Project Report

For Project Approval

On Routes SF 35, 80, 82 and SCl 82, 130, 152

Between San Francisco County Line

And Santa Clara County Line

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

MARK L. WEAVER, DEPUTY DISTRICT DIRECTOR,
RIGHT OF WAY AND LAND SURVEYS

APPROVAL RECOMMENDED:

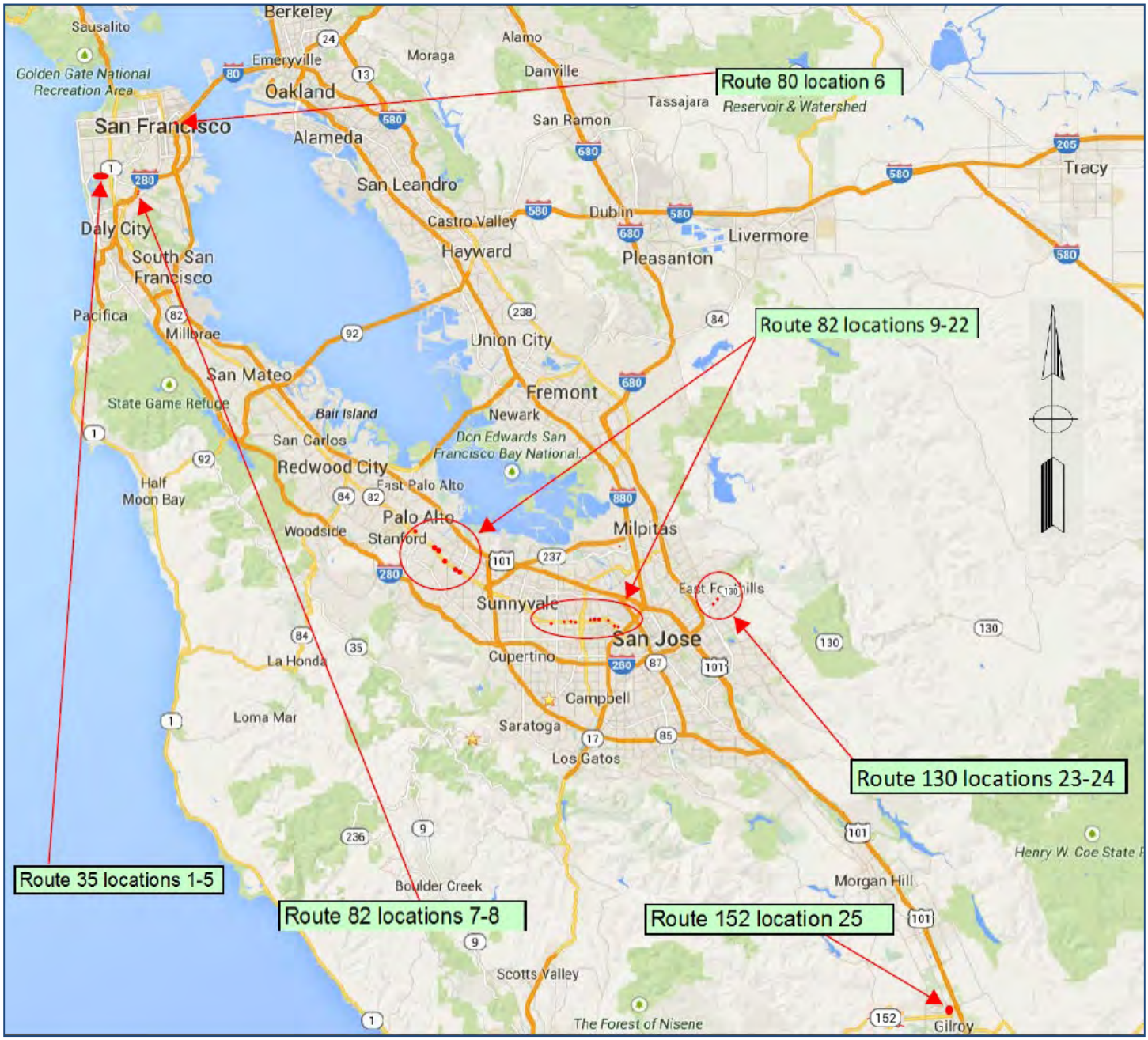
FRANK FUK NYAN KURNIAWAN, PROJECT MANAGER

APPROVED:

HELENA (LENKA) CULIK-CARO
DEPUTY DISTRICT DIRECTOR-DESIGN

9/30/2015
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.

Phyllis Chinn 9/14/15

REGISTERED CIVIL ENGINEER *DATE*

Table of Contents

1. INTRODUCTION

This project proposes to enhance crosswalk safety at uncontrolled intersections in San Francisco County on Routes 35, 80 and 82, and in Santa Clara County on Routes 82, 130 and 152.

This project will install Pedestrian Hybrid Beacon (PHB) systems at 23 locations and pedestrian signal heads at 2 locations (see Attachment B for List of Locations). The PHB system will include the PHB, advanced loop detectors, pedestrian activated push buttons, high visibility crosswalk markings, 12" white stop bars, and additional lighting at each crosswalk. The PHB system will be interconnected to the closest existing traffic signal for traffic control at 14 locations. At 2 locations, signal interconnectivity will be wireless. A video camera detection system may be installed at one location for safe pedestrian crossing. Bulbouts will be constructed at two locations. At 2 locations, pedestrian signal heads with pedestrian activated push buttons will be installed. Regulatory signs (R10-23, R10-6, and R62E) will be installed. Curb ramps and pedestrian walkways will be upgraded to the Americans with Disabilities Act (ADA) standards.

Project Limits	04 - SF 35, PM 2.150-3.060 04 - SF 80, PM 4.335 04 - SF 82, PM 0.040 - 0.080 04 - SCl 82, PM 10.240 - 26.342 04 - SCl 130, PM 2.300 - 2.600 04 - SCl 152, PM 9.638	
Number of Alternatives	2	
	Current Cost Estimate:	**Escalated Cost Estimate:**
Capital Outlay Support	$ 3,680,000	$ 3,680,000
Capital Outlay Construction	$ 7,651,000	$ 7,880,530
Capital Outlay Right-of-Way	$ 105,000	$ 105,000
Funding Source	201.015	
Funding Year	16/17	
Type of Facility	2 to 6-lane conventional highway	
Number of Structures	none	
SHOPP Project Output	Install Crosswalk Safety Enhancements	
Environmental Determination or Document	Categorical Exemption / Categorical Exclusion (CE/CE)	
Legal Description	In San Francisco County at various locations on Routes 35, 80 and 82; In Santa Clara County at various locations on Routes 82, 130 and 152	
Project Development Category	Category 5	

2. RECOMMENDATION

It is recommended that the project report be approved and proceed to the next phase of project development.

3. BACKGROUND

Project History:

This project is initiated through the Crosswalk Enhancements Policy Directive issued on June 27, 2012. The Directive states that "minimum crosswalk safety enhancements should be used to enhance existing marked crosswalks that cross uncontrolled roadways on the State Highway System where the speed limit exceeds 40 mph, and the roadway has four or more lanes of travel, and an Average Daily Traffic (ADT) of 12,000 vehicles per day or greater."

The District 4 Program Manager for the Collision Severity Reduction Program has established that a project, in compliance with requirements set forth for Collision Severity Reduction Project (201.015) under the State Highway Operation and Protection Program (SHOPP), is needed to enhance pedestrian safety at certain uncontrolled marked crosswalks.

A Small Capital Value Project, Project Initiation Document (PID) to request programming in the 2014 SHOPP for this project was approved on June 14, 2013. The PID included one alternative for the installation of pedestrian crosswalk regulatory signs (R1-5) and warning signs (W11-2) at existing locations. Also, safety lighting, Rectangular Rapid Flashing Beacons (RRFB) and Pedestrian Hybrid Beacons (PHBs) were requested. The estimated total Capital Outlay Cost was $4,770,000 including the right of way cost and was programmed for escalated cost of $7,960,000.

Scope Change:

Since the PID was approved, this project has added advanced loop detectors, signal interconnection, wireless signal interconnection, pedestrian signal heads with pedestrian activated push buttons, pedestrian video system, and upgrading all curb ramps to ADA standards. The locations have increased from 23 to 25.

Community Interaction:

Project Management and District Program Advisor have been communicating with local agencies and the public. Their needs have been considered in this design. The Congregation Emek Beracha community has requested special accommodation to activate the PHB system on the weekends for their Sabbath observance. Caltrans may install a pedestrian video system at Location 18 (Route 82 at Vista Avenue), in Palo Alto to meet their request.

The City of Santa Clara would like to accelerate the schedule at 4 locations on Route 82, locations 11, 12, 13 and 14 (Harrison St, Morse Lane, Buchanan Dr. and Alpine Ave.). This is to complete the work prior to the SUPER BOWL 50 game set to take place at the new Levi's Stadium in February 2016. The City of Santa Clara is currently working with Caltrans' Encroachment Permit Department to get a permit to construct the PHB system at these 4 locations.

Existing Facility:

- Route 35 in San Francisco is a 5 to 6-lane divided conventional Scenic Highway along Sloat Boulevard. Curb to curb width is approximately 110 feet.
- Route 80 in San Francisco is a 2 lane conventional highway along Harrison Street. Curb to curb width is approximately 30 feet.
- Route 82 in San Francisco is a 4 to 5-lane conventional highway along El Camino Real. Curb to curb width is approximately 80 feet.
- Route 82 in San Jose, Santa Clara, Sunnyvale, Los Alto and Palo Alto is a 4 to 6-lane divided conventional highway along El Camino Real. Curb to curb width is approximately 104 feet.
- Route 130 in San Jose is a 2 to 4-lane conventional highway along Alum Rock Avenue. Street width is approximately 85 feet.
- Route 152 in Gilroy is a 4-lane divided conventional highway. Curb to curb width is approximately 68 feet.

See Attachment B for summary of locations.

4. PURPOSE AND NEED

Purpose:
The purpose of this project is to enhance pedestrian crossing safety within all existing marked crosswalks at uncontrolled intersections, along all state conventional highways in San Francisco and Santa Clara Counties, by providing pedestrians with their own dedicated crossing phase through the installation of a Pedestrian Hybrid Beacon (PHB) or pedestrian signal heads, whose operation is linked with an existing traffic signal system, at those marked crosswalks locations where neither are currently in place.

Need:
A study determined that many of the existing marked crosswalks at uncontrolled intersections along state conventional highways in San Francisco and Santa Clara Counties have neither a Pedestrian Hybrid Beacon (PHB) nor pedestrian signal heads, whose operation is linked with an existing traffic signal system, currently in place. By installing a Pedestrian Hybrid Beacon (PHB) or pedestrian signal heads, whose operation is linked with an existing traffic signal system, at these locations, this project will enhance pedestrian crossing safety by providing pedestrians with their own dedicated crossing phase when traversing these existing marked crosswalks.

A. Deficiencies:

An investigation revealed that there are 8 existing marked crosswalks at uncontrolled intersections along state conventional highways in San Francisco County, and 17 existing marked crosswalks at uncontrolled intersections along state conventional highways in Santa Clara County, that have neither a Pedestrian Hybrid Beacon (PHB) nor pedestrian signal heads, whose operation is linked with an existing traffic signal system, currently in place. As installing a Pedestrian Hybrid Beacon (PHB) or pedestrian signal heads, whose operation is linked with an existing traffic signal system, at these locations will enhance pedestrian crossing safety by providing pedestrians with their own dedicated crossing phase when traversing these existing marked crosswalks, we are developing this project.

B. Regional and System Planning

- State Route 35 in San Francisco is a 5- to 6-lane divided conventional Scenic Highway along Sloat Boulevard. Sloat Boulevard is a residential city street with on-street parking and public transportation. A portion of Sloat Boulevard contains Class II bicycle lanes.
- Harrison Street in San Francisco is a one-way multi-lane urban arterial.
- State Route 82 in San Francisco is a 4- to 5-lane urban conventional highway along San Jose Avenue. San Jose Avenue is a principal arterial with adjacent residential and retail land uses, parking, a Class II bicycle lane, and public transportation.
- State Route 82 in San Jose, Santa Clara, Sunnyvale, Los Altos and Palo Alto is a 4- to 6-lane divided conventional highway along El Camino Real. El Camino Real is a principal arterial with adjacent residential and employment land uses, parking, and public transportation, and is designated a Class III bicycle route.
- Route 130 in San Jose is a 2 to 4-lane conventional highway along Alum Rock Avenue. It is a residential city street with on street parking and public transportation.
- Route 152 in Gilroy is a 4-lane divided interregional conventional highway. It is a residential city street with on street parking and public transportation.

<u>State Planning</u>

The 1985 Route Concepts for Routes 35, 82, 130 and 152 are to maintain their current 2 to 6-lane facilities.

The proposed project is in accordance with the District's Corridor System Management Plan and Transportation System Development Plan to provide for the safe, efficient, and effective mobility of people and goods, and the 2010 Complete Streets Implementation Action Plan to provide safe mobility for all users, including bicyclists,

pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility.

Regional Planning

The project proposals are consistent with the 2035 Regional Transportation Plan (RTP) to provide for a healthy and safe environment, and promote equitable mobility opportunities for all residents. The proposed project is consistent with the California Transportation Plan (CTP) 2035 and supports one of the plan's goals of achieving mobility and accessibility improvements for all State highways. It was amended into the Federal Transportation Improvement Program (FTIP) (No. 2013-17) in 2013. The 2013 FTIP remains in conformity with the State Implementation Plan (SIP) for air quality.

Local Planning

The project proposal on the existing highways is not expected to have any potential impacts on local planning and non-motorized transportation.

Transit Operator Planning

Transit services are provided on Route 35, 80 and 82 in San Francisco, on Route 82 in San Jose, Santa Clara, Sunnyvale, Los Altos, and Palo Alto, on Route 130 in San Jose, and on Route 152 in Gilroy. The project proposals are not expected to have any impacts on these services.

C. Traffic

Table 1 shows the 2013 Annual Average Daily Traffic (AADT) Volume for each location, except for Location 6 which shows the 2012 AADT.

TABLE 1
2013 Annual Average Daily Traffic Volumes (AADT)

	LOCATION	PM	AADT
1	Route 35 at 36th Avenue in San Francisco	2.150	24,700
2	Route 35 at Constanso Way/Everglade Drive in San Francisco	2.390	24,700
3	Route 35 at El Mirasol Place in San Francisco	2.560	24,700
4	Route 35 at 26th Avenue in San Francisco	2.780	24,700
5	Route 35 at 21st Avenue in San Francisco	3.060	24,700
6	Route 80 at Harrison Street in San Francisco *	4.335	7,700
7	Route 82 at Goethe Street in San Francisco	0.040	22,700
8	Route 82 at Rice Street in San Francisco	0.080	22,700
9	Route 82 at Idaho Street/Alameda Court in San Jose	10.240	27,500

	LOCATION	PM	AADT
10	Route 82 at Portola Avenue in Santa Clara	10.300	23,600
11	Route 82 at Harrison Street in Santa Clara	11.310	24,100
12	Route 82 at Morse Lane in Santa Clara	12.930	28,000
13	Route 82 at Buchanan Drive in Santa Clara	13.000	28,000
14	Route 82 at Alpine Avenue in Santa Clara	13.480	28,000
15	Route 82 at Helen Avenue in Sunnyvale	14.640	41,000
16	Route 82 at Distel Circle in Los Altos	21.271	42,000
17	Route 82 at Monroe Drive in Los Altos	22.272	42,000
18	Route 82 at Vista Avenue in Palo Alto	23.020	46,000
19	Route 82 at Baron Avenue/Wilton Avenue in Palo Alto	23.410	46,000
20	Route 82 at Fernando Avenue in Palo Alto	23.602	46,000
21	Route 82 at College Avenue in Palo Alto	24.420	41,000
22	Route 82 at Alma Avenue/Palo Alto Avenue in Palo Alto	26.342	30,000
23	Route 130 at Millar Avenue in San Jose	2.300	26,500
24	Route 130 at Laumer Avenue in San Jose	2.600	26,500
25	Route 152 at Howson Street in Gilroy	9.638	19,700

* 2012 AADT

Accident Rates:

A total of 84 accidents occurred within the project limits (25 locations) during the three-year period from January 1, 2010, to December 31, 2012. Table 2 shows a summary of the latest three year accident period from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) Table B.

TABLE 2: Accident Rates

		NUMBER OF ACCIDENTS							ACCIDENT RATES (ACC/MV)*					
						Multi			ACTUAL			AVERAGE		
	LOCATION	TOTAL	F	I	F + I	Vehicle	Wet	Dark	F	F + I	Total	F	F + I	Total
1	Route 35 at 36th Avenue in San Francisco	0	0	0	0	0	0	0	0.000	0.00	0.00	0.001	0.07	0.18
2	Route 35 at Constanso Way/Everglade Drive in San Francisco	0	0	0	0	0	0	0	0.000	0.00	0.00	0.002	0.07	0.15
3	Route 35 at El Mirasol Place in San Francisco	1	0	1	1	0	0	0	0.000	0.04	0.04	0.001	0.07	0.18
4	Route 35 at 26th Avenue in San Francisco	0	0	0	0	0	0	0	0.000	0.00	0.00	0.001	0.07	0.18
5	Route 35 at 21st Avenue in San Francisco	0	0	0	0	0	0	0	0.000	0.00	0.00	0.001	0.07	0.18
6	Route 80 at Harrison Street in San Francisco *	1	0	0	0	1	0	0	0.000	0.00	0.12	0.002	0.22	0.63

		NUMBER OF ACCIDENTS							ACCIDENT RATES (ACC/MV)*					
						Multi			ACTUAL			AVERAGE		
	LOCATION	TOTAL	F	I	F + I	Vehicle	Wet	Dark	F	F + I	Total	F	F + I	Total
7	Route 82 at Goethe Street in San Francisco	0	0	0	0	0	0	0	0.000	0.00	0.00	0.002	0.07	0.15
8	Route 82 at Rice Street in San Francisco	2	0	0	0	2	0	0	0.000	0.00	0.08	0.002	0.07	0.15
9	Route 82 at Idaho Street/Alameda Court in San Jose	2	0	0	0	2	0	0	0.000	0.00	0.07	0.002	0.07	0.15
10	Route 82 at Portola Avenue in Santa Clara	0	0	0	0	0	0	0	0.000	0.00	0.00	0.001	0.07	0.18
11	Route 82 at Harrison Street in Santa Clara	2	0	1	1	1	0	0	0.000	0.04	0.09	0.001	0.07	0.18
12	Route 82 at Morse Lane in Santa Clara	6	0	3	3	6	0	1	0.000	0.08	0.16	0.002	0.07	0.15
13	Route 82 at Buchanan Drive in Santa Clara	6	0	2	2	6	1	2	0.000	0.06	0.17	0.001	0.07	0.18
14	Route 82 at Alpine Avenue in Santa Clara	13	0	3	3	8	1	5	0.000	0.08	0.34	0.001	0.07	0.18
15	Route 82 at Helen Avenue in Sunnyvale	5	0	2	2	3	1	1	0.000	0.04	0.11	0.001	0.07	0.18
16	Route 82 at Distel Circle in Los Altos	2	0	1	1	2	0	0	0.000	0.02	0.04	0.001	0.07	0.18
17	Route 82 at Monroe Drive in Los Altos	0	0	0	0	0	0	0	0.000	0.00	0.00	0.001	0.07	0.18
18	Route 82 at Vista Avenue in Palo Alto	6	0	5	5	3	0	2	0.000	0.10	0.12	0.001	0.07	0.18
19	Route 82 at Baron Avenue/Wilton Avenue in Palo Alto	5	0	2	2	5	2	2	0.000	0.04	0.10	0.002	0.07	0.15
20	Route 82 at Fernando Avenue in Palo Alto	3	0	1	1	3	1	1	0.000	0.02	0.06	0.001	0.07	0.18
21	Route 82 at College Avenue in Palo Alto	9	0	2	2	8	0	3	0.000	0.04	0.19	0.002	0.07	0.15
22	Route 82 at Alma Avenue/Palo Alto Avenue in Palo Alto	18	0	4	4	10	0	5	0.000	0.10	0.44	0.001	0.09	0.21
23	Route 130 at Millar Avenue in San Jose	2	0	1	1	2	0	1	0.000	0.03	0.07	0.002	0.10	0.26
24	Route 130 at Laumer Avenue in San Jose	0	0	0	0	0	0	0	0.000	0.00	0.00	0.001	0.05	0.14
25	Route 152 at Howson Street in Gilroy	1	0	1	1	0	1	0	0.000	0.05	0.05	0.001	0.07	0.18

*Accident rates are in Accidents/Million Vehicle Miles (ACC/MVM).

More than 64% of the accidents occurred under clear weather, 73% in daylight and 92% in dry roadway conditions.

5. ALTERNATIVES

5A. Viable Alternatives

Proposed Engineering Features

This project will install Pedestrian Hybrid Beacon (PHB) systems at 23 locations and pedestrian signal heads at 2 locations. This project proposes to install signal interconnectivity between the PHB system and the closest existing traffic signal, wireless signal interconnectivity, and a pedestrian video system. The project will also install stop bars, signs, countdown pedestrian signals, accessible pedestrian signals, directional ADA compliant curb ramps, curb extensions (bulbouts or busbulbs), high visibility crosswalk markings, pedestrian refuge islands, raised medians, and pullboxes. Where feasible, crosswalk markings will be straightened and skews will be removed.

The project will remove yield lines, crosswalk stripes (if needed after analysis), and signs, make utility box adjustments, and relocate drainage inlets (DI). Attachment B lists all of the locations of proposed markings, signage, curb ramps and electrical components. Attachment C shows detailed proposed work drawings of each location. Pavement repair will include seal random cracks for Fair Roadway Conditions and cold plane 0.20' of existing pavement and overlay with 0.20' RHMA-G for Poor Roadway Conditions, as per Caltrans' Preliminary Materials Recommendation, dated July 31, 2015. See Attachment K.

By providing pedestrians with their own dedicated crossing phase, through the installation of a Pedestrian Hybrid Beacon for marked crosswalks at uncontrolled intersections, and through the installation of pedestrian signal heads for the marked crosswalk at the one signalized intersection (Location 22, SCl 82 at Alma Avenue/Palo Alto Avenue) and for the marked crosswalk at the one signalized on-ramp (Location 6, SF 80 at Harrison Street), this project will mitigate those collisions susceptible to correction by the presence of a dedicated pedestrian crossing phase at these locations.

Nonstandard Mandatory and Advisory Design Features

The effective width of existing sidewalk at some locations may become impacted due to the proposed improvement, such as sign or beacon post installation. However, the required minimum sidewalk width for ADA standard will be maintained. A consultation with Larry Moore and William Gee, District 4 Design Coordinator, occurred on July 16, 2015 confirmed this determination.

Interim Features

None.

High Occupancy Vehicle (Bus and Carpool) Lanes

Not applicable.

Ramp Metering

Not applicable.

California Highway Patrol (CHP) Enforcement Areas

Not applicable.

Park and Ride Facilities

Not applicable.

Highway Planting

The proposed improvements may require tree trimming. Exact locations will be determined in PS&E.

Erosion Control

Not applicable.

Noise Barriers

None.

Nonmotorized and Pedestrian Features

To create a continuously navigable and safe pedestrian network, the project proposes to install PHB systems, countdown pedestrian signal heads, accessible pedestrian signals, directional ADA compliant curb ramps, curb extensions (bulbouts or busbulbs), high visibility crosswalk markings, pedestrian refuge islands, raised medians, straight crosswalk markings by removing skews where feasible, and related improvements at each of the intersections. This is consistent with Caltrans Complete Streets Policy (Deputy Directive 64-R-2) of providing accessibility and safe mobility for the needs of travelers of all ages and abilities.

Needed Roadway Rehabilitation and Upgrading

Not in the scope of work for this project.

Needed Structure Rehabilitation and Upgrading

Not in the scope of work for this project.

Cost Estimates

Cost is estimated at $ 7,756,000, which includes $ 105,000 for right of way cost. The Preliminary Project Cost Estimate Summary is included as Attachment E.

Effect of Projects Funded by Others on State Highway

This project is not locally or privately funded.

5B. Rejected Alternatives

The rejected alternative is the no-build alternative. This alternative would not resolve the needs of this project.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

All work is within paved areas. Hazardous waste impacts are minimal. Further site investigation will be conducted during PS&E.

6B. Value Analysis

A Value Analysis study is not necessary because the total project cost is under the Caltrans Deputy Directive (DD-92R-1) threshold of $50,000,000.

6C. Resource Conservation

Existing facilities/features such as signs, utilities, drainage inlets, signal and light poles will be relocated, adjusted, reused, or avoided to the extent possible.

6D. Right of Way

- **General** - A right of way data sheet has been prepared based on the scope of work described and on maps provided by Design. Estimated cost information is contained in the Right of Way Data sheet in Attachment H of this report.

  Permits to Enter and Construct may be required from the following Cities: San Francisco, San Jose, Santa Clara, Sunnyvale, Los Altos, Palo Alto, and Gilroy.

- **Railroad** – Railroad facilities are not within the project limits.

- **Utilities -** Verifications of utilities will be required. The need for potholing will be ascertained following the verification process.

6E. Environmental

Certain environmental conditions must be complied with for the duration of the project in an effort to protect biological resources. All work sites must limit construction to existing pavement. Before any tree trimming takes place at all sites, biological monitors will survey each proposed tree for biological resources (i.e. nests, birds, etc.).

The following measures will avoid impacts to sensitive habitats and resources:

1. The following environmental condition applies for locations 12 (SCl 82 at Morse Lane), 22 (SCl 82 at Alma Avenue/Palo Alto Avenue), and 25 (SCl 152 at Howson Street). All work for each site must be restricted to existing pavement to protect aquatic resources in the vicinity of the project. If the project is modified and construction is anticipated to occur off the existing pavement, then a Caltrans-approved biologist will need to re-evaluate the project area and the project will require permits pertaining to the U.S. Army Corps of Engineers (USACE) Section 404 of the Clean Water Act and California Fish and Game Code Sections 1600-1616.

2. The Migratory Bird Treaty Act regulates impacts to migratory birds and their nests. The nesting season for migratory birds is anticipated to occur between February 15 and August 31. Migratory birds can nest and/or roost within the BSA. Occupied nests and eggs of native migratory birds are protected by California Fish and Game Code Sections 3503 and 3503.5, and the federal Migratory Bird Treaty Act, as amended. If work is proposed during the nesting season, a Caltrans-approved biologist will conduct preconstruction nest surveys within 72 hours of construction activities or vegetation clearing/trimming. If occupied nests—nests with birds or eggs—are observed to be present within or adjacent to the BSA, the approved biological monitor will notify the Caltrans biologist and/or resident engineer immediately, work within 50 feet of a passerine nest or within 300 feet of a raptor nest will be halted, and USFWS and the California Department of Fish and Wildlife will be notified.

Environmental impacts associated with this project are expected to be minimal and a Categorical Exemption (CEQA)/Categorical Exclusion (NEPA) was approved on August 28, 2015. See Attachment G for the CEQA/NEPA form.

6F. Water Quality

The project has a disturbed soil area (DSA) less than 1 acre. To comply with the conditions of the Caltrans NPDES Permit (NPDES No. CAS000003), and address the

temporary water quality impacts resulting from the construction activities in this project, the construction activities need to comply with Standard Specifications 13-2 "Water Pollution Control Program". These Standard Specifications address the preparation of Water Pollution Control Program (WPCP) document and the implementation of WPCP during construction.

Best Management Practices (BMPs) need to be implemented to address the temporary water quality impacts resulting from the construction activities in the project. BMPs will include the measures of soil stabilization, sediment control, wind erosion control, tracking control, non-storm water management, and waste management/materials pollution control. Appropriate BMPs and their quantities need to be developed during the PS & E phase.

6G. Air Quality Conformity

The proposed project is fully compatible with the design concept and scope described in the current FTIP. The project is exempt from all project level conformity requirements per 40 Code of Federal Regulations (CFR) 93.126.

6H. Title VI Considerations

Title VI of Civil Rights Act of 1964 states that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded in participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

Provisions for pedestrian access through all intersections have been provided in the design of the Proposed Project, consisting of staggered crosswalks and curb ramps. All new curb ramps will be ADA compliance per DIB 81 and DIB 82. The new curb ramps will be directional to the crosswalk to accommodate visually impaired pedestrians and people using mobility devices to use the crosswalk. Existing curb ramps will be upgraded to ADA compliance. Cost for the improvement is included in the project cost estimates.

6I. Noise Abatement Decision Report

The project does not create traffic noise impacts. A traffic noise study and consideration of noise abatement is not required. A Noise Abatement Decision Report is not required.

7. OTHER CONSIDERATIONS AS APPROPRIATE

Route Matters

A freeway agreement, route adoption, or relinquishment is not required for this project.

Permits

Permits are not required for this project.

Cooperative Agreements

At 4 locations in Santa Clara County, the City of Santa Clara wants to expedite the PHB installation. All proposed work at these 4 locations will be done under an encroachment permit. A cooperative agreement will be prepared during PS&E between the City of Santa Clara and the Department for funding. Department will have a financial commitment of up to $766,000 towards the Construction Capital for those 4 locations and is approved by a PCR. A draft cooperative agreement is included as Attachment M.

Other Agreements

Listed below is the existing Maintenance Agreement within this project's limits. During PS&E, need for amendments to agreements will be determined.

Agreement with	State Route	Postmile Limits	Effective Date
City & County of San Francisco	80	4.1 - 5.0	7/18/1955

Transportation Management Plan for Use During Construction

A Transportation Management Plan (TMP) is required. The TMP will include public information/press releases to notify and inform motorists, business, community groups, local entities, emergency services, and politicians of upcoming closures or detours. Lane closure charts, pedestrian detours, Portable Changeable Message Signs and the Construction Zone Enhanced Enforcement Program will be utilized to minimize and prevent delay and inconvenience to the traveling public. Pedestrian detours must include ADA compliant temporary facilities such as a continuous unobstructed path connecting all existing accessible elements, barricades, advanced signs, cane-detectable barriers, lighting, audio alerts, and pedestrian signal buttons. A TMP Data Sheet has been prepared and is included as Attachment I.

Stage Construction

Stage construction is not anticipated. Multiple construction units may be used for multiple locations of this project since work at each location can be an independent operation.

Accommodation of Oversize Loads

Not applicable.

Graffiti Control

Not applicable.

8. FUNDING/PROGRAMMING

This project is originally programmed in the **2016/17 SHOPP** Collision Severity Reduction Project (Program Code 201.015) for $7,651,000 in the 2016/2017 FY. A PCR was approved on August 14, 2015, for scope, cost and schedule changes. Current programming is shown in the table below:

Fund Source	Fiscal Year Estimate								
20.10.201.015	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		415	235						650
PS&E Support			760	800					1560
Right-of-Way Support		23	92	55					170
Construction Support				400	900				1300
Right-of-Way			40	65					105
Construction				320	3000	3796			7116*
Total									10901*

The support cost ratio is 47.45% of total project capital outlay cost.

* The current construction capital is $7,651,000 and the total project cost is $11,450,000. The difference of $535,000 in construction capital is the financial obligation of City of Santa Clara for doing the work in 15/16 through an Encroachment Permit at 4 locations. Department will pay a portion of the construction capital up to $766,000 per approved PCR. A Cooperative Agreement will be prepared during the PS&E phase.

Project Split:

This Project Report will serve as a parent Project Report. This project (EA 4H750) will be split into 3 separate children projects, EA 04-4H751 for 16 locations in Santa

Clara and San Francisco, EA 04-4H752 for 4 locations in Santa Clara and EA 4H753 for 5 locations on Sloat Blvd in San Francisco in the PS&E phase.
The split project, EA 4H752 will include 4 locations in the City of Santa Clara. These locations are 11, 12, 13, and 14 on Route 82 at Harrison St., Morse Lane, Buchanan Dr., and Alpine Avenue respectively. All proposed work at these 4 locations will be done through an Encroachment Permit by the City of Santa Clara. This is to complete the work prior to the SUPER BOWL 50 game set to take place at the new Levi's Stadium in February 2016. The construction capital for these 4 locations is estimated as $1,301,000 and a portion of construction capital of $766,000 is allocated from 16/17 SHOPP and the remaining $535,000 will be the financial responsibility of City of Santa Clara. City of Santa Clara will include this resolution in their September 2015 City Council.

The split project EA 4H753 will include 5 locations in San Francisco. These locations are 1, 2, 3, 4, and 5 on Route 35 at 36th Ave., Constanso Way/Everglade Dr., El Mirasol Pl., 26th Ave., and 21st Avenue. All proposed work at these 5 locations will be combined with the CAPM Project EA 04-3J310 for 2015/2016 FY delivery in the PS&E phase. The required construction capital funds of $1,700,000 for these 5 locations are allocated from the Office of Traffic Safety (OTS) for FY 15/16 by a Task Order (No. 16) to the provisions of the Interagency Agreement No. 12-00005 of August 7, 2015

The remaining 16 locations in San Francisco and Santa Clara Counties will be developed and constructed as EA 4H751. The construction capital for these 16 locations is estimated as $4,650,000 and funds are allocated from 16/17 SHOPP.

9. SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	07/01/14	Actual
BEGIN ENVIRONMENTAL	M020	10/06/14	Actual
PA & ED	M200	09/25/15	Target
PS&E TO DOE	M377	04/21/16	Target
DRAFT STRUCTURES PS&E	M378	N/A	Target
RIGHT OF WAY CERTIFICATION	M410	01/15/17	Target
READY TO LIST	M460	02/14/17	Target
FUND ALLOCATION	M470	04/08/17	Target
HEADQUARTERS ADVERTISE	M480	05/14/17	Target
AWARD	M495	05/25/17	Target
APPROVE CONTRACT	M500	06/27/17	Target
CONTRACT ACCEPTANCE	M600	08/15/19	Target
END PROJECT	M800	09/26/19	Target

10. RISKS

A Risk Management Plan is included as Attachment J. A summary of the major risks are:

- During the foundation work for the Pedestrian Hybrid Beacon (PHB) systems and utility box relocation work, unknown utility conflicts may increase cost and time.
- Advance detection loops could get damaged during the grinding operation.
- Any closures not coordinated with local agencies may result in delays.

11. FHWA COORDINATION

This project is considered to be a delegated project in accordance with the current Stewardship and Oversight Agreement signed between FHWA and Caltrans on May 28th, 2015.

12. PROJECT REVIEWS

District Program Advisor	Roland Au-Yeung	Date	08/03/15
District Maintenance	Kim Le/Steve Rouse	Date	08/13/15
Headquarters Project Delivery Coordinator	Lawrence Moore	Date	07/31/15
Project Manager	Frank Fuk Nyan Kurniawan	Date	08/19/15
FHWA	Lanh Phan	Date	07/20/15
District Safety Review	Haixiong Xu	Date	07/24/15
Constructability Review	Joey Morrison	Date	07/27/15
Other		Date	

13. PROJECT PERSONNEL

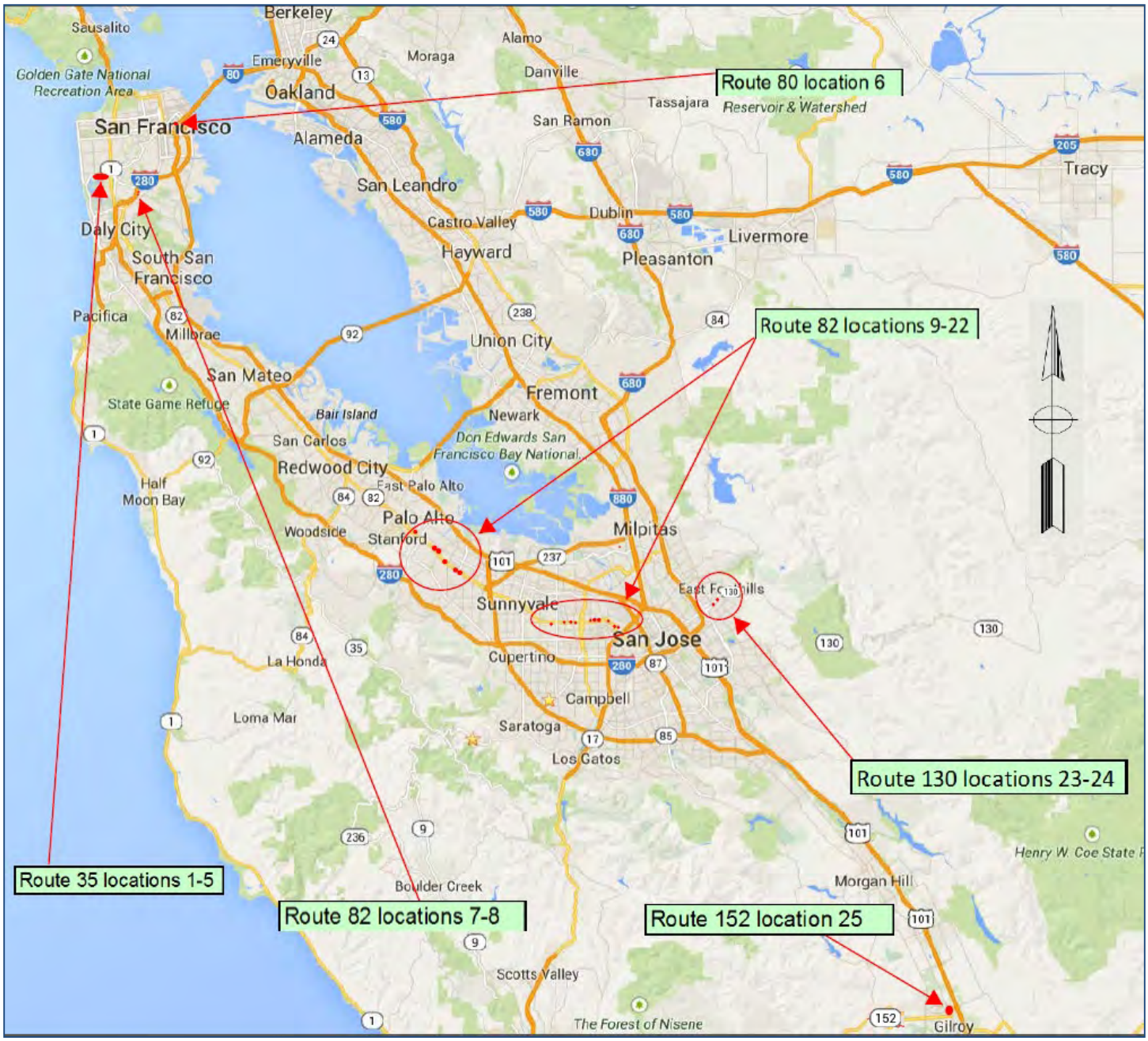
Name, Title	Phone #
Frank Fuk Nyan Kurniawan, Project Manager	510-286-6305
Roland AuYueng, Office Chief, Traffic/Program Mgr	510-286-4560
Ramiel Gutierrez, Branch Chief, Traffic Safety	510-286-5994
Ken Xu, Branch Chief, Electrical	510-286-4765
Einar Acuna, Branch Chief, Signal Operations	510-622-5741
Emily Chen, Environmental Planner	510-286-6170
Geoffrey Mitchell, Biologist	510-622-1771
Tung Ly, Office Chief, Design South	510-286-5076
Sindhu Kurup, Branch Chief, Design South	510-622-0796
Phyllis Chinn, Project Engineer, Design South	510-622-0752

14. ATTACHMENTS (Number of Pages)

A. Project Location Map (1)
B. Summary of Locations and Quantities (1)
C. Layouts (26)
D. Typical Cross Section (1)
E. Cost Estimate (9)
F. Storm Water Data Report (Short Form) (6)
G. Categorical Exemption(CEQA)/Categorical Exclusion (NEPA) Form (5)
H. Right of Way Data Sheet (6)
I. TMP Data Sheet (4)
J. Risk Management Plan (1)
K. Material Recommendation (2)
L. Pavement Strategy Checklist (4)
M. Cooperative Agreement (7)

ATTACHMENT A
PROJECT LOCATION MAP

Location Map

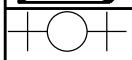
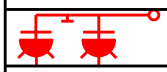
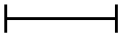


ATTACHMENT B
SUMMARY OF LOCATIONS AND SCOPE

04-SF-35, 80, 82-PM Var and 04-SCL-82,130, 152-PM Var
PROJECT ID No. 0413000259 (EA 4H7500)
SUMMARY OF LOCATIONS AND SCOPE

Location ID No.	County	Route	PM	City/Town	Intersection	Roadway Feature							Proposed Crosswalk Safety Enhancement																										
						No. of Lanes of Travel (Through)	Left-Turn Lane (Y or N)	Curb to Curb Width (Ft)	AADT	Posted Speed Limit (mph)	Existing Island/ Raised Median (Y or N)	No. of Existing DI (Temp. DI Protection)	Install Sign-on mast arm and PPB (EA)	Install Roadside Sign-One Post (EA)	Install Single Sheet Aluminum Sign						Thermoplastic Pavement Marking																				
															R10-23 (EA) Crosswalk STOP on red o Mast Arm (2' x 2.5')	R10-6L(EA) STOP here Rt on wood post (2' x 3')	R10-6R(EA) STOP here Lt on wood post (2' x 3')	R62E (EA) Yellow Push Button on Ped Push Button	Relocate Sign (EA)	High Visibility Crosswalk Marking (FT2)	12" White Stop Bar (FT2)	Remove Yield Line, Remove Crosswalk (FT2)	Remove Roadside Sign (EA) TOTAL	Pedestrian Hybrid Beacon System (PHB) (EA) (includes PPB, loop detectors and lighting)	Pedestrian Push button (EA)* NOT included in HAWK	ADA Curb Ramp	Detectable Warning Surface (SQFT)	Signal Interconnection Trenching (per location)	Wireless Signal Interconnection (per location)	Video Camera	DI Relocation	Relocate Fire Hydrant (EA)	Relocate/Adjust Utility Box (EA)	Remove Light Pole (EA)	Remove Flashing Beacons (EA)	Place Concrete (Median Island) CY	Remove Concrete (Median Island) CY	Mast Arm Traffic Signal (EA)	Place Bulbout (CY)
X	SF	35	2.150	San Francisco	36th Ave	6	N	110	24,700	35	Y	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					X						
X	SF	35	2.390	San Francisco	Constanso Way/Everglade Dr	6	y	110	24,700	35	Y	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X			X		X	X		
X	SF	35	2.560	San Francisco	El Mirasol Pl	6	Y	110	24,700	35	Y	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X			X		X	X		
X	SF	35	2.780	San Francisco	26th Ave	6	Y	113	24,700	35	Y	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X		X						
X	SF	35	3.060	San Francisco	21st Ave	X	Y	113	24,700	35	Y		X	X	X	X	X	X	X	X	X	X	X	X	X					X							
6	SF	80	4.335	San Francisco	Harrison St	X	N	28	7,700	35	N	X	X					X		X					X	X	X					X						
7	SF	82	0.040	San Francisco	Goethe St	X	Y	80	22,700	35	N	X	X	X	X	X		X	X	X	X	X	X	X	X	X			X		X						X
8	SF	82	0.080	San Francisco	Rice St	X	Y	80	22,700	35	N		X	X	X	X		X	X	X	X	X	X	X	X	X			X		X						X
9	SCL	82	10.240	San Jose	Idaho St/Alameda Ct	X	N	83	27,500	35	N	X	X	X	X	X		X		X	X	X	X	X	X	X			X								
10	SCL	82	10.300	Santa Clara	Portola Ave.	X	Y	73	23,600	35	N		X	X	X	X		X	X		X	X	X	X	X			X			X		X				
11	SCL	82	11.310	Santa Clara	Harrison St	6	Y	100	24,100	40	Y	X	X	X	X	X	X	X		X	X	X	X	X	X			X		X		X					
12	SCL	82	12.930	Santa Clara	Morse Ln	6	Y	100	28,000	35	Y		X	X	X	X	X	X			X	X	X	X	X			X									
13	SCL	82	13.000	Santa Clara	Buchanan Dr	6	Y	104	28,000	35	Y	X	X	X	X	X	X	X			X	X	X	X	X			X		X							
14	SCL	82	13.480	Santa Clara	Alpine Ave	6	Y	104	28,000	35	Y	X	X	X	X	X	X	X			X	X	X	X	X			X		X							
15	SCL	82	14.640	Sunnyvale	Helen Ave	6	Y	104	41,000	40	Y	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X									
16	SCL	82	21.271	Los Altos	Distel Cir	6	Y	102	42,000	35	Y	X	X	X	X	X	X	X		X	X	X	X	X	X			X		X		X	X				
17	SCL	82	22.272	Los Altos	Monroe Dr	6	Y	102	42,000	35	Y		X	X	X	X	X	X			X	X	X	X	X			X									
18	SCL	82	23.020	Palo Alto	Vista Ave	6	Y	105	46,000	35	Y	X	X	X	X	X	X	X			X	X	X	X	X			X									
19	SCL	82	23.410	Palo Alto	Baron Ave/Wilton Ave	6	Y	104	46,000	35	Y	X	X	X	X	X	X	X			X	X	X	X	X			X									
20	SCL	82	23.602	Palo Alto	Fernando Ave	6	Y	102	46,000	35	Y	X	X	X	X	X	X	X			X	X	X	X	X			X									
21	SCL	82	24.420	Palo Alto	College Ave	6	Y	102	41,000	35	Y	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X									
22	SCL	82	26.342	Palo Alto	Alma Ave/Palo Alto Ave	6	Y	17	30,000	25	Y		X	X		X		X			X				X	X	X										X	
23	SCL	130	2.300	San Jose	Millar Ave	X	Y	85	26,500	40	Y	X	X	X	X	X	X	X		X	X	X	X	X	X			X									
24	SCL	130	2.600	San Jose	Laumer Ave	X	Y	85	26,500	40	N	X	X	X	X	X	X	X		X	X	X	X	X	X			X									
25	SCL	152	9.638	Gilroy	Howson St	X	N	68	19,700	35	N	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X		X							

ATTACHMENT C
LAYOUTS

LEGEND	
	Place concrete island
	DWS: Detectable Warning Surface
	PPB PED Push Button PSH: PED Signal Head
	DI: Drainage Inlet
	CC: Controller Cabinet
	FH: Fire Hydrant
	CR: Curb Ramp
	LP: Light Pole
	PP: Power Pole
	Bike Lane
PRI:	Pedestrian Refuge Island
	Ped Hybrid Beacon (PHB)
SYL:	Striping Yield line (Shark teeth)
	BUS STOP
	Remove striping
	Remove sign
	Existing PED Barricade
	Existing utility box
	New Pullbox
	New Electrical Conduit
	Place sign
	Loop detectors
Red Note: New Facility	
	Poor Roadway Conditions
	Fair Roadway Conditions

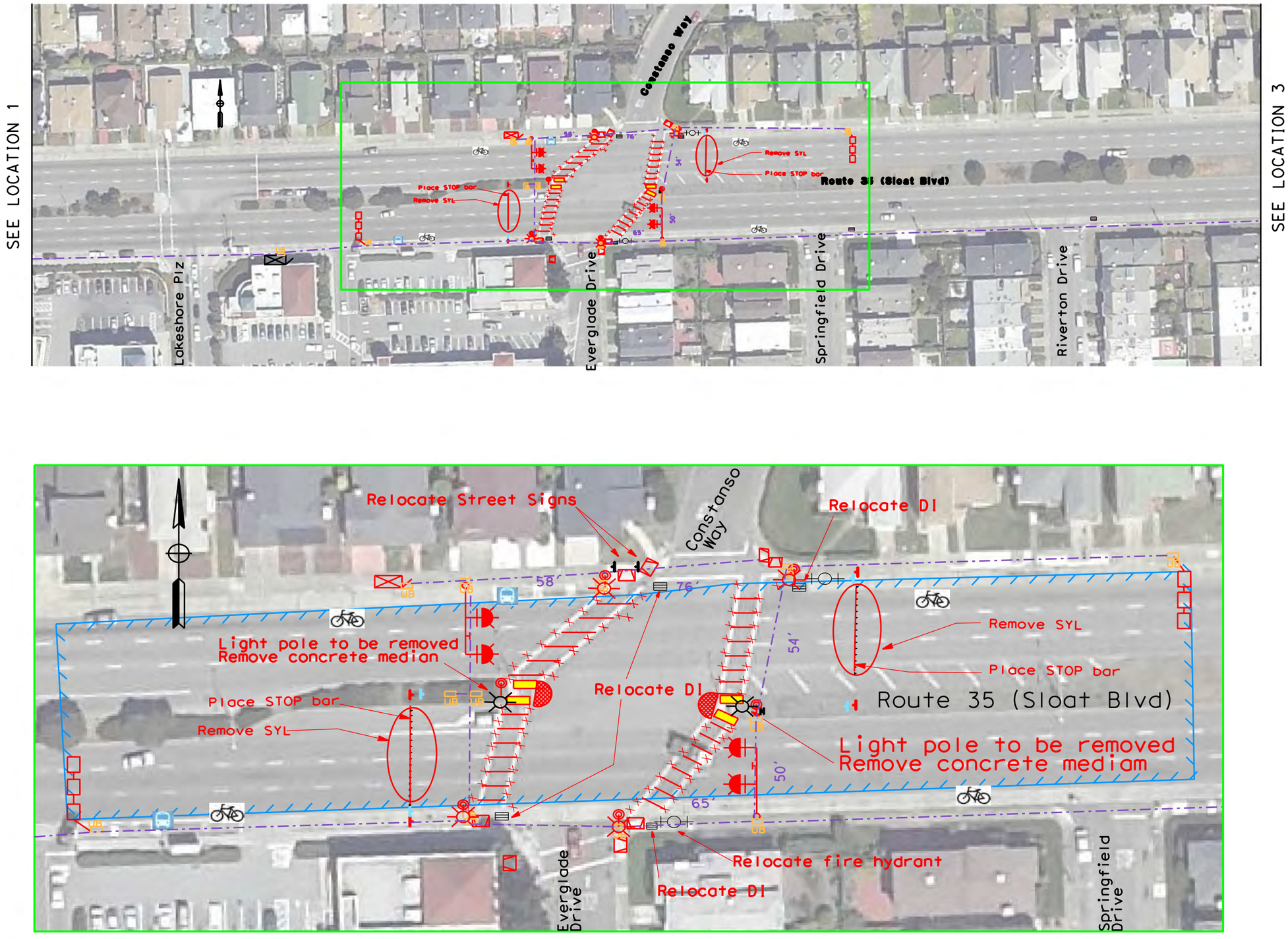
Notes:
1. Trenching for the electrical conduit is 36 in deep and 1 ft wide

2. The clear width for sidewalks within the Caltrans right of way shall be 48 inches minimum, exclusive of the curb width.

3. Layouts geometry may be changed and more detail will be added, during the PS&E phase.

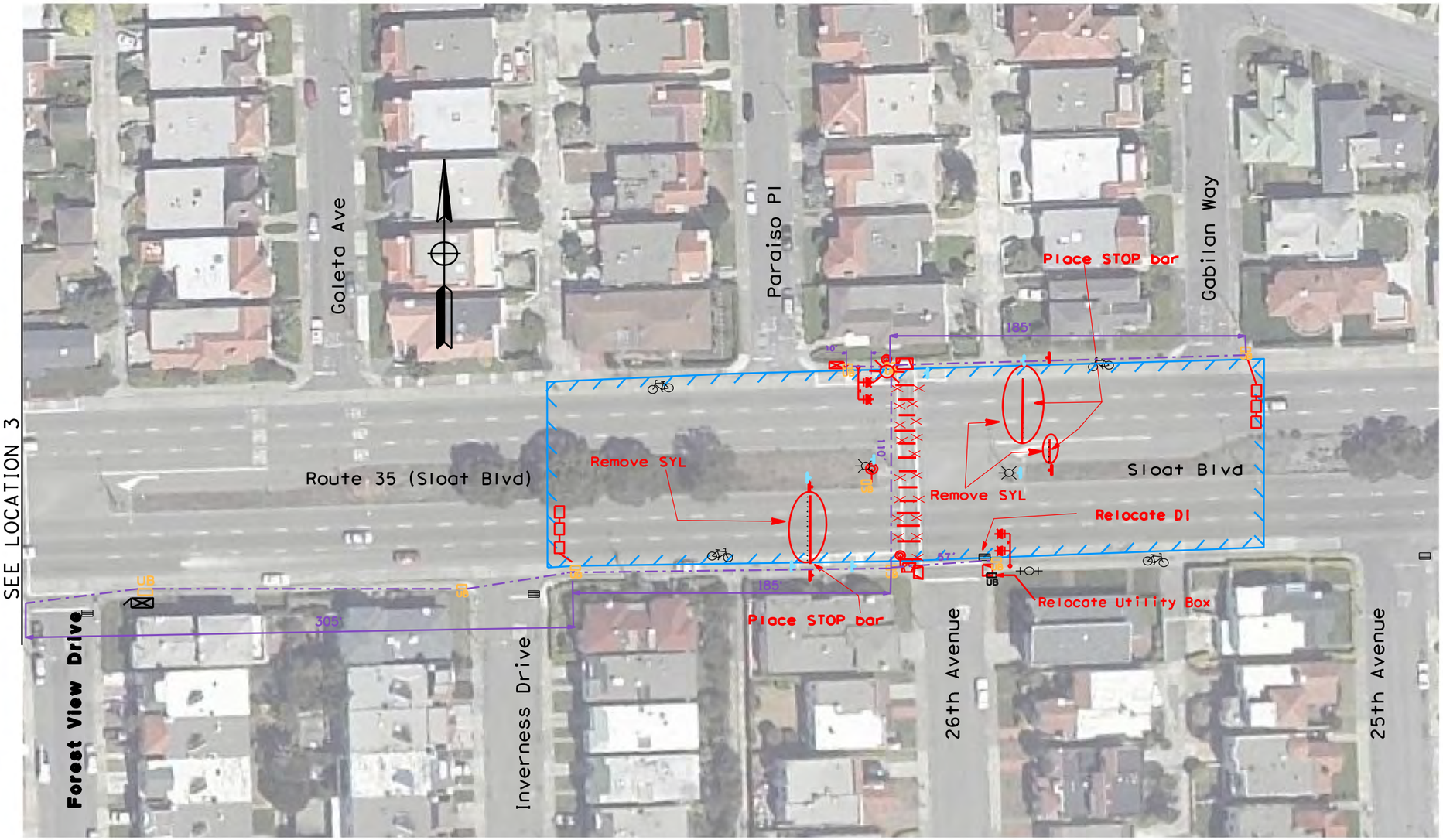
Note 1: Hawk to be placed on structure

PROJECT ID	EA								
0413000259	4H7500	CROSSWALK SAFETY IMPROVEMENTS 04-SF 35, 80, 82 SCL 82, 130, 152	**LOCATION 1 ROUTE 35/36TH AVE PM 2.15**	PREP'D BY	AU	PC			

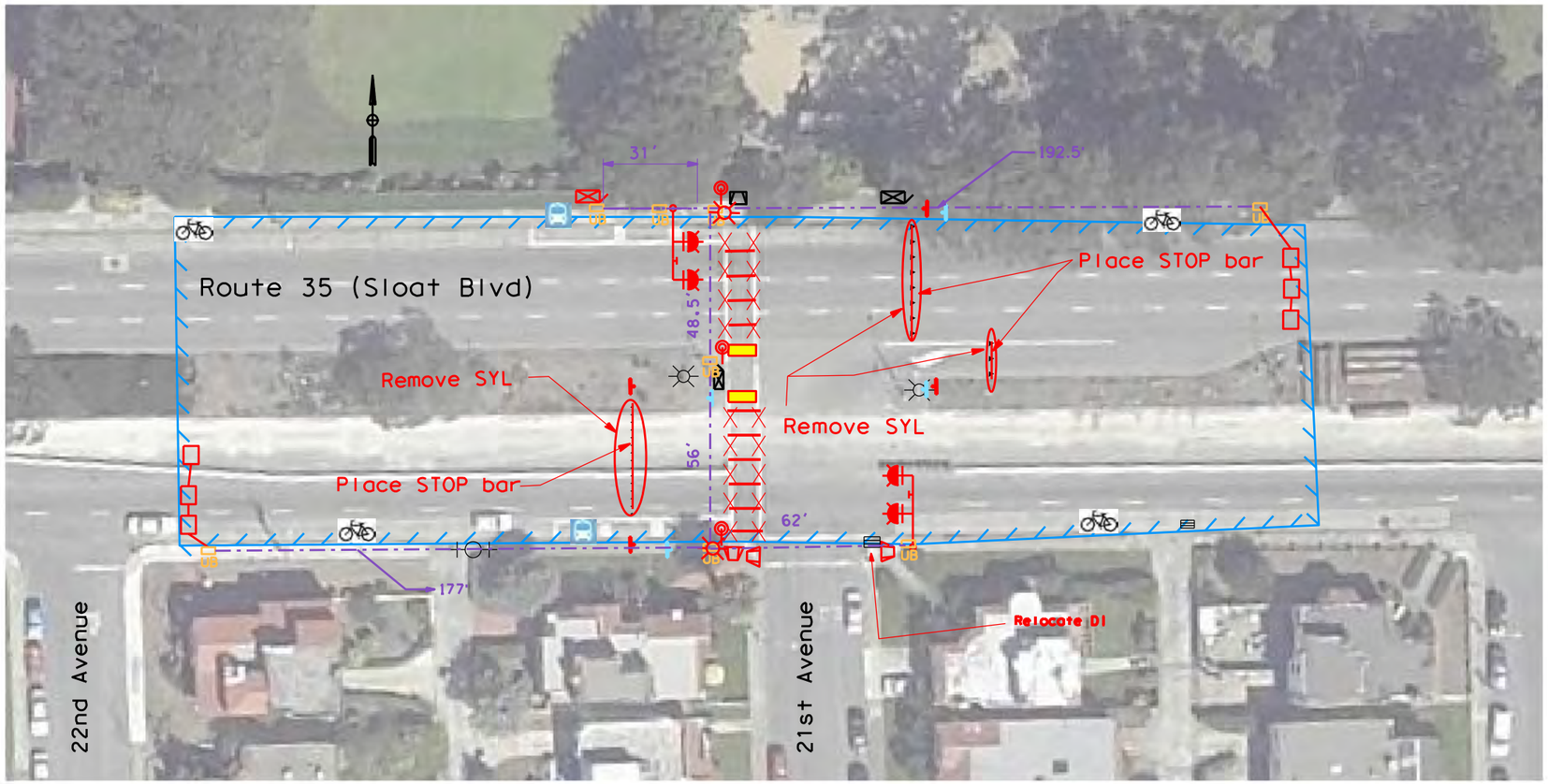


PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	LOCATION 2- ROUTE 35 PM 2.39	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152	CONSTANSO WAY	AU	PC				

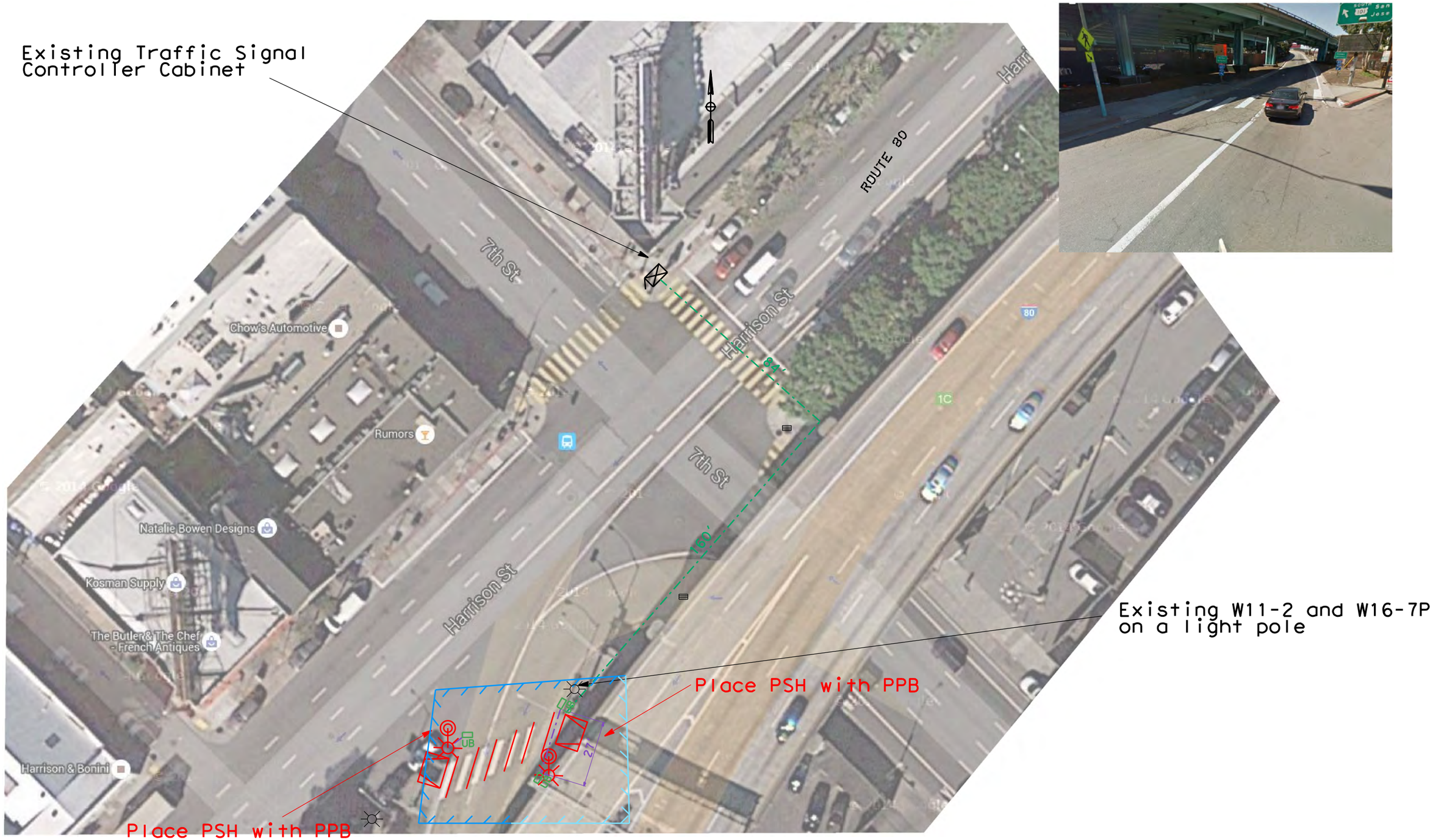
PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	LOCATION 3 ROUTE 35 PM 2.56	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152	El Mirasol Place	AU	PC				



PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	LOCATION 4 - ROUTE 35/26TH AVE PM 2.78	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152		AU	PC				



PROJECT ID	EA							
0413000259	4H7500	CROSSWALK SAFETY IMPROVEMENTS 04-SF 35, 80, 82 SCL 82, 130, 152	**LOCATION 5 ROUTE 35/21ST AVE PM 3.06**	PREP'D BY				
				AU	PC			



PROJECT ID	EA			PREP'D BY					
0413000259	4H7500	CROSSWALK SAFETY IMPROVEMENTS 04-SF 35, 80, 82 SCL 82, 130, 152	LOCATION 6 - SF 80 PM 4.335 Harrison St	AU	PC				

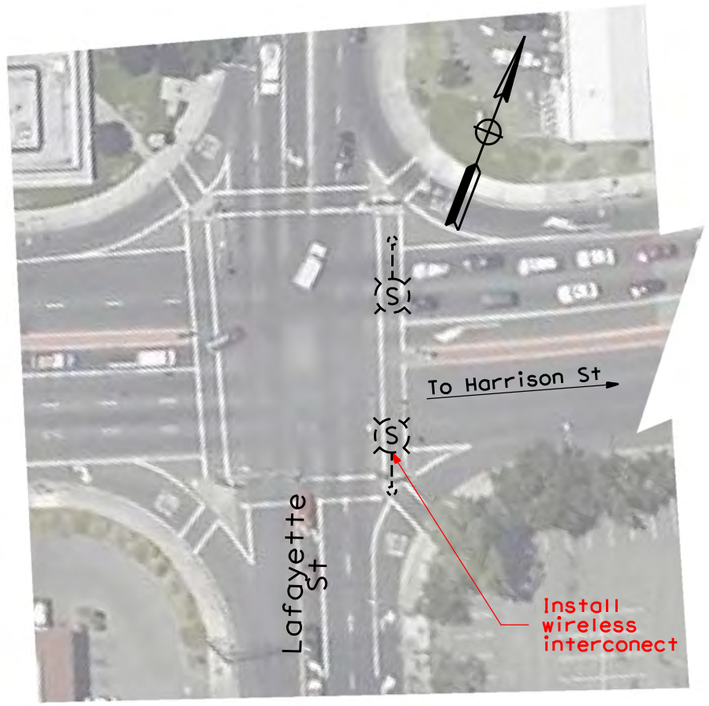
PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	LOCATION 7 - SF 82 PM 0.04	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152	Goethe St	AU	PC				

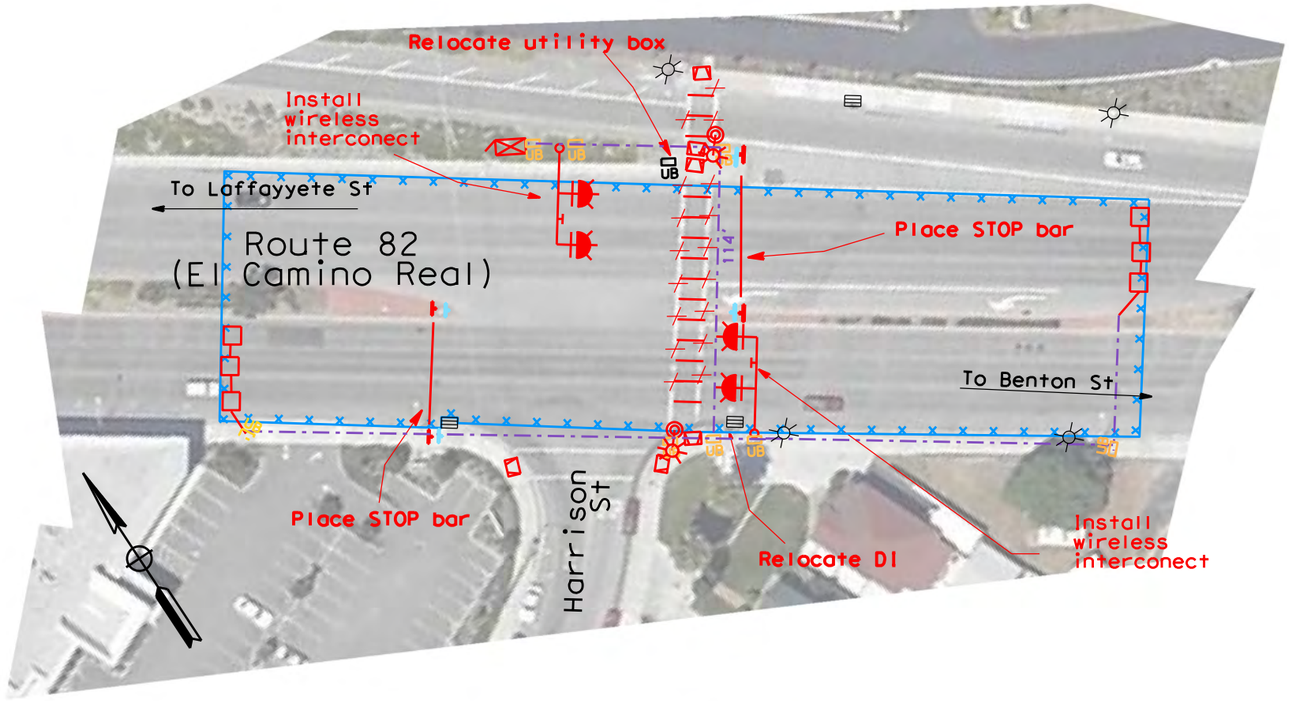
PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	**LOCATION 8 - SF 82 PM 0.08 Rice St**	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152		AU	PC				

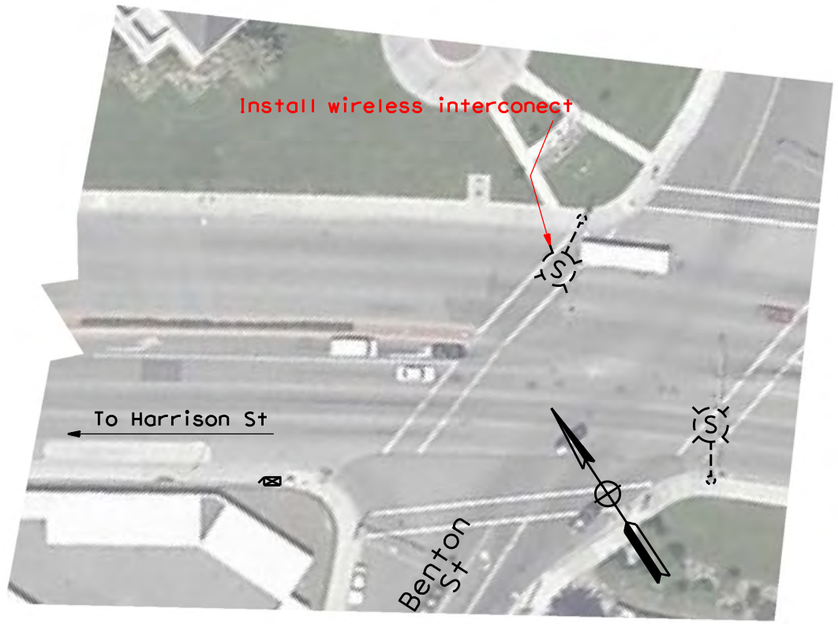
PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	**LOCATION 8 - SF 82 PM 0.08 Rice St**	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152		AU	PC				

PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	LOCATION 9 - SCL 82 PM 10.24 Idaho St/ Alameda Ct	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152		AU	PC				

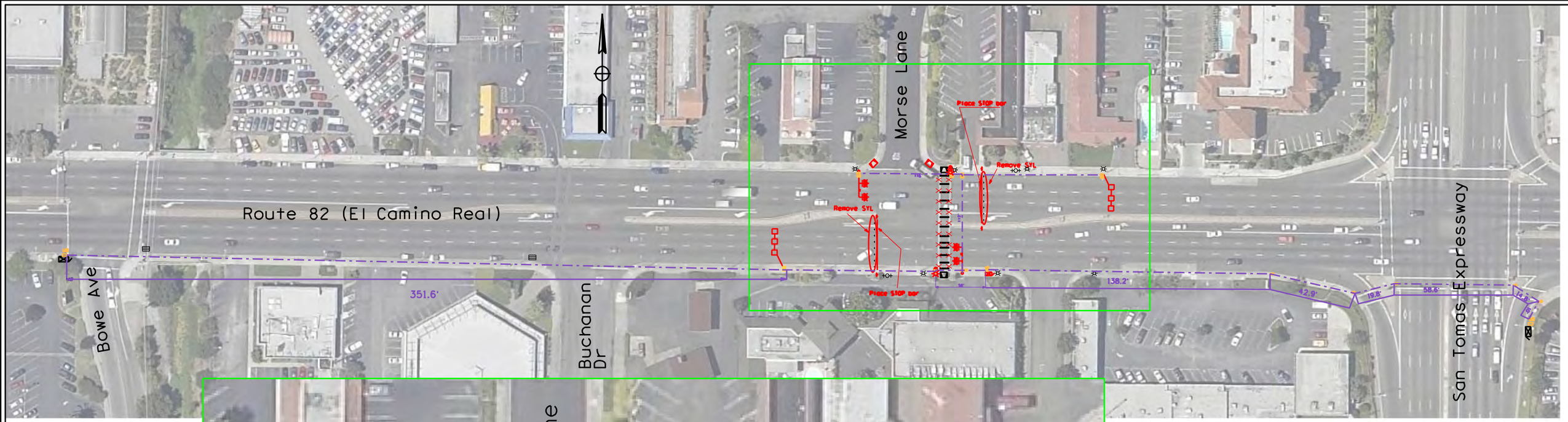
PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	**LOCATION 10- SCL 82 PM 10.3**	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152	**Portola Ave**	AU	PC				

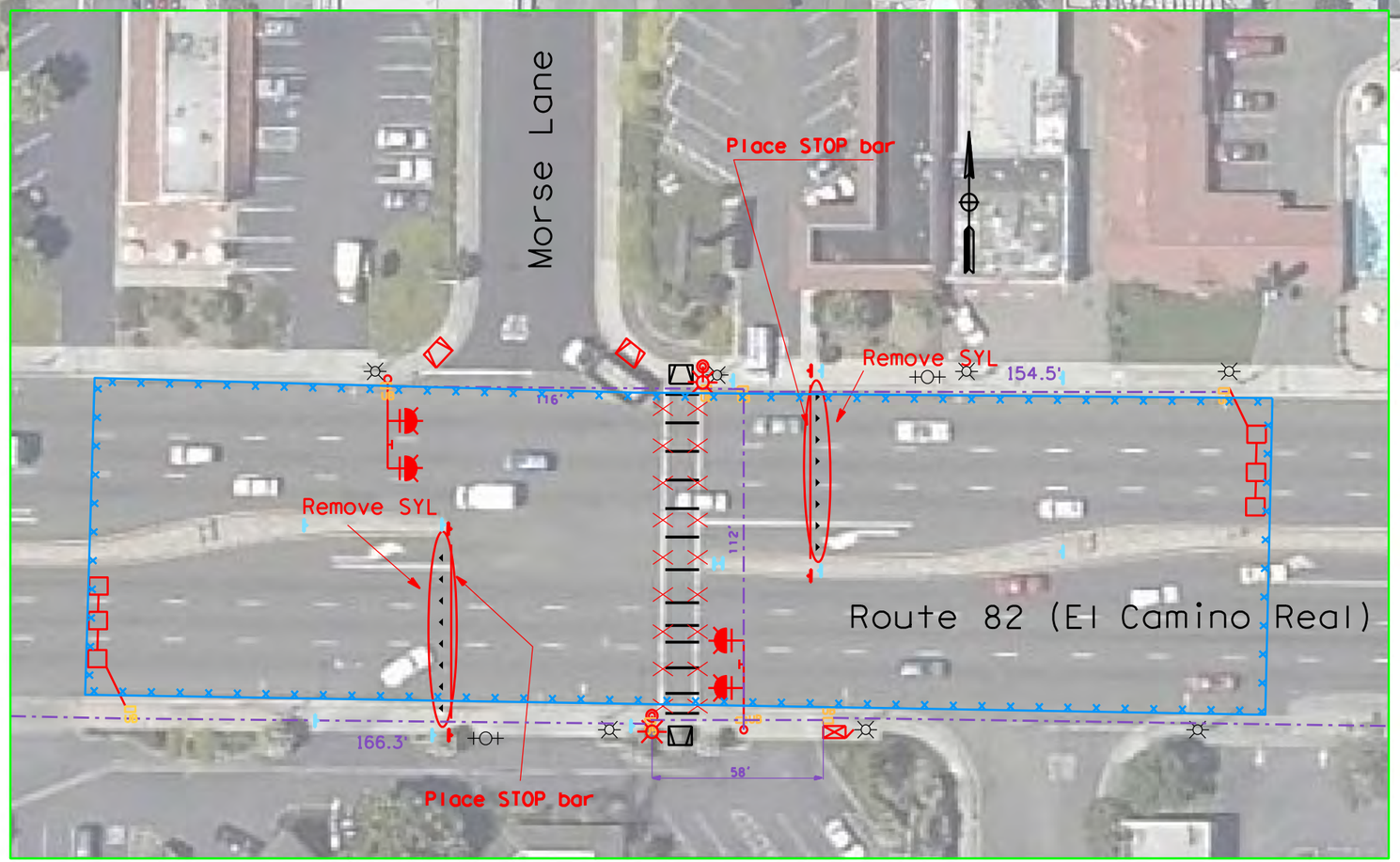




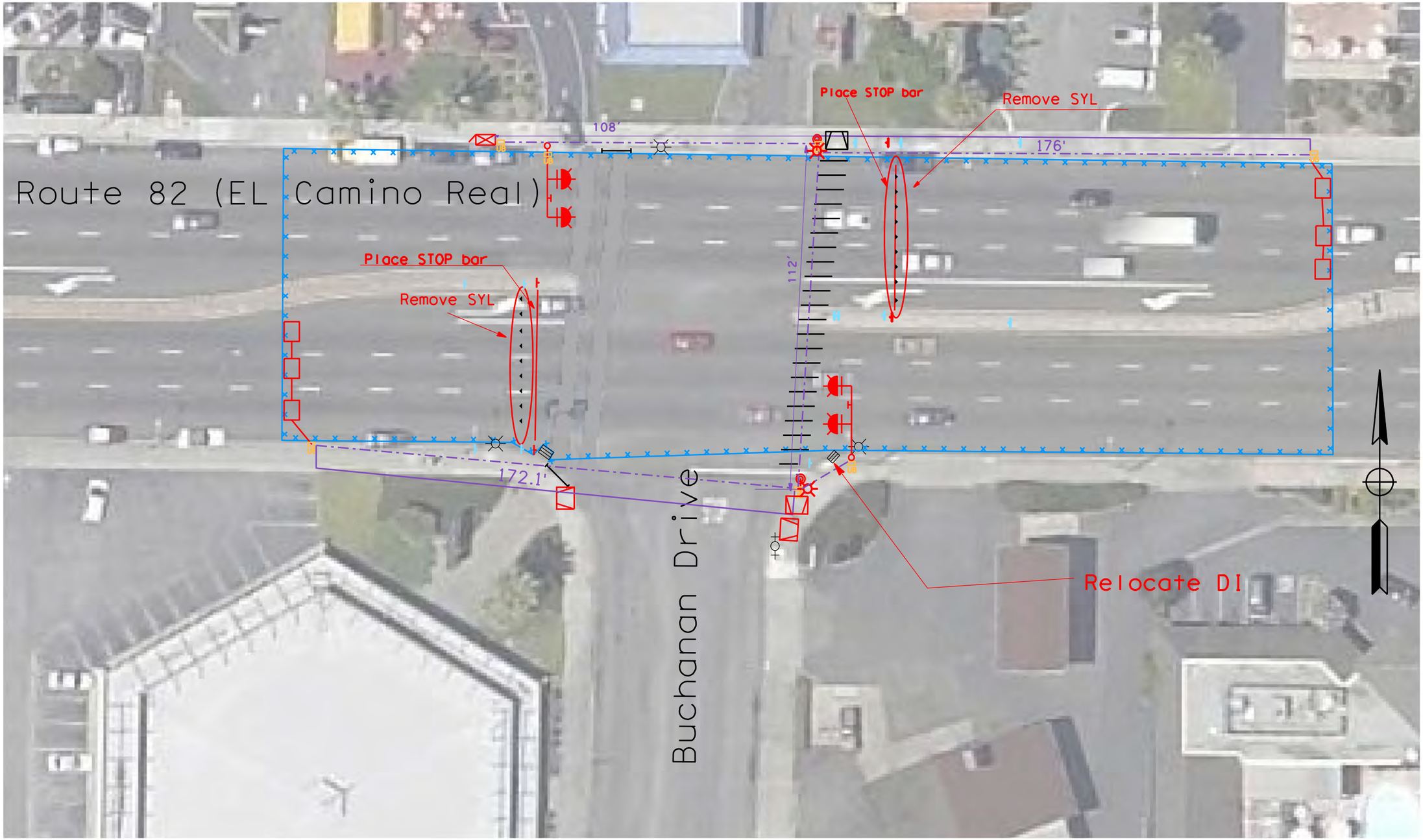


PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	**LOCATION 11 - SCL 82 PM 11.31**	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152	**Harrison St**	AU	PC				

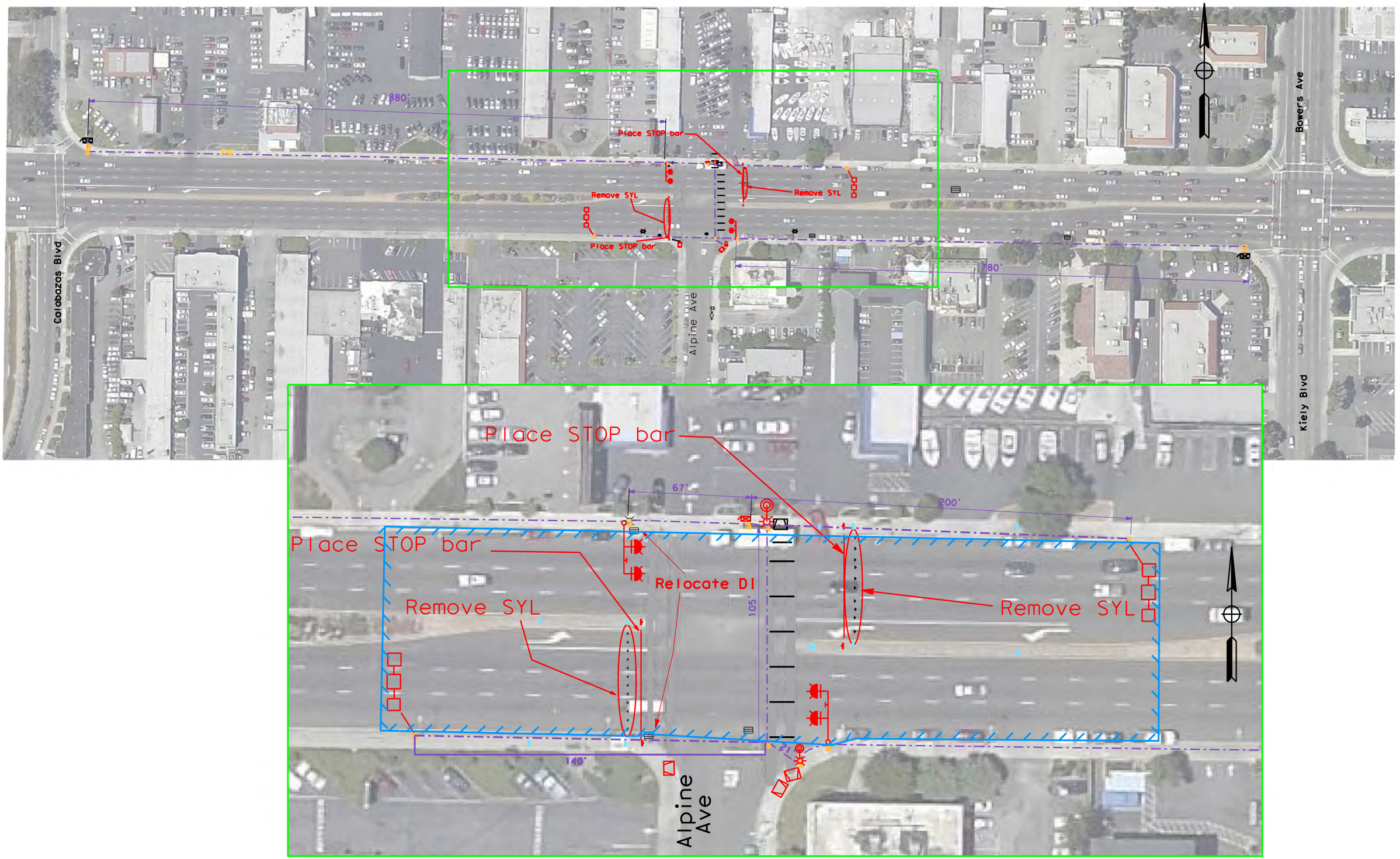




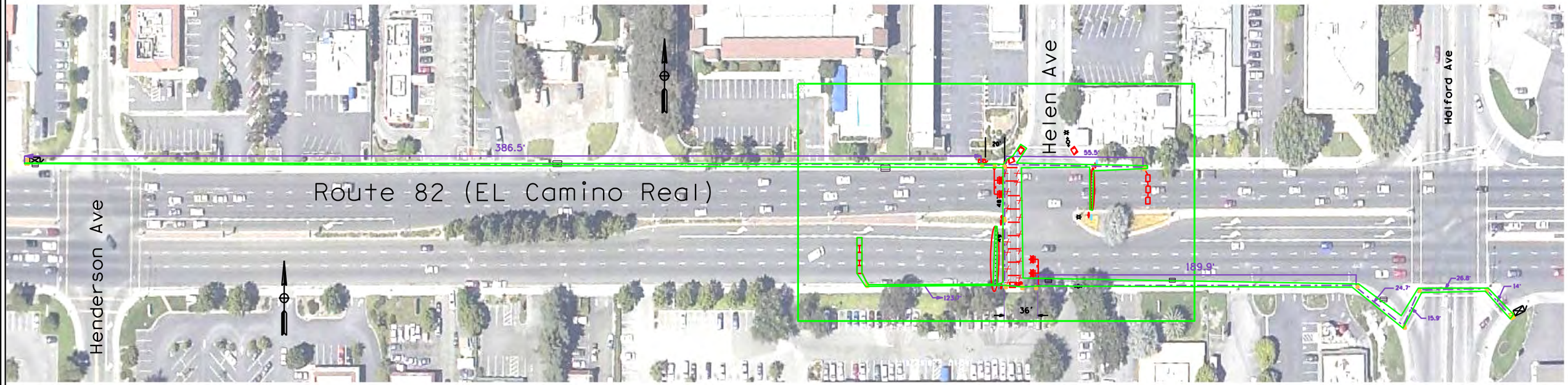
PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	LOCATION 12- SCL 82 PM 12.93 Morse Ln.	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152		AU	PC				

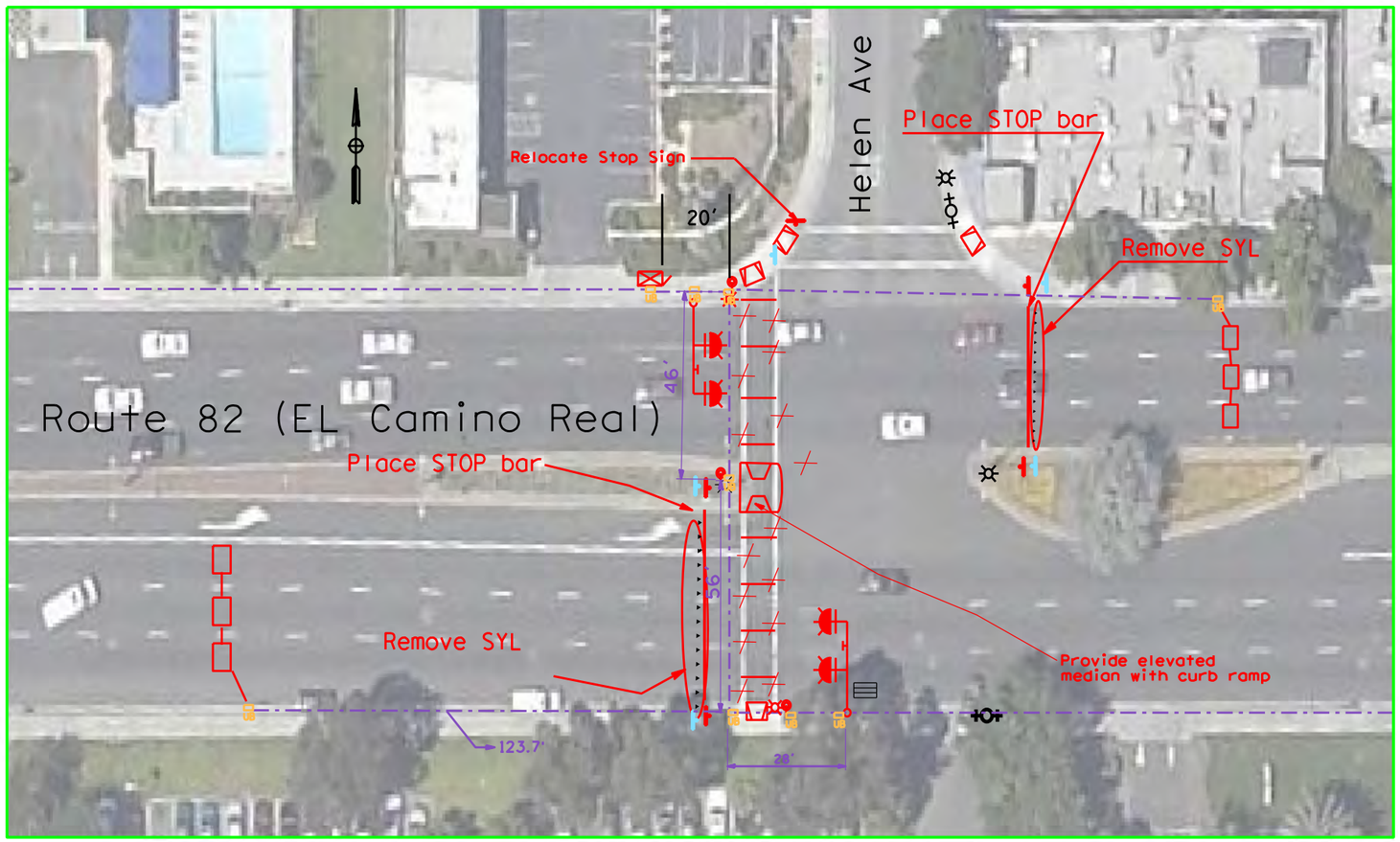


PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	LOCATION 13- SCL 82 PM 13.0 Buchanan Dr	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152		AU	PC				



PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	LOCATION 14- SCL 82 PM 13.48	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152	Alpine Ave	AU	PC				

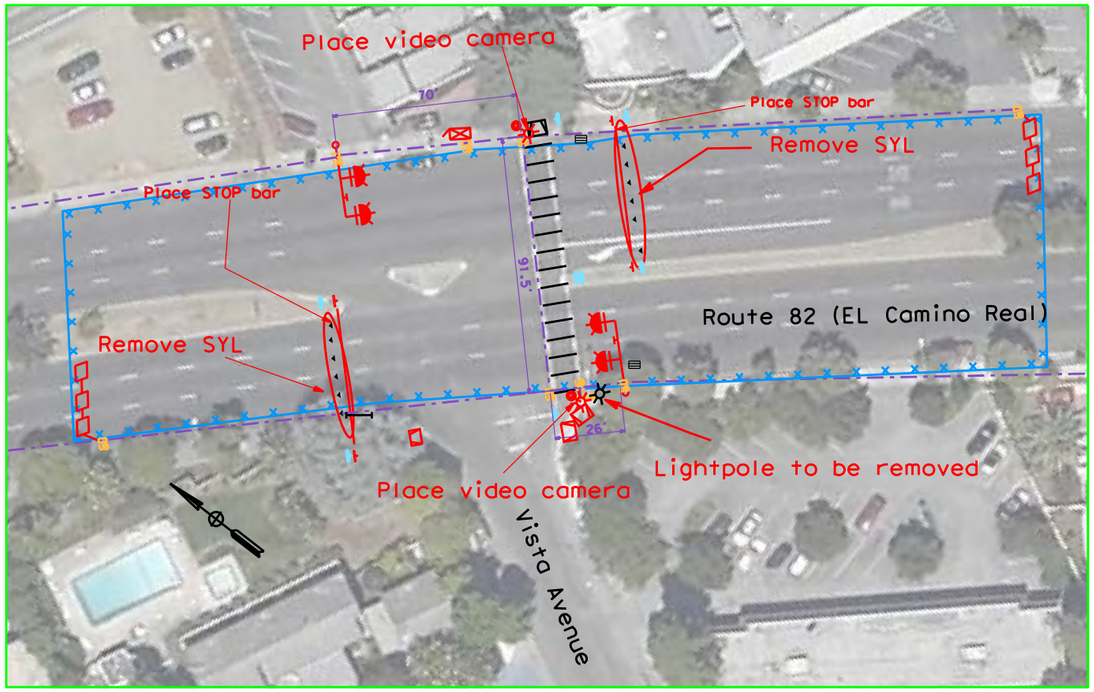




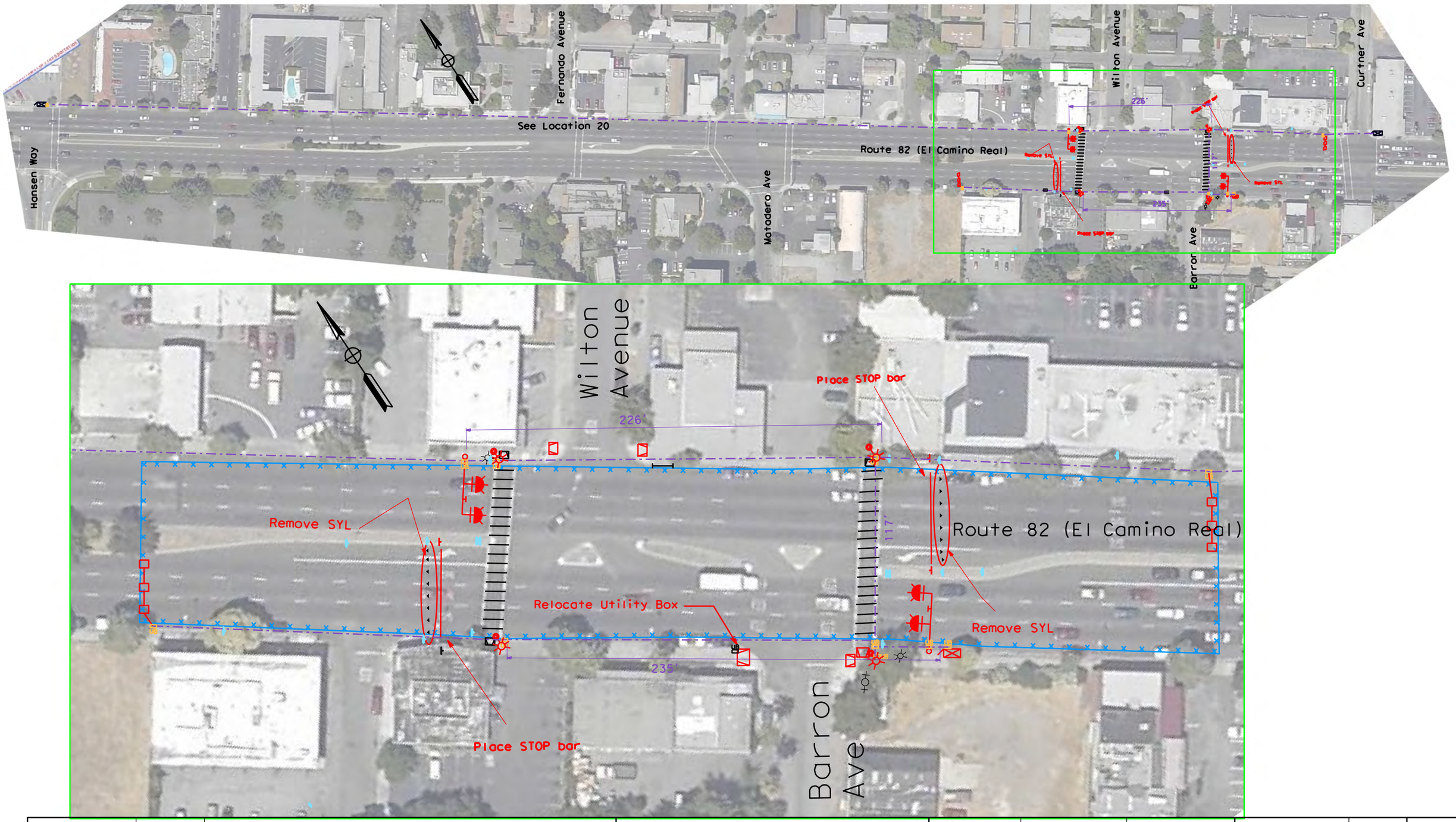
PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	**LOCATION 15 - SCL 82 PM 14.64**	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152	**Helen Ave**	AU	PC				

PROJECT ID	EA			PREP'D BY					
0413000259	4H7500	CROSSWALK SAFETY IMPROVEMENTS 04-SF 35, 80, 82 SCL 82, 130, 152	**LOCATION 16 - SCL 82 PM 21.271** **Distel Cir**	AU	PC				

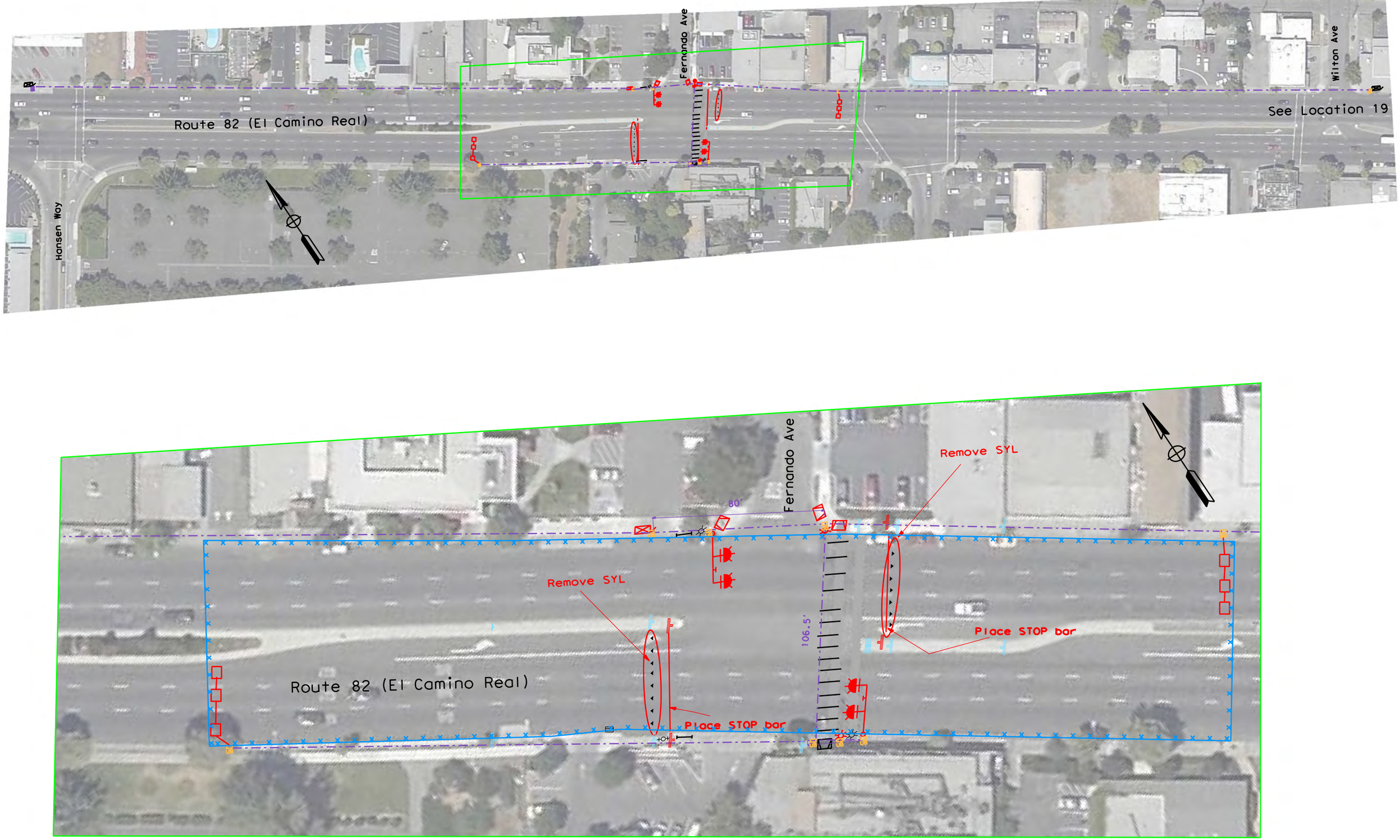
PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	LOCATION 17- SCL 82 PM 22.272 Monroe Dr	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152		AU	PC				



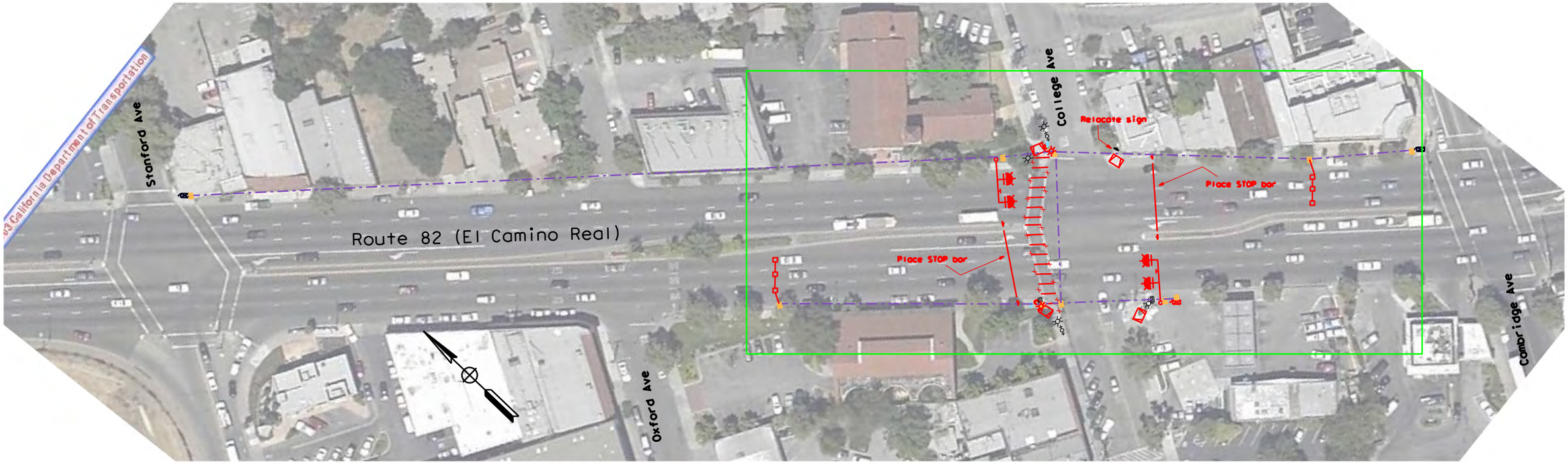
PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	LOCATION 18- SCL 82 PM 23.02 Vista Ave	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152		AU	PC				

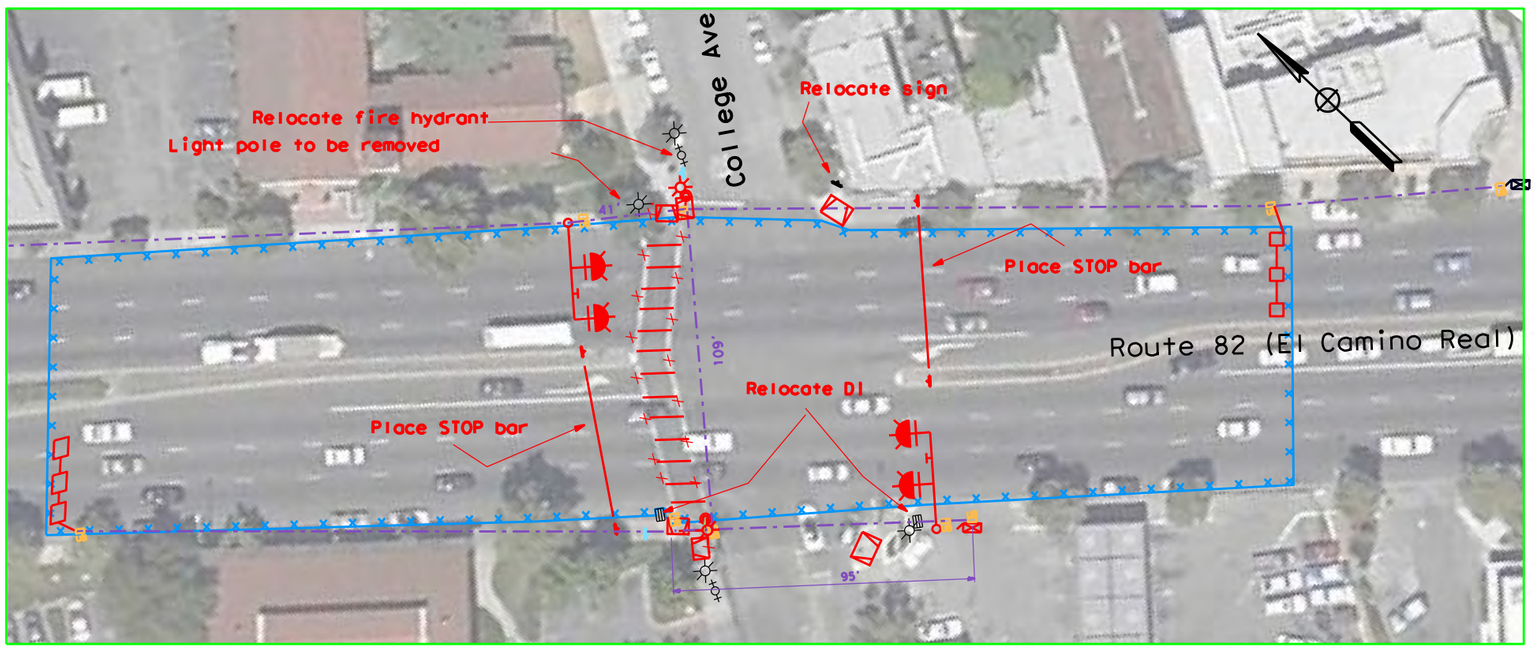


PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	**LOCATION 19- SCL 82 PM 23.41**	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152	**Barron Ave and Wilton Ave**	AU	PC				



PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	**LOCATION 20- SCL 82 PM 23.602**	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152	**Fernando Ave**	AU	PC				

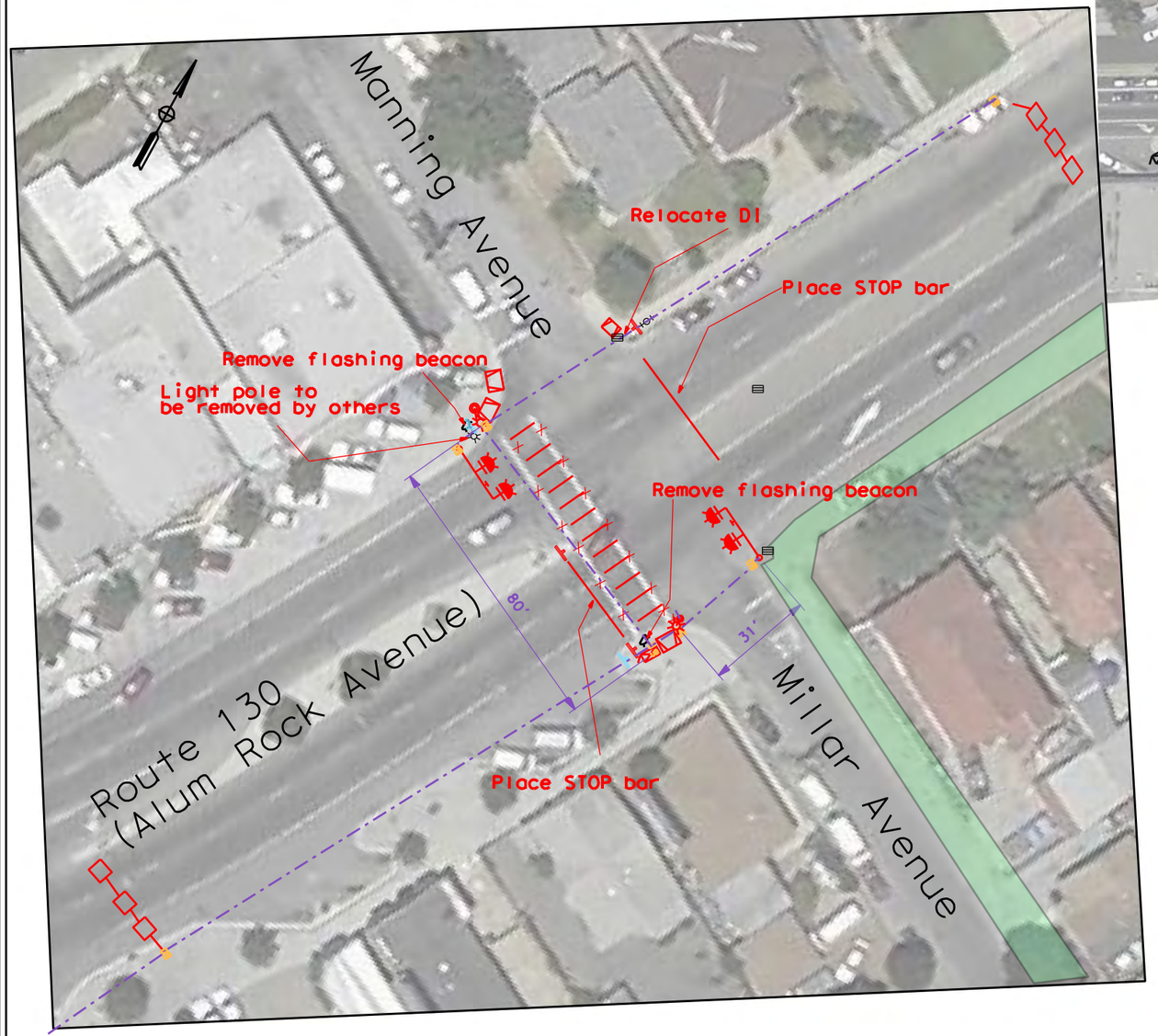


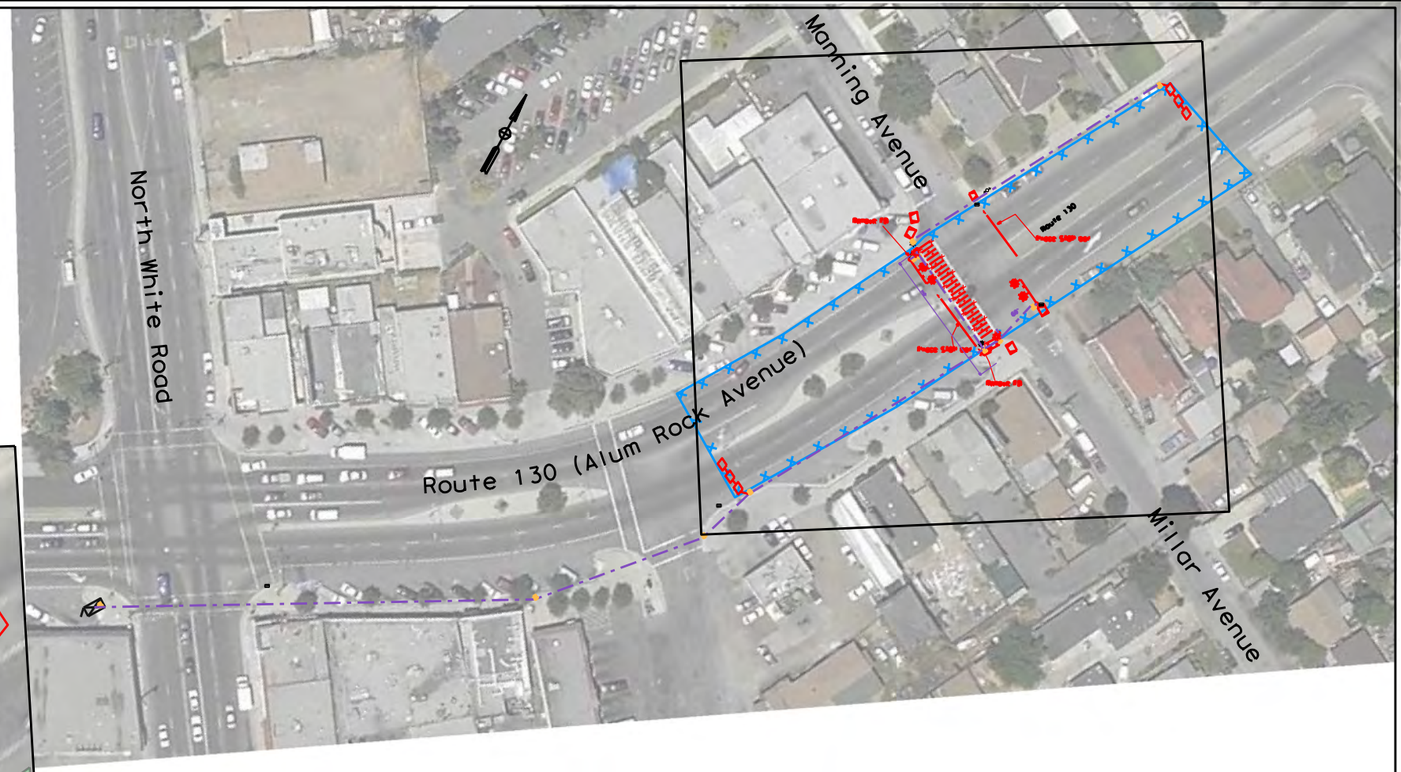


PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	LOCATION 21- SCL 82 PM 24.42 College Ave	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152		AU	PC				

Mast Arm
Traffic Signal

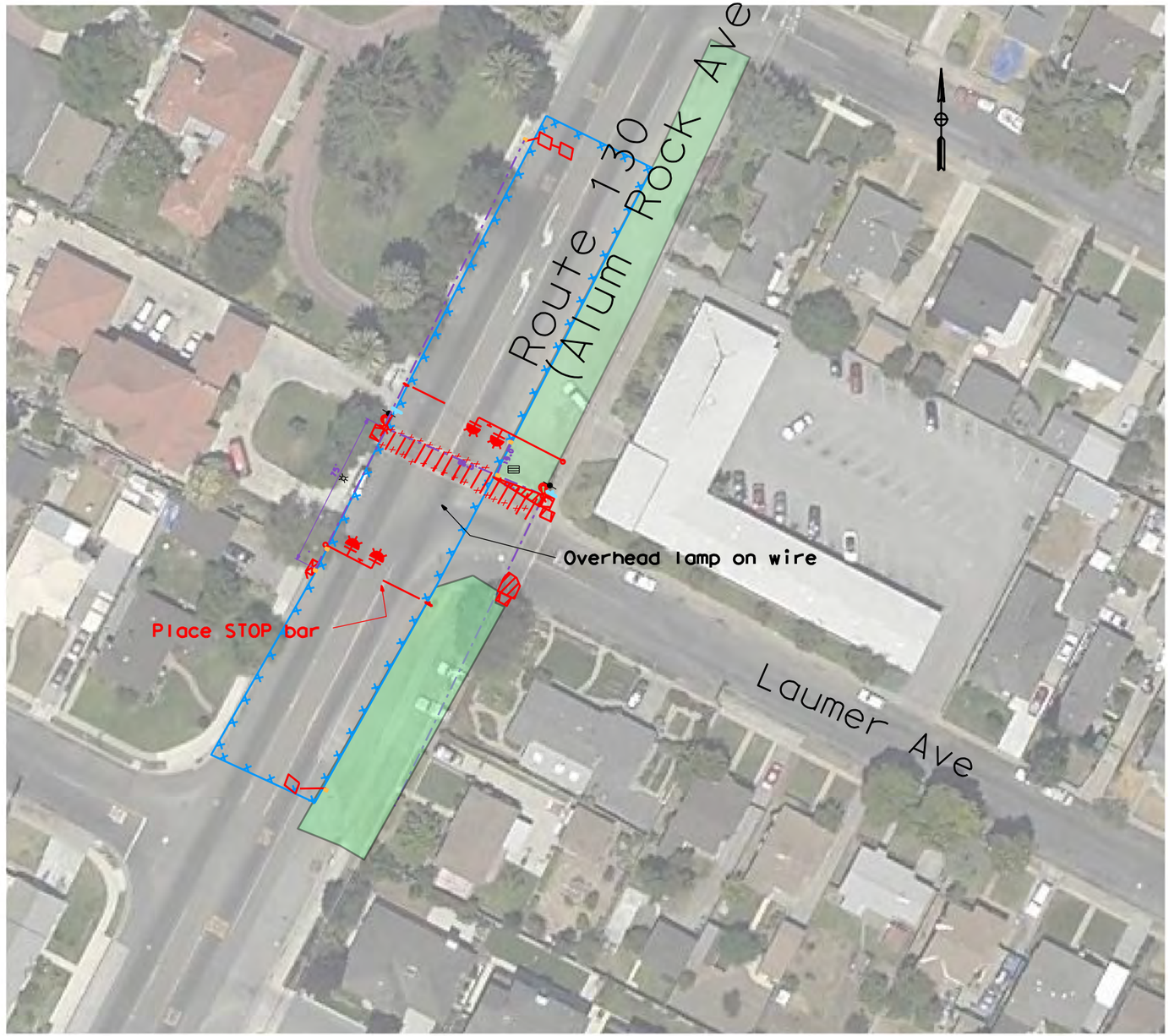
PROJECT ID	EA								
0413000259	4H7500	CROSSWALK SAFETY IMPROVEMENTS 04-SF 35, 80, 82 SCL 82, 130, 152	**LOCATION 22- SCL 82 PM 26.342** **Alma Ave/Palo alto Ave**	PREP'D BY					
				AU	10/06 PC				





UNPAVED AREA

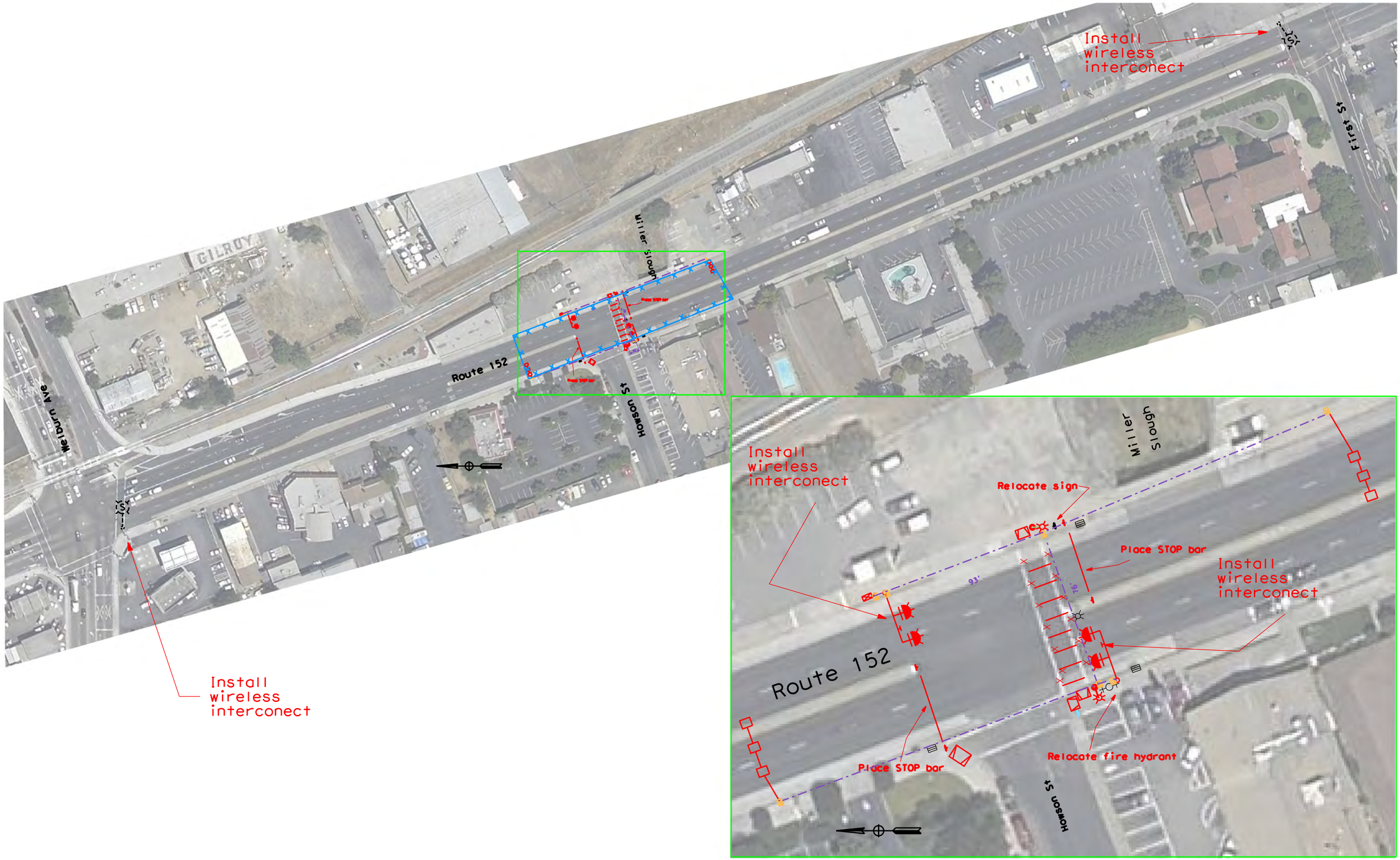
PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	LOCATION 23- SCL 130 PM 2.3 Millar Ave	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152		AU	PC				



UNPAVED AREA

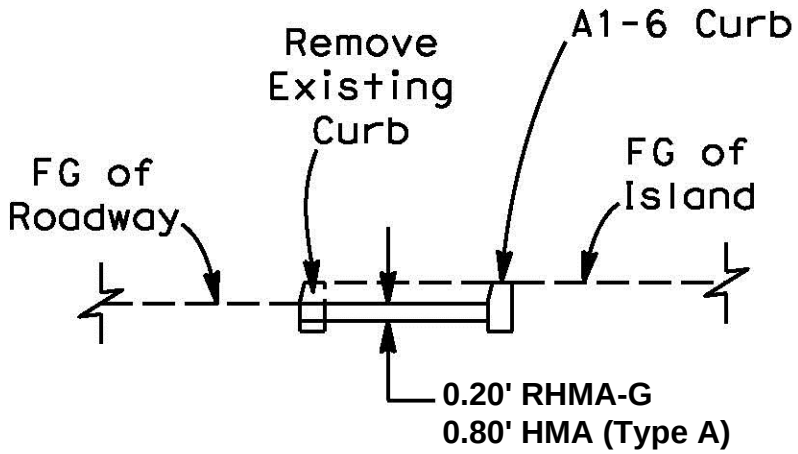
AREA TO BE PAVED

PROJECT ID	EA	CROSSWALK SAFETY IMPROVEMENTS	LOCATION 24- SCL 130 PM 2.6 Laumer Ave	PREP'D BY					
0413000259	4H7500	04-SF 35, 80, 82 SCL 82, 130, 152		AU	PC				



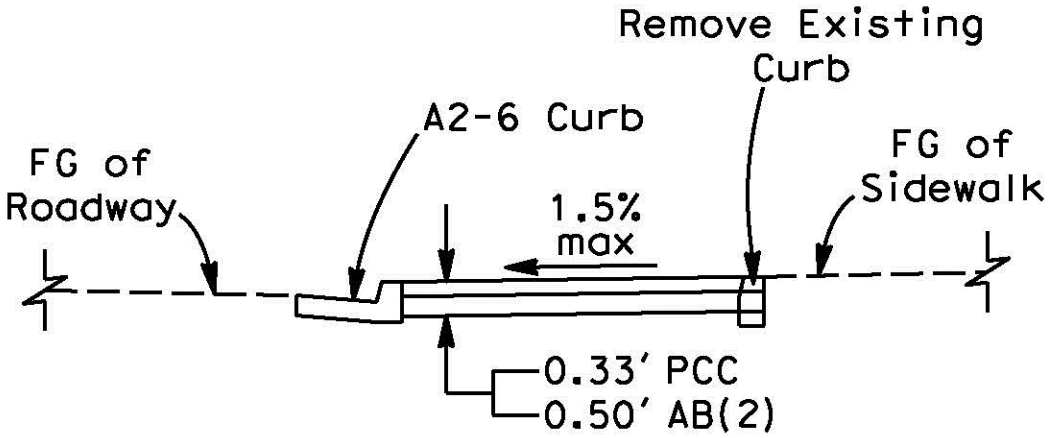
PROJECT ID	EA							
0413000259	4H7500	CROSSWALK SAFETY IMPROVEMENTS 04-SF 35, 80, 82 SCL 82, 130, 152	**LOCATION 25- SCL 152 PM 9.638 Howson St**	PREP'D BY				
				AU	PC			

ATTACHMENT D
TYPICAL CROSS SECTION



CUT BACK ISLAND

Locations: Constanso Way/Everglade Drive, El Mirasol Place and Distel Circle



BULBOUT

Locations: Goethe Street and Rice Street

TYPICAL CROSS SECTIONS

ATTACHMENT E
COST ESTIMATE

PRELIMINARY
PROJECT COST ESTIMATE

Project Report Cost Estimate

Project ID: 0413000259

Type of Estimate :	Project Report
Program Code :	SHOPP 201.015
Project Limits :	04-SF 35, 80, 82, SCL 82,130, 152 PM VAR
Description:	Install Pedestrian Hybrid Beacon (PHB)
Scope :	Enchance Pedestrian Crossing Safety (25 Locations)
Alternative :	Alternative #1

	Current Cost	Escalated Cost
ROADWAY ITEMS	$ 7,651,000	$ 7,880,530
STRUCTURE ITEMS	$ -	$ -
SUBTOTAL CONSTRUCTION COST	$ 7,651,000	$ 7,880,530
RIGHT OF WAY	$ 105,000	$ 105,000
TOTAL CAPITAL OUTLAY COST	**$ 7,756,000**	**$ 7,986,000**
PR/ED SUPPORT	$ 650,000	$ 650,000
PS&E SUPPORT	$ 1,560,000	$ 1,560,000
RIGHT OF WAY SUPPORT	$ 170,000	$ 170,000
CONSTRUCTION SUPPORT	$ 1,300,000	$ 1,300,000
TOTAL CAPITAL OUTLAY SUPPORT COST*	**$ 3,680,000**	**$ 3,680,000**
TOTAL PROJECT COST	**$ 11,450,000**	**$ 11,700,000**

If Project has been programmed enter Programmed Amount $ 10,901,000

Date of Estimate (Month/Year) Month / Year: August / 2015

Estimated Date of Construction Start (Month/Year) July / 17

Number of Working Days 375 Working Days

Estimated Mid-Point of Construction (Month/Year) Month / Year: January 18

Number of Plant Establishment Days 0 Days

Estimated Project Schedule

PID Approval	06/14/13
PA/ED Approval	08/30/15
PS&E	7/1/2016
RTL	2/14/17
Begin Construction	7/15/17

Approved by Project Manager

Project Manager — Date — (510) 286-6305 Phone

I. ROADWAY ITEMS SUMMARY

	Section		Cost
1	**Earthwork**	$	4,000
2	**Pavement Structural Section**	$	958,700
3	**Drainage**	$	300,000
4	**Specialty Items**	$	106,000
5	**Environmental**	$	167,000
6	**Traffic Items**	$	3,610,100
7	**Detours**	$	-
8	**Minor Items**	$	-
9	**Roadway Mobilization**	$	514,600
10	**Supplemental Work**	$	318,800
11	**State Furnished**	$	160,000
12	**Contingencies**	$	998,100
13	**Overhead**	$	514,580
	TOTAL ROADWAY ITEMS	**$**	**7,651,000**

Estimate Prepared By	Phyllis Chinn, Project Engineer	8/14/2015	(510) 622-0752
	Name and Title	Date	Phone
Estimate Reviewed By	Sindhu Kurup, Sr. TE	9/1/2015	(510) 622-0796
	Name and Title	Date	Phone

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

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)			Cost
160101	Clearing & Grubbing	LS	1	x	3,000.00	=	$	3,000
170101	Develop Water Supply	LS	1	x	1,000.00	=	$	1,000
190101	Roadway Excavation	CY		x		=	$	-
190103	Roadway Excavation (Type Y) ADL	CY		x		=	$	-
190105	Roadway Excavation (Type Z-2) ADL	CY		x		=	$	-
192037	Structure Excavation (Retaining Wall)	CY		x		=	$	-
193013	Structure Backfill (Retaining Wall)	CY		x		=	$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		=	$	-
194001	Ditch Excavation	CY		x		=	$	-
198001	Impored Borrow	CY		x		=	$	-
198007	Imported Material (Shoulder Backing)	TON		x		=	$	-
XXXXXX	Some Item			x		=	$	-

TOTAL EARTHWORK SECTION ITEMS	$	4,000

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
150771	Remove Asphalt Concrete Dike	LF		x		=	$	-
150860	Remove Base and Surfacing	CY		x		=	$	-
153103	Cold Plane Asphalt Concrete Pavement	SQYD	32,005	x	3.70	=	$	118,419
1532XX	Remove Concrete (type)	CY	561	x	115.00	=	$	64,515
250401	Class 4 Aggregate Subbase	CY		x		=	$	-
260203	Class 2 Aggregate Base	CY	11	x	150.00	=	$	1,650
290201	Asphalt Treated Permeable Base	CY		x		=	$	-
365001	Sand Cover	TON		x		=	$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		=	$	-
374492	Asphaltic Emulsion (Polymer Modified)	TON		x		=	$	-
3750XX	Screenings (Type XX)	TON		x		=	$	-
377501	Slurry Seal	TON		x		=	$	-
390095	Replace Asphalt Concrete Surfacing	CY				=	$	-
390132	Hot Mix Asphalt (Type A)	TON	6	x	110.00	=	$	660
390136	Minor Hot Mix Asphalt	TON				=	$	-
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON	4,212	x	108.00	=	$	454,896
393003	Geosynthetic Pavement Interlayer	SQYD		x		=	$	-
39405X	Shoulder Rumber Strip *(HMA, Type XX Indentation)*	STA		x		=	$	-
394071	Place Hot Mix Asphalt Dike	LF		x		=	$	-
394090	Place Hot Mix Asphalt (Misc. Area)	SQYD		x		=	$	-
397005	Tack Coat	TON	9	x	1,100.00	=	$	9,900
401000	Concrete Pavement	CY		x		=	$	-
401108	Replace Concrete Pavement (Rapid Strength Concr	CY		x		=	$	-
404092	Seal Pavement Joint	LF		x		=	$	-
404094	Seal Longitudinal Isolation Joint	LF		x		=	$	-
413112A	Repair Spalled Joints (Polyester Grout)	SQYD		x		=	$	-
413115	Seal Existing Concrete Pavement Joint	LF		x		=	$	-
420102	Groove Existing Concrete Pavement	SQYD		x		=	$	-
420201	Grind Existing Concrete Pavement	SQYD		x		=	$	-
731502	Minor Concrete (Misc. Const) Curb Ramps	CY	575	x	400.00	=	$	230,000
731530	Minor Concrete (Textured Paving)	SQFT		x		=	$	-
730070	Detectable Warning Surface	SQFT	1,665	x	40.00	=	$	66,600
40XXXX	Seal Random Cracks	LNMI	3	x	4,020.00	=	$	12,060

TOTAL STRUCTURAL SECTION ITEMS	$	958,700

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
150206	Abandon Culvert	LF		x		=	$	-
150805	Remove Culvert	LF		x		=	$	-
150820	Modify Inlet	EA		x		=	$	-
152430	Adjust Inlet	LF		x		=	$	-
155003	Cap Inlet	EA		x		=	$	-
193114	Sand Backfill	CY		x		=	$	-
510502	Minor Concrete (Minor Structure)	CY		x		=	$	-
510512	Minor Concrete (Box Culvert)	CY		x		=	$	-
62XXXX	XXX" APC Pipe	LF		x		=	$	-
64XXXX	XXX" Plastic Pipe	LF		x		=	$	-
65XXXX	XXX" RCP Pipe	LF		x		=	$	-
66XXXX	XXX" CSP Pipe	LF		x		=	$	-
68XXXX	Edge Drain	LF		x		=	$	-
69XXXX	XXX" Pipe Downdrain	LF		x		=	$	-
70XXXX	XXX" Pipe Inlet	LF		x		=	$	-
70XXXX	XXX" Pipe Riser	LF		x		=	$	-
70XXXX	XXX" Flared End Section	EA		x		=	$	-
703233	Grated Line Drain	LF		x		=	$	-
72XXXX	Rock Slope Protection (Type and Method)	CY		x		=	$	-
721420	Concrete (Ditch Lining)	CY		x		=	$	-
721430	Concrete (Channel Lining)	CY		x		=	$	-
729010	Rock Slope Protection Fabric	SQYD		x		=	$	-
750001	Miscellaneous Iron and Steel	LB		x		=	$	-
XXXXXX	Additional Drainage	LS		x		=	$	-
XXXXXX	Relocate Drainage Inlet	EA	30	x	10,000.00	=	$	300,000

TOTAL DRAINAGE ITEMS	$	300,000

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
070012	Progress Schedule (Critical Path Method)	LS	1	x	2,000.00	=	$	2,000
	Utility Box Adjustment	EA	2	x	500.00	=	$	1,000
	Fire Hydrant Relocation	EA	5	x	8,550.00	=	$	42,750
	Utility Box Relocation	EA	4	x	5,000.00	=	$	20,000
	Light Pole Removal	EA	12	x	3,020.00	=	$	36,240
	Utility Pole Relocation	EA	0	x	10,000.00	=	$	-
150662	Remove Metal Beam Guard Railing	LF		x		=	$	-
150668	Remove Terminal Systems	EA		x		=	$	-
1532XX	Remove Barrier (*Insert Type)*	LF		x		=	$	-
153250	Remove Sound Wall	SQFT		x		=	$	-
190110	Lead Compliance Plan	LS	1	x	4,000.00	=	$	4,000
49XXXX	CIDH Concrete Piling *(Insert Diameter)*	LF		x		=	$	-
510060	Structural Concrete (Retaining Wall)	CY		x		=	$	-
510133	Class 2 Concrete (Retaining Wall)	CY		x		=	$	-
510524	Minor Concrete (Sound Wall)	CY		x		=	$	-
5110XX	Architectural Treatment *(Insert Type)*	SQFT		x		=	$	-
511048	Apply Anti-Graffiti Coating	SQFT		x		=	$	-
5136XX	Reinforced Concrete Crib Wall *(Insert Type)*	SQFT		x		=	$	-
518002	Sound Wall (Masonry Block)	SQFT		x		=	$	-
520103	Bar Reinf. Steel (Retaining Wall)	LB		x		=	$	-
80XXXX	Fence (*Insert Type*)	LF		x		=	$	-
832001	Metal Beam Guard Railing	LF		x		=	$	-
839310	Double Thrie Beam Barrier	LF		x		=	$	-
839521	Cable Railing	LF		x		=	$	-
83954X	Transition Railing *(Insert Type)*	EA		x		=	$	-
8395XX	Terminal System (Type CAT)	EA		x		=	$	-
8395XX	Alternative Flared Terminal System	EA		x		=	$	-
8395XX	End Anchor Assembly (*Insert Type*)	EA		x		=	$	-
839561	Rail Tensioning Assembly	EA		x		=	$	-
839XXX	Crash Cushion *(Insert Type)*	EA		x		=	$	-
83XXXX	Concrete Barrier *(Insert Type)*	LF		x		=	$	-

TOTAL SPECIALTY ITEMS	$	106,000

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)		Cost
	Biological Mitigation	LS		x		= $	-
071325	TEMPORARY REINFORCED SILT FENCE	LF		x		= $	-
071325	Temporary Fence (Type ESA)						

Subtotal Environmental *$ -*

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)		Cost
200001	Highway Planting	LS		x		= $	-
20XXXX	XXX" (*Insert Type*) Conduit *(Use for*	LF		x		= $	-
20XXXX	Extend XXX" *(Insert Type)* Conduit	LF		x		= $	-
201700	Imported Topsoil	CY		x		= $	-
2030XX	Erosion Control (Type __)	SQYD		x		= $	-
203021	Fiber Rolls	LF		x		= $	-
203026	Move In/ Move Out (Erosion Control)	EA		x		= $	-
204099	Plant Establishment Work	LS		x		= $	-
204101	Extend Plant Establishment (X Years)	LS		x		= $	-
208000	Irrigation System	LS		x		= $	-
208304	Water Meter	EA		x		= $	-
209801	Maintenance Vehicle Pullout	EA		x		= $	-
XXXXXX	Some Item						

Subtotal Landscape and Irrigation *$ -*

5C - NPDES

Item code		Unit	Quantity		Unit Price ($)		Cost
074016	Construction Site Management	LS		x		= $	-
074017	Prepare WPCP	LS		x		= $	-
074019	Prepare SWPPP	LS		x		= $	-
074023	Temporary Erosion Control	SQYD		x		= $	-
074027	Temporary Erosion Control Blanket	SQYD		x		= $	-
074028	Temporary Fiber Roll	LF		x		= $	-
074032	Temporary Concrete Washout Facility	EA		x		= $	-
074033	Temporary Construction Entrance	EA		x		= $	-
074035	Temporary Check Dam	LF		x		= $	-
074037	Move In/ Move Out (Temporary Erosion Cont	EA		x		= $	-
074038	Temp. Drainage Inlet Protection	EA		x		= $	-
074041	Street Sweeping	LS		x		= $	-
074042	Temporary Concrete Washout (Portable)	LS		x		= $	-
0740XX	Temporary construction site BMPs	LS	1	x	167,000.00	= $	167,000

Supplemental Work for NPDES

(These costs are not accounted in total here but under Supplemental Work on sheet 7 of 11).

066595	Water Pollution Control Maintenance Sharing	LS		x		= $	-
066596	Additional Water Pollution Control**	LS		x		= $	-
066597	Storm Water Sampling and Analysis***	LS		x		= $	-
XXXXXX	Some Item						

Subtotal NPDES (Without Supplemental Work) *$ 167,000*

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

TOTAL ENVIRONMENTAL $ 167,000

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)			Cost
150760	Remove Sign Structure	EA		x		=	$	-
151581	Reconstruct Sign Structure	EA		x		=	$	-
152641	Modify Sign Structure	EA		x		=	$	-
5602XX	Furnish Sign Structure	LB		x		=	$	-
5602XX	Install Sign Structure	LB		x		=	$	-
56XXXX	XXX" CIDHC Pile (Sign Foundation)	LF		x		=	$	-
860090	Maintain Existing Traffic Management	LS		x		=	$	-
860810	Inductive Loop Detectors	EA		x		=	$	-
86055X	Lighting & Sign Illumination	LS		x		=	$	-
8607XX	Interconnection Facilities	LS		x		=	$	-
8609XX	Traffic Monitoring Stations	LS		x		=	$	-
860XXX	Signals & Lighting	LS		x		=	$	-
8611XX	Ramp Metering System (Location X)	LS		x		=	$	-
8611XX	Ramp Metering System (Location X)	LS		x		=	$	-
86XXXX	Fiber Optic Conduit System	LS		x		=	$	-
862XXX	Pedestrian Hybrid Beacon (PHB) System	LS	1	x	2,645,000.00	=	$	2,645,000
860705	Signal Interconnect	LS	1	x	280,000.00	=	$	280,000
8602XX	Pedestrian Push Button System	EA	2	x	60,000.00	=	$	120,000
860990	Video Camera (Closed Circuit TV System)	LS	1	x	15,000.00	=	$	15,000
8603XX	Wireless Signal Interconnect (Loc. 11, 25)	EA	2	x	6,000.00	=	$	12,000

Subtotal Traffic Electrical *$ 3,072,000*

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost
120090	Construction Area Signs	LS	1	x	10,000.00	=	$	10,000
150701	Remove Yellow Painted Traffic Stripe	LF		x		=	$	-
150714	Remove Thermoplastic Stripe	LF	100	x	1.50	=	$	150
150715	Remove Pavement Marking	SQFT	5,500	x	3.00	=	$	16,500
150742	Remove Roadside Sign	EA	199	x	125.00	=	$	24,875
152320	Reset Roadside Sign	EA		x		=	$	-
152390	Relocate Roadside Sign	EA	9	x	200.00	=	$	1,800
566011	Roadside Sign (One Post)	EA	82	x	250.00	=	$	20,500
566012	Roadside Sign (Two Post)	EA		x		=	$	-
560XXX	Furnish Sign Panels	SQFT		x		=	$	-
560XXX	Install Sign Panels	SQFT		x		=	$	-
82010X	Delineator (Class X)	EA		x		=	$	-
84XXXX	Permanent Pavement Delineation	LS		x		=	$	-
568015	Install Sign on mastarm and PPB	EA	114	x	320.00	=	$	36,480
840515	Thermoplastic Pavement Marking	SQFT	11,256	x	6.00	=	$	67,536
840501	Thermoplastic Traffic Stripe	LF	100	x	2.00	=	$	200

Subtotal Traffic Signing and Striping *$ 178,041*

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)			Cost
120100	Traffic Control System	LS	1	x	220,000.00	=	$	220,000
120120	Type III Barricade	EA		x		=	$	-
120143	Temporary Pavement Delineation	LF		x		=	$	-
12016X	Channelizer	EA		x		=	$	-
128650	Portable Changeable Message Signs	LS	1	x	140,000.00	=	$	140,000
129000	Temporary Railing (Type K)	LF		x		=	$	-
129100	Temp. Crash Cushion Module	EA		x		=	$	-
129099A	Traffic Plastic Drum	EA		x		=	$	-
839603A	Temporary Crash Cushion (ADIEM)	EA		x		=	$	-
XXXXXX								

Subtotal Stage Construction and Traffic Handling *$ 360,000*

TOTAL TRAFFIC ITEMS $ 3,610,100

SECTION 7: DETOURS

Include constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price ($)			Cost
0713XX	Temporary Fence (Type X)	LF		x		=	$	-
07XXXX	Temporary Drainage	LS		x		=	$	-
120143	Temporary Pavement Delineation	LF		x		=	$	-
1286XX	Temporary Signals	EA		x		=	$	-
129000	Temporary Railing (Type K)	LF		x		=	$	-
190101	Roadway Excavation	CY		x		=	$	-
198001	Imported Borrow	CY		x		=	$	-
198050	Embankment	CY		x		=	$	-
250401	Class 4 Aggregate Subbase	CY		x		=	$	-
260201	Class 2 Aggregate Base	CY		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON		x		=	$	-
XXXXXX	Some Item	LS		x		=	$	-

TOTAL DETOURS $ -

SUBTOTAL SECTIONS 1-7 $ 5,145,800

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items								
	ADA Items				0.0%		$	-
8B - Bike Path Items								
	Bike Path Items				0.0%		$	-
8C - Other Minor Items								
	Other Minor Items				0.0%		$	-
	Total of Section 1-7	$	5,145,800	x	0.0%	=	$	-

TOTAL MINOR ITEMS $ -

SECTIONS 9: MOBILIZATION

Item code								
999990	Total Section 1-8	$	5,145,800	x	10%	=	$	514,580

TOTAL MOBILIZATION $ 514,600

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)			Cost
066015	Federal Trainee Program	LS		x		=	$	-
066063	Traffic Management Plan - Public Informati	LS		x		=	$	-
066090	Maintain Traffic	LS	1	x	20,000.00	=	$	20,000
066094	Value Analysis	LS		x		=	$	-
066204	Remove Rock & Debris	LS		x		=	$	-
066222	Locate Existing Cross-Over	LS		x		=	$	-
066670	Payment Adjustments For Price Index Fluct	LS	1	x	16,430.00	=	$	16,430
066700	Partnering	LS	1	x	20,000.00	=	$	20,000
066866	Operation of Existing Traffic Management S	LS		x		=	$	-
066921	Dispute Resolution Advisor	LS	1	x	5,000.00	=	$	5,000
XXXXXX	Some Item			x		=	$	-
	*Cost of **NPDES** Supplemental Work specified in Section 5C*					=	$	-
	Total Section 1-8	$	5,145,800		5%	=	$	257,290

TOTAL SUPPLEMENTAL WORK $ 318,800

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
066063	Public Information	LS	1	x	10,000.00	=	$10,000
066105	RE Office	LS	1	x	140,000.00	=	$140,000
066803	Padlocks	LS		x		=	$0
066838	Reflective Numbers and Edge Sealer	LS		x		=	$0
066901	Water Expenses	LS		x		=	$0
066062A	COZEEP Expenses	LS	1	x	10,000.00	=	$10,000
06684X	Ramp Meter Controller Assembly	LS		x		=	$0
06684X	TMS Controller Assembly	LS		x		=	$0
06684X	Traffic Signal Controller Assembly	LS		x		=	$0
XXXXXX	Some Item						
	Total Section 1-8	$	5,145,800	x	0%	=	$ -

TOTAL STATE FURNISHED **$160,000**

SECTION 12: TIME-RELATED OVERHEAD

Estiamted Time-Releated Overhead (TRO) Percentage (0% to 10%) = 10%

Item code		Unit	Quantity		Unit Price ($)		Cost
070018	Time-Related Overhead	WD	375	X	$1,372.21	=	$514,580

TOTAL TIME-RELATED OVERHEAD **$514,580**

SECTION 13: CONTINGENCY

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

Total Section 1-12	$	6,653,780	x	15%	=	$998,067

TOTAL CONTINGENCY **$998,100**

II. STRUCTURE ITEMS

DATE OF ESTIMATE	00/00/00			00/00/00			00/00/00	
Name	xxxxxxxxxxxxxxxxxx			xxxxxxxxxxxxxxxxxx			xxxxxxxxxxxxxxxxxx	
Bridge Number	57-XXX			57-XXX			57-XXX	
Structure Type	xxxxxxxxxxxxxxxxxx			xxxxxxxxxxxxxxxxxx			xxxxxxxxxxxxxxxxxx	
Width (Feet) [out to out]	0.00	LF		0.00	LF		0.00	LF
Total Length (Feet)	0.00	LF		0.00	LF		0.00	LF
Total Area (Square Feet)	0	SQFT		0	SQFT		0	SQFT
Structure Depth (Feet)	0.00	LF		0.00	LF		0.00	LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx			xxxxxxxxxxxxxxxxxx			xxxxxxxxxxxxxxxxxx	
Cost Per Square Foot	$0.00			$0.00			$0.00	

COST OF EACH STRUCTURE	**$0.00**		**$0.00**		**$0.00**

DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0.00 LF		0.00 LF		0.00 LF
Total Length (Feet)	0.00 LF		0.00 LF		0.00 LF
Total Area (Square Feet)	0 SQFT		0.00 SQFT		0.0 SQFT
Structure Depth (Feet)	0.00 LF		0.00 LF		0.00 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$0.00		$0.00		$0.00

COST OF EACH STRUCTURE	**$0.00**		**$0.00**		**$0.00**

TOTAL COST OF BRIDGES	**$0.00**
TOTAL COST OF BUILDINGS	**$0.00**

TOTAL COST OF STRUCTURES[1]	**$0.00**

Estimate Prepared By: _____ _____
XXXXXXXXXXXXXXXX ------ Division of Structures Date

[1]Structure's Estimate includes Overhead and Mobilization.
Add more sheets if needed. Call them 9a, 9b, 9c, …, etc

ATTACHMENT F
STORM WATER DATA REPORT

Dist-County-Route: 04-SF-35, 80, 85 and SCL 82, 130,152
Post Mile Limits: Various
Project Type: Install Pedestrian Hybrid Beacon
Project ID (or EA): 4H750
Program Identification: 0413000259
Phase: ☐ PID
☒ PA/ED
☐ PS&E

Regional Water Quality Control Board(s): San Francisco San Francisco Bay-Region 2

1.	Is the project required to consider incorporating Treatment BMPs?	Yes ☐	No ☒
2.	Does the project disturb 5 or more acres of soil?	Yes ☐	No ☒
3.	Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver?	Yes ☐	No ☒
4.	Does the project potentially create permanent water quality impacts?	Yes ☐	No ☒
5.	Does the project require a notification of ADL reuse	Yes ☐	No ☒

If the answer to any of the preceding questions is "Yes", prepare a Long Form – Storm Water Data Report.

Estimate Construction Start Date:6/1/2017 Construction Completion Date:6/1/2018

Separate Dewatering Permit (if yes, permit number) Yes ☐ Permit #_____ No ☒

Erosivity Waiver Yes ☐ Date: _____ No ☐

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

Phyllis Chinn 7/16/15

Phyllis Chinn, Registered Project Engineer/Landscape Architect *Date*

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

Khaliq Taheri 7/14/15

Khaliq Taheri, *District/Regional SW Coordinator or Designee* *Date*

[Stamp Required for PS&E only)

1. Project Description

This project is to install Pedestrian Hybrid Beacon (High Intensity Activated Crosswalk HAWK) systems, place Stop bars, place signs, place Pedestrian Push Buttons, place ADA Curb Ramps, place high visibility crosswalk markings, install pullboxes and controller boxes, remove yield lines and crosswalk stripes, remove signs, relocate DIs, install lighting at crosswalks, install advanced loop detectors, install video camera, and install signal interconnectivity between HAWK systems and existing traffic signals.

The HAWK system will be installed as an independent traffic signal. The controller cabinet foundation will require a depth of 12 inches. The signal mast arm will require a depth of 13 feet For all electrical work/connection, we will try to stay within State R/W. Connections may be 300 feet for conduit. For 2 inch conduit, a trench with depth of 36 inches and 1 foot wide is required. Trenching for the signal interconnect and for the Advanced Detection Loop will require a depth of 30 inches and width of 3 inches, to be in sidewalk or roadway.

There are 25 locations at various postmiles along Routes SF 35, 80, 82, and Routes SCL 82, 130, 152. Please see attached list for exact postmile locations.

The project will not require new right-of-way.

The water bodies affected (Watershed) is Various.

This project is under the jurisdiction of the San Francisco Bay region 2 Regional Water Quality Control Board.

2. Construction Site BMPs

- The disturbed soil area for the proposed sign replacement is expected to be less than one acre. To comply with the conditions of the Caltrans NPDES Permit and address the temporary water quality impacts resulting from the construction activities in this project, the construction activities need to comply with Standard Specifications 13-2 "Water Pollution Control Program". These Standard Specifications address the preparation of Water Pollution Control Program (WPCP) document and the implementation of WPCP during construction.
- Best Management Practices (BMPs) need to be implemented to address the temporary water quality impacts resulting from the construction activities in the project. BMPs will include the measures of soil stabilization, sediment control, wind erosion control, tracking control, non-storm water management, and waste management/materials pollution control.

3. Required Attachments[1]

- Vicinity Map
- Evaluation Documentation Form
- Construction Site BMP Consideration Form (required at PS&E only)
- *Construction Concurrence Memorandum*

4. **Estimate Environmental Commitment Costs:**

- The lump sum cost for the temporary construction site BMPs is estimated to be approximately $167,000.00

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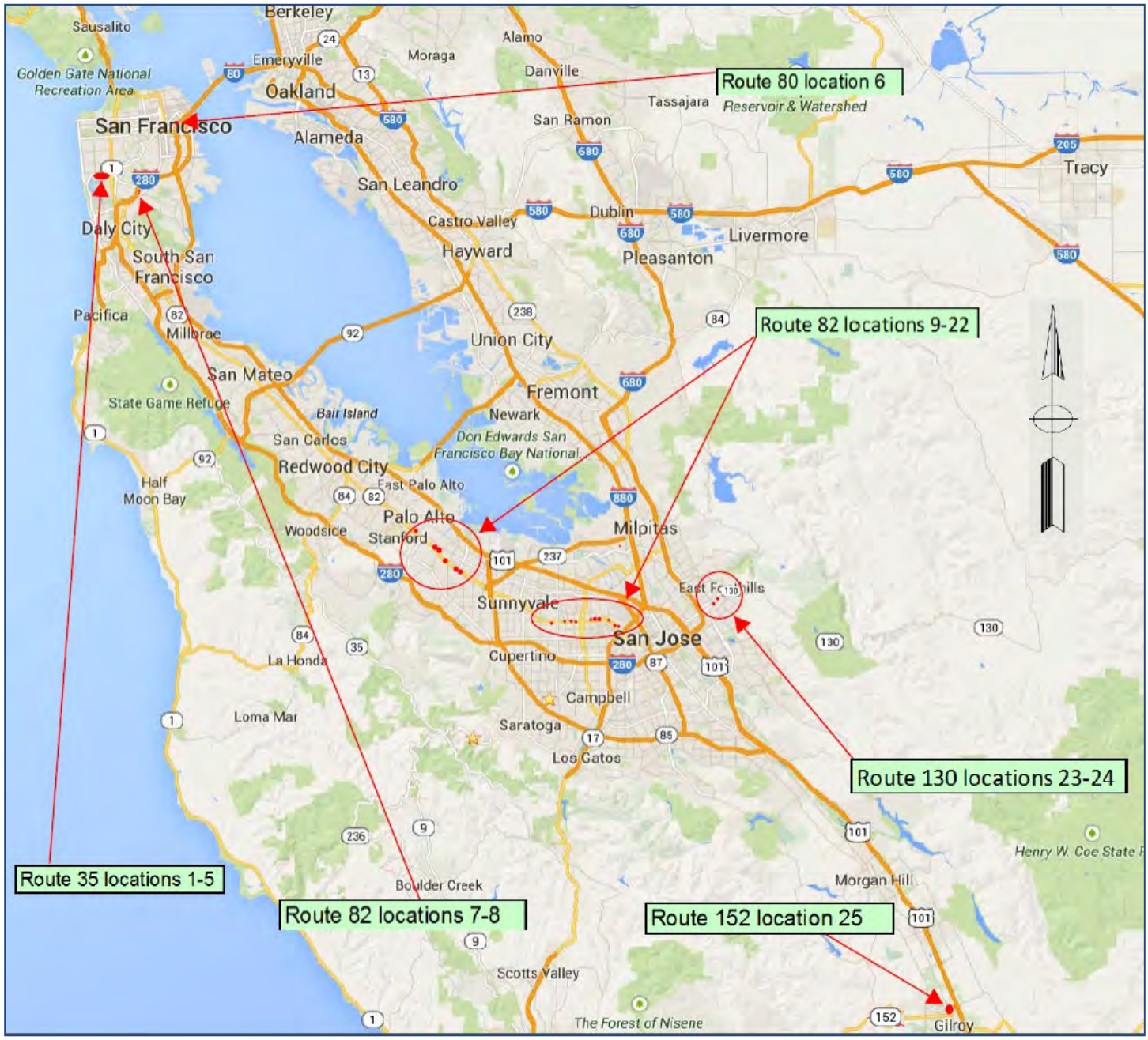
[1] Additional attachments may be required as applicable or directed by the District/Regional Design Storm Water Coordinator (e.g. BMP line item estimate, DPP, CS checklists, etc).

LOCATION MAP



DATE: 7/13/2015

Project ID (or EA): 4H750

NO.	CRITERIA	YES ✓	NO ✓	SUPPLEMENTAL INFORMATION FOR EVALUATION
1.	Begin Project Evaluation regarding requirement for consideration of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Go to 2
2.	Is this an emergency project?		✓	If Yes, go to 10. If No, continue to 3.
3.	Have TMDLs or other Pollution Control Requirements been established for surface waters within the project limits? Information provided in the water quality assessment or equivalent document.		✓	If Yes, contact the District/Regional NPDES Coordinator to discuss the Department's obligations under the TMDL (if Applicable) or Pollution Control Requirements, go to 9 or 4. _____ *(Dist./Reg. SW Coordinator initials)* If No, continue to 4.
4.	Is the project located within an area of a local MS4 Permittee?	✓	✓	If Yes. *(San Francisco/Santa Clara)*, go to 5. If No, document in SWDR go to 5.
5.	Is the project directly or indirectly discharging to surface waters?	✓		If Yes, continue to 6. If No, go to 10.
6.	Is it a new facility or major reconstruction?		✓	If Yes, continue to 8. If No, go to 7.
7.	Will there be a change in line/grade or hydraulic capacity?		✓	If Yes, continue to 8. If No, go to 10.
8.	Does the project result in a net increase of one acre or more of new impervious surface?			If Yes, continue to 9. If No, go to 10. _____ *(Net Increase New Impervious Surface)*
9.	Project is required to consider approved Treatment BMPs.		See Sections 2.4 and either Section 5.5or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E.	
10.	Project is not required to consider Treatment BMPs. JCT *(Dist./Reg. Design SW Coord. Initials)* _____ *(Project Engineer Initials)* _____ *(Date)*	✓	Document for Project Files by completing this form, and attaching it to the SWDR.	

1 *See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs*

DATE: 7/13/2015

Project ID (or EA): 4H750

Project Evaluation Process for the Consideration of Construction Site BMPs

NO.	CRITERIA	YES ✓	NO ✓	SUPPLEMENTAL INFORMATION
1.	Will construction of the project result in areas of disturbed soil as defined by the Project Planning and Design Guide (PPDG)?		✓	If Yes, Construction Site BMPs for Soil Stabilization (SS) will be required. Complete CS-1, Part 1. Continue to 2. If No, Continue to 3.
2.	Is there a potential for disturbed soil areas within the project to discharge to storm drain inlets, drainage ditches, areas outside the right-of-way, etc?		✓	If Yes, Construction Site BMPs for Sediment Control (SC) will be required. Complete CS-1, Part 2. Continue to 3.
3.	Is there a potential for sediment or construction related materials and wastes to be tracked offsite and deposited on private or public paved roads by construction vehicles and equipment?		✓	If Yes, Construction Site BMPs for Tracking Control (TC) will be required. Complete CS-1, Part 3. Continue to 4.
4.	Is there a potential for wind to transport soil and dust offsite during the period of construction?		✓	If Yes, Construction Site BMPs for Wind Erosion Control (WE) will be required. Complete CS-1, Part 4. Continue to 5.
5.	Is dewatering anticipated or will construction activities occur within or adjacent to a live channel or stream?		✓	If Yes, Construction Site BMPs for Non-Storm Water Management (NS) will be required. Complete CS-1, Part 5. Continue to 6.
6.	Will construction include saw-cutting, grinding, drilling, concrete or mortar mixing, hydro-demolition, blasting, sandblasting, painting, paving, or other activities that produce residues?	✓		If Yes, Construction Site BMPs for Non-Storm Water Management (NS) will be required. Complete CS-1, Parts 5 & 6. Continue to 7.
7.	Are stockpiles of soil, construction related materials, and/or wastes anticipated?		✓	If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Complete CS-1, Part 6. Continue to 8.
8.	Is there a potential for construction related materials and wastes to have direct contact with precipitation; stormwater run-on, or stormwater runoff; be dispersed by wind; be dumped and/or spilled into storm drain systems?		✓	If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Complete CS-1, Part 6. Continue to 9.
9.	End of checklist.	✓	Document for Project Files by completing this form, and attaching it to the SWDR.	

PE to initialize after concurrence with Construction (PS&E only) *Date*

ATTACHMENT G
CATEGORICAL EXEMPTION (CEQA) / CATEGORICAL EXCLUSION (NEPA) FORM

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

04-SCL, SF-Various	Various	04-4H750	0413000259
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A	Project No.

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. *Use Continuation Sheet, if necessary.)*

The California Department of Transportation proposes to enhance existing marked crosswalks across uncontrolled intersections at various locations in San Francisco County on Routes 35, 80 and 82, and in Santa Clara County on Routes 82, 130 and 152. The purpose of the project is to enhance pedestrian crossing safety along state conventional highways. This project is needed to provide pedestrians with their own dedicated crossing phase when traversing these existing marked crosswalks. The scope of work will include installing new Pedestrian Hybrid Beacon systems, new stop bars, high-visibility crosswalk pavement markings, new pedestrian push button signals, new pull-boxes and controller cabinets, lighting at crosswalks, advanced loop detectors, video cameras, bulbouts (curb extensions), signal interconnectivity, curb ramps, and adjusting utility boxes for electrical service connections. No new right-of-way acquisition will be required. If the scope of work changes at any phase of the project, then environmental reevaluation will be needed. See continuation sheet for project locations.

CEQA COMPLIANCE *(for State Projects only)*

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):

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

CALTRANS CEQA DETERMINATION (Check one)

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

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

☒ **Categorically Exempt. Class 1.** (PRC 21084; 14 CCR 15300 et seq.)

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

Jamie Ledent		Frank Fuk Nyan Kurniawan	
Print Name: Environmental Branch Chief		Print Name: Project Manager	
Signature	Date: 8/27/15	Signature	Date: 08/28/15

NEPA COMPLIANCE

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

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

CALTRANS NEPA DETERMINATION (Check one)

☒ **23 USC 326:** The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated June 07, 2013, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(3)**
- ☐ **23 CFR 771.117(d): activity (d)(___)**
- ☐ **Activity ___ listed in Appendix A of the MOU between FHWA and the State**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under 23 USC 327.

Jamie Ledent		Frank Fuk Nyan Kurniawan	
Print Name: Environmental Branch Chief		Print Name: Project Manager	
Signature	Date: 8/27/15	Signature	Date: 08/28/15

Date of Categorical Exclusion Checklist completion: 8/26/15 — Date of ECR or equivalent : 8/26/15

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

February 12, 2014

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

04-SCL, SF-Various	Various	04-4H750	0413000259
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A	Project No.

Continued from page 1:

Project Locations:

	County	Route	PM	City/Town	Intersection
1	SF	35	2.150	San Francisco	36th Ave
2	SF	35	2.390	San Francisco	Constanso Way/Everglade Dr
3	SF	35	2.560	San Francisco	El Mirasol Pl
4	SF	35	2.780	San Francisco	26th Ave
5	SF	35	3.060	San Francisco	21st Ave
6	SF	80	4.335	San Francisco	Harrison St
7	SF	82	0.040	San Francisco	Goethe St
8	SF	82	0.080	San Francisco	Rice St
9	SCL	82	10.24	San Jose	Idaho St/Alameda Ct
10	SCL	82	10.30	Santa Clara	Portola Ave.
11	SCL	82	11.31	Santa Clara	Harrison St
12	SCL	82	12.93	Santa Clara	Morse Ln
13	SCL	82	13.00	Santa Clara	Buchanan Dr
14	SCL	82	13.48	Santa Clara	Alpine Ave
15	SCL	82	14.64	Sunnyvale	Helen Ave
16	SCL	82	21.271	Los Altos	Distel Cir
17	SCL	82	22.272	Los Altos	Monroe Dr
18	SCL	82	23.02	Palo Alto	Vista Ave
19	SCL	82	23.41	Palo Alto	Baron Ave/Wilton Ave
20	SCL	82	23.602	Palo Alto	Fernando Ave
21	SCL	82	24.42	Palo Alto	College Ave
22	SCL	82	26.342	Palo Alto	Alma Rd
23	SCL	130	2.300	San Jose	Millar Ave
24	SCL	130	2.600	San Jose	Laumer Ave
25	SCL	152	9.638	Gilroy	Howson St

See attached Environmental Commitments Records for project conditions.

Environmental Commitments Record for EA 04-4H750_ / ID 0413000259

Last updated 8/26/2015

Crosswalk Enhancements : D.E.

VAR-035-0/0

Current Project Phase: 0,2,K

EP: Emily Chen

CL:

RE:

Permits

Permit	Agency	Date Submitted	Date Received	Expiration	Requirements Completed Name	Requirements Completed Date	Comments

Commitments

Task and Brief Description	Source	SSP/ NSSP	Responsible Staff	Action to Comply	Task Completed Name	Task Completed Date	Remarks/Due Date
PS&E/Before RTL							
Visual Resources							
In locations where roadside trees (street trees) are present and immediately within the area where electrical conduit is to be installed, directional drilling, as opposed to open trenching, shall be used to place the conduit. This technique would avoid pruning of tree roots and thus the potential for impacts to street trees that could otherwise occur with open trenching. Locations where directional drilling shall be used will be identified during the PS&E phase of the project.	VIA Memo		PE, Visual Landscape Architect				
Water Quality							
Specific Construction Site Best Management Practices (BMPs) shall be recommended by the Water Quality Specialist during the PS&E phase.	Water Quality Study		Design, Water Quality Specialist				
Pre-Construction							
Biology							
If work is proposed during the nesting season (February 15-August 31), a Caltrans (CT)-approved biologist will conduct preconstruction nest surveys within 72 hours of construction activities or vegetation clearing/trimming. If occupied nests are observed to be present within or adjacent to the biological study area, CT-approved biologist shall notify the CT project biologist and residential engineer immediately. Work within 50 feet of a passerine nest and 300 feet of a raptor nest will be halted, and USFWS and California Department of Fish and Wildlife will be notified.	NES(MI)		RE, CT Biologist	RE shall contact the CT-biologist 15 days prior to the start of construction (i.e. tree trimming, vegetation clearing) for preconstruction nest surveys.			

Crosswalk Enhancements : D.E.

VAR-035-0/0

Current Project Phase: 0,2,K

EP: Emily Chen

CL:

RE:

Task and Brief Description	Source	SSP/ NSSP	Responsible Staff	Action to Comply	Task Completed Name	Task Completed Date	Remarks/Due Date
Water Quality							
A Water Pollution Control Program (WPCP) shall be prepared by the Contractor and approved by the Department. The WPCP shall prepare the strategy for implementation of Temporary Construction Site BMPs to the Maximum Extent Practicable.	Water Quality Study		RE, Water Quality Specialist				
Construction							
Biology							
At locations 12, 22, and 25, the following condition shall apply: All work for each site shall be restricted to existing pavement to protect aquatic resources in the vicinity of the project.	NES(MI)		RE, CT Biologist	If the project is modified or anticipated to occur off the existing pavement, then a Caltrans-approved biologist shall re-evaluate the project area and the project will require permits (U.S. Army Corps of Engineers Section 404 and California Fish and Game Code Sections 1600 -1616).			
Visual Resources							
All disturbed ground surfaces shall be restored.	VIA Memo		RE, Visual Landscape Architect				
Any tree trimming necessary for proper functioning of new signs or pedestrian hybrid beacons shall be kept to the minimum necessary.	VIA Memo		RE, Visual Landscape Architect				
In accordance with Caltrans Policies, landscaping and other vegetation as well as irrigation systems that are damaged or removed during construction of the project shall be replaced or repaired.	VIA Memo		RE, Visual Landscape Architect				

Environmental Commitments Record for EA 04-4H750_ / ID 0413000259

Last updated 8/26/2015

Crosswalk Enhancements : D.E.

EP: Emily Chen

VAR-035-0/0

CL:

Current Project Phase: 0.2.K

RE:

Task and Brief Description	Source	SSP/ NSSP	Responsible Staff	Action to Comply	Task Completed Name	Task Completed Date	Remarks/Due Date
Water Quality							
Temporary construction site BMPs shall be implemented throughout the duration of construction activities. These BMPs may include: drain inlet protection, cover, fiber roll, concrete washout, street sweeping, and a containment system during cast-in-drilled-hole operations.	Water Quality Study		RE, Water Quality Specialist				

Jamie Ledent 8/27/15
Jamie Ledent Date
Environmental Branch Chief

Ana Maria Uribe 8/28/15
Date
Project Engineer

Date
Resident Engineer

08/28/15
KURNIAWAN, FUK NYAN Date
Project Manager

ATTACHMENT H
RIGHT OF WAY DATA SHEET

To: Office of Design South Santa Clara

Date August 11, 2015
Dist 4 Co SF, SCl Rte 35/80/82, 82/130/152 PM Var

Attention: SINDHU KURUP
Branch Chief

Project ID: 04-1300-0259 (EA 4H7500)

From: ENID LAU
Right of Way Resource Manager

D.S. #6539

Enhance uncontrolled intersections

Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on maps we received from you on April 28, 2015 and the following assumptions and limiting conditions.

[ ] 1. The mapping did not provide sufficient detail to determine the limits of the right of way required.

[ ] 2. The transportation facilities have not been sufficiently designed so our estimator could determine the damages to any of the remainder parcels affected by the project.

[ ] 3. Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the early design requirements.

[ ] 4. This estimate does not include $_____ right of way costs previously incurred on the project, which may affect the total project right of way costs for programming purposes.

[ ] 5. We have determined there are no right of way functional involvements in the proposed project at this time, as designed.

Right of Way Lead Time will require a minimum of 12 months after we begin receiving final right of way requirements (PYPSCAN node No. 224), necessary environmental clearance has been obtained, and freeway agreements have been approved. From the date of receipt of final right of way requirements (PYPSCAN node No. 265), we will require a minimum of 9 months prior to the date of certification of the project. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed. Either of these actions may reflect adversely on the District's other programs or our public image generally.

Right of Way Resource Manager

Attachments:

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

RIGHT OF WAY DATA SHEET

TO: Design South, Santa Clara

Date 7/20/2015 D.S. # 6539

Dist. 04 Co. Var Rte Var PM Var

EA 4H7500(0413000259)

ATTN: Sindhu Kurup

Project Description: Pedestrian Safety Improvements

SUBJECT: Right of Way Data - Alternate No.

1. Right of Way Cost Estimate:

		Current Value (Future Use)	Escalation Rate		Escalated Value
A.	Acquisition, including Excess Lands, Damages, and Goodwill	$15,000.00		%	$15,000.00
	Environmental Mitigation				$0.00
	Grantor's Appraisal Cost				$0.00
B.	Utility Relocation (State Share)	$90,000.00		%	$90,000.00
C.	Railroad (from page 6)				$0.00
D.	Relocation Assistance	$0.00		%	$0.00
E.	Clearance Demolition	$0.00		%	$0.00
F.	Title and Escrow Fees	$0.00		%	$0.00
G.	TOTAL ESCALATED VALUE				$105,000.00
H.	Construction Contract Work	$0.00			
I.	Railroad Phase 4 Costs	$0.00			

2. Anticipated Date of Right of Way Certification

3. Parcel Data:

	Type	Dual/Appr	Utilities	RR Involvements	
X			U4-1	None	X
A	25		-2	C&M Agrmt	
B			-3	Svc Cont.	
C			-4	Design	
D			U5-7	Const.	
E	XXXX		-8	Lic/RE/Clauses	
F	XXXX		-9		
				Misc R/W Work	
				RAP Displ	0
				Clear Demo	0
Total	25			Const. Permits	0
				Condemnation	0

Areas: Right of Way ____ No. Excess Parcels ____ Excess ____

Enter PMCS Screens ____ By ____

4. Are there any major items of construction contract work?
Yes ☐ No ☑ (If yes, explain)

5. Provide a general description of the right of way and excess lands required(zoning, use, major improvements critical or sensitive parcels, etc.).
No right of way required. ☐
There are 25 locations that require a PEC,(Permit to Enter and Construct).

6. Is there an effect on assessed valuation? (If yes explain)
Yes ☐ Not Significant ☐ No ☑

7. Are utility facilities or rights of way affected? Yes ☑ No ☐
If yes, attach Utility Information Sheet Exhibit 01-01-05)

8. Are railroad facilities or rights of way affected? Yes ☐ No ☑
If yes, attach Railroad Information Sheet Exhibit 01-01-06)

9. Were any previously unidentified sites with hazardous waste and/or material found?
Yes ☐ None evident ☑
(If yes, attach memorandum per Procedural Handbook Volume 1, Section 101.011)

10. Are RAP displacements required? Yes ☐ No ☑
(If yes, provide the following information)

No. of personal property relocations _____

No. of single family _____ No. of business/non profit _____

No. of multi-family _____ No. of farms _____

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

11. Are material borrow and / or disposal sites required? Yes ☐ No ☑
(If yes, expalin)

12. Are there potential relinquishments / abandonments? Yes ☐ No ☑
(If yes, expalin)

13. Are there any existing and/or potential Airspace sites? Yes ☐ No ☑
(If yes, expalin)

14. Are there Environmental Mitigation costs? Yes ☐ No ☑
(If yes, explain)

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

PYPSCAN lead time (from Regular R/W to project certification) 12 months.

16. Is it anticipated that all Right of Way work be performed by CALTRANS staff?
Yes ☑ No ☐ (If no, discuss)

Assumptions and Limiting Conditions

- This data sheet was completed without a hazardous waste/materials report.
- Information on this data sheet was based on maps provided by Sindhu Kurup on 5/4/2015

Evaluation Prepared By: Lynn White

Right of Way: Name Lynn White Date 7-20-15

Railroad: Name Lynn White For Pat Coggins Date 7-20-15

Utilities: Name [signature] Date 7.20.15

Recommended for Approval:

[signature]
Right of Way Capital Cost Coordinator

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

[signature]
Chief, R/W Appraisal Services

7-21-15
Date

cc: Program Manager
Project Manger

UTILITY INFORMATION SHEET

1. Utility owners located within project limits:
AT&T, PG&E

2. Facilities potentially impacted by project (if known, include Owners(s) & facility type(s)):

3. Anticipated Workload:
   - X Utility Verification required
   - X Positive Identification
   - _____ Utility Relocation
   - _____ Other (Specify)

4. Additional information concerning anticipated utility involvements (include limiting conditions and a narative addressing likelihood that conflicts will occur);
PG&E may have easements in these locations but with out easements the relocation costs will be 100% PG&E.
   _____ Involves possible relocation of electric transmission facilities
   (If X'd, Data sheet should be forwarded to environmental)

5. PMCS input information

U4-1	_____	Owner Expense Involvements
U4-2	_____	State Expense Involvements *(Conventional, No Fed Aid)*
U4-3	_____	State Expense Involvements *(Freeway, No Fed Aid)*
U4-4	_____	State Expense Involvements *(Conventional or Freeway, Fed Aid)*
U5-7	2	Verifications - without involvements
U5-8	_____	Verifications - 50% involvements
U5-9	_____	Verifications resulting in involvements

NOTE: The sum of U-4's must equal the sum of ½ of the U5-8's and all of the U5-9's.

ESTIMATED STATE SHARE OF COSTS $ 90,000.00

Prepared by: Nick Psiol

Right of Way Utility Coordinator

7-20-15
Date

ATTACHMENT I
TMP DATA SHEET

State of California **Business, Transportation and Housing Agency**

Memorandum

To: JULIANA GUM **Date: March 2, 2015**
District 4 Traffic Manager

From: SINDHU KURUP
Branch Chief, Design South, Santa Clara

Subject: REQUEST FOR TRANSPORTATION MANAGEMENT PLAN DATA SHEET

Project Data

PROJECT MANAGER (Name) Frank Fuk Nyan Kurniawan	(Calnet#) 510-286-6305
PROJECT ENGINEER (Name) Phyllis Chinn	(Calnet#) 510-622-0752
DIST-EA: 04-4H7500 PROJECT ID: 0413000259 PROGRAM (HB1, HE11, etc.): SHOPP	
PROJECT COMMON NAME Crosswalk Enhancements	
CO-RTE-PM (KP): SF-35, 80, 82 - PM VAR , SCL-82, 130, 152 – PM VAR	
LEGAL DESCRIPTION: In San Francisco County, on Route 35 and 82, at various locations, and in Santa Clara County, on Route 82, 130, and 152, at various locations	
DETAILED WORK DESCRIPTION: Install Pedestrian Hybrid Beacon systems, place stop bars, place signs, place ADA curb ramps, place high visibility crosswalk markings, install pullboxes, removed crosswalk stripes, remove signs, street light relocations, relocate DIs.	
CONSTRUCTION COST ESTIMATE: $4,770,000	
PROJECT PHASE: PSR ☐ PR ☒ PS&E ☐ %	
TASK CODE: 160	TASK FINISH DATE: 07/01/2015

Traffic Impact Description

A) The Project includes the following:
(Check applicable type of facility closures)
- ☒ Highway or freeway lanes
- ☒ Highway or freeway shoulders
- ☐ Full Freeway Closure
- ☐ Freeway on/off-ramps
- ☐ Freeway Connectors
- ☒ Local streets

B) Major operations requiring traffic control and working days for each

Operation	# of working days
☐ Clearing and grubbing	_____
☒ Existing feature removal	____50_____
☐ Excavation of embankments construction	_____
☐ Structural section construction	_____
☐ Drainage feature construction	_____
☐ Structures construction	_____
☐ MBGR/Barrier construction	_____
☒ Striping	_____15_____
☒ Electrical component construction	____375_____
☐ Other	
Total days requiring traffic control	_____

C. Project staging description and # of working days required per stage:

Stage Description	# of working days per stage
1. _____	_____
2. _____	_____
3. _____	_____
4. _____	_____
Total construction days	_____

D. Have you considered any construction strategies that can restore existing number of lanes?

- ☐ Temporary Roadway Widening Structure Involvement?
  Yes _____ No ___X___ if "yes", notify Project Manager
- ☐ Lane Restriping (Temporary narrow lane widths)
- ☐ Roadway Realignment (Detour around work area)
- ☐ Median and/or Right Shoulder Utilization
- ☐ Use of HOV lane as a Temporary Mixed Flow Lane
- ☐ Staging alternatives (Explain below)

Attachments

- Location Map
- Layouts
- Approved PID

_Phyllis Chinn_____ __510-622-0752_____
Project Design Engineer Contact Phone Number

_Sindhu Kurup_____
Senior Engineer

TRANSPORTATION MANAGEMENT PLAN DATA SHEET
Part 2: Preliminary TMP Elements and Costs

Co/Rte/PM SF/35,80,82/VAR; SCL/82/130,152/VAR EA 4H7500 Project Engineer Phyllis Chinn

0413000259 ID 0413000259

Project Limit In San Francisco County, on Routes 35, 80, and 82, at various locations, and in Santa Clara County, on Routes 82, 130,, and 152, at various locations.

Project Description Crosswalk Enhancements. Install HAWK systems, ADA curb ramps, relocate DIs, install lighting, advanced loop detectors, video cameras.

1) Public Information

☐	a. Brochures and Mailers	$
☐	b. Press Release	
☐	c. Paid Advertising	$
☐	d. Public Information Center/Kiosk	$
☐	e. Public Meeting/Speakers Bureau	
☐	f. Telephone Hotline	
☐	g. Internet, E-mail	
☒	h. Notification to impacted groups (i.e. bicycle users, pedestrians with disabilities, others…)	
☒	i. Others As determined by PIO	$ 10,000

2) Traveler Information Strategies

☐	a. Changeable Message Signs (Fixed)	$
☒	b. Changeable Message Signs (Portable)	$140,000
☒	c. Ground Mounted Signs	$10,000
☐	d. Highway Advisory Radio	$
☐	e. Caltrans Highway Information Network (CHIN)	
☒	f. Detour maps (i.e. bicycle, vehicle, pedestrian...etc)	
☐	g. Revised Transit Schedules/maps	
☒	h. Bicycle community information	
☐	i. Others _____	$

3) Incident Management

☒	a. Construction Zone Enhanced Enforcement Program (COZEEP)	$10,000
☐	b. Freeway Service Patrol	$
☐	c. Traffic Management Team	
☐	d. Helicopter Surveillance	$
☐	e. Traffic Surveillance Stations (Loop Detector and CCTV)	$
☐	f. Others _____	$

TMP Data Sheet (cont.)

4) Construction Strategies

☒	a. Lane Closure Chart	
☐	b. Reversible Lanes	
☐	c. Total Facility Closure	
☐	d. Contra Flow	
☐	e. Truck Traffic Restrictions	$
☐	f. Reduced Speed Zone	$
☐	g. Connector and Ramp Closures	
☐	h. Incentive and Disincentive	$
☐	i. Moveable Barrier	$
☒	j. Maintain Traffic	$ 20,000
☐	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) Alternate Route Strategies

☐	a. Add Capacity to Freeway Connector	$
☐	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 = $ 190,000

*Please note that any change in project scope, schedule, or cost will require re-submittal of TMP Data Sheet request.

PREPARED BY Lenka Pleskotova DATE 8/10/15

APPROVAL RECOMMENDED BY Shein Lin DATE 8/10/15

ATTACHMENT J
RISK MANAGEMENT PLAN

Date 8/21/2015

RISK REGISTER LEVEL	3	PROJECT NAME	SCL/SF-Various Location-Crosswalk Safety Enhancements	DIST- EA	04-4H750	PROJECT MANAGER	Kurniawan, Frank Fuk Nyan	D4 RISK MANAGER	Patrick Treacy/Pradeep Narra	TOTAL COST (Capital +Support)	$7,960,000
PROJECT PHASE	PA&ED	PDT MEMBERS	Tung Ly, Sindhu Kurup, Phyllis Chinn, Emily Chen, Elizabeth White, Shella Orson, Ana Uribe	RISK ASSESSMENT						TOTAL DAYS (Construction + Initial review (30days)+ Closeout (60 days))	465

Risk Identification						Probability		Cost Impact ($)				Time Impact (days)				C/D	Rationale	Risk Response			
Status	ID #	Category	Title	Risk Statement	Current status/assumptions	Low	High	Low	Most likely	High	Probable	Low	Most likely	High	Probable			Strategy	Response Actions	Risk Owner	Updated
Active	1	Construction	Unknown utilities	During the foundation work for the Pedestrian Hybrid Beacon (PHB) system and utility box relocation work crew might hit some unknown utilities resulting in additional costs and time.	No unknown utilities anticipated	10	20	$10,000		$50,000	$4,500	0		5	3	C	Based on past CT projects.	Accept	Document search and field observations have not indicated presence of unknown utilities; we conducted potholing as much as feasible; will coordinate with PGE &EBMUD & others;	Construction	8/13/2015
Active	2	Construction	Traffic Loop Issues	Traffic Loops could get damaged during the grinding operation leading to extra costs to replace.	Traffic loops are deep enough and wouldn't be damaged.	10	20	$0		$25,000	$1,875	0		0	0	C	Based on past CT projects.	Accept	When it occurs, loops will have to be replaced.	Construction	8/13/2015
Active	3	Design	Asphalt price index fluctuations	Price of AC fluctuates and any fluctuation over and above what is covered in the supplemental funds will result in additional costs.	There is a possibility of the index to rise during the advertisement period.	0	20	$0		$10,000	$500	0		0	0	C	Based on past CT projects.	Mitigate	Additional funds will be requested if the AC price fluctuations is more than the allocated supplemental funds and contingencies .	Desgin	8/13/2015
Active	4	Organizational	Coordination with Local agencies	Any closures that are not coordinated with local agencies may result in delays resulting in additional costs and time.	All lane closures will be identified in the plans and approvals will be obtainined before RTL.	0	20	$0		$5,000	$250	0		5	2	D	Based on past CT projects	Avoid	Design will coordinate with local agencies.	Design	8/13/2015
Active	5	Construction	Construction Window	Insufficient work windows might force the contractor to change his means and methods, resulting in higher costs.	Work windows are identified in the project plans and are based on traffic volumes.	0	20	$5,000		$10,000	$750	0		6	3	C	Based on past CT projects	Avoid	Traffic Management Plan will be prepared for this project based on traffic volumes and also input from Construction.	Construction	8/13/2015
Active	6	Design	Relocation Conflicts	Couple of DI's and Fire Hydrants are to be relocated. Any conflicts or hazards at the proposed location might result in delays and additional costs.	No relocation conflicts anticipated	0	20	$0		$30,000	$1,500	0		3	0	C	Based on past CT projects.	Accept	Design and RoW to verify the locations.	Design/RoW	8/13/2015
Active	7	Design	Traffic Management	Most of the work will be done at intersections. Any unusual delays to traffic will result in doing the work at low traffic volume hours, resulting in additional costs and time.	No major delays anticipated.	10	20	$0		$40,000	$3,000	0		2	1	C	Based on past CT projects.	Accept	Design to look into increasing the number of construction days or increasing the contingency funds, and work with Highway Ops.	Design	8/13/2015
Active	8	Environmental	Hazardous Material	Hazardous Materials encountered during construction will require an on-site storage area and potential additional cost to dispose.	Environmental Engineering reviewed project and are carrying out testing for ADL.	20	40	$0		$25,000	$3,750	0		3	2	C	Typical construction risk on State RW.	Mitigate	Testing to be done and any hazardous material presence will be taken care appropriately.	Environmental	8/13/2015
Active	9	Design	COS costs due to delay	Cumulative costs of additional Design COS needed due to delays	COS costs	100	100	$0	$4,000	$8,000	$4,000					2		Accept	Cumulative of above risks	Design	8/13/2015
Active	10	Design	Indirect costs of Project Design/RTL Delay: (Mostly Escalation Costs)	Cumulative costs of a delay due to any of the other risk items occurring, these are the indirect costs associated with occurrence of any of identified risks causing a delay to RTL.	Has Escalation cost	100	100	$0	$2,123	$4,245	$2,123					2		Accept	Cumulative of above risks	Design	8/13/2015
Active	11	Construction	COS costs due to delay	Cumulative costs of additional Construction COS needed due to delays	COS costs	100	100	$0	$14,430	$28,860	$14,430					9		Accept	Cumulative of above risks	Construction	8/13/2015
Active	12	Construction	Indirect costs of Project Construction: (TRO & TRO+ & Escalation)	Cumulative cost of a delay due to any of the other risk items occurring, these are the indirect costs associated with occurrence of any of identified risks causing a construction delay.	Has CO delay costs (TRO, TRO+ and Escalation Costs)	100	100	$0	$25,374	$50,749	$25,374					9		Accept	Cumulative of above risks	Construction	8/13/2015

ATTACHMENT K
MATERIAL RECOMMENDATION

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Serious drought.
Help Save Water!

To: KURUP SINDHU
Senior Transportation Engineer
Design South, Santa Clara

Attention: Phyllis Chinn

Date: July 31, 2015

File: SF-35, 80 & 82
SCL-82, 130 & 152
Various Locations
EA 04-4H7500
Proj. ID 0413000259
High Intensity
Crosswalk Markings

From: KAN WONG, P.E.
Materials Design Engineer
Engineering Services – Materials B

Concurred by: RICHARD CHAN, P.E.
District Materials Engineer
Branch Chief, Materials B

Subject: **PROJECT REPORT REVIEW**

This memorandum is in response to your email on July 20, 2015 requesting for our review of your Project Report. The project proposes to install Pedestrian Hybrid Beacon (High Intensity Activated Crosswalk HAWK) systems, place stop bars, place signs, place Pedestrian Crosswalk Buttons, place ADA Curb Ramps on all corners, place high visibility crosswalk markings, install pullboxes, remove yield lines, remove crosswalk stripes, remove/relocate signs, utility box adjustments, street light relocations, remove flashing beacons, and relocate DIs. The project is located on SF-35, 80 & 82 and SCL-82, 130 & 152 at the following 25 intersections:

Locations	Route	PM	City/Town	Intersection
1	35	2.150	San Francisco	36th Ave
2	35	2.390	San Francisco	Constanso Way/Everglade Dr
3	35	2.560	San Francisco	El Mirasol Pl
4	35	2.780	San Francisco	26th Ave
5	35	3.060	San Francisco	21st Ave
6	80	4.335	San Francisco	Harrison St
7	82	0.040	San Francisco	Goethe St
8	82	0.080	San Francisco	Rice St
9	82	10.240	San Jose	Idaho St/Alameda Ct
10	82	10.300	Santa Clara	Portola Ave.
11	82	11.310	Santa Clara	Harrison St
12	82	12.930	Santa Clara	Morse Ln
13	82	13.000	Santa Clara	Buchanan Dr

14	82	13.480	Santa Clara	Alpine Ave
15	82	14.640	Sunnyvale	Helen Ave
16	82	21.271	Los Altos	Distel Cir
17	82	22.272	Los Altos	Monroe Dr
18	82	23.020	Palo Alto	Vista Ave
19	82	23.410	Palo Alto	Baron Ave/Wilton Ave
20	82	23.602	Palo Alto	Fernando Ave
21	82	24.420	Palo Alto	College Ave
22	82	26.342	Palo Alto	Alma Rd
23	130	2.300	San Jose	Millar Ave
24	130	2.600	San Jose	Laumer Ave
25	152	9.638	Gilroy	Howson St

Having reviewed your Project Report, we have the following comments:

1. Attachment C – Layouts

   Per Project Report, Section 5A. Viable Alternative, Proposed Engineering Features, please identify the pavement repair areas with "legends" for:
   a. Fair roadway conditions - seal random cracks.
   b. Poor roadway conditions - cold plane 0.20' of existing pavement and overlay with 0.20' RHMA-G.

2. Attachment D – Typical Cross Section

   a. Cut Back Island
      Please identify the backfill material for remove existing curb as "0.20 RHMA-G /0.80' HMA (Type A)".
   b. Bulbout
      Please identify the pavement sections as "0.33' PCC/0.50' AB(2)".

* * * * * *

If you have any questions, please contact Kan Wong at (510) 622-8814.

c: Route File, Daily File, R. Chan

K.Wong/SF-35, High Intensity Crosswalk Markings

ATTACHMENT L
PAVEMENT STRATEGY CHECKLIST

(Rev. 3/04/10)

PAVEMENT STRATEGY CHECKLIST

Date: 9/14/15

Project description and project elements: This project will install Pedestrian Hybrid Beacon (PHB) systems or pedestrian signal heads at 25 locations. (See Attachment B for List of Locations) At 23 locations, constructing the PHB system will include the Pedestrian Hybrid Beacon, advanced loop detectors, pedestrian activated push buttons, high visibility crosswalk markings, 12" white stop bars, and additional lighting at each crosswalk. Signal interconnectivity, between the PHB system and the closest existing traffic signal, for traffic control will be at 14 locations. Wireless signal interconnectivity will be at 2 locations. A pedestrian video system will be at 1 location. Bulbouts will be constructed at two locations. Two locations will install pedestrian signal heads with pedestrian activated push buttons. Regulatory signs (R10-23, R 10-6, and R 62E) will be installed. Curb ramps and pedestrian walkways will be compliant with ADA (Americans with Disabilities Act) standards.

EA: 4H7500 Project Manager: Frank Fuk Nyan Kurniawan

Co/Rte: SF/35,80,82 SCL/82,130,152 Office: Design South, Santa Clara

Project Engineer: Phyllis Chinn Initial PC Program: SHOPP 201.015

Design Senior: Sindhu Kurup Initial SK PM Limits: Various

Materials Engineer (8th floor) : Richard Chan Signature _____

This project is at the following phase (please check one):

☐ PID (PSSR, etc.) ☒ PR ☐ PS&E ☐ OTHER

Describe existing structural section (e.g., shoulder, traveled way). Show limits if different sections are within the project: N/A – Project is surface work only.

What pavement types/structural sections does Materials propose for each segment (shoulders and traveled way)?

A. Fair Condition Intersection – Seal random cracks.

B. Poor Condition Intersection – Cold plane 0.20' existing pavement and overlay with 0.20' RHMA-G.

C.

Pavement is involved in:

☐ Entire project OR ☒ Part of the project

Assumptions (Is future widening in Regional Transportation Plan? Yes or no?): Please provide information for all of the following items that apply to this project. No future widening involved.

	Yes	No	Question
1.	☐	☒	Are you implementing an innovative strategy (e.g., cold foam Hot-Mix Asphalt (HMA)), pre-cast concrete pavement, continuously reinforced pavement, etc)? If so, which are you implementing and why? If not, why not?
2.	☐	☒	Has Rapid Rehab strategy been considered (e.g., weekend closures and lane replacements)? Explain:
3.	☒	☐	Are you using Rubberized Hot-Mix Asphalt (RHMA) in this project? If not, justify:
4.	☐	☒	Was Life Cycle Analysis performed? Provide Life Cycle Analysis and results.
5.	☐	☒	Does existing pavement have a settlement problem? Explain:
6.	☒	☐	a) Is this project (or part of project) maintaining the grade profile? b) If not, explain how the profile change affects the pavement strategy choice (cut v. fill):
7.	☐	☒	Will there be a new barrier?
8.	☐	☐	Is the proposed structural section on cut or fill or both? Provide limits of both, if applicable. N/A
9.	☐	☒	Are highly expansive basement soils present?

	Yes	No	Question
10.	☐	☐	Are as-builts (including structural section information regarding edge drains, under drains, lime treatment, permeable blanket, etc.) available?
	☐	☐	If no, did you check map files and online?
			If yes, existing structural section was based on (check one): ☐ as-built ☐ actual boring
11.	☐	☒	Do the project limits have problems with groundwater (e.g., high water table, flow requirements, etc.)? If yes, explain:
12.	☐	☒	Has the availability of pavement materials (i.e., long haul distances from plants) been considered?
			If yes, how does material availability affect pavement type selection?
13.	☐	☒	Will the existing pavement be rehabilitated?
	☐	☐	What are the age and condition of the existing adjacent lanes? Explain:
14.	☐	☐	What is the type of pavement/structural section (corridor pavement type/structural section continuity) on upstream/downstream roadway? Explain if several:
15.	☐	☒	Is TMP data (lane closure charts) available and was it considered?
	☐	☒	Will there be nighttime paving? If so, provide lane closure hours:_____.
16.	☒	☐	Was field Maintenance input considered?
17.	☐	☒	Were climate conditions (extreme temperature, rainfall, etc.) considered?
			If so, which ones do you anticipate affecting the pavement job?

	Yes	No	Question
18.			Which stage construction requirements (matching adjacent sections, temporary paving, etc.) were considered? To be considered during PS&E.
19.	☐	☒	Is this a large-scale project? Explain all quantity take-off:
20.	☐	☒	Is there Open-Graded Hot-Mix Asphalt (OGHMA) on the existing pavement?
21.	☒	☐	Was environmental impact considered? Explain: Caltrans Environmental has been involved in the project and have reviewed area extensively.
22.			What is the proposed pavement design life? N/A
23.			What is the final lane line configuration? No changes to lane configuration.
24.	☐	☒	Are there vertical clearance issues? If yes, explain:
25.			What is the traffic index? N/A
26.	☐	☒	Are there existing retrofit edge drains?
27.	☐	☐	Will shoulders be used as detours? To be addressed during PS&E.
28.	☐ ☐	☒ ☒	Is there settlement at bridge approaches? Are bridge approach slabs being replaced? Does such replacement include shoulders? Consulted with structures maintenance representative on _____.
29.	☒	☐	Is there a minimum standard (2% or 1.5%) cross-slope? If not standard, provide date of design exception approval:_____
30.			Provide the pavement condition report.
31	☐	☐	Other factors? Explain:

ATTACHMENT M
COOPERATIVE AGREEMENT

DRAFT 9/29/15

04-SCL-82-VAR
EA: 4H752
Project Number: 0416000120
Agreement 04-2602

COOPERATIVE AGREEMENT
State SHOPP Funds Contribution

This Agreement, effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

City of Santa Clara, a body politic and municipal corporation of the State of California, referred to hereinafter as CITY.

RECITALS

1. PARTNERS are authorized to enter into a cooperative agreement for improvements to the state highway system (SHS) per the California Streets and Highways Code sections 114 and 130.

2. This Agreement shall have no force or effect until CITY has obtained an encroachment permit from CALTRANS.

3. CITY intends to construct pedestrian crosswalk safety enhancements on State Route 82 at the intersections with Harrison Street, Morse Lane, Buchanan Drive, and Alpine Avenue within the SHS in the City of Santa Clara, referred to herein as PROJECT.

4. CITY will follow the CALTRANS encroachment permit process in order to complete the PROJECT in fiscal year 2015/2016 (FY15/16).

5. CALTRANS will pay CITY in the amount of $766,000 from SHOPP funds programmed in FY 16/17.

6. PARTNERS hereby set forth the terms, covenants, and conditions for CALTRANS' contribution toward the PROJECT.

SCOPE

7. CITY is responsible for completing all work for the PROJECT.

8. At no cost to CITY, CALTRANS will provide IQA to assure CITY's work is performed in accordance with CALTRANS' current policies, procedures, standards, and practices.

INVOICE & PAYMENT

9. CITY will invoice CALTRANS for actual cost to be paid in three installments of $300,000, $300,000 and $166,000 after construction completion between July 1, 2016 and June 30, 2017.

10. After PARTNERS agree that all work for PROJECT is complete, CITY will submit a final accounting for all costs. Based on the final accounting, CITY will refund or invoice as necessary in order to satisfy the financial commitment of this Agreement.

11. PARTNERS agree that the total amount of SHOPP funds paid out to CITY will not exceed $766,000.

12. CALTRANS will pay CITY within 45 (forty-five) calendar days of receipt of invoices.

GENERAL CONDITIONS

13. All obligations of CALTRANS under the terms of this Agreement are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.

14. CALTRANS and CITY agree that the PROJECT construction contract will be awarded within FY 15/16, and the funds will be allocated in FY 16/17.

15. If CITY fails to complete the PROJECT for any reason, CITY shall, at CITY's expense, return the SHS right of way to its original condition or to a safe and operable condition acceptable to CALTRANS. If CITY fails to do so, CALTRANS reserves the right to finish the work or place the PROJECT in a safe and operable condition. CALTRANS will bill CITY for all expenses incurred and CITY agrees to pay said bill within forty-five (45) days of receipt.

16. If CITY fails to complete the PROJECT for any reason, CITY will refund the full amount of CALTRANS' contribution.

17. CITY will retain all PROJECT related records for three (3) years after the final voucher.

18. If HM-1 or HM-2 is found during construction, CITY will immediately notify CALTRANS.

19. CALTRANS, independent of PROJECT, is responsible for any HM-1 found within the existing SHS right of way. CALTRANS will undertake, or cause to be undertaken, HM MANAGEMENT ACTIVITIES related to HM-1 with minimum impact to PROJECT schedule. CALTRANS will pay, or cause to be paid, all costs for HM MANAGEMENT ACTIVITIES related to HM-1 found within the existing SHS right of way.

20. CITY, independent of PROJECT, is responsible for any HM-1 found within PROJECT limits and outside the existing SHS right of way. CITY will undertake or cause to be undertaken HM MANAGEMENT ACTIVITIES related to HM-1 with minimum impact to PROJECT schedule. Independent of the PROJECT, CITY will pay, or cause to be paid, the cost for HM MANAGEMENT ACTIVITIES related to HM-1 found within PROJECT limits and outside of the existing SHS right of way.

21. If HM-2 is found within PROJECT limits, CITY will be responsible for HM MANAGEMENT ACTIVITIES related to HM-2.

22. HM MANAGEMENT ACTIVITIES costs related to HM-2 are PROJECT costs.

23. Neither CITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this Agreement. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless CITY and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this Agreement.

24. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CITY, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CITY under this Agreement. It is understood and agreed that CITY, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CITY, its contractors, sub-contractors, and/or its agents under this Agreement.

25. If the work performed on this PROJECT is done under contract and falls within the Labor Code section 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code section 1771 CITY must conform to the provisions of Labor Code sections 1720 through 1815, and all applicable provisions of California Code of Regulations found in Title 8, Chapter 8, Subchapter 3, Articles 1-7. CITY agrees to include prevailing wage requirements in its contracts for public work. Work performed by CITY's own forces is exempt from the Labor Code's Prevailing Wage requirements.

    CITY shall require its contractors to include prevailing wage requirements in all subcontracts funded by this Agreement when the work to be performed by the subcontractor is "public works" as defined in Labor Code Section 1720(a)(1) and Labor Code Section 1771. Subcontracts shall include all prevailing wage requirements set forth in CITY contracts.

26. This Agreement is intended to be PARTNERS' final expression and supersedes all prior oral understanding pertaining to PROJECT.

27. Unless otherwise documented in a maintenance agreement, CITY will maintain all PROJECT improvements.

28. This Agreement will terminate upon CALTRANS' acceptance of the PROJECT. However, all indemnification and maintenance articles of this Agreement will remain in effect until terminated or modified in writing by mutual agreement.

DEFINITIONS

IQA (Independent Quality Assurance) – CALTRANS' efforts to ensure that another PARTNER's quality assurance activities are in accordance with the applicable standards and the PROJECT's Quality Management Plan (QMP). When CALTRANS performs IQA it does not develop, produce, validate, verify, re-check, or quality control another PARTNER's work products.

HM-1 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law whether it is disturbed by PROJECT or not.

HM-2 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by PROJECT.

HM MANAGEMENT ACTIVITIES – Management activities related to either HM-1 or HM-2 including, without limitation, any necessary manifest requirements and disposal facility designations.

PARTNERS – The term that collectively references all of the signatory agencies to this Agreement. This term only describes the relationship between these agencies to work together to achieve a mutually beneficial goal. It is not used in the traditional legal sense in which one PARTNER's individual actions legally bind the other parties.

CONTACT INFORMATION

The information provided below indicates the primary contact information for each PARTNER to this Agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this Agreement.

The primary Agreement contact person for CALTRANS is:
Frank Kurniawan, Project Manager
111 Grand Avenue
Oakland, CA 94612
Office Phone: (510) 286-6305
Email: fuk_nyan_kurniawan@dot.ca.gov

The primary Agreement contact person for CITY is:
Dennis Ng, Traffic Engineer
1500 Warburton Avenue
Santa Clara, CA 95050
Office Phone: (408) 615-3021
Email: dng@santaclaraca.gov

SIGNATURES

PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into this Agreement.
3. The people signing this Agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

CERTIFIED AS TO FUNDS:

By: _____
Jeffrey Armstrong
District Budget Manager

CITY OF SANTA CLARA

By: _____
Rajeev Batra
Director of Public Works/City Engineer

ATTEST:

By: _____
Julio J. Fuentes
City Manager

APPROVED AS TO FORM AND PROCEDURE:

By: _____
Richard E. Nosky, Jr.
City Attorney