

## STAFF REPORT

**SUBJECT:** Route 101 Ortega Hill Auxiliary Lane/Class 1 Bikeway Project

**MEETING DATE:** May 20, 2010

**AGENDA ITEM:** 6F

**STAFF CONTACT:** Fred Luna

### RECOMMENDATION:

Receive and direct staff to file the final Project Closeout Report for the Highway 101/Ortega Hill Auxiliary Lane and Class I Bikeway Project.

### DISCUSSION:

At the completion of each Measure D Highway Regional Highway Project a Project Closeout Report is prepared for the records and for the information of the SBCAG board. This report signifies the financial closeout of the project and documents project evolution and major milestones accomplished. Additionally, the report provides a chronology of issue resolution and events for the project.

The attached report marks the completion of the Route 101 Ortega Hill Auxiliary Lane/Class 1 Bikeway Project. Staff has closed out and reconciled all contracts, cooperative agreements and all other financial commitments, and recommends that the board receive and file this report. The Ortega Hill project completed construction in 2007 and the construction work was fully funded by Measure D.

**COMMITTEE REVIEW:** None



## ***Route 101 Ortega Hill Auxiliary Lane/Class 1 Bikeway Project***

*Measure D Regional Highway Program*  
Project Closeout Report  
May 2010

Prepared by  
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## EXECUTIVE SUMMARY

The Route 101 Ortega Hill Auxiliary Lane/Class 1 Bikeway Project was not originally included in the Measure D Expenditure Plan when approved by voters in 1989, but was amended into the Measure D Expenditure Plan on October 16, 2004. At that time, the Route 101/Ortega Hill project was in jeopardy of being significantly delayed due to a shortage of funds (no cash) in the State Transportation Improvement Program (STIP). As part of the same amendment to the Measure D Expenditure Plan, the SBCAG board included funding for other Highway 101 improvements such as the Milpas to Cabrillo Hot Springs Operational Improvements and the Highway 101 in Motion corridor study.

The Ortega Hill project was one of eleven separate Highway 101 Operational Improvements that in 1996 the SBCAG board adopted as an alternative to widening Highway 101. The list of operational improvements was the outcome of the significant community opposition voiced in 1993 to the planned widening of Highway 101, halting the environmental study process. When the SBCAG board decided to add Measure D funding in 2004 to the Ortega Hill project, the funding came from \$15 million in measure funding originally allocated for widening Highway 101.

The scope for the Ortega Hill project was to build a northbound auxiliary lane on Highway 101 between Evans Avenue and Sheffield Road and a Class I bikeway adjacent to the highway. The northbound auxiliary lane would extend the on-ramp to allow merging traffic entering the highway on an uphill grade of approximately 6% (ie., Ortega Hill) extra distance to get up to freeway speeds, reducing merging conflicts. It would also allow vehicles more distance to merge into an outside lane often congested with slow moving trucks also climbing the grade. The construction of the Class I bikeway over Ortega Hill would significantly improve bicycle access through the area and provide connectivity to existing and future bicycle improvements north and south to provide a contiguous coastal access trail. It also would provide a Class I facility for bicyclists to ride on that was adjacent to, but separated from, highway traffic. Bicyclists would frequently ride on the shoulder of the highway to climb over Ortega Hill rather than take surface streets which were on an even much steeper grade than the highway. The "friction" caused by bicyclists climbing the grade on the shoulder, slow moving trucks climbing the grade, faster merging cars from Evans Avenue, and through traffic changing lanes to avoid all of the above often brought the highway to a standstill at this location during morning and evening commutes.

Caltrans was the lead agency on the project throughout the project development process. SBCAG was the sponsoring agency through its programming of STIP funds (pre-SB 45) and subsequently through its programming of Measure D funds. The County of Santa Barbara was a responsible agency on the project and also had permit authority since a Coastal Development Permit (CDP) was warranted for the project due to it being in the coastal zone.

The environmental document was certified by Caltrans in 2003. Caltrans completed the detailed design and permitting for the project in 2004. Construction began in the winter of 2005/06. In March 2007 the project construction was completed and another year lapsed for the plant establishment period. Caltrans provided to SBCAG a statement of financial close in December 2008. SBCAG has confirmed that the financial close report represents an accurate account of the project construction phase.

**Route 101 Ortega Hill Auxiliary Lane/Class 1 Bikeway Project  
 Project Development Contributors**

|                         |                       |
|-------------------------|-----------------------|
| Project Oversight       | Caltrans              |
| Program Management      | SBCAG                 |
| Construction            | Mendez Concrete, Inc. |
| Construction Management | Caltrans              |
| Design                  | Caltrans              |
| Environmental Document  | Caltrans              |
| Right of Way Support    | Caltrans              |

**INTRODUCTION**

The following closeout report documents the history of the Route 101 Ortega Hill Auxiliary Lane/Class 1 Bikeway Project from a scope, cost, schedule and contractual perspective. Table 1 shows a chronology of milestones for this project.

**Table 1  
 Project Milestone Summary**

| <b>Milestone</b>                | <b>Date</b>   |
|---------------------------------|---------------|
| Project Report Completed        | February 2000 |
| Environmental Approval          | February 2000 |
| Construction Contract Awarded   | Winter 2005   |
| Construction Completed          | March 2007    |
| Plant Establishment Completed   | March 2008    |
| SBCAG Closeout Report Completed | May 2010      |

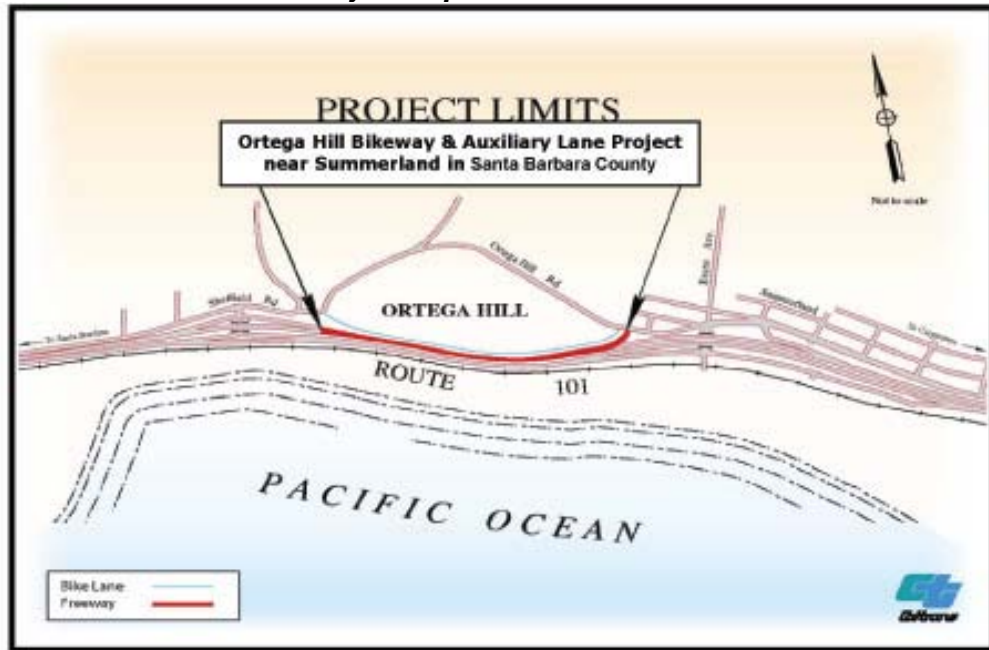
**BACKGROUND**

The Route 101 Ortega Hill Auxiliary Lane/Class 1 Bikeway Project originated as one of eleven operational improvements that were approved and funded out of STIP dollars remaining when the effort to widen Highway 101 met significant community opposition in 1993. Some of the other notable projects of those eleven operational improvements were the Milpas to Cabrillo Hot Springs project and the Linden/Casitas Interchanges in Carpinteria.

**PROJECT DESCRIPTION**

The scope of the project called for the construction of a northbound auxiliary lane and a Class I bikeway on Highway 101. The auxiliary lane would be added to the outside of the existing northbound lanes (to the north) and the Class I bikeway would be separated from the travel lanes of Highway 101 by a concrete barrier and railing. In order to get sufficient width to construct both the additional roadway lanes as well as the Class I bikeway, the hillside north of highway 101 would be graded and a retaining wall constructed with a rock netting system. New drainage improvements will also be constructed.

**Project Improvements Exhibit**



**Table 2  
 Roles and Responsibilities**

| <b>Role</b>   | <b>Responsibility</b>             |
|---|-----------------------------------|
| Funding, Sponsoring and Contracting Agency:         | SBCAG                             |
| Administration and Project Management by:           | Caltrans                          |
| Project Study Report by:                            | N/A                               |
| Environmental Document by:                          | Caltrans                          |
| Project Report by:                                  | Caltrans                          |
| Final Design by:                                    | Caltrans                          |
| Right of Way (ROW) Acquisition Services by:         | Caltrans                          |
| Design and Right of way Oversight by:               | Caltrans                          |
| Agency Review by:                                   | SBCAG and County of Santa Barbara |
| Construction Management by:                         | Caltrans                          |
| Construction Zone Enhanced Enforcement Services by: | CHP                               |
| Construction by:                                    | Mendez Concrete, Inc.             |

**PRELIMINARY ENGINEERING AND ENVIRONMENTAL REVIEW**

After the SBCAG board action in 1996 to fund the Ortega Hill Auxiliary Lane project as one of the eleven operational improvements, Caltrans began work on the planning and preliminary environmental studies. A purpose and need statement was prepared which identified a deficiency in the weaving distance between Evans Avenue and Sheffield Drive and the need to improve bicycle connectivity. In

1998, Caltrans initiated preliminary technical studies such as traffic study, air quality, noise, water quality and hazardous waste. The findings from these technical studies were formulated into the environmental document.

### **Traffic and Accident History**

The traffic study prepared in 1998 documented that Average Annual Daily Traffic (AADT) at 79,000 vehicles per day. Truck traffic represented 7.3% of the total traffic of which 63% of those trucks had three or more axles. As part of the traffic study, an assessment of the accident history was also documented. It showed that for the three-year period from September 1, 1996 to August 31, 1999, the accident rate was 0.67 per million vehicle miles, which was lower than the statewide average (0.72) for similar facilities at the time. There was also identified in the traffic study a higher than average accident rate at the Sheffield Drive northbound off-ramp.

### **Hazardous Waste**

Caltrans prepared an Initial Site Assessment (ISA) during 1999 which essentially documented there would be no anticipated hazardous waste impacts associated with the project. Specifically, in relation to the slope grading required along the northbound lanes, the ISA stated that the proposed cut should not be impacted by any contamination found on the adjacent property.

### **Air, Noise and Water Quality**

The findings of the technical studies documented that the project construction activities would not have significant impact on air quality. The noise study for the project identified a limited set of noise receptors but documented that there would be no significant impact as a result of noise caused by the project. Similarly, the technical study for water quality documented that there would be no adverse effects on the water quality as a result of the project.

### **Cultural Resources**

Technical studies looking at the archeology and architectural history of the area were completed. It was determined that no significant impact to either would occur as a result of the project. However, some of the information on the architectural history was later used to provide some historical context for the project corridor such as a few local county historical landmarks.

### **Visual Resources**

One of the critical technical reports completed for the environmental document was the Visual Impact Assessment. The VIA split the project study area into several visual units and also defined several key observer viewpoints. An impact analysis was conducted for each observer viewpoint. The report concluded that with proper mitigation there would be no significant impact to the visual environment.

### **Environmental Analysis**

Caltrans made a determination that the project would be categorically exempt under CEQA and would also meet the requirements for a categorical exclusion under NEPA. The CE/CE determination form was prepared and signed in February 2000. In that document, Caltrans documents some of the following reasons for being exempt:

- Does not impact any environmental resource
- No significant cumulative effect
- No impact to a scenic resource on a scenic highway
- No adverse impact to a historical resource

### **Alternatives Development and Analysis**

Three build alternatives and a no-build alternative were included as part of the environmental study. The three build alternatives were essentially variations of the same alternative that had different approaches as to how to provide the necessary width for the auxiliary lane and the Class I bikeway. The options provided for:

1. Grading only
2. Balance of grading and retaining wall
3. Primarily retaining walls

The preferred option was designed to create a balance of retaining walls and grading for the hillside that would ultimately be adjacent to the bikeway. The grading only option would have required a significant encroachment and visual impact to the hillside in order to meet the slope requirements. The option to minimize grading and primarily use retaining walls would have resulted in extremely tall retaining walls that would have caused a greater visual impact.

### **Community Outreach**

In June 2003, residences within 300 feet of the project were notified regarding the Planning Commission hearing on the project CDP. In addition, the project was presented to the Summerland Citizens Association in May 2002.

### **Mitigation Measures**

The mitigation for the project provided means that would reduce to less than significance any identified impacts. In particular, mitigation for biological and visual was included in the project. Biological mitigation included minimizing loss and replanting of removed native species of trees and shrubs. For visual, the grading construction and use of retaining walls should be designed in such a way to lessen the impact such as contouring cuts slopes, using color and textures to walls, and planting vegetation in front of walls.

The mitigation was specifically listed in the "Conditions of Environmental Review" memorandum prepared by Caltrans in February 2000.

## FINAL DESIGN

Caltrans was responsible for preparing the detailed design on the Ortega Hill project. This was initiated in 2002 as the environmental document was being completed. Final design work continued for two years and was completed in 2004.

In October 2004, Caltrans and the County of Santa Barbara came to agreement on the maintenance responsibilities of the project. The county surmised that the light poles near the hillside would potentially conflict with equipment needed to maintain the hillside.

Caltrans prepared modifications to the design that placed lighting in the barriers and retaining walls flush with the surface. A modified design approach was approved and incorporated into the contract plans by June 2005.

### Scope of Improvements

The final scope of improvements for the project included these two primary features:

- Highway 101 northbound auxiliary lane from Evans Avenue on-ramp to Sheffield Drive off-ramp
- Class I bicycle lane from Evans Ave to Ortega Ridge/Sheffield Drive

Highway 101 Auxiliary Lane: The auxiliary lane was designed to provide additional width to the outside of the existing Highway 101 northbound lanes. The ramp transitions from the Evans Avenue on-ramp and the Sheffield Drive off-ramp were modified to conform to the new auxiliary lane. The intersection in Summerland for the Evans Avenue on-ramp was improved.

Class I bike lane: In order to have sufficient width to provide the bike lane adjacent to the new auxiliary lane, the slope to the north of the highway (Ortega Hill) was graded. The bike lane was designed to have a concrete barrier separation the new northbound auxiliary lane from the Class I bikeway. In addition, bike railing/fencing was placed atop the barrier. Lighting was also installed for full-time usage of the bike lane. The lighting was originally all to be on poles, but the segment over the Ortega Hill was later changed to be surface mounted lighting in the concrete barrier. Retaining walls were needed to separate the bike lane from the graded hill side and rock slope protection netting system was installed.

### Technical Reports

A number of technical reports were developed to support the final design of the project. Some of the reports prepared are:

- Hydrology Report
- Foundation Report
- Geotechnical Design Report
- Drainage Report
- Storm Water Pollution Prevention Plan

### **Coastal Development Permit**

Since the project was located in the coastal zone, a coastal development permit (CDP) was required from the County of Santa Barbara. Some of the conditions included in the CDP related to architectural details on walls and railings, the need for lighting of the Class I bikeway and additional planting to screen residences from project features.

During construction, one of the conditions of approval, the requirement to plant oak trees along the Summerland Mobile Home Park was removed by county staff at the request of citizens due to the possibility of blocking ocean views at some point in the future. The trees were replaced with shrubs in the planting plan.

## **RIGHT OF WAY AND UTILITIES**

### **Right of Way Needs**

In the planning level documents it was anticipated that right of way would be required to accommodate the widening of Highway 101 for the auxiliary lane and the Class I bikeway. However, as a condition of their development with the County of Santa Barbara, the adjacent property owner, QAD, Inc., was required to provide this when the project was to be constructed. Another parcel was required to connect the Class I bikeway to Ortega Ridge/Sheffield Drive.

In the Project Report, this parcel was estimated at approximately \$30,000 (1999 dollars) for 0.22 acres.

### **Utility Relocations**

No cost was estimated for utility relocations.

## **CONSTRUCTION**

### **Advertisement, Bidding and Award Process**

Caltrans lead the effort to advertise the project for construction bids. The project was ready to listed on August 16, 2005. Advertisement was scheduled for September 13, 2005 and bids were opened on October 11, 2005. When the bids were opened all the bids were well above the engineer's estimate. SBCAG and Caltrans conferred and SBCAG decided to take an item to its board to approve an increase in funding in order for Caltrans to award the project. The SBCAG board approved an increase in funding, in the form of a Measure D Expenditure Plan amendment, on November 17, 2005. The project was then awarded for construction.

### **Contract Administration**

Caltrans performed the construction administration on the project. A cooperative agreement between Caltrans and SBCAG was approved in September 2004 which outlined Caltrans' responsibilities for managing the day-to-day activities on the project, providing inspection, materials testing and surveying. SBCAG agreed to provide community outreach services.

A total of 22 change orders were approved on the project. Approved change orders included such items as:

- Additional traffic control
- Early removal of trees to avoid nesting season
- Relocation of bikeway lighting to avoid conflicts
- Safety bollards for bikeway
- Additional planting
- Slope repairs

The total value of all 22 changes orders were issued on the project at a cost of \$181,700. Within these 22 change orders the contractor was granted an additional 32 working days to complete the work. The final compensation to the contractor included payment of an additional \$31,739 in contract item work that over ran based on the bid quantities and prices. However, the project was able to be completed within the allotted contingency balance established at the time of the contract award.

Effective March 3, 2007, the Department of Transportation (Caltrans) has granted relief from maintenance to the contractor for all items of work related to this project, except for plant establishment. No further work is anticipated at this time in regards to the reconnection of the QAD Recreation Trail.

A notice of potential claim was submitted related to the plant establishment period. The NOPC requested additional compensation to fulfill the 250 days to complete the PE that made the total contract days 610 working days. A change order was written to reduce the total contract days to 430 working days and still satisfy the 250 day plant establishment period.

### **Plant Establishment**

The contract called for a one-year (250 working days) plant establishment period which began in April 2007. The planting included screening, shrubs and trees, and vines for walls. There also was hydro-seeding completed for graded to help prevent erosion.

The one-year plant establishment period concluded on March 5, 2008.

### **Community Relations**

When SBCAG became involved financially in the program with Measure D funds in 2004, it decided to also provide funding for a public information program during construction. Through this program, SBCAG retained a consultant to work with Caltrans and the local stakeholders to get information out on the project and answer questions. Pre-construction meetings were held and project information was added to SBCAG's construction hotline, 1-888-SBROADS. This effort proved to be a great success.

### **Construction Completion**

The project was completed in March 2007. Prior to the official last day of construction, Caltrans, SBCAG and the County of Santa Barbara partnered on a ribbon cutting event that was held on February 7, 2007. Per the contract, plant establishment continued for another year (250 working days) and was completed on March 5, 2008. On March 14, 2008 Caltrans sent a letter to the County of Santa Barbara Public Works Department informing them that they had relieved the contractor of all maintenance responsibilities and that the maintenance agreement was formally being put in effect.

The final cost for the construction on the project was \$4,946,333.71. This was documented in the Final Pay Estimate issued on March 14, 2008.

## **AGREEMENTS AND CONTRACTS**

SBCAG became directly involved in the delivery of the project late in project development (just prior to construction phase). When it became apparent that construction funding was not available from the STIP to commence construction on schedule, SBCAG agreed to fund the construction with local Measure D dollars. A cooperative agreement for the construction phase was approved on September 16, 2004 at which SBCAG agreed to provide \$3.1 million in Measure D funds for construction capital and provide through the STIP another \$334,000 for construction administration. This amount was later amended by the SBCAG board on November 17, 2005 to cover the amount to award the contract to the lowest bidder which required an additional \$2,132,000 from Measure D funds for construction capital.

Amendment No. 1 to the construction agreement was approved on December 27, 2006 when the termination date was extended to December 31, 2008.

### **Other Agreements**

Pursuant to conditions required of the project during the Coastal Development Permit process, the County of Santa Barbara and Caltrans developed and approved a maintenance agreement related to some of the project improvements. Specifically, the maintenance agreement dealt with maintenance of the Class I bikeway path, walls and adjacent slope as well as the lighting. The maintenance agreement was approved on October 4, 2004.

## **FUNDING**

The Ortega Hill project was funded through a combination of STIP (GF-RIP) and Measure D dollars. The GF-RIP, or grandfathered Regional Improvement Program funds, were funds that were programmed out of the STIP prior to the advent of SB-45 in 1997 which gave regional transportation agencies, like SBCAG, the discretion to program 75% of the STIP allotted to the county. All project support and right of way capital was similarly funded through the GF-RIP. However, when the project was being readied for construction and awaiting a construction allocation out of the GF-RIP, statewide there was a depletion in the STIP cash reserves that no allocations were being made. At the time, it was thought that this could have potentially delayed the project up to two years. As a result, the SBCAG board approved displacing the STIP funds for construction with Measure D, local sales tax funds, in the amount of \$3.1 million. A cooperative agreement was approved to reflect this change. The cooperative agreement was later amended to reflect the need to add more Measure D funds to cover the cost of the project based on bids received.

## **BUDGET AND EXPENDITURES**

At the time the project report was approved (FY 2001/02) for the project, the estimated the construction cost of the project was \$2.558 million. This represented an increase from when the project was originally programmed when the cost was estimated at \$2.264 million.

Due to delays in the project, this cost was increased to \$3.1 million in 2004 when design was completed and the project was being readied for construction. When bids were received on the project again the project cost had to be increased to reflect bids far above the engineer's estimate. The amount authorized to award the construction contract was \$4.992 million. The breakdown of those costs is shown below:

- Construction Contract Work \$4.946
- State furnished Materials and Support \$0.038
- Utilities and Communications \$0.009

Caltrans prepared a Final Project Cost Summary (PCS) and transmitted this information to SBCAG on June 26, 2009. This was done six months after Caltrans had indicated that all District Expenditures Done (DED) milestone had been met as of December 29, 2008. The PCS documented total costs incurred for both construction and construction administration. Total costs for construction administration were \$1,134,023.50.



**APPENDIX A**

**PROJECT CLOSEOUT CHECKLIST**

| ITEM   | YES  | NO   | COMMENTS |
|--|--|--|----------|
| <b>1) Environmental Document</b><br>a) Categorical Exemption (CE)<br>b) Negative Declaration (ND)<br>c) Environmental Impact Report (EIR)  | <input checked="" type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/>  | <input type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/>   |          |
| <b>2) Preliminary Engineering</b><br>a) Project Study Report<br>b) Project Report<br>c) Traffic Analysis<br>d) Advance Planning Study<br>e) Value Engineering  | <input type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/>   | <input checked="" type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/>  |          |
| <b>3) Environmental Studies &amp; Reports</b><br>a) Air Quality<br>b) Cultural Resources<br>c) Hazardous Waste<br>d) Land Use and Socioeconomic<br>e) Natural Environment<br>f) Noise<br>g) Visual / Aesthetics<br>h) Water Quality                | <input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/> | <input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/> |          |
| <b>4) Environmental Coordination</b><br>a) SBCAG Lead Agency<br>b) Public Workshops/Hearings<br>c) Other Meetings<br>d) Local Agency Coordination  | <input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/>   | <input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/>   |          |
| <b>5) Project Scope</b><br>a) Highway Structures<br>b) Highway Mainline Improvements<br>c) Ramp Improvements<br>d) Miscellaneous Structures and Retaining Walls<br>e) Local Street Improvements<br>f) Landscaping<br>g) Bicycle Improvements       | <input type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/>   | <input checked="" type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/>                  |          |
| <b>6) Consultant Selection for Design</b><br>a) Request for Proposals (RFP) Process<br>b) Interview and Selection<br>c) Contract Negotiations<br>d) Local Involvement<br>e) DBE Involvement  | <input type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/>  | <input checked="" type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/>   |          |
| <b>7) Design Reports</b><br>a) Hydrology and Hydraulics Report<br>b) Materials Report and Structural Section Recommendation Report<br>c) Advisory Design Exceptions-Fact Sheet<br>d) Mandatory Design Exception-Fact Sheet<br>e) Foundation Report | <input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/>   | <input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/>  |          |

**APPENDIX A**

**PROJECT CLOSEOUT CHECKLIST**

| ITEM  | YES   | NO  | COMMENTS |
|---|---|---|----------|
| <b>8) Permits</b><br>a) National Pollution Discharge Elimination System (NPDES)<br>b) Army Corps of Engineers (ACOE) – Nationwide<br>c) ACOE – Sections 404<br>d) Regional Water Quality Control Board – 401 certification<br>e) California Department of Fish & Game - 1601 Stream Alteration Agreement<br>f) Storm Water Pollution Prevention Plan (SWPPP)<br>g) Caltrans Encroachment Permit                               | <input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/>  | <input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/>   |          |
| <b>9) Right of Way</b><br>a) Private Right of Way Acquired<br>b) Interagency Transfers<br>c) Appraisal<br>d) Negotiated Settlement<br>e) Resolution of Necessity<br>f) Order of Possession for Condemnation<br>g) Hazardous Waste<br>h) Longitudinal Encroachment<br>i) Litigation Required<br>j) Relocation Assistance Required<br>k) Right of way Certification<br>l) Record of Survey<br>m) Monumentation of Rights of Way | <input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/> | <input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/>   |          |
| <b>10) Utilities</b><br>a) Coordination Meeting<br>b) Notifications<br>c) Relocation-Power<br>d) Relocation-Telephone<br>e) Relocation-Gas<br>f) Relocation-Water<br>g) Relocation-Sewer<br>h) Relocation-Fiber Optics<br>i) Relocation-Oil Lines<br>j) Railroad Involvement  | <input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/>  | <input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/>  |          |
| <b>11) Construction</b><br>a) Advertisement by SBCAG<br>b) Addenda<br>c) Bid Under Engineer's Estimate<br>d) Award by SBCAG<br>e) Local Contractor<br>f) Construction Management by State<br>g) Partnering<br>h) Change Orders<br>i) CRIP's<br>j) Community Relations<br>k) Claims<br>l) Plant Establishment  | <input type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/>   | <input checked="" type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/> |          |

**APPENDIX A**

**PROJECT CLOSEOUT CHECKLIST**

| ITEM   | YES  | NO   | COMMENTS |
|--|--|--|----------|
| <b>12) Agreements and Contracts for Services</b><br>a) Environmental and Preliminary Engineering<br>b) Design<br>c) Design Oversight<br>d) Right of Way Support<br>e) Right of Way Legal<br>f) Right of Way Oversight<br>g) Utilities & Relocations<br>h) Construction<br>i) Construction Management and Support<br>j) Construction Oversight<br>k) State Furnished Materials<br>l) Community Relations<br>m) Enhanced Traffic Enforcement (CHP) | <input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/> | <input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/> |          |
| <b>13) Funding</b><br>a) Measure D<br>b) State Transportation Improvement Program (STIP)<br>c) State-Local Transportation Partnership Program (SLTPP)<br>d) State Highway Operational Protection Program (SHOPP)<br>e) State Maintenance Funds<br>f) Local Agency Funds<br>g) Other  | <input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/><br><input type="checkbox"/>   | <input type="checkbox"/><br><input type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/><br><input checked="" type="checkbox"/>  |          |