slope protection (1 Ton)
8. CA ST-70 Bridge Rail
9. Temporary concrete barrier type K See "Road Plans"
10. Structure approach type EQ (10)
11. Match existing profile
12. 2'-6" Closure Pour
13. PC Slab SIV-48

District provides cost and plans for traffic control and temporary concrete barrier type K

LEGEND:

——— Indicates new structure

-·-·-·- Indicates existing structure to be removed



PLAN
1"=20'-0"

ASSUMPTIONS

1. Construction is allowed in the dry season only (May 1 through November 1)
2. Temporary construction easement is given to allow construction equipment access to the creek bed
3. Bents are supported by 4'-0" ø CISS piles
4. 1 Ton, Method A Rock Slope Protection
5. Precast Voided Slabs are assumed for super structure

DATE OF ESTIMATE	06/16/17
BRIDGE REMOVAL	$378,100.00
STRUCTURE DEPTH	2'-2"
LENGTH	240
WIDTH	90.5
AREA	21,720
COST/SQFT INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	$299.96
TOTAL COST	$6,864,000.00

DESIGNED BY WILLIAM ADDLESPURGER	DATE 05-12-17	STRUCTURE DESIGN	ALTERNATIVE 3
DRAWN BY TON DOAN	DATE 05-12-17		PLANNING STUDY-SHEET NO. 1
CHECKED BY DOUG MENZMER	DATE 05-12-17	DESIGN BRANCH 12	TRANCAS CREEK BRIDGE (REPLACEMENT)
APPROVED MATT HOLM	DATE 05-12-17	UNIT: 3606	BRIDGE No. 53-0027
ORIGINAL SCALE IN INCHES 0 1 2 3		SCALE: AS NOTED	PROJECT No. & PHASE: 0712000094
		CONTRACT No.: 07-291400	

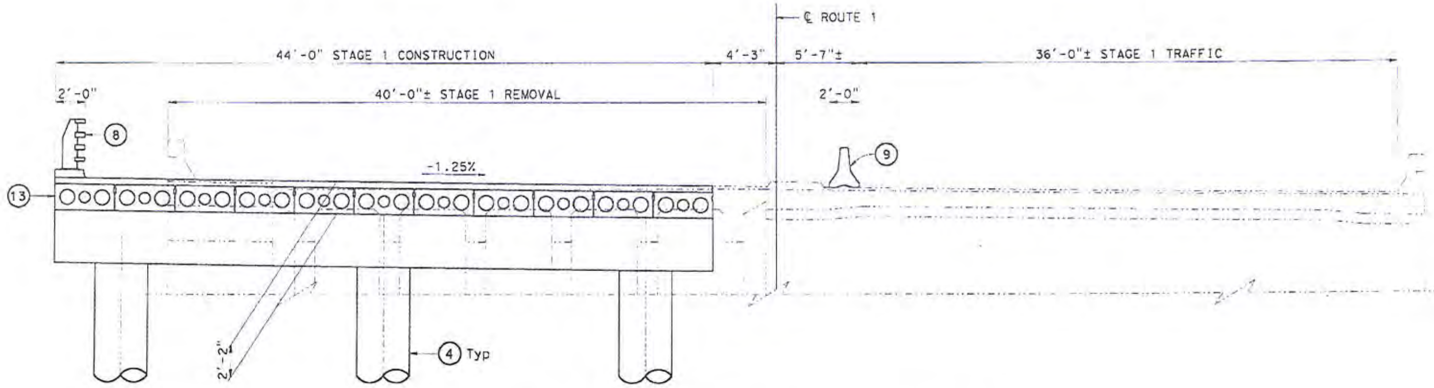
FILE => 53-0027 GT3-cost.dgn

DATE PLOTTED => 12-MAY-2017 TIME PLOTTED => 08:53

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 02-13-17)

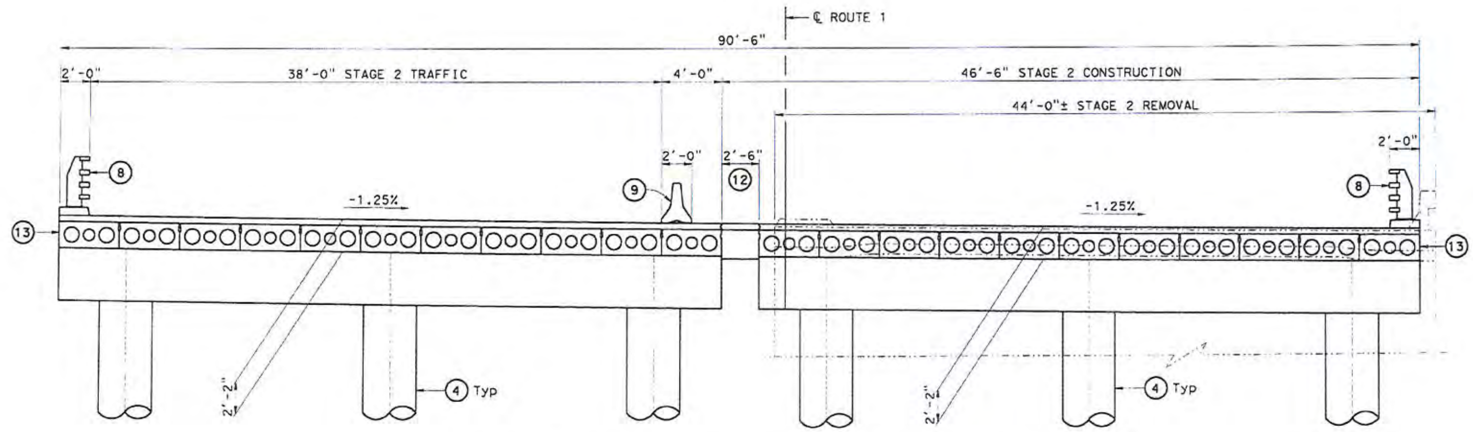
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Dist	COUNTY	ROUTE	POST MILE
07	LA	1	56.71



TYPICAL SECTION-STAGE 1 CONSTRUCTION

1/4 "=1'-0"



TYPICAL SECTION-STAGE 2 CONSTRUCTION

1/4 "=1'-0"

ORIGINAL SCALE IN INCHES 0 1 2 3

DESIGNED BY WILLIAM ADDLESPURGER	DATE 05-12-17	STRUCTURE DESIGN
DRAWN BY TON DOAN	DATE 05-12-17	DESIGN BRANCH 12
CHECKED BY DOUG MENZMER	DATE 05-12-17	
APPROVED MATT HOLM	DATE 05-12-17	

ALTERNATIVE 3

PLANNING STUDY-SHEET NO. 2

TRANCAS CREEK BRIDGE (REPLACEMENT)

UNIT: 3606	BRIDGE No. 53-0027
SCALE: AS NOTED	PROJECT No. & PHASE: 0712000094

CONTRACT No.: 07-291400

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 02-13-17)

Attachment E

STORM WATER DATA REPORT

(SWDR)

(Cover Page)

Dist-County-Route: 07-LA-001
Post Mile Limits: 56.5/56.9
Type of Work: Bridge Replacement
Project ID (EA): 0712000019 (291400)
Program Identification: HB 21

Phase: ☐ PID ☒ PA/ED ☐ PS&E

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

Total Disturbed Soil Area: 0.62 acres Post Construction Treatment Area: 0 acres

Alternative Compliance (acres): 0 acres

Estimated Const. Start Date: 05/29/18 Estimated Const. Completion Date: 01/15/20

Risk Level: RL 1 ☐ RL 2 ☒ RL 3 ☐ WPCP ☐ Other:

Is the Project within a TMDL watershed? Yes ☒ No ☐

TMDL Compliance Units (acres):

Notification of ADL reuse (if yes, provide date): Yes ☐ Date: No ☒

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

Barnabas F. Vorreiter, Registered Project Engineer/Landscape Architect Date

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

Shahriar Yadegari, *Project Manager* *Date*

Roger Castillo, *Designated Maintenance Representative* *Date*

Ron Russak, *Designated Landscape Architect Representative* *Date*

[Stamp Required at PS&E only]

Shirley Park, *District/Regional Design SW Coordinator or Designee* *Date*

Attachment F

COST ESTIMATE
ALTERNATIVE 2

Project Report Cost Estimate Summary

Caltrans Metric

District-County-Route 07-LA-01

PM 56.5/56.9

EA 291400

Program Code 40.50.201.110
Bridge Rehabilitation

PROJECT DESCRIPTION:

Limits: In Los Angeles County in Malibu rom Guernsey Avenue to Trancas Canyon Road

Proposed Improvement (Scope): Replace Trancas Creek Bridge and widen roadway on the southbound side outside shoulder to provide for bicycle and pedestrian walkway.

Alternate: Alternative 2

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	$ 3,535,330
TOTAL STRUCTURE ITEMS	$ 5,546,000
SUBTOTAL CONSTRUCTION COSTS	$ 9,081,330
TOTAL RIGHT OF WAY ITEMS	$40,117,529
TOTAL PROJECT CAPITAL OUTLAY COSTS	$49,198,859

Reviewed by District Program Manager _____
(Signature)

Approved by Project Manager _____ Date _____
(Signature)

Phone No. _____ Page No. 1 of 6

District-County-Route 07-LA-01
PM 56.5/56.9
EA 291400

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	6,185	CY	$ 70.00	$ 432,950	
Structural Backfill (Sound Wall)			$	$	
Clearing & Grubbing	1	LS	$10,000.00	$ 10,000	
Develop Water Supply			$	$	
Remove Asphalt Concrete Dike			$	$	
Remove Concrete (Curb & Gutter)			$	$	
Remove Concrete Barrier			$	$	
Remove Sound Wall Masonry			$	$	
Remove MBGR			$	$	
Minor Concrete (Curb and Gutter)			$	$	
			Subtotal Roadway Items		$ 442,950
Section 2 Pavement Structural Section*					
PCC Pavement (260 mm Depth)			$	$	
Asphalt Concrete	5,200	TON	$ 85.00	$ 442,000	
Lean Concrete Base			$	$	
Class 3, Aggregate Base	1,605	CY	$ 60.00	$ 96,300	
Cement-Treated Base			$	$	
Treated Permeable Base			$	$	
Aggregate Subbase			$	$	
Pavement Reinforcing Fabric			$	$	
Edge Drains			$	$	
			$	$	
			Subtotal Pavement Structural Section		$ 538,300
Section 3 Drainage					
Drainage Adjustment and Rehab	1	LS	$75,000.00	$ 75,000	
Storm Drains			$	$	
Pumping Plants			$	$	
Project Drainage (X-Drains, overside, etc.)			$	$	
			$	$	
			$	$	
			$	$	
			$	$	
			Subtotal Drainage		$ 75,000

*Reference sketch showing typical pavement structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

NOTE: Extra lines are provided for items not listed, use additional lines as appropriate.

District-County-Route 07-LA-01
PM 56.5/56.9
EA 291400

Section 4 Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
400 mm CIDH Conc Pilling (SW)			$	$	
Sound Wall Masonry Block			$	$	
Concrete Barrier Type 736			$	$	
Highway Planting			$	$	
Maintain Existing Plants			$	$	
Plant Establishment Work			$	$	
Irrigation System			$	$	
Maintain Exist Irrigation Facilities			$	$	
Retaining Walls			$	$	
Irrigation Modification			$	$	
Relocate Private Irrigation Facilities			$	$	
Erosion Control			$	$	
Slope Protection			$	$	
Storm Water BMPs	1	LS	$169,920	$ 169,920	
Hazardous Waste Mitigation Work	1	L S	$100,000	$ 100,000	
Environmental Mitigation	1	LS	$ 500,000	$ 500,000	
Resident Engineer Office Space	1	LS	$ 100,00	$ 100,00	
			Subtotal Specialty Items		$869,920
Section 5 Traffic Items					
Traffic Control, COOZIP, Flaggers	1	LS	$ 300,000	$ 300,000	
Traffic Delineation Items	1	LS	$ 150,000	$ 150,000	
Traffic Signals			$	$	
Relocate Overhead Sign Structures			$	$	
Roadside Signs			$	$	
Temporary Railing (Type K)	4,200	LF	$ 25	$ 105,000	
Transportation Management Plan			$	$	
Construction Area Signs	1	LS	$ 15,000	$ 15,000	
Communication System			$	$	
			$	$	
			Subtotal Traffic Items		$570,000
			TOTAL SECTIONS 1 thru 5		$2,496,170

NOTE: Extra lines are provided for items not listed, use additional lines as appropriate.

District-County-Route 07-LA-01
PM 56.5/56.9
EA 291400

Section 6 Minor Items		Item Cost	Section Cost
$2,496,170 (Subtotal Sections 1 thru 5)	x (5 to 10%) =	$124,810	
TOTAL MINOR ITEMS			$124,810

Section 7 Roadway Mobilization

$2,620,980 (Subtotal Sections 1 thru 6)	x (10%) =	$262,100	
TOTAL ROADWAY MOBILIZATION			$262,100

Section 8 Roadway Additions

Supplemental Work

$2,620,980 (Subtotal Sections 1 thru 6)	x (5 to 10%) =	$131,050	

Contingencies

$2,620,980 (Subtotal Sections 1 thru 6)	x (**20%) =	$524,200	
TOTAL ROADWAY ADDITIONS			$655,250
TOTAL ROADWAY ITEMS (Subtotal Sections 1 thru 8)			$3,538,330

Estimate Prepared By Barnabas F. Vorreiter Phone# (213) 897-6791 Date _____
(Print Name)

Estimate Checked By _____ Phone# _____ Date _____
(Print Name)

** Use appropriate percentage per Chapter 20.

District-County-Route 07-LA-01
PM 56.5/56.9
EA 291400

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name			
Structure Type			
Width (out to out) - (ft)			
Span Lengths - (ft)			
Total Area - (ft^2)			
Footing Type (pile/spread)			
Cost Per ft^2 (incl. 10% mobilization and 20% contingency)			
Total Cost for Structure			

SUBTOTAL STRUCTURES ITEMS $5,546,000
(Sum of Total Cost for Structures)

Railroad Related Costs: _____ $_____
_____ $_____
_____ $_____

SUBTOTAL RAILROAD ITEMS $_____

TOTAL STRUCTURES ITEMS $5,546,000
(Sum of Structures Items plus Railroad Items)

COMMENTS:

Estimate Prepared By _____ Phone# _____ Date _____
(Print Name)

NOTE: If appropriate, attach additional pages and backup.

District-County-Route 07-LA-01
PM 56.5/56.9
EA 291400

III. RIGHT OF WAY ITEMS — ESCALATED VALUE

A. Acquisition, including excess lands, damages to remainder(s) and Goodwill $_____

B. Utility Relocation (State share) $ 2,437,000

C. Relocation Assistance $_____

D. Clearance/Demolition $_____

E. Title and Escrow Fees $37,680,529

TOTAL RIGHT OF WAY ITEMS $40,117,529
(Escalated Value)

Anticipated Date of Right of Way Certification 06/29/2019
(Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work:

_____

_____

_____

_____

Right of Way Branch Cost Estimate for Work * $_____

* This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items.

COMMENTS:

Estimate Prepared By _____ Phone# _____ Date _____
(Print Name)

NOTE: If appropriate, attach additional pages and backup.

Page No. 6 of 6

Attachment G

COST ESTIMATE
ALTERNATIVE 3
(PREFERRED ALTERNATIVE)

Project Report Cost Estimate Summary

Caltrans Metric

District-County-Route 07-LA-01

PM 56.5/56.9

EA 291400

Program Code 40.50.201.110
Bridge Rehabilitation

PROJECT DESCRIPTION:

Limits: In Los Angeles County in Malibu rom Guernsey Avenue to Trancas Canyon Road

Proposed Improvement (Scope): Replace Trancas Creek Bridge and widen roadway on the southbound side outside shoulder to provide for bicycle and pedestrian walkway.

Alternate: Alternative 3

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	$ 3,513,350
TOTAL STRUCTURE ITEMS	$ 6,864,000
SUBTOTAL CONSTRUCTION COSTS	$10,337,350
TOTAL RIGHT OF WAY ITEMS	$41,371,324
TOTAL PROJECT CAPITAL OUTLAY COSTS	$51,748,674

Reviewed by District Program Manager _____
(Signature)

Approved by Project Manager _____ Date _____
(Signature)

Phone No. _____ Page No. 1 of 6

District-County-Route 07-LA-01
PM 56.5/56.9
EA 291400

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	10,910	CY	$ 65.00	$ 709,150	
Structural Backfill (Sound Wall)			$	$	
Clearing & Grubbing	1	LS	$15,000.00	$ 15,000	
Develop Water Supply			$	$	
Remove Asphalt Concrete Dike			$	$	
Remove Concrete (Curb & Gutter)			$	$	
Remove Concrete Barrier			$	$	
Remove Sound Wall Masonry			$	$	
Remove MBGR			$	$	
Minor Concrete (Curb and Gutter)			$	$	
			Subtotal Roadway Items		$ 724,150
Section 2 Pavement Structural Section*					
PCC Pavement (260 mm Depth)			$	$	
Asphalt Concrete	1,180	TON	$ 95.00	$ 112,100	
Lean Concrete Base			$	$	
Class 3, Aggregate Base	365	CY	$ 75.00	$ 27,375	
Cement-Treated Base			$	$	
Treated Permeable Base			$	$	
Aggregate Subbase			$	$	
Pavement Reinforcing Fabric			$	$	
Edge Drains			$	$	
			Subtotal Pavement Structural Section		$ 139,475
Section 3 Drainage					
Drainage Adjustment and Rehab	1	LS	$75,000.00	$ 75,000	
Storm Drains			$	$	
Pumping Plants			$	$	
Project Drainage (X-Drains, overside, etc.)			$	$	
			$	$	
			$	$	
			Subtotal Drainage	$ 75,000	

*Reference sketch showing typical pavement structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

NOTE: Extra lines are provided for items not listed, use additional lines as appropriate.

District-County-Route 07-LA-01
PM 56.5/56.9
EA 291400

Section 4 Specialty Items	Quantity	Unit	Unit Price	Item Cost	Section Cost
400 mm CIDH Conc Pilling (SW)			$	$	
Sound Wall Masonry Block			$	$	
Concrete Barrier Type 736			$	$	
Highway Planting			$	$	
Maintain Existing Plants			$	$	
Plant Establishment Work			$	$	
Irrigation System			$	$	
Maintain Exist Irrigation Facilities			$	$	
Retaining Walls			$	$	
Irrigation Modification			$	$	
Relocate Private Irrigation Facilities			$	$	
Erosion Control			$	$	
Slope Protection			$	$	
Storm Water BMPs	1	LS	$169,920	$ 169,920	
Hazardous Waste Mitigation Work	1	L S	$100,000	$ 100,000	
Environmental Mitigation	1	LS	$ 600,000	$ 600,000	
Resident Engineer Office Space	1	LS	$ 100,000	$ 100,000	
			Subtotal Specialty Items		$969,920
Section 5 Traffic Items					
Traffic Control, COOZIP, Flaggers	1	LS	$ 300,000	$ 300,000	
Traffic Delineation Items	1	LS	$ 150,000	$ 150,000	
Traffic Signals			$	$	
Relocate Overhead Sign Structures			$	$	
Roadside Signs			$	$	
Temporary Railing (Type K)	4,200	LF	$ 25	$ 105,000	
Transportation Management Plan			$	$	
Construction Area Signs	1	LS	$ 15,000	$ 15,000	
Communication System			$	$	
			$	$	
			Subtotal Traffic Items		$570,000
			TOTAL SECTIONS 1 thru 5		$2,478,545

NOTE: Extra lines are provided for items not listed, use additional lines as appropriate.

District-County-Route 07-LA-01
PM 56.5/56.9
EA 291400

Section 6 Minor Items	Item Cost	Section Cost
$2,478,545 x (5 to 10%) = (Subtotal Sections 1 thru 5)	$123,930	
TOTAL MINOR ITEMS		$123,930

Section 7 Roadway Mobilization		
$2,602,475 x (10%) = (Subtotal Sections 1 thru 6)	$260,250	
TOTAL ROADWAY MOBILIZATION		$260,250

Section 8 Roadway Additions

Supplemental Work		
$2,602,475 x (5 to 10%) = (Subtotal Sections 1 thru 6)	$130,125	
Contingencies		
$2,602,475 x (**20%) = (Subtotal Sections 1 thru 6)	$520,500	
TOTAL ROADWAY ADDITIONS		$650,625
TOTAL ROADWAY ITEMS (Subtotal Sections 1 thru 8)		$3,513,350

Estimate Prepared By Barnabas F. Vorreiter Phone# (213) 897-6791 Date _____
(Print Name)

Estimate Checked By _____ Phone# _____ Date _____
(Print Name)

** Use appropriate percentage per Chapter 20.

District-County-Route 07-LA-01
PM 56.5/56.9
EA 291400

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name			
Structure Type			
Width (out to out) - (ft)			
Span Lengths - (ft)			
Total Area - (ft^2)			
Footing Type (pile/spread)			
Cost Per ft^2 (incl. 10% mobilization and 20% contingency)			
Total Cost for Structure			

SUBTOTAL STRUCTURES ITEMS $6,864,000
(Sum of Total Cost for Structures)

Railroad Related Costs: _____ $_____
_____ $_____
_____ $_____

SUBTOTAL RAILROAD ITEMS $_____

TOTAL STRUCTURES ITEMS $6,864,000
(Sum of Structures Items plus Railroad Items)

COMMENTS:

Estimate Prepared By _____ Phone# _____ Date _____
(Print Name)

NOTE: If appropriate, attach additional pages and backup.

District-County-Route 07-LA-01
PM 56.5/56.9
EA 291400

III. RIGHT OF WAY ITEMS — ESCALATED VALUE

A. Acquisition, including excess lands, damages to remainder(s) and Goodwill $_____

B. Utility Relocation (State share) $ 3,458,800

C. Relocation Assistance $_____

D. Clearance/Demolition $_____

E. Title and Escrow Fees $41,188,755

TOTAL RIGHT OF WAY ITEMS $44,647,555
(Escalated Value)

Anticipated Date of Right of Way Certification $_____
(Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work:

_____

_____

_____

_____

Right of Way Branch Cost Estimate for Work * $_____

* This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items.

COMMENTS:

Estimate Prepared By _____ Phone# _____ Date _____
(Print Name)

NOTE: If appropriate, attach additional pages and backup.

Page No. 6 of 6

Attachment H

RIGHT OF WAY DATA SHEET

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Serious Drought!
Help Save Water!

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

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

Date: 5/24/2017
EA: 291400
Data Sheet ID NO: ds2570
Project ID # 0712000094

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

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

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

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

TO **Orlance Lee**
ATTN **Barney Vorreiter**
SENIOR R/W P&M **Shahriar Yadegari**
ROUTE 1
PM_KM 56.5/56.9
EA 291400
Project ID # 0712000094
ALT 1

R/W DATA SHEET

ID NO ds2570

Date of Data Sheet 5/24/2017

Project Description On Route 1,In Los Angeles County in Malibu, from Guernsey Avenue to Trancas Canyon Road

This cost estimate is valid for the above scoping report only. This is an estimate only and not an appraisal. It may be based on worse case scenarios.
The estimate is subject to change and revision.
The mapping did not provide sufficient nor adequate detail to determine the limits of thr Right of Way required and effects on the improvements.
The transportation facilities have not been sufficiently designed for our estimator to determine the damages to any of the remainder parcels affected by the project.

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

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

RW COST ESTIMATE

	CURRENT VALUE	ESCALATED VALUE
R/ w acq.(incl.contingency G.w-condem.-adm.s'tl.)Permits	**$10,000**	**$10,000**
Clearance		
RAP (cont rate.)		
Escrow costs (cont rate.)		
Utility relocation costs		
Estimate of Reimbursed Appraisal Fee		
Total estimated cost	**$10,000**	**$10,000**

Data Sheet ID NO: ds2570
ROUTE 1
PM_KM 56.5/56.9
EA 291400
ALT 1

Parcel Count and Py Info

PARCEL TYPES	DUAL APPR.
A	
B	
C	
D	
F	

RIGHTS NEEDED	
FEE	
EASE	
TCE	

TAKES	
FULL	
PART	
TOTAL	

DISPLACEMENT OF UNITS	
SFR	
BUS	
MULTI	

PARCELS WITH RAP

POTENTIAL CLEARANCE PARCELS

POTENTIAL CONDEMNATION PARCELS

POTENTIAL EXCESS PARCELS

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

Estimate Of Right Of Way Support Hours

Activity Codes	Function	Hours
225 & 245	Appraisals	
225 & 245	Acquisitions	
200	Utilities	
185.20.40	Utility Potholing	
205	Railroads	
225 & 245	Condemnation	
225 & 245	Clearance	
225 & 245	Relocation	
220 & 300	RW Engineering	
	Total	100

UTILITY INFORMATION

Are utility easements required? ____

Are Utility agreements required? ____

Total Current Cost _____

Const. Completion Date 8/15/2021

Utility Escalation Rate 8%

Total Escalated Cost _____

Data Sheet ID NO: ds2570
ROUTE 1
PM_KM 56.5/56.9
EA 291400
ALT 1

RR INFORMATION

Are RR affected 0

Describe the RR facilities affected, and ownership: no rail
(i.e. RR name, RR spurs, branch lines, at grade crossings?)

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

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

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

Phase 4 costs: RR Flagging related to construction activity. This cost is a phase 4 construction contract cost. Though noted on the RW datasheet, the estimated flagging cost is not a RW cost, and not a part of the RW Capital. This estimate is provided so it can be added to the engineer's estimate for construction – RR flagging estimate is based on the number of days flagging is needed for construction activity.	
Phase 9 costs: Purchase of rights for construction, agreements, Preliminary Engineering Contracts, RR re-arrangement costs. This figure is included in the RW Capital estimate total.	**$ 0**

		DATE
Right of Way Estimate prepared by	Victor Lee	5/24/17
Railroad Estimate prepared by	Victor Lee	5/24/17
Utilities Estimate prepared by	Victor Lee	5/24/17

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

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

CHIEF _____ 6-30-17

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Serious Drought!
Help Save Water!

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

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

Date: 6/28/2017
EA: 291400
Data Sheet ID NO: ds2635
Project ID # 0712000094

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

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

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

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

Current Schedule: PRSM

PAED (M 200)	MA (M 224)	RWC (M 410)	RTL (M 460)	CCA (M 600)
6/29/2017	N/A	6/29/2019	6/30/2019	8/15/2021

TO **Orlance C Lee**
ATTN **Barney Vorreiter**
SENIOR R/W P&M **Shahriar Yadegari**
ROUTE 1
PM_KM 56.5/56.9
EA 291400
Project ID # 0712000094
ALT 2

R/W DATA SHEET

ID NO ds2635

Date of Data Sheet 6/28/2017

Project Description Replace Trancas Creek Bridge in Los Angeles County, Malibu.

This cost estimate is valid for the above scoping report only. This is an estimate only and not an appraisal. It may be based on worse case scenarios.
The estimate is subject to change and revision.
The mapping did not provide sufficient nor adequate detail to determine the limits of thr Right of Way required and effects on the improvements.
The transportation facilities have not been sufficiently designed for our estimator to determine the damages to any of the remainder parcels affected by the project.

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

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

RW COST ESTIMATE

	CURRENT VALUE	ESCALATED VALUE
R/ w acq.(incl.contingency G.w-condem.-adm.s'tl.)Permits	**$36,165,427**	**$41,528,783**
Clearance	**$250,214**	**$287,320**
RAP (cont rate.)	**$1,176,000**	**$1,350,401**
Escrow costs (cont rate.)	**$81,388**	**$93,457**
Utility relocation costs	**$2,437,000**	**$3,351,357**
Estimate of Reimbursed Appraisal Fee	**$7,500**	**$7,500**
Total estimated cost	**$40,117,529**	**$46,618,818**

Escalation Rate Rw .07
Escalation Rate Utilities .08
Cert.date 6/29/19

Data Sheet ID NO: ds2635
ROUTE 1
PM_KM 56.5/56.9
EA 291400
ALT 2

Parcel Count and Py Info

PARCEL TYPES	DUAL APPR.
A	
B	5
C	
D	
F	

RIGHTS NEEDED	
FEE	3
EASE	
TCE	2

TAKES	
FULL	1
PART	4
TOTAL	5

DISPLACEMENT OF UNITS	
SFR	1
BUS	
MULTI	

PARCELS WITH RAP
1

POTENTIAL CLEARANCE PARCELS
3

POTENTIAL CONDEMNATION PARCELS
2

POTENTIAL EXCESS PARCELS

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

Estimate Of Right Of Way Support Hours

Activity Codes	Function	Hours
225 & 245	Appraisals	875
225 & 245	Acquisitions	1,025
200	Utilities	1,720
185.20.40	Utility Potholing	225
205	Railroads	
225 & 245	Condemnation	630
225 & 245	Clearance	645
225 & 245	Relocation	290
220 & 300	RW Engineering	1,500
	Total	**6,910**

UTILITY INFORMATION

1)	Relocate 4" Water (LA County Water District) in feet	220	300	$66,000
2)	Relocate 6" Water (LA County Water District) in feet	120	450	$54,000
3)	Relocate 16" Water (LA County Water District) in feet	220	1200	$264,000
4)	Relocate 6 5/8" Gas (SCG) in feet	220	1350	$297,000
5)	Relocate 10 Telecom ducts (Verizon) 220 feet per duct	2200	200	$440,000
6)	Relocate Joint Wood Power Poles (SCE)	7	50000	$350,000
7)	Relocate Telephone Pole (Verizon)	1	50000	$50,000
8)	Relocate Fiber Optic Lines (Crown Castle) in feet	900	250	$225,000
9)	Relocate Fiber Optic Lines (Spectrum) in feet	900	250	$225,000
10)	Relocate Fiber Optic Lines (Verizon) in feet	900	250	$225,000
11)	Remove 6" abandoned Water (LA County Water District) in feet	220	450	$99,000
12)	Install Guy Anchors for Power Poles (SCE)	8	10000	$80,000
13)	Adjust Telephone Manhole (Verizon) to grade	1	3000	$3,000
14)	Adjust Gas Valve (SCG) to grade	1	5000	$5,000
15)	Pothole 6 5/8" Gas (SCG)	18	3000	$54,000

Are utility easements required? No

Are Utility agreements required? Yes

Total Current Cost $2,437,000

Const. Completion Date 8/15/2021

Utility Escalation Rate 8%

Total Escalated Cost $3,351,357

Data Sheet ID NO: ds2635
ROUTE 1
PM_KM 56.5/56.9
EA 291400
ALT 2

RR INFORMATION

Are RR affected NONE

Describe the RR facilities affected, and ownership: None
(i.e. RR name, RR spurs, branch lines, at grade crossings?)

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

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

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

Phase 4 costs: RR Flagging related to construction activity. This cost is a phase 4 construction contract cost. Though noted on the RW datasheet, the estimated flagging cost is not a RW cost, and not a part of the RW Capital. This estimate is provided so it can be added to the engineer's estimate for construction – RR flagging estimate is based on the number of days flagging is needed for construction activity.	
Phase 9 costs: Purchase of rights for construction, agreements, Preliminary Engineering Contracts, RR re-arrangement costs. This figure is included in the RW Capital estimate total.	**$ 0**

		DATE
Right of Way Estimate prepared by	Victor Lee	6/26/17
Railroad Estimate prepared by	Steve Johnson	6/22/17
Utilities Estimate prepared by	Michele Graves	6/26/17

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

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

CHIEF _____ 6-30-17

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Serious Drought!
Help Save Water!

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

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

Date: 6/28/2017
EA: 291400
Data Sheet ID NO: ds2637
Project ID # 0712000094

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

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

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

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

Current Schedule: PRSM

PAED (M 200)	MA (M 224)	RWC (M 410)	RTL (M 460)	CCA (M 600)
6/29/2017	N/A	6/29/2019	6/30/2019	8/15/2021

TO **Orlance C Lee**
ATTN **Barney Vorreiter**
SENIOR R/W P&M **Shahriar Yadegari**
ROUTE 1
PM_KM 56.5/56.9
EA 291400
Project ID # 0712000094
ALT 3

R/W DATA SHEET

ID NO ds2637

Date of Data Sheet 6/28/2017

Project Description Replace Trancas Creek Bridge in Los Angeles County, Malibu, CA

This cost estimate is valid for the above scoping report only. This is an estimate only and not an appraisal. It may be based on worse case scenarios.
The estimate is subject to change and revision.
The mapping did not provide sufficient nor adequate detail to determine the limits of thr Right of Way required and effects on the improvements.
The transportation facilities have not been sufficiently designed for our estimator to determine the damages to any of the remainder parcels affected by the project.

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

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

RW COST ESTIMATE

	CURRENT VALUE	ESCALATED VALUE
R/ w acq.(incl.contingency G.w-condem.-adm.s'tl.)Permits	**$35,629,927**	**$40,913,868**
Clearance	**$250,214**	**$287,320**
RAP (cont rate.)	**$1,176,000**	**$1,350,401**
Escrow costs (cont rate.)	**$80,183**	**$92,074**
Utility relocation costs	**$4,227,500**	**$5,813,648**
Estimate of Reimbursed Appraisal Fee	**$7,500**	**$7,500**
Total estimated cost	**$41,371,324**	**$48,464,811**

Escalation Rate Rw .07
Escalation Rate Utilities .08
Cert.date 6/29/19

Data Sheet ID NO: ds2637
ROUTE 1
PM_KM 56.5/56.9
EA 291400
ALT 3

Parcel Count and Py Info

PARCEL TYPES	DUAL APPR.
A	
B	5
C	
D	
F	

RIGHTS NEEDED	
FEE	3
EASE	
TCE	2

TAKES	
FULL	1
PART	4
TOTAL	5

DISPLACEMENT OF UNITS	
SFR	1
BUS	
MULTI	

PARCELS WITH RAP
1

POTENTIAL CLEARANCE PARCELS
3

POTENTIAL CONDEMNATION PARCELS
2

POTENTIAL EXCESS PARCELS

UTILITY IMPACTS	
u4-1	
u4-2	
u4-3	
u4-4	5
u5-7	
u5-8	
u5-9	5

Estimate Of Right Of Way Support Hours

Activity Codes	Function	Hours
225 & 245	Appraisals	875
225 & 245	Acquisitions	1,025
200	Utilities	2,150
185.20.40	Utility Potholing	225
205	Railroads	
225 & 245	Condemnation	630
225 & 245	Clearance	645
225 & 245	Relocation	290
220 & 300	RW Engineering	1,800
	Total	**7,640**

UTILITY INFORMATION

1)	Relocate 4" Water (LA County Water District) in feet	340	300	$102,000
2)	Relocate 6" Water (LA County Water District) in feet	120	450	$54,000
3)	Relocate 16" Water (LA County Water District) in feet	340	1200	$408,000
4)	Relocate 6 5/8" Gas (SCG) in feet	340	1350	$459,000
5)	Relocate 10 Telecom ducts (Verizon) 340 feet per duct	3400	200	$680,000
6)	Relocate Joint Wood Power Poles (SCE)	7	50000	$350,000
7)	Relocate Fiber Optic Lines (Crown Castle) in feet	1100	250	$275,000
8)	Relocate Fiber Optic Lines (Spectrum) in feet	1100	250	$275,000
9)	Relocate Fiber Optic Lines (Verizon) in feet	1100	250	$275,000
10)	Remove 6" abandoned Water (LA County Water District) in feet	340	450	$153,000
11)	Install Steel Power Poles (SCE)	2	400000	$800,000
12)	Install Guy Anchors for Power Poles (SCE)	9	10000	$90,000
13)	Remove Joint Wood Power Poles (SCE)	2	50000	$100,000
14)	Relocate Telephone Pole (Verizon)	1	50000	$50,000
15)	Relocate Fire Hydrant (LA County Water District)	1	20000	$20,000

Are utility easements required? No

Are Utility agreements required? Yes

Total Current Cost $4,227,500

Const. Completion Date 8/15/2021

Utility Escalation Rate 8%

Total Escalated Cost $5,813,648

Data Sheet ID NO: ds2637
ROUTE 1
PM_KM 56.5/56.9
EA 291400
ALT 3

RR INFORMATION

Are RR affected 0

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

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

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

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

Phase 4 costs: RR Flagging related to construction activity. This cost is a phase 4 construction contract cost. Though noted on the RW datasheet, the estimated flagging cost is not a RW cost, and not a part of the RW Capital. This estimate is provided so it can be added to the engineer's estimate for construction – RR flagging estimate is based on the number of days flagging is needed for construction activity.	
Phase 9 costs: Purchase of rights for construction, agreements, Preliminary Engineering Contracts, RR re-arrangement costs. This figure is included in the RW Capital estimate total.	**$ 0**

		DATE
Right of Way Estimate prepared by	Victor Lee	6/26/17
Railroad Estimate prepared by	Presley Burroughs	6/20/17
Utilities Estimate prepared by	Michele Graves	6/26/17

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

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

CHIEF _____ 6-30-17

Attachment I

TRAFFIC MANAGEMENT PLAN

(TMP)

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: Nho Nguyen, Project Engineer

Date: June 1, 2015
File: LA–01, PM 56.5/56.9
07–291400/0712000094

From: Jocelyn Chiang, Acting STE
Office of District Traffic Manager
DEPARTMENT OF TRANSPORTATION

Subject: Transportation Management Plan (TMP) Data Sheet

Attached are the approved TMP Data Sheet and the preliminary "Lane Requirement Charts" for the above referenced project. If you have any questions, please contact Raymond Shehata of my staff at 7-7940 or myself at 7-1834.

Jocelyn Chiang, P.E., Acting STE
Office of District Traffic Manager

Attachments

Cc: File
Orlance C. Lee — Design Manager
Shahriar Yadegari — Project Manager

TRANSPORTATION MANAGEMENT PLAN DATA SHEET
(Preliminary TMP Elements and Costs)

Co/Rte/PM LA-01, PM 56.5/56.9 EA 291400 / 0712000094 Alternative No. ____

Project Limit In the City of Malibu in Los Angeles County on Route 1 at Trancas Creek Bridge.

Project Description Replacing the existing Trancas Bridge.

1) Public Information

- ☐ a. Brochures and Mailers $ ____
- ☒ b. Press Release
- ☒ c. Paid Advertising $15,000.00
- ☐ d. Public Information Center/Kiosk $ ____
- ☐ e. Public Meeting/Speakers Bureau
- ☐ f. Telephone Hotline
- ☒ g. Internet
- ☐ h. Others ____ $ ____

2) Motorists Information Strategies

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

3) Incident Management

- ☒ a. Construction Zone Enhanced Enforcement Program (COZEEP) $76,000.00
- ☐ b. Freeway Service Patrol $ ____
- ☐ c. Traffic Management Team
- ☐ d. Helicopter Surveillance $ ____
- ☐ e. Traffic Surveillance Stations (Loop Detector and CCTV) $ ____
- ☐ f. Others ____ $ ____

4) Construction Strategies

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

5) Demand Management

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

6) Alternative Route Strategies

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

7) Other Strategies

- [ ] a. Application of New Technology $ _____
- [ ] e. Others _____ $ _____

TOTAL ESTIMATED COST OF TMP ELEMENTS = $91,000.00

Project Notes:

1. The scope of work involves replacing existing Trancas Creek Bridge.
2. Public Affairs Compaign cost estimate of $15,000.00 was provided by David P. White, PublicInformation Officer, Caltrans Office of Public Affairs and Media Relations, on 4/24/2015.
3. In the instruction to the RE File, inform RE to notify Public Affairs prior to construction to ensure that a PIO is assigned for the project.
4. COZEEP cost estimate of $76,000.00 was provided by Amjad Obeid, Construction Traffic Advisor-South, on 4/27/2015.
5. It is anticipated work will be performed in accordance with the Lane Requirements Charts provided in the Maintaining Traffic Specifications.
6. Any changes in construction strategy that would result in a different type of closures other than indicated here shall require a revision for the TMP Data Sheet.

PREPARED BY — Raymond Shehata, T.E. — DATE 5/28/15

APPROVAL RECOMMENDED BY — Jocelyn Chiang, Acting S.T.E. — DATE 5/28/15

APPROVED BY — Sam Esquenazi, District Traffic Manager — DATE 5/28/2015

Preliminary Chart
EA 291400 - EFIS 0712000094

Chart no. 1
Conventional Highway Lane Requirements and Hours of Work

County: LA | Route/Direction: 01/NB

Closure limits: Trancas Creek Bridge

Hour	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon-Thu	N	N	N	N	N	N	N	N	N	1	1	1	1	1	1	N	N	N	N	N	N	N	N	N	N
Fri	N	N	N	N	N	N	N	N	N	1	1	1	1	1	1	N	N	N	N	N	N	N	N	N	N
Sat	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Sun	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N

Legend:

Delete [cut] any legend not used.
Do not use shading or crosshatching. 1/2-hour increments can be accomplished by splitting the appropriate cell. Place the cursor inside the cell, right click on the mouse, and select split cell.
Edit for right or left shoulder closure. Do not edit if both shoulder closures apply.

1 Provide at least 1 through traffic lane open in direction of travel

N No work allowed

Edit for the number of through traffic lanes.

REMARKS: The number of through traffic lanes is 2.

Preliminary Chart
EA 291400 - EFIS 0712000094

Chart no. 2
Conventional Highway Lane Requirements and Hours of Work

County: LA | Route/Direction: 01/SB

Closure limits: Trancas Creek Bridge

Hour	24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon-Thu	N	N	N	N	N	N	N	N	N	1	1	1	1	1	1	N	N	N	N	N	N	N	N	N	N
Fri	N	N	N	N	N	N	N	N	N	1	1	1	1	1	1	N	N	N	N	N	N	N	N	N	N
Sat	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Sun	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N

Legend:

Delete [cut] any legend not used.
Do not use shading or crosshatching. 1/2-hour increments can be accomplished by splitting the appropriate cell. Place the cursor inside the cell, right click on the mouse, and select split cell.
Edit for right or left shoulder closure. Do not edit if both shoulder closures apply.

1 Provide at least 1 through traffic lane open in direction of travel

N No work allowed

Edit for the number of through traffic lanes.

REMARKS: The number of through traffic lanes is 2.

Attachment J

HAZARDOUS WASTE ASSESMENT

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Serious drought.
Help Save Water!

To: Karl Price, Environmental Manager
Environmental Planning

Attn: Christine Lan, 7-2936

From: Penny Nakashima, PG, SEG
Branch Chief
Hazardous Waste Unit, North Region

Date: February 14, 2017

File: 07-LA-01,
PM 56.5/56.9
Trancas Creek Bridge
Replacement

EA: 07-291400
E-FIS: 1847-0712000094

Subject: **HAZARDOUS WASTE ASSESSMENT FOR PAED**

This hazardous waste assessment is to provide a technical assessment of the hazardous waste concerns pertaining to project construction, right-of-way acquisition (fee and easement), and use in the Project Approval and Environmental Document Approval (PAED) for the above referenced project.

The project proposes to replace the existing Trancas Creek Bridge, #53-0027, with a new structure on the Pacific Coast Highway in the City of Malibu. Based on the latest right-of-way map we received on September 15, 2016 (see Attachment 1), the project will require acquisition of new right-of-way in fee (FEE) of 7,650 square feet (i.e., 3,400 sf to the north and 4,250 sf to the south of the existing right-of-way line), and temporary construction easements (TCE) of 108,065 square feet (i.e., 70,850 sf to the north and 37,215 sf to the south of the existing right-of-way line).

We have conducted an Initial Site Assessment (ISA) for the project.

Database Research

We have contracted our environmental consultant, Stantec Consulting Services Inc. (Stantec), to perform a database search of records and compiled information on sites that generate, store, transfer, treat or dispose of hazardous substances and/or petroleum products and sites for which the presence or likely presence of hazardous substances due to a release, under conditions indicative of a release, or under conditions that pose a threat of a future release to the environment. Stantec performed the work under Contract 07A3963, Task Order No. 09, completed in October 2016. The Environmental Data Resources (EDR) search was conducted for the project area, including the construction footprint, the Fee and TCE areas, and the surrounding areas within a defined radius.

The database search revealed four sites within a radius of 1/8 mile (0.125 mile) from our project area as recognized environmental conditions (RECs) that have or may have been impacted by hazardous substances and petroleum products. The key records on these four sites are as

follows:

1. Mobil Oil Station, #11-GT1, located at 30735 Pacific Coast Highway, Malibu, about 0.037 mile away from the project site, had an underground tank in the past, for which an abatement was completed and the case was closed on 08/29/1996. No information was available on Geotracker indicating that the extent of contamination was delineated or if a cleanup action was required. This site is a REC and requires further investigation to determine any impacts to the project area.

2. Trabucas Cleaners, located at 30765 Pacific Coast Highway, Malibu, about 0.064 mile from the project site, was shown on record as "No violation found". This is a potential source of tetrachlorethylene (PCE) and the site will be investigated to determine any impacts to the project area.

3. Chevron USA SS 3357, located at 30811 W. Pacific Coast Highway, Malibu, about 0.105 mile from the project site, has multiple underground tanks that are being actively monitored by various agencies. Geotracker reports that the releases from the LUSTs were detected at maximum concentrations of TPHg (6100 µg/L), benzene (1.5 µg/L), toluene, ethylbenzene, xylene, and MTBE (5.5 µg/L) groundwater (Cambria Second Quarter 2006 Groundwater Monitoring and Status Report, June 16, 2006). Groundwater was encountered at 18 to 24 ft below ground surface in the groundwater monitoring wells. An investigation performed in 1991 reported detections of tetrachlorethylene (PCE) up to 2.0 mg/kg at 6 ft bgs. The source of the PCE was not identified. A cleanup action on the site consisted of removal of 25 cy of soil near the dispenser islands. No groundwater remediation was mentioned. In July 2006, the site was still an active fueling station but received closure with the condition that some of the groundwater monitoring wells remain and be monitored. Geotracker does not have any groundwater monitoring reports posted after June 2016 report. Based on the information of a impacts to groundwater that may have been closed with residual contamination in soil and groundwater with no cleanup action, the site is a controlled REC (CREC) and requires further investigation to determine any impacts to the project area.

4. LA County DPW Trancas Plant, located 6338 Paseo Canyon Drive, Malibu, is approximately 0.124 mile from the project site, and its case was closed on 02/06/2003.

We recommend that a site investigation be performed to identify any impact from these past land uses on the soil and/or groundwater beneath our project area (see Hazardous Waste concerns in later sections). Please request a site investigation during PS&E and allow at least four months for the site investigation and report.

We have reviewed other historical sources included aerial photographs and topographic maps. Our review of these documents indicates that a roadway in the current alignment of the Pacific Coast Highway was first shown in 1928 aerial photograph and 1929 topographic map. The areas surround the roadway and the bridge, i.e., the FEE and TCE areas, have appeared to be vacant and stayed in a natural, undisturbed state since the start of records with an exception of a small piece at the south side of the easement area towards the east, where it became a part of a paved parking lot in mid 1960s and has stayed as such since.

We have also researched our internal library and have not found any past site investigation within the project's limits. For reference purpose, a Site Investigation (Library ID 7A03), conducted in 2012 at locations about 15 miles east of our project site, found that site to be clear of hazardous waste contamination. Another Site Investigation (Library ID 7Q01), conducted in 2000 at locations approximately 15 miles west of our project site, revealed that the surface soil containing lead levels exceeded the hazardous waste standards. Based on the information available, we recommend that aerially deposited lead (ADL) be considered present in the unpaved soil along the edge of the roadway.

Field Reconnaissance

We conducted a field reconnaissance of the subject FEE and TCE parcels on November 14, 2016. The project surrounding areas appear generally undeveloped with open, green space sloped towards the Trancas Creek bed on the north side of the road and wide, sandy ocean beach on the south. The only exception is a small area at the eastern edge of the TCE south of the roadway, where it is currently paved as a part of a large parking lot that extends to the east. Our field observation did not discover any signs of existing or past hazardous waste contamination in the project area. A collection of field photos are included in Attachment 2.

However, we noted abandoned rusty metal pipes under the bridge that are to be removed from the site. These pipes could contain asbestos or lead based paint. Therefore, we recommend that the pipes be tested during the design phase to identify whether they contain materials that are hazardous.

Hazardous Waste Concerns for Construction

The existing bridge will be demolished due to its seriously deteriorating condition. During the proposed demolition process, there is a hazardous waste concern that Asbestos-Containing Materials (ACM) and lead-based paint (LBP) might exist in the bridge structure or structural elements as well as in the rusty, abandoned pipes under the bridge. To meet the National Emission Standards for Hazardous Air Pollutants (NESHAP), an asbestos survey by a certified asbestos consultant (CAC) will be required during PS&E phase by Stantec, our A&E contractor, to determine if ACM is present in the bridge structure. If the bridge contains ACM, abatement is

required by a certified asbestos abatement contractor not associated with the ACM survey contractor. A lead-based paint survey by a certified lead inspector will be required to determine the concentration of lead in the paint on the bridge and in the surrounding soil. These surveys will determine worker protection, removal, and disposal requirements for the abatement work plan of any ACM and LBP. Prior to demolition of the bridge, proper notification to the air quality management district and Cal/OSHA are required. The notification to the air quality management district must be accompanied by the ACM and LBP surveys, Removal Procedures, and a fee (based on square feet). At least ten working days is required for approval by the air quality management district of the notification. Additionally, a health and safety plan for protection of workers (i.e., providing training to working personnel, use of personal protective equipment, and medical surveillance) are required.

Based on the latest plans, ground water will be encountered during construction that requires dewatering. The groundwater needs to be tested during the PS&E phase. The test data will be needed for applying for NPDES permit and Waste Discharge Requirements (WDRs) from the Regional Water Quality Control Board for discharge to storm drain, applying for a permit from the Sanitation District for discharge to the sewer, or disposal. The ground water test will also address potential contamination due to nearby sources (Chevron USA or the dry cleaner - see above section on Database Research) and confirm any impacts from releases.

There is a possibility that the project will disturb the soil adjacent to the bridge abutments. Typically the top 2 feet soil in the unpaved area is considered ADL contaminated. For soil excavated from the State right-of-way, it must be profiled, handled and disposed in compliance with the "2016 DTSC-Caltrans Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils", which took effect on July 1, 2016. It is recommended that a project-specific Aerially Deposited Lead (ADL) site investigation shall be conducted in the PS&E phase to adequately evaluate and determine the extent of the ADL contamination in soil. For the engineer's estimate, it is recommended to assume the top 2 feet of soil as non-RCRA (California) hazardous waste (Type Z-2) to be transported and disposed at a Class I facility in California. A Lead Compliance plan will be required.

The project will remove MBGR wood posts, which typically were treated with preserving chemicals to protect against insect attack and fungal decay. DTSC requires that treated wood waste (TWW) be disposed of as a hazardous waste. Our field visit of the existing MBGRs did not see any asbestos shim at the locations we checked.

Related to stage construction, the project will remove yellow traffic stripe, which may generate materials that are considered hazardous waste.

We recommend a re-evaluation during the PS&E phase as more detailed engineering design becomes available. A site investigation is recommended during the design phase to address the

hazardous waste issues identified above, including testing for possible ACM in the bridge structure and pipes, LBP on the bridge structure, ADL in soil, and the quality of ground water from other hazardous substances and petroleum products.

Hazardous Waste Concerns for Right-of-Way Acquisitions

The Initial Site Assessment reported herein is only a preliminary assessment to help identify REC, HRECs, and CRECs that have or indicate a release of hazardous substances and petroleum products. It is a requirement that all permanent right-of-way acquisition (Fee and easement) and temporary construction easement (TCE) must be investigated for potential hazardous waste contamination for the proposed right-of-way after the appraisal map is developed during the PS&E phase. It may be necessary to perform an additional visit of the site during the design phase to update the field conditions and status of the subject properties. Additional research, if needed, field reconnaissance, and site investigation performed during PS&E will identify the sources, types, and concentrations of contaminants, the lateral and vertical extent of contamination, that are a necessary part of the hazardous waste clearance required for right-of-way acquisition.

Please inform us of any changes made to the scope of work. If you have any questions or need additional information, please call me at extension 7-6117 or Nathan Chou of my staff at 7-4718.

Attachments: 1. Current Right-of-Way Map
2. Field Photos

Enclosure: EDR Search Report

EA 291400

Attachment 1

Current Right-of-Way Map

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	01	56.5/56.9		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

FUNCTIONAL SUPERVISOR: OC LEE

CALCULATED-DESIGNED BY: BARNABAS F. VORMEITER

CHECKED BY

REVISED BY

DATE REVISED

Temp Const EASEMENT AREA (SHORT Br. ALTERNATIVE)

SCALE: 1" = 50'

RW-1

BORDER LAST REVISED 7/2/2010

USERNAME => BUSER
DGN FILE => @REQUEST

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1814

PROJECT NUMBER & PHASE 07120000094

DATE PLOTTED => 09-12-16
TIME PLOTTED => 07:16

EA 291400

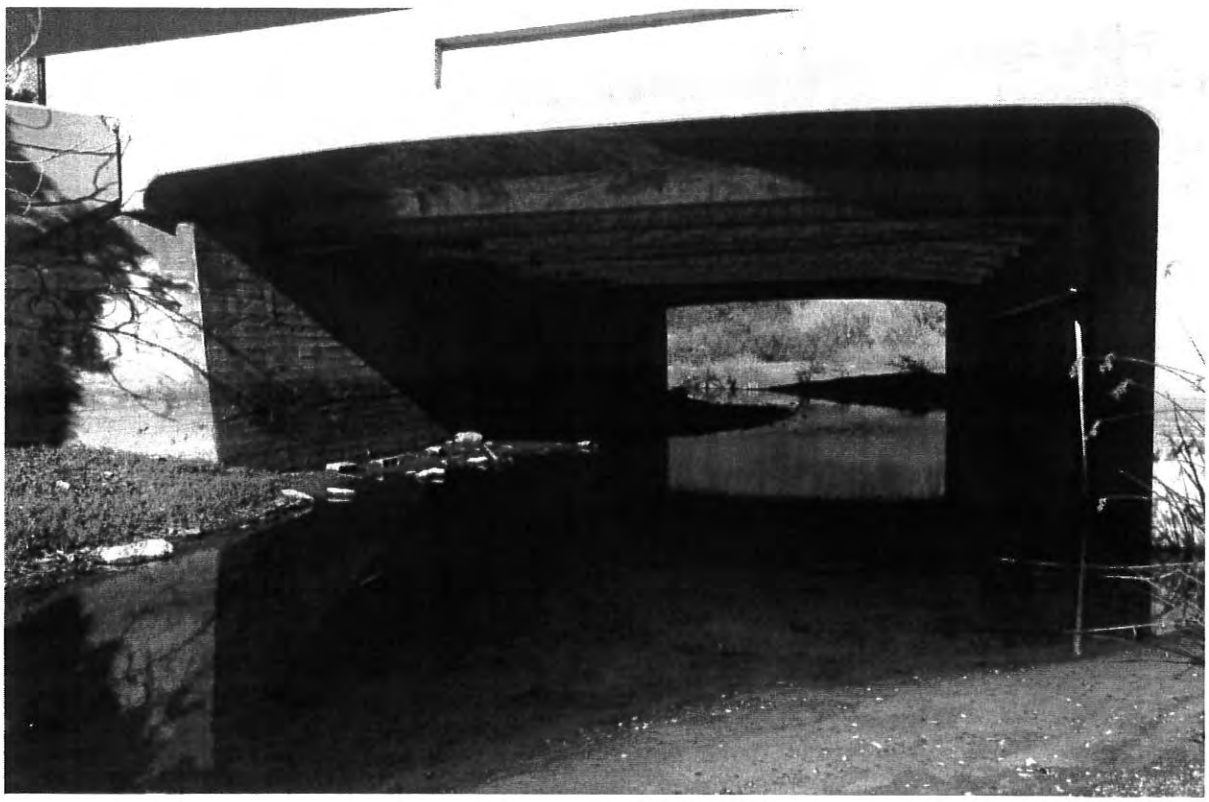
Attachment 2

Field Photos

Karl Price
EA 291400
December 29, 2016

Attachment 2

Field Photos



Karl Price
EA 291400
December 29, 2016

Attachment 2 (continued)

Field Photos

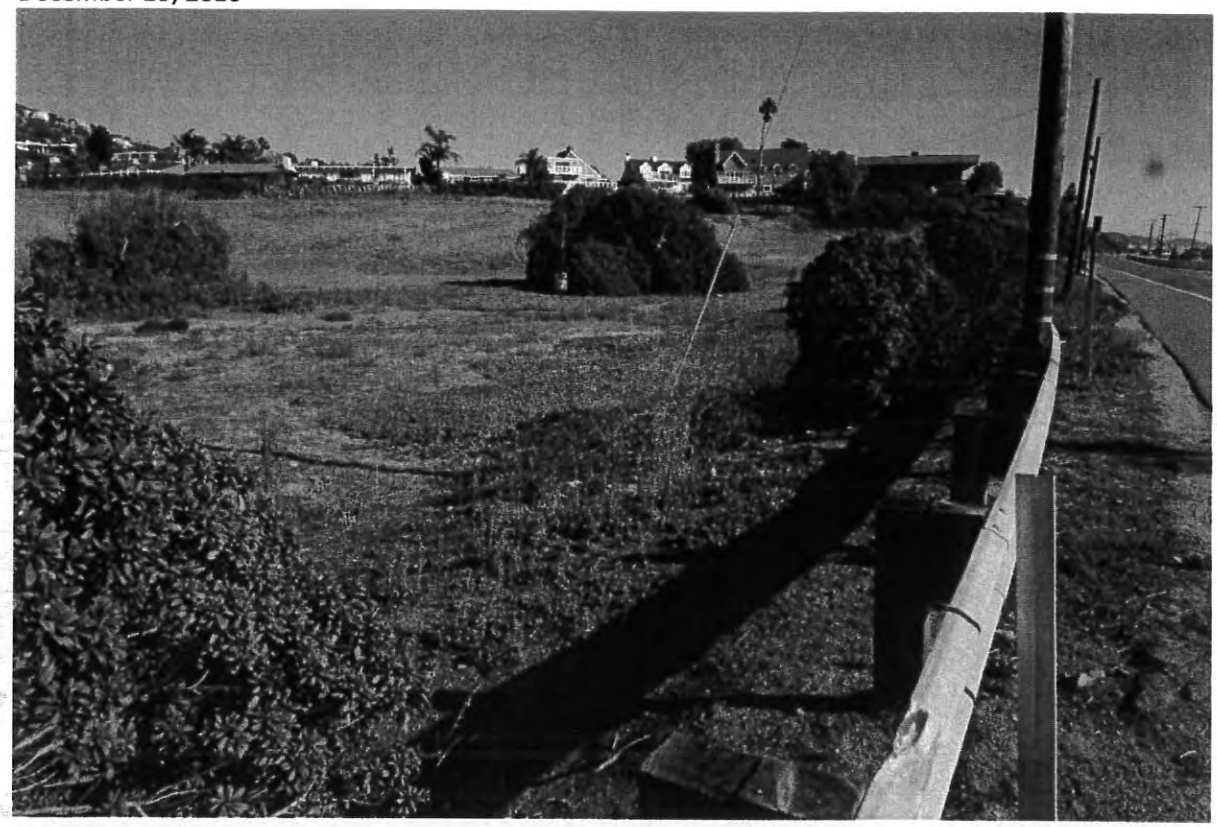
Karl Price
EA 291400
December 29, 2016

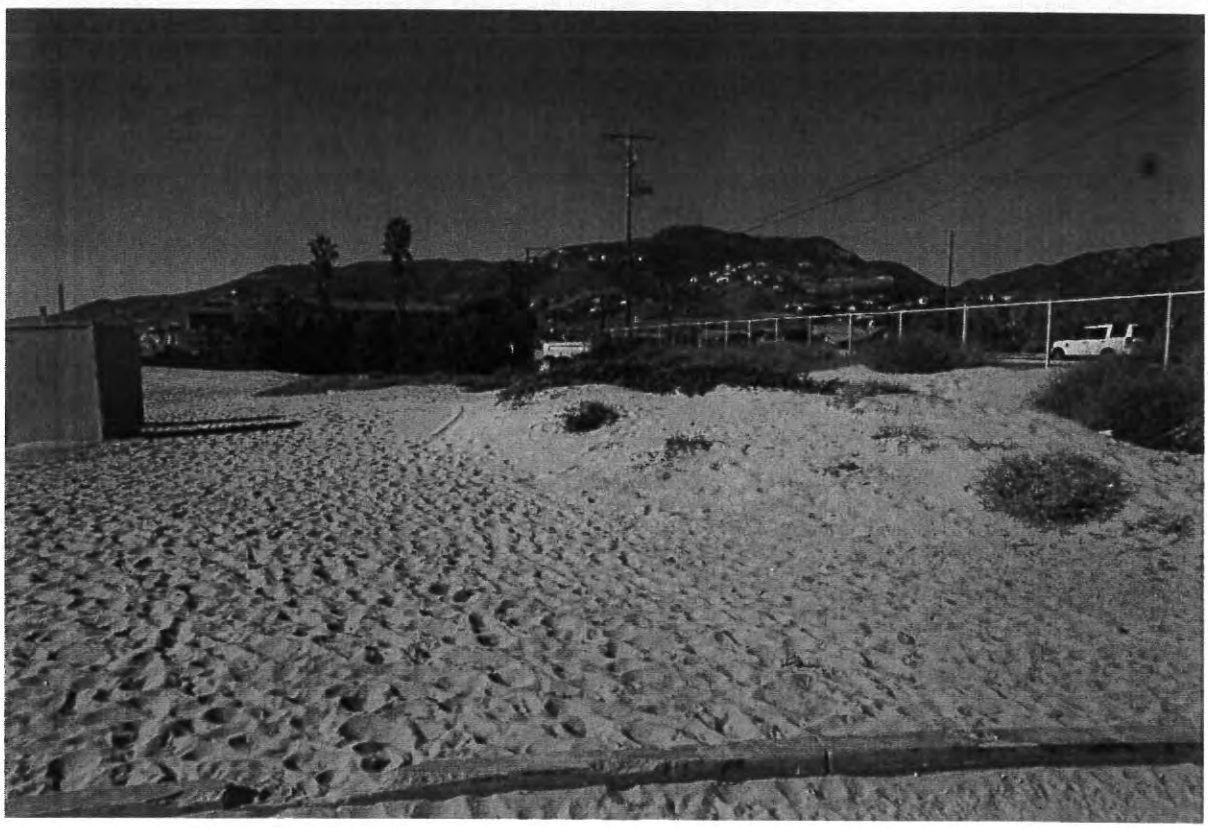
Attachment 2 (continued)

Field Photos

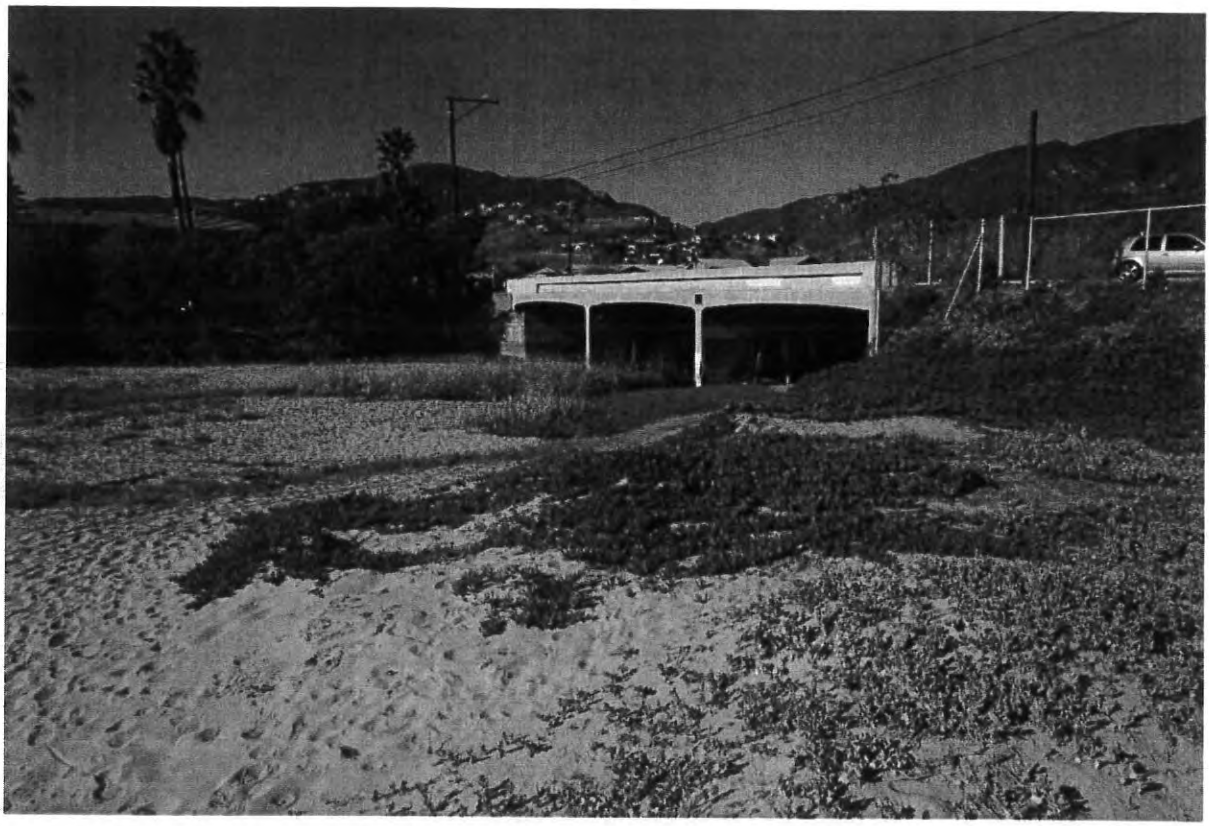
Karl Price
EA 291400
December 29, 2016

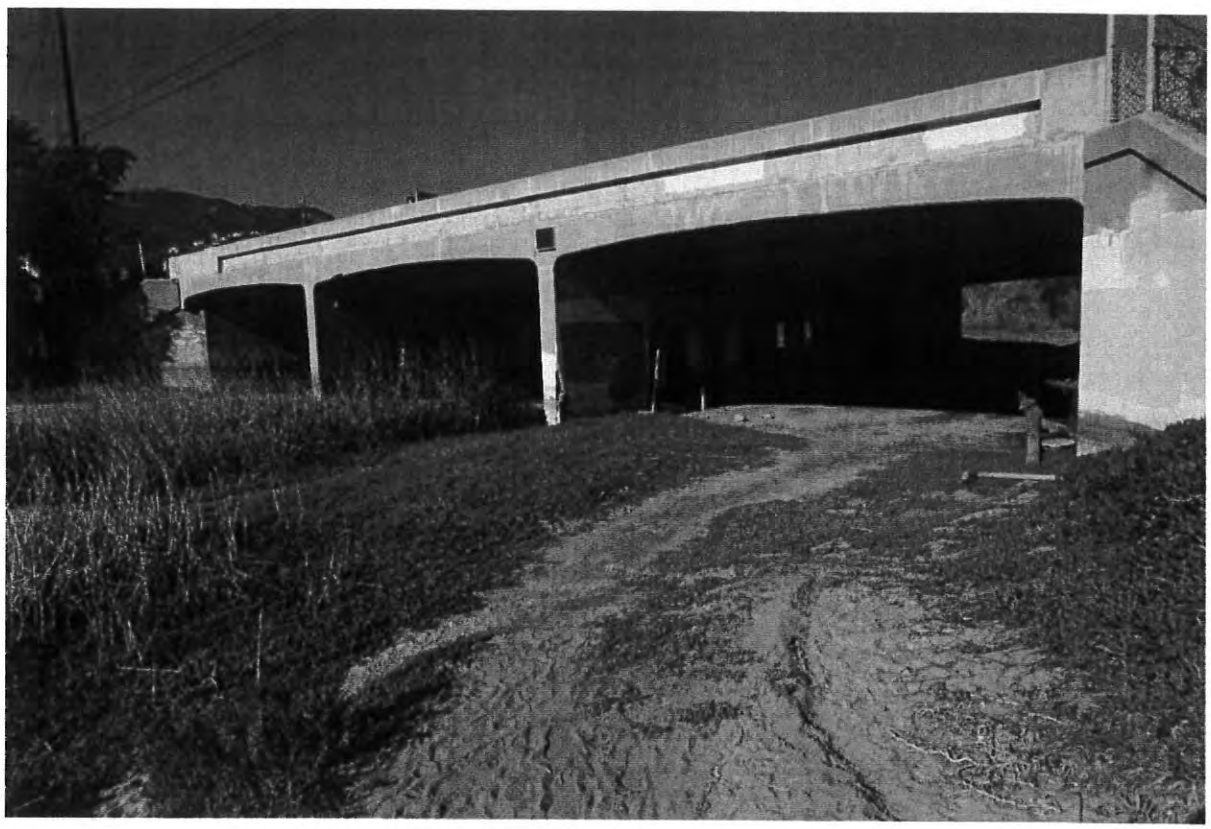
Karl Price
EA 291400
December 29, 2016





Karl Price
EA 291400
December 29, 2016





Attachment K

RISK REGISTER

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS)

Form PM-0001 (Rev. 4/2013)

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

Project Information	☑ Capital Project ☐ Major Maintenance Project (Check One)
Project ID/District-EA	EFIS ID:0712000094/EA:07-29140
Project Description	LA-001-55/58-IN LOS ANGELES IN CITY OF MALIBU AT TRANCAS CREEK BRIDGE (53-0027) – BRIDGE REPLACEMENT
Project Manager (PM)	YADEGARI, SHAHRIAR
Project Risk Manager (for Risk Level 3 Projects)	

☐ No Risk Register Certification Required -- Check Box if project is less than $1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittal, and RE Handoff File (as applicable).

Project Manager Signature _____ Date: _____

PID (Recommended for Capital Projects Only excluding Minor Projects)

Project Manager		Date:
Deputy District Director, Planning		Date:
Deputy District Director*, Design**		Date:
Deputy District Director, Project Management		Date:

PA&ED (Required for Capital Projects Only)

Project Manager	Shahriar Yadegari	Date: 6/29/17
Deputy District Director*, Environmental	for Ron Kc	Date: 6/30/17
Deputy District Director*, Design**	Carol Chan	Date: 6/30/17
Deputy District Director, Project Management	Tim Lo	Date: 6/30/17

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

Project Manager		Date:
Deputy District Director*, Design**		Date:
Deputy District Director*, Construction		Date:
Deputy District Director*, Right of Way		Date:
Deputy District Director*, Environmental		Date:
Deputy District Director, Project Management**		Date:

RE File Hand-Off (Recommended for Capital Projects and Major Maintenance Projects)

Project Manager		Date:
Deputy District Director*, Design**		Date:
Deputy District Director*, Construction		Date:
Deputy District Director, Project Management**		Date:

*or the respective Project Delivery Division Chief signatures in the North Region or Central Region
**or Deputy District Director, Maintenance signature for HM Projects designed by the District Maintenance Division

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

LEVEL 2 - RISK REGISTER				Project Name:	Trancas Creek Bridge Replacement Project		DIST- EA	07-29140	Project Manager	Shahriar Yadegari			PAED			
Risk Identification							Risk Assessment						Risk Response			
Status	ID #	Type	Category	Title	Risk Statement	Current status/assumptions	Probability	Cost Impact	Cost Score	Time Impact	Time Score	Rationale	Strategy	Response Actions	Risk Owner	Updated
Active	1	Threat	PM	Scope Creep	As a result of a requirement mandated by the Los Angeles County Dept. of Public Works, a 50 year burned and bulked storm event design is required for this project, which will necessity raising the profile grade of the bridge and/or build a longer bridge span and result in increased costs and schedule delays.	Scope is still shifting. Right of way, mitigation, transportation needs during construction and other issues have not yet been locked down. The additional flood control requirements will result in the project cost increasing from $11M to $60M.	5-Very High	16 - Very High	80	8 -High	40	Scope is still shifting. New project footprints and scope will impact existing studies and push back existing schedule.	Mitigate	Lock down project scope as soon as possible	PM/Design/PDT	6/5/2017
Active	2	Threat	Environmental	LA County Beach and Harbors 4(f) Concurrence	As a result of possible additional right of way impacts that may arise at a later time, an updated 4(f) concurrence may be required, which may require a re-negotiation agreement between Caltrans and County of Los Angeles.	The 4(f) document is already signed. Assuming that right of way take will not change for the 2 alternatives.	3-Moderate	2 -Low	6	2 -Low	6	The project is located adjacent to the Zuma County Beach. Additionally there are some scope changes relating to right of way happening right now.	Avoid	Environmental to maintain dialog with LA Beaches and Harbors throughout the project. Do what we can to not create additional impacts to the Zuma County Beach.	Environmental	6/5/2017
Active	3	Threat	Environmental	Environmental Document Type	As a result of significant impact discoveries during the next phase of this project, a higher level environmental document may be required, which may impact the cost and schedule of this project.	Not likely at this time; however, scope is still shifting and new impacts can be uncovered if the project footprint changes.	2-Low	2 -Low	4	1 -Very Low	2	We will have to find an impact that is significant and unmitigable to trigger an elevation in environmental document type, which is unlikely.	Mitigate	Environmental will continue to provide advice to the PDT on proposed scope changes and their foreseeable impacts to the environmental resources.	Environmental	6/5/2017
Active	4	Threat	Environmental	Compensatory Mitigation	As a result of the project being located within the coastal zone, compensatory wetland mitigation pursuant to the Clean Water Act is required for the short alternative, which may impact the cost and schedule of this project.	Depending on the permitting requirements the ratio of the compensatory mitigation can range from 1:1 (unlikely) to over 3:1. The cost and time impacts were taken into account during the PAED stage.	4-High	2 -Low	8	2 -Low	8	If we choose the short alternative we will definitely need to mitigate for the wetland impacts.	Mitigate	Environmental will identify and work with the permitting agencies to achieve the lowest compensatory mitigation ratio possible.	Environmental	6/5/2017
Active	5	Threat	Environmental	Cultural Mitigation	As a result of the project footprint being near a cultural site, archeological impacts may change during the construction phase, which may impact the cost and schedule of this project.	Not likely at this time since the cultural site is a bit away from the project site and is highly disturbed.	2-Low	4 -Moderate	8	4 -Moderate	8		Mitigate	Environmental staff and RW staff will work together to ensure the minimum amount of impacts to the cultural site.	Environmental/ Right of Way	6/5/2017
Active	6	Threat	PM	Public Controversy	As a result of possible public controversy, public hearings may be required, which will lead to potential delays the project.	The taking of a residential home may create public controversy.	3-Moderate	2 -Low	6	2 -Low	6	The residential home owner is not happy about the taking of his property. May raise up community concerns.	Accept	PDT will discuss and address if it arises	PM/PDT	6/5/2017
Active	7	Threat	ROW	Relocation	As a result of a possible objection by a residential property owner, the state may need to go through condemnation, which may result in a possible delay to the cost and schedule of this project.	Home owner will not pursue legal action.	4-High	2 -Low	8	4 -Moderate	16	The homeowner has mentioned that he does not want to lose his property and would consider legal actions if necessary.	Accept	Environmental and right of way will keep contact with the homeowner and provide assistance where possible.	Environmental/ Right of Way	6/5/2017
Active	8	Threat	PM	Programming	As a result of the program advisor not being able to fund the project due to the excessive right of way acquisition costs, the project may not be funded, which would lead to the project being removed from the delivery list.	This is a critical route and attaining the necessary funding should not become an issue.	4-High	8 -High	32	2 -Low	8	There is a large cost discrepancy between the PSR and PAED phases.	Accept	This is a late discovery that the project will have to comply with the LACDPW flood control requirements, thus Caltrans is obligated to follow through in order to deliver this project.	PM	6/29/2017
Active	9	Threat	PM	Litigation	As a result of the City of Malibu's wish to incorporate a pedestrian underpass and a right turn lane at Trancas Canyon Road into this project, Caltrans may oppose the project, which would lead to a possible litigation between the State and City of Malibu.	The City of Malibu intends to follow their future master plan.	3-Moderate	2 -Low	6	4 -Moderate	12	The City of Malibu intends to follow their master plan.	Accept	Caltrans will communicate with the City of Malibu to explain that this is not part of this project's scope and since it's part of the City's master plan, any additional work will have to be done in a separate project by the City of Malibu.	PM	6/29/2017

Attachment L

PROJECT STUDY SUMMARY REPORT

(Cover Page)

07 - LA - 001, PM56.5/56.9
1786-0712000094 (EA 29140K)
PPNO: 4498
Program Code: 40.50.201.110

PROJECT SCOPE SUMMARY REPORT (STRUCTURE REHABILITATION) To Request Programming in the 2014 SHOPP

On Route LA-001

Between Guernsey Avenue (PM 56.5)

And Trancas Canyon - Broad Beach Road (PM 56.9)

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

Andrew Nierenberg, *Deputy Director - Right of Way*

APPROVAL RECOMMENDED:

Syed Huq, *Project Manager*

CONCURRED:

Aziz Elattar, *Deputy Director - Planning*

Gregg Magaziner, *Acting Deputy Director - Design*

APPROVED:

Michael Miles, *District Director*

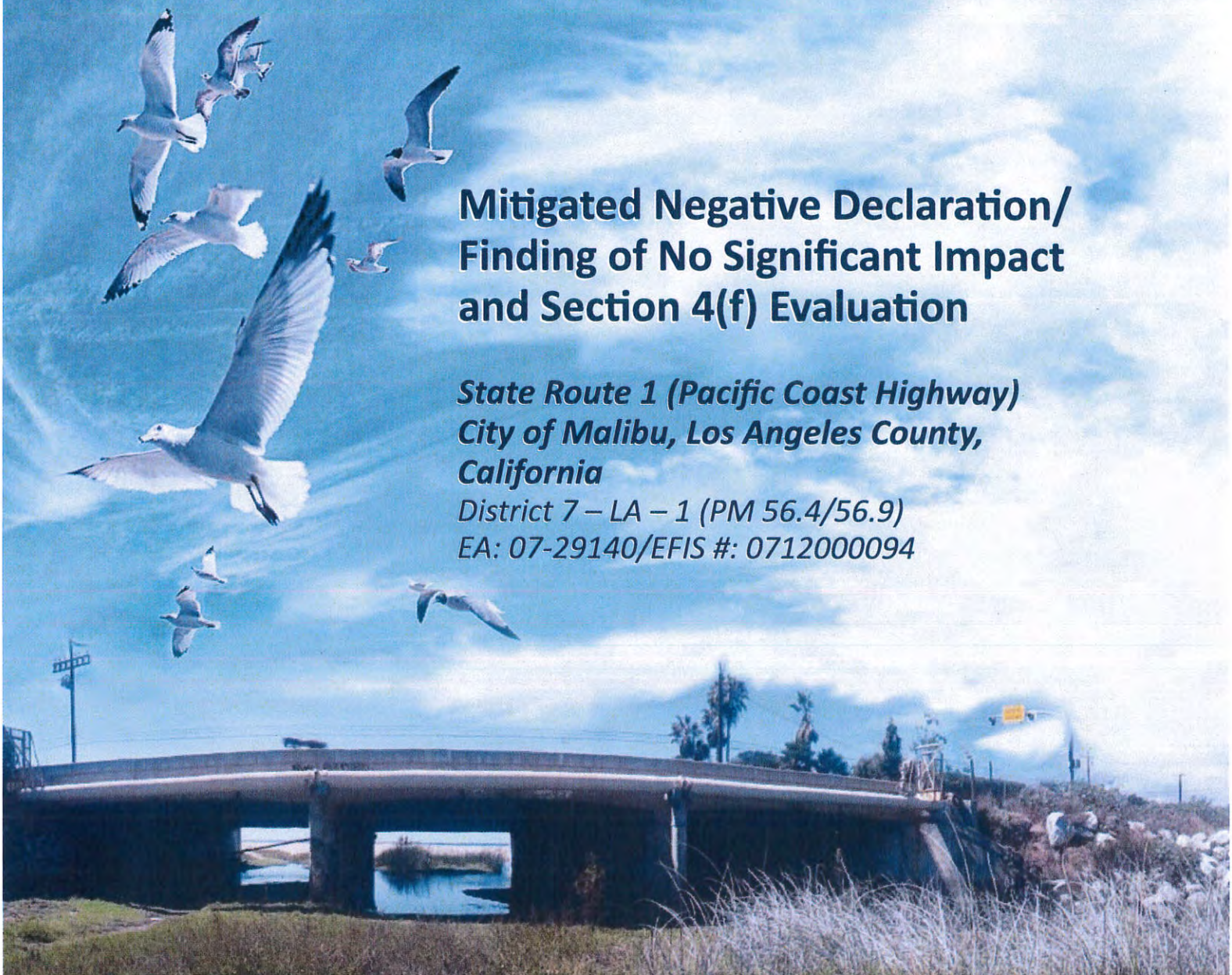
Date 4/18/13

Attachment M

ENVIRONMENTAL DOCUMENT

(Cover Page)

Trancas Creek Bridge Replacement Project



Mitigated Negative Declaration/ Finding of No Significant Impact and Section 4(f) Evaluation

State Route 1 (Pacific Coast Highway)
City of Malibu, Los Angeles County, California
District 7 – LA – 1 (PM 56.4/56.9)
EA: 07-29140/EFIS #: 0712000094

Prepared by the State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

Caltrans

June 2017

07-LA-1-PM 567.4/56.9
EA: 07-29140/EFIS #: 0712000094

Trancas Creek Bridge Replacement Project
State Route 1 Between Guernsey Rd. and Trancas Canyon – Broad Beach Rd.
In the City of Malibu, Los Angeles County
Post Mile 56.5 to 56.9

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT and Section 4(f) Evaluation

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C) and 49 USC 303

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

THE STATE OF CALIFORNIA
Department of Transportation
Lead Agency

City of Malibu
Los Angeles County Beaches and Harbors Department
California Transportation Commission (CTC)
Responsible Agencies

April 21, 2017
Date of Approval

Ronald Kosinski
Ronald Kosinski
Deputy District Director
Division of Environmental Planning – District 7
California Department of Transportation

For additional information concerning this environmental document, contact:

Karl Price, Senior Environmental Planner
Caltrans District 7
100 S. Main St., Ste. 100
Los Angeles, CA 90012
karl.price@dot.ca.gov

Christine Lan, Associate Environmental Planner
Caltrans District 7
100 S. Main St., Ste. 100
Los Angeles, CA 90012
christine.lan@dot.ca.gov

CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

for

Trancas Creek Bridge Replacement Project

The California Department of Transportation (Caltrans) has determined that alternative 3- Long Bridge Replacement will have no significant impact on the human environment. This FONSI is based on the attached Environmental Assessment which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment and incorporated technical reports.

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

Notwithstanding any other provision of law, a claim arising under federal law seeking judicial review of the permit, license or approval issued by a federal agency for a highway or public transportation project shall be barred unless it is filed within 180 days after publication of a notice in the Federal Register announcing that the permit, license, or approval is final pursuant to the law under which agency action is taken, unless a shorter time is specified in the federal law pursuant to which judicial review is allowed.

June 29, 2017
Date

Ronald Kosinski
Deputy District Director
Division of Environmental Planning, District 7
California Department of Transportation