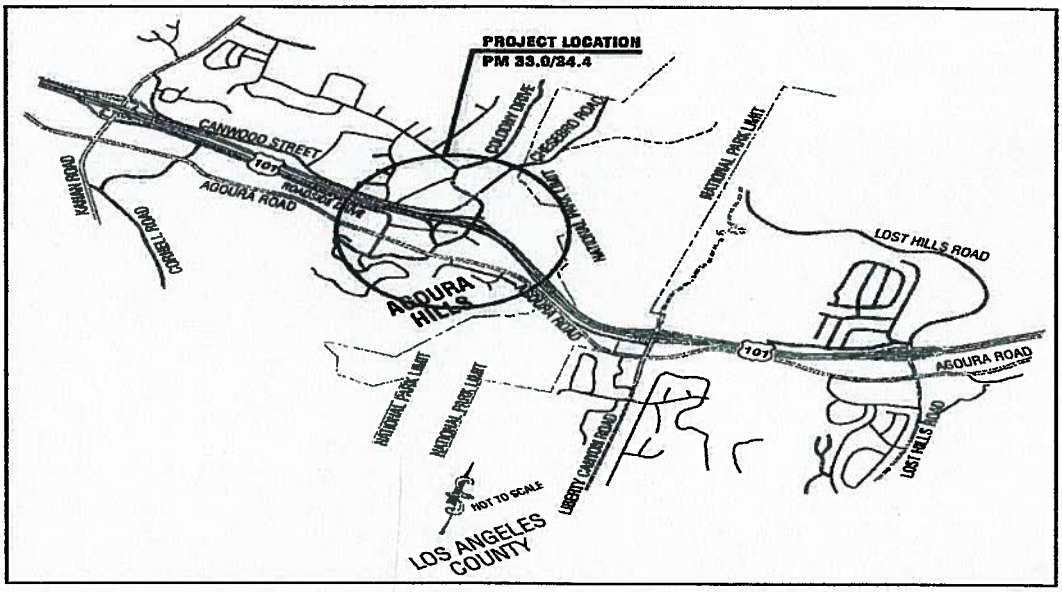
07 - LA – 101
PM 33.0/34.4
Project ID 0700001840
EA 257200
October 2012

PROJECT REPORT



US 101/Palo Comado Canyon Road Interchange Improvement
In the City of Agoura Hills, in Los Angeles County

The Right of Way Data Sheet was completed by a consultant. I have reviewed the right of way information contained in this Project Report and the R/W Data Sheet attached hereto, and find the data to be complete as to form and procedures only. No inferences or assertions are made as to the validity of the data or values implied by the Right of Way Data Sheet:

Andrew P. Nierenberg
DEPUTY DISTRICT DIRECTOR, RIGHT OF WAY

11/05/2012
Date

APPROVAL RECOMMENDED:

Ravi Ghate

11/02/2012
Date

PROJECT MANAGER, PROGRAM & PROJECT MANAGEMENT

APPROVED:

William H. Reagan
DEPUTY DISTRICT DIRECTOR, DESIGN

11/5/12
Date

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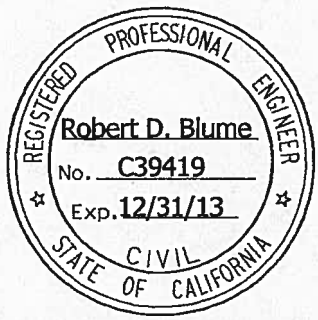
This Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Robert D. Blume, P.E.

10/10/12
Date



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1. Introduction

The California Department of Transportation (Caltrans) and the City of Agoura Hills (City) propose to improve Palo Comado Canyon Road interchange at US 101 (PM 33.0/34.4) in Los Angeles County in the City of Agoura Hills. The project includes the widening of the Palo Comado Canyon Road Overcrossing (OC) from one lane to two lanes in each direction with median turn lane, sidewalks and modification of the ramps in order to improve traffic circulation, safety, and bicycle/pedestrian access. Cost is estimated at $22.5 million dollars, which includes $16.64 million for construction, $706,000 for right of way and $5.15 million for support costs. The project is proposed to be funded by Measure R funds. The project has been assigned the Project Development Processing Category 4B, because it does not require substantial new right of way and does not substantially increase capacity.

A Project Study Report (PSR) was prepared and approved on 2/27/2009, which included three build alternatives. All the alternatives were developed to provide access to the previously proposed private school, Heschel West Day School, located to the northeast of the interchange.

Since the PSR was approved, the City purchased the school site and the plan to build the school was eliminated. Without the school access road, the alternatives for widening the overcrossing were simplified. Possible alternatives were studied considering the limited right of way and physical constraints surrounding the interchange. The alternative that includes the widening of the overcrossing with limited impacts to the existing ramps, adjacent parcels and businesses was found to be the most viable alternative that meets the project purpose and need. This alternative is similar to the PSR alternative 2 without the school access road. During the public scoping meeting, the other two alternatives were not found viable because of physical constraints, right of way and cost.

Therefore two alternatives, Alternative 1- No Build and Alternative 2 – Build (widen Palo Comado Canyon Road and overcrossing and maintain existing tight diamond ramp configuration), were carried forward as viable alternatives in the Draft Environmental Document to present to the public. After the public hearing, the Alternative 2 was selected as the preferred alternative.

2. Recommendation

It is recommended that the project be approved using Alternative 2, the preferred alternative, and that the project proceed to design phase.

3. Background

Project History

The need for this project was first identified by the City in their 1992 General Plan. The Plan's Circulation Element discusses the need for widening of the US 101/Palo Comado Canyon Road OC due to congested freeway access and poor circulation. Discussion of the need for this project was carried forth to the City's 2010 General Plan.

The Southern California Association of Governments (SCAG) included the project in Addendum #3 to their 2008 Regional Transportation Plan (RTP) and Draft Amendment #08-34 to the 2008 Regional Transportation Improvement Program (RTIP). On February 17, 2010, the Transportation Committee authorized SCAG to release Draft Amendment #3 (RTP) and Draft Amendment #08-34 (RTIP). The project will receive funding from Measure R, a measure committing $40 billion in traffic relief and transportation upgrades throughout Los Angeles County.

Community Interaction

Caltrans and the City conducted a public scoping meeting on 10/14/2010 at the City of Agoura Hills Council Chambers. Community comments were received at the meeting and during the scoping process. Community members that live in the Old Agoura neighborhood, which is north of the project site, attended the meeting and expressed a variety of comments and suggestions for the project. Comments are documented in the Environmental Document. The City agreed to review the concerns identified, and expressed the need for the project to reduce congestion and improve the safety of the interchange and adjacent roadways.

Existing Facility

The US 101/Palo Comado Canyon Road OC structure was built in 1963. It provides one 12-foot lane and 4-foot shoulder in each direction. A 5-foot sidewalk is provided on the west side of the overcrossing. The minimum vertical clearance is 15.1 feet, which is located in the northeast corner of the structure over the northbound US 101 number four lane. The interchange is configured with tight diamond ramps on the northbound side and hook ramps on the southbound side located on the Southwest quadrant of the interchange (see Attachment B).

The southbound hook ramps connect with Dorothy Drive and Chesebro Road at a four-point intersection south of US 101. A short section of Chesebro Road directly opposite the hook ramps provides access from the ramps to Palo Comado Canyon Road. The southbound off-ramp is a one-lane exit that widens to two lanes at its termini. The southbound on-ramp is a one-lane ramp throughout.

The northbound ramps connect directly to Palo Comado Canyon Road. The northbound on-ramp has two lanes starting from the Palo Comado Canyon Road intersection and tapers to a one-lane on-ramp before joining the freeway. The northbound off-ramp begins as one lane and widens to two lanes at its termini.

The interchange does not currently have any signalized intersections. Palo Comado Canyon Road is a free-flowing street from Agoura Road in the south to Driver Avenue in the north, where the intersection is four-way stop controlled. The Chesebro Road/Palo Comado Canyon Road Intersection and Dorothy Drive/Palo Comado Canyon Road Intersection, both south of the freeway, and the US 101 northbound off-ramp intersection with Palo Comado Canyon Road , are all two-way stop-controlled. The intersection of Dorothy Drive/Chesebro Road is four-way stop-controlled.

The northbound ramp termini and intersection with Palo Comado Canyon Road experiences congestion and the intersection operates at reduced Level of Service during the peak periods. Palo Comado Canyon Road is considered to be a Class II suburban minor arterial.

4. Purpose and Need

The purpose of the project is to:

- Reduce existing and forecasted traffic congestion within the project limits;
- Improve circulation at the US 101/Palo Comado Canyon Road interchange and adjacent roadway network;
- Improve safety at the US 101/Palo Comado Canyon Road interchange; and
- Accommodate pedestrian and bicycle traffic along Palo Comado Canyon Road.

A. Problem, Deficiencies, Justification

Currently, the US 101/Palo Comado Canyon Road northbound off-ramp intersection (two-way stop sign) operates at Level of Service (LOS) D in the AM peak period with a delay of 33.3 seconds and LOS E during the PM peak period with a delay of 37.6 seconds. The all way stop at the Driver Avenue/Chesebro Road intersection operates at LOS F in the AM period with a delay of 50.9 seconds, and LOS E in the PM peak period with a delay of 36.5 seconds. The City's general plan defines minimum acceptable LOS C for the various roadway segments within the City. Based on traffic data, LOS C is not achievable under current existing conditions for the northbound off-ramp intersection or the Driver/Chesebro intersection.

Accident data based on Caltrans Transportation Systems Network Traffic Accident Surveillance and Analysis System (TSN TASAS) for the three-year period ending December 31, 2009 shows that the total rate of accidents at the Palo Comado Canyon Road interchange is generally lower than the statewide average. There are three exceptions including the northbound off-ramp total accident rate is 50% higher than the statewide average, and 71% higher than the statewide average for fatality plus injury and the Southbound on-ramp, which is slightly above the statewide average for injuries and fatalities, but less than the statewide average for total accidents. The TSN TASAS data is summarized in Table 1.

Table 1: Accident Rates for US 101/Palo Comado Canyon Road Interchange Ramps

Location	Segment Actual Accident Rate*			Statewide Average Accident Rate*		
US 101/ Palo Comado Canyon Road Interchange	**Fatalities**	**Injuries & Fatalities**	**Total**	**Fatalities**	**Injuries & Fatalities**	**Total**
Northbound off-ramp	0.000	**0.72**	**1.81**	0.004	0.42	1.20
Northbound on-ramp	0.000	0.00	0.00	0.002	0.26	0.75
Southbound off-ramp	0.000	0.00	0.35	0.004	0.28	0.95
Southbound on-ramp	0.000	**0.18**	0.35	0.002	0.14	0.45

* Accident rates per million vehicle miles traveled

The primary collision factor for the northbound off-ramp accidents is failure to yield, which accounts for 50% of the accidents. The location of the accidents for this off-ramp are clustered around the ramp intersection and ramp area preceding the intersection, which account for 70% and 20% of the accidents, respectively. The primary collision factors for accidents on the southbound on- and off-ramp were speeding and influence of alcohol, respectively

The existing NB off-ramp intersection has non-standard stopping sight distance due to the current bridge configuration. The proposed project provides standard stopping sight distance and will improve the interchange safety and operations by providing sidewalks and bicycle lanes on both sides of the bridge. The traffic signal control of the NB ramp intersection and these improvements will provide improved LOS and safety at the intersection.

B. Regional & System Planning

The project is located within an area that is designated for transportation use and is identified in the City's General Plan as a 4-lane overcrossing facility with Class II bike lanes. The project is identified as Project ID #LA0G230 and included in the regional emissions analysis conducted by SCAG for the conforming 2008 RTP, Amendment #4; the RTIP, Amendment #08-34; and the 2011 FTIP. SCAG adopted the 2008 RTP Amendment #4 and the corresponding conformity determinations on November 4, 2010. Federal approval of the RTP Amendment #4 conformity determination was issued on December 8, 2010. The proposed project is included in the 2011 FTIP, which was adopted by SCAG on September 2, 2010. Federal approval of the 2011 FTIP was issued on December 14, 2010.

US 101 is a major east-west route that supports interstate, interregional and commute travel, and goods movement. The functional classification for this segment through Agoura Hills is Urban Principal Arterial. The route is included in the Interregional Road System (IRRS). It is part of the Federal Surface Transportation Assistance Act (STAA) truck network and is part of the National Highway System (NHS). It is also designated as a Lifeline route. The US 101/Palo Comado Canyon Road improvements are independent of future improvements to US 101. This proposed interchange project will not preclude the future increased capacity of the freeway. As stated in the 1999 Transportation Concept Report (TCR), the concept for this segment of US 101 is a ten lane freeway consisting of four mixed flow (MF) lanes and one high occupancy vehicle (HOV) lane in each direction.

The proposed project is consistent with the design concept and scope described in the RTP and RTIP, and found to be in conformity with the State Implementation Plan.

C. Traffic

The City's most recent General Plan update (March 2010) has identified the US 101/Palo Comado Canyon Road interchange as deficient under existing as well as future forecast conditions. The General Plan identifies LOS C as the typical minimum acceptable standard for roadways within the city.

Table 2-1: Intersection LOS Summary – Alternative 1- No Build

No.	Intersection	Intersection Control	Existing (2010)				2015 Baseline				2035 Baseline			
			AM		PM		AM		PM		AM		PM	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Driver @ Chesebro	All-way Stop	50.9	F	36.5	E	61.2	F	44.9	E	128.1	F	99.3	F
2	Palo Comado @101 NB Ramps	Two-way stop (stop sign on ramp)	33.3	D	37.6	E	52.3	F	69.1	F	290.3	F	105.4	F
3	Dorothy Dr @ SB Ramps	All-way stop	19.1	C	12.6	B	22.1	C	13.4	B	41.7	E	26.3	D
4	Palo Comado @Chesebro	Two-way stop (stop signs on Chesebro)	17.6	C	19.0	C	19.0	C	19.8	C	34.9	D	31.7	D
5	Agoura @ Chesebro	All-way Stop	9.1	A	11.5	B	9.3	A	12.0	B	13.2	B	26.3	D

* Delay refers to the average delay for the entire intersection. At a two-way stop, delay refers to the worst approach delay.

Table 2-2: Intersection LOS Summary – Alternative 2 - Preferred Alternative

No.	Intersection	Intersection Control	2015				2035			
			AM		PM		AM		PM	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Driver @ Chesebro	All-way Stop	61.2	F	44.9	E	128.1	F	99.3	F
2	Palo Comado @101 NB Ramps	Traffic Signal	7.6	A	8.0	A	9.8	A	11.5	B
3	Dorothy Dr @ SB Ramps	All-way stop	22.1	C	13.4	B	26.0	D	24.3	C
4	Palo Comado @Chesebro	Two-way stop (stop signs on Chesebro)	19.0	C	19.8	C	34.9	D	31.7	D
5	Agoura @ Chesebro	All-way Stop	9.3	A	12.0	B	13.2	B	26.3	D

*Delay refers to the average delay for the entire intersection. At a two-way stop, delay refers to the worst approach delay.

Table 3 indicates that Palo Comado Canyon Road currently operates at LOS F or worse during both the AM and PM peak hours under existing conditions. The City's minimum acceptable standard (LOS C) is not achievable under current existing conditions.

Table 3: Palo Comado Canyon Road Service Volumes (veh/hr)

	Peak Period	Service Volumes (vph)	LOS No-Build	LOS Build
Existing Conditions (2010)	AM	1,013	**F**	**N/A**
	PM	936	**F**	**N/A**
Opening Year (2015)	AM	1,051	**F**	**C or Better**
	PM	971	**F**	**C or Better**
Buildout Year (2035)	AM	1,203	**F**	**C or Better**
	PM	1,112	**F**	**C or Better**

Table 4 indicates that all ramps for the Palo Comado Canyon Road interchange currently operates at LOS D, with the exception of the northbound off-ramp (LOS C).

Table 4: Freeway Mainline Operations for 101 Freeway

Location	Existing Conditions (2010)		Opening Year (2015)		Buildout Year (2035)	
	Density	LOS	Density	LOS	Density	LOS
NB on-ramp	29.9	D	31.1	D	35.7	E
NB off-ramp	27.3	C	28.3	D	32.5	F
SB on-ramp	31.9	D	33.1	D	38.0	F
SB off-ramp	29.6	D	30.7	D	35.3	E

5. Alternatives

A. Viable Alternatives

A.1 Alternative 1 - No Build

The No Build Alternative would maintain the existing configuration of the US 101/Palo Comado Canyon Road Interchange, and the Palo Comado Canyon Road Overcrossing would remain as a two-lane facility with a sidewalk on the west side. This alternative would not alleviate existing and anticipated traffic congestion or provide bicycle access, and would not be consistent with the project purpose and need (see Attachment B).

A.2 Alternative 2 - Preferred Alternative

Proposed Engineering Features

The Preferred Alternative would include widening the entire length of Palo Comado Canyon Road, between Driver Avenue to the north and Chesebro Road to the south; from two to four lanes (see Attachment B). Within these limits, the Palo Comado Canyon Road Overcrossing would be widened from one lane to two lanes in each direction, along with a dedicated left turn lane, for a total of five striped lanes. Class II bike lanes and sidewalks are provided on both sides of the overcrossing.

The Preferred Alternative would maintain the existing layout of the interchange ramps; however, the northbound on- and off-ramps would be slightly re-configured, with an additional lane being provided on the northbound off-ramp at the Palo Comado Canyon Road intersection. The intersection of the northbound ramps and Palo Comado Canyon Road would be signalized; the remaining intersections would remain un-signalized. The northbound on-ramp would include a maintenance vehicle pullout (MVP) and a California Highway Patrol (CHP) enforcement area to accommodate ramp metering.

The Preferred Alternative would require slightly more right of way than the No Build Alternative. A small portion of right of way is required along the southern frontage of the gas station on the Northwest quadrant of the interchange. This includes partial acquisition of one parcel equal to 0.004 acres. This also includes temporary construction easements (TCE) for 5 parcels equal to

0.486 acres. The Preferred Alternative would improve the traffic operations compared to the No Build Alternative. Under this alternative, Palo Comado Canyon Road level of service would improve from LOS F to LOS C or better. The northbound ramp intersection at Palo Comado Canyon Road is expected to operate between LOS A and B, and the southbound ramp intersection at Dorothy Drive is expected to operate between LOS D and C.

Nonstandard Design Features

Design exceptions to Caltrans standards were approved on 09/19/2012 for the preferred alternative and are briefly summarized in Table 5.

Table 5: Alternative 2-Preferred Alternative Design Exceptions Required

Description of Design Standards	Location	Existing	Comment
Mandatory HDM 202.2 Standards for Superelevation	NB on-ramp	2% superelevation rate for 850 foot horizontal curve	Keep Existing. Due to constrained site and limited available R/W.
Mandatory HDM 309.2 (1) (a) - Vertical Clearance. Freeways and Expressways, all construction except overlay projects.	Northern edge of NB travel lanes – Palo Comado Canyon Overcrossing	Minimum Vertical Clearance of 15.14 feet at outside edge of NB traveled way.	Keep Existing. Options to make standard include raising bridge or lowering the NB mainline lanes.
Advisory HDM101.1 Selection of Design Speed.	Palo Comado Canyon Road	35 mph design speed for local facility connecting to freeway	Keep Existing
Advisory HDM 202.5 (1) Superelevation	NB off-ramp	Superelevation transition length does not provide for full crown transition between curves.	The proposed superelevation transition complies with 6% per 100 feet for restricted conditions.
Advisory HDM 202.5(2) Superelevation Transition – Runoff.	NB on-ramp	½ of superelevation runoff within tangent	Keep Existing.
Advisory HDM 204.4 Vertical Curves	NB on-ramp	Vertical curve length of 150 feet for algebraic difference of less than 2% or design speeds less than 40mph.	Keep Existing.
Advisory HDM 204.4 Vertical Curves	Palo Comado Canyon Road	Vertical curve length of 50 feet for algebraic difference of less than 2% or design speeds less than 40 mph.	Keep Existing.
Advisory HDM 504.3(3) – Location and Design of Ramp Intersection on the Crossroads.	NB off-ramp at Palo Comado Canyon Road and Dorothy Drive	Intersection spacing curb return to curb return between ramp intersection and local road intersection is 400 feet.	The proposed project provides 420 feet between ramp intersection and local road intersection.

Ramp Metering

Ramp metering equipment and loop detectors are installed at the existing entrance ramps; however, the ramp metering is currently non-operational. There are no existing HOV lanes within US 101 mainline. The proposed northbound on-ramp would provide two lanes to accommodate one high occupancy vehicle (HOV) preferential lane and one mixed flow lane. It also includes a maintenance vehicle pullout (MVP) and a California Highway Patrol (CHP) enforcement area to accommodate ramp metering per Caltrans standards, policies and guidelines.

Park and Ride Facilities

There are no specific park and ride facility sites planned within this project's right of way.

Utilities

Several utilities exist within the areas of potential construction, including sewer, overhead electrical, overhead and underground telephone, storm drains and street lighting.

The following existing underground and overhead utilities have been identified as being within the project limits.

- Electric (overhead and underground) – Southern California Edison
- Telephone (overhead and underground) – AT&T
- Water – City of Agoura Hills
- Sanitary Sewer – Las Virgenes Municipal Sewer

Responsibility for relocation of existing utilities that are within the State and City rights of way would follow State and Federal Regulations and Statutes. The Preferred Alternative would require relocation of existing utilities. All utility information within this report will be verified with each corresponding utility agency during the final design phase. Further utility information can be found in the right of way data sheet and utility information sheet in Attachment D.

Highway Planting

It is recommended to use new and replacement planting for the preferred alternative that blends in with the surrounding area. Graded areas, including slopes, will require replacement planting of existing landscaping. Coordination between Caltrans, City and County will be required to achieve a uniform landscape plan that would help to beautify and compliment the surrounding area. Highway planting will be installed as part of the highway construction contract.

Erosion Control

Erosion control measures and Best Management Practices (BMP's) shall be implemented as part of this project as prescribed in the Storm Water Data Report (SWDR), approved on 05/08/2012. Examples of erosion control measures include but are not limited to hydroseeding, rock slope protection, erosion control blankets, and use of straw and fiber rolls. Permanent BMP's within

the project area that are identified in the US 101 Corridor Storm Water Management Study have been considered and will be further analyzed for feasibility during final design.

Noise Barriers

A noise study was completed and recommended a noise barrier be constructed within the City right of way adjacent to 5306 Chesebro Road. Existing noise levels currently exceed the Caltrans and Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC).

Further analysis of the noise barrier location would be needed during the design phase.

The noise barrier is further defined in the Environmental Document.

Non-Motorized and Pedestrian Features

This project includes new sidewalks and access ramps on both sides of the overcrossing to comply with ADA requirements. It also provides Class II bike lanes on both sides of the overcrossing.

Roadway Rehabilitation and Upgrading

Currently a rehabilitation project is in construction for this stretch of highway and includes various slab replacements along the mainline of US 101. That project will be completed prior to the construction of this project.

No mainline paving is proposed for this project. The NB on and off-ramps will be reconstructed as part of this project. Roadway reconstruction and overlay are anticipated throughout the limits of the Palo Comado Canyon Road.

Structure Rehabilitation and Upgrading

The existing Palo Comado Canyon Road Overcrossing structure will be widened for this project. It will include widening on both sides of the existing structure.

Miscellaneous upgrades and studies, such as additional seismic analysis, will be completed during the final design phase consistent with the recommendations presented in the approved Advanced Planning Study (APS) for the build (preferred) alternative (Attachment C).

Cost Estimates

The project preliminary cost estimate of build alternative is $22.5 million (Attachment E).

Right of Way Data

Right of way is required to accommodate the widening of Palo Comado Canyon Road; specifically roadway and ramp improvements adjacent to the NB on-ramp. The right of way required for this project includes:

- Partial right of way acquisition for one parcel equal to 0.004 acres.
- Temporary construction easements (TCE) for 5 parcels equal to 0.486 acres.

Effects of Projects Funded by Others on State Highway

Due to the collaborative effort between the City of Agoura Hills and Caltrans, the proposed project is not anticipated to adversely affect the capacity and operating characteristics of US 101. There are no other ongoing or future projects that have been identified within the area that would be adversely affected by this project. The US 101/Palo Comado Canyon Road improvements are independent of future improvements to the US 101 main line. Therefore, this project will not preclude the future increased capacity of the freeway.

B. Rejected Alternatives

The Alternatives studied in the PSR were developed to provide access to the Heschel West Day School project site. With the elimination of the requirements for the access for the school, the alternatives were removed from further consideration. The alternatives studied in the PSR that were rejected from further consideration include:

- PSR Alternative 2 maintained the existing tight diamond configuration of the northbound ramps, widened the overcrossing and provided access to the Heschel West Day School project.

- PSR Alternative 3 reconfigured the northbound off-ramp to a partial Type L-6 hook ramp, widened the overcrossing and provided access to the Heschel West Day School project.

- PSR Alternative 3A reconfigured the northbound off-ramp to a partial Type L-6 hook ramp, replaced the overcrossing and provided access to the Heschel West Day School project.

The City studied several additional alternatives as part of the preliminary planning process. These alternatives included:

- a roundabout at the northbound off-ramp intersection. This alternative had considerable right of way impacts to the adjacent businesses due to the footprint needed to provide adequate lane configurations and deflection angles and the impacts were not acceptable to the City.

- a new configuration of the existing interchange to replace the overcrossing to provide standard vertical clearance. Raising the bridge a maximum of 1.5 feet to provide standard vertical clearance resulted in significant impacts due to construction staging and traffic handling. The new bridge would need to be built on a slightly different alignment to allow traffic to use the existing bridge during construction of the new bridge. In addition to the significant reconstruction of the ramps and adjacent roadway, the significant right of way impacts made this alternative unacceptable to the City.

- a revised northbound ramp configuration that provided direct access to Canwood Street from the NB off ramp. This required reconstruction of the NB on ramp and considerable realignment/reconstruction of Canwood Street west of the current interchange. In addition to the geometric challenges, the significant right of way impacts were not acceptable to the City.

6. Considerations Requiring Discussion

A. Hazardous Waste

An Initial Site Assessment (ISA) report was prepared by the City and approved on June 21, 2011 by the Caltrans District Hazardous Waste Coordinator. The report considered the proposed right of way impacts and proposed land usage and found evidence of hazardous waste within or adjacent to the identified parcels. Recommendations made in the report include aerial deposited lead investigations during or prior to construction, testing and removal of yellow traffic markings (thermoplastic and paint) in accordance with Caltrans requirements, inspection of utility pole-mounted transformers within the project area for leaks prior to and during construction, and survey and sample for asbestos containing material or lead based paint of those portions of the bridge that will be disturbed during the widening of the bridge. Sampling and analysis of soil and groundwater should be conducted in the proposed project area north of US101 and in the vicinity of the gasoline stations for possible concentrations of chemicals that may still be present in the soil and/or groundwater, especially for any properties being dedicated to the State.

B. Value Analysis

A Value Analysis (VA) is not warranted or required as the project costs are less than $25 million.

C. Resource Conservation

Energy consumption should be reduced by the operational improvements provided by this project. The operational improvements would improve traffic flow and reduce congestion on the ramps and local roadways.

The potential for recycling of existing asphalt concrete would be investigated during the design phase of the project along with other potential ways to conserve resources.

Water consumption will be minimized during construction and in local landscaped areas. Therefore, the project will not have a significant impact to the public water supply.

D. Right of Way Issues

A small portion of right of way is required along the southern frontage of the gas station on the northwest quadrant of the interchange. The portion of right of way is required for widening of Palo Comado Canyon Road.

A right of way data sheet has been prepared for the preferred alternative.

The project does not require any residential property or business to be displaced, therefore no relocations are required.

E. Environmental Issues

The project is located within the City of Agoura Hills and adjacent to the Old Agoura community. The project is constrained by adjacent land uses and impacts are minimized by widening the existing roadway and overcrossing and reconstruction of the adjoining ramps.

The Initial Study (IS) with Proposed Mitigated Negative Declaration (MND)/ Environmental Assessment (EA) has been prepared in accordance with Caltrans' environmental procedures, as well as State and Federal environmental regulations. The IS (MND)/EA is the appropriate document for this project.

F. Geotechnical Investigation

The proposed project will need to identify and implement measures to avoid or minimize potential short and long term geology/soils/seismic impacts as part of the final design process.

G. Air Quality Conformity

The proposed project is identified as Project ID #LA0G230 and was included in the regional emissions analysis conducted by the Southern California Association of Governments (SCAG) for the conforming 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and in the Regional Transportation Improvement Program (RTIP), Amendment #08-34. The proposed project was also included in the 2011 Federal Transportation Improvement Program (FTIP), Amendment #11-24. Amendment #11-24 to the 2011 FTIP has been prepared to ensure consistency with the final 2012-2035 RTP/SCS. On April 4, 2012, the SCAG Regional Council found that both the 2012 Final RTP/SCS and the FTIP Amendment #11-24 to be in conformity with the State Implementation Plans. A Federal conformity determination for the 2012 RTP/SCS 2011 and the FTIP, Amendment #11-24 was issued on June 4, 2012. The proposed project's design concept and scope have not changed significantly from what was analyzed in the RTP and RTIP. This analysis found that the plan and, therefore, the individual projects contained in the plan, are conforming projects, and will have air quality impacts consistent with those identified in the State Improvement Program (SIP) for achieving the National Ambient Air Quality Standards (NAAQS). The open to the public year is consistent with (within the same regional emission analysis period as) the construction completion date identified in the FTIP and/or RTP. The FTIP gives priority to eligible Transportation Control Measures (TCMs) identified in the SIP and provides sufficient funds to provide for their implementation. The 2011 FTIP, Amendment #11-24 was found to be consistent with the 2012 RTP/SCS and to conform to the SIP, as currently amended, the Federal approval of the 2011 FTIP Amendment #11-24 was issued on June 4, 2012.

The proposed project was submitted to the January 11, 2011 Transportation Conformity Working Group (TCWG) meeting. The TCWG determined that the proposed project is not considered a Project of Air Quality Concern (POAQC) as it does not meet the definition of a POAQC for Particulate Matter (PM) because it does not meet the definition of a POAQC as defined in the US EPA's Transportation Conformity Guidance. A PM hot-spot analysis is not required.

H. Title VI Considerations

The Preferred Alternative shown herein proposes accessibility improvements such as curb ramps and sidewalks, while maintaining reasonable access to adjacent businesses.

The proposed project would be designed in accordance with the Americans with Disabilities Act and applicable State and local standards.

I. Ramp Metering

The proposed project provides ramp metering at the northbound on-ramp as per Caltrans standards, policies and guidelines.

7. Other Considerations

A. Public Hearing Process

A public hearing meeting was held at the City of Agoura Hills City hall, 30001 Ladyface Court, Agoura Hills, CA 91301 from 6:00 p.m. to 8:00 p.m. on February 21, 2012. Project information was disseminated to those in attendance. Individuals who attended the public hearing meeting were able to submit written or verbal comments, view the Draft IS/EA, and ask questions regarding the proposed project. Seventeen verbal comments were received during the public meeting, generally related to keeping the existing rural feel of the Old Agoura Neighborhood. All verbal and written comments received during the public meeting were recorded and responded to. Issues raised and outcome of informal discussions at the public meeting are summarized in Appendix F of the Final Environmental Document.

B. Route Matters

It is not anticipated that a new freeway agreement or revision would be required.

C. Permits

The following permits, reviews, and approvals will be required for project construction:

- California Regional Water Quality Control Board - National Pollutant Discharge Elimination System permit
- Water Quality Section 401 Certification

D. Cooperative Agreements

A Cooperative Agreement was executed between Caltrans and the City of Agoura Hills on November 17, 2009 for Design, Right of Way and Construction.

The Design, Right of Way and Construction of the project will be led by the City of Agoura Hills per the Cooperative Agreement.

E. Other Agreements

Maintenance Agreements and any other necessary agreements would be developed as required by the project. None are identified at this time.

F. Transportation Management Plan

The Transportation Management Plan (TMP) Data Sheet is included in Attachment F and was developed to consider and mitigate the impacts that construction activities would have on US-101 freeway and adjacent facilities and its users. The TMP will also consider using the following strategies to further mitigate construction impacts:

- Public awareness campaign prior to and during construction
- Use of real-time communications with motorist such as changeable message signs and highway advisory radio announcement to alert motorists of upcoming construction activities, detours, and travel conditions
- Comprehensive Stage Construction and Traffic Handling Plans
- Regional coordination with other construction activities that impact the corridor

All construction activities would be closely coordinated with other construction projects that are occurring. Existing State facilities such as changeable message signs, traffic cameras and traffic count stations would also be protected during construction. Close coordination would also be needed with the City and Caltrans and the public to ensure that traffic along US 101 and surrounding streets remain at an acceptable level of operation during construction.

G. Stage Construction

Construction staging will require close coordination with other ongoing projects in the area. Since the work primarily involves widening and improving the existing road and structure, traffic control is the key element of the staging concepts. It is anticipated that the existing road can be used for traffic with construction being completed behind barriers and separated from active traffic with minor shifts in existing striping and lane configurations.

A major challenge during the construction at existing roads will be the access to the adjacent businesses; therefore this will be a primary focus of the stage construction plans. Short term lane closures may be required to complete the work involved and moving traffic to the new sections.

Construction of the overcrossing structure widening will require short term median crossover of the mainline traffic to allow demolition and new girder placement over existing mainline lanes. The northbound direction has the ability to use the off- and on-ramps to detour traffic temporarily to set the girders in place, but the southbound ramp configuration does not provide this option and a temporary median crossover will be required. The details of the crossover will be coordinated during final design of the project.

A new signal will be required at the northbound ramp intersection. The signal installation and startup will need to be coordinated with the staging plans until the signal is fully operational.

Construction staging areas have been identified for structure girder placement and these areas have been included in the environmental area of potential effects for the project.

H. Accommodation of Oversize Loads

As defined in the Transportation Concept Report (TCR), US 101supports interstate, interregional and commute travel, and goods movement. Route 101 is part of the Federal Aid Primary (FAP) system, which is a subset of the National Highway System. The functional classification for this segment through Agoura Hills is Urban Principal Arterial.

The route has non-standard features that limit the ability for oversize loads to traverse the route without special consideration. The existing overcrossing at Palo Comado Canyon Road (signed as Chesebro Road) has 15.14' non-standard minimum vertical clearance at the outside shoulder. Oversized loads can be routed through the interchange by using the NB off and on ramps.

I. Graffiti Control

This area of Route 101 does not appear to be a graffiti-prone area. No special features, other than standard features, are proposed to prevent access onto the bridge, signs and walls.

8. Programming

A. Funding

Total project cost is estimated at $22.5 million. Measure R funds in the amount of $22 million are programmed for the design, right of way, and construction of this project. The balance of funds will be made up from a combination of Federal, State and Local funds.

B. Schedule

The project delivery schedule is as follows:

Milestone	Target Date
PA/ED Approval	October 2012
Bridge Site Data Submittal	February 2013
PS&E	December 2013
R/W Certification	January 2014
RTL	February 2014
Contract Approval	May 2014
Contract Acceptance	September 2015

9. Reviews

Caltrans District 7 functional units have reviewed this project throughout the development process.

Caltrans Headquarters Design Reviewer, JD Bamfield reviewed this project and provided conceptual approval of the preferred alternative.

10. Project Personnel

The following individuals may be contacted for information pertaining to this Project Report.

Caltrans – District 7

- Ravi Ghate – 213-897-5593
  Project Manager – Office of Project Management North

- Khan Hossain – 213-897-0239
  Oversight Design Manager – Office of Design D

- Carlos Montez – 213-897-9116
  Senior Environmental Planner – Division of Environmental Planning

- Richard Hartzell – (916) 227-8772
  Senior Liaison Engineer – Office of Special Funded Projects

City of Agoura Hills

- Nathan Hamburger – 818-597-7308
  Project Manager – Assistant City Manager

Kimley-Horn and Associates, Inc.

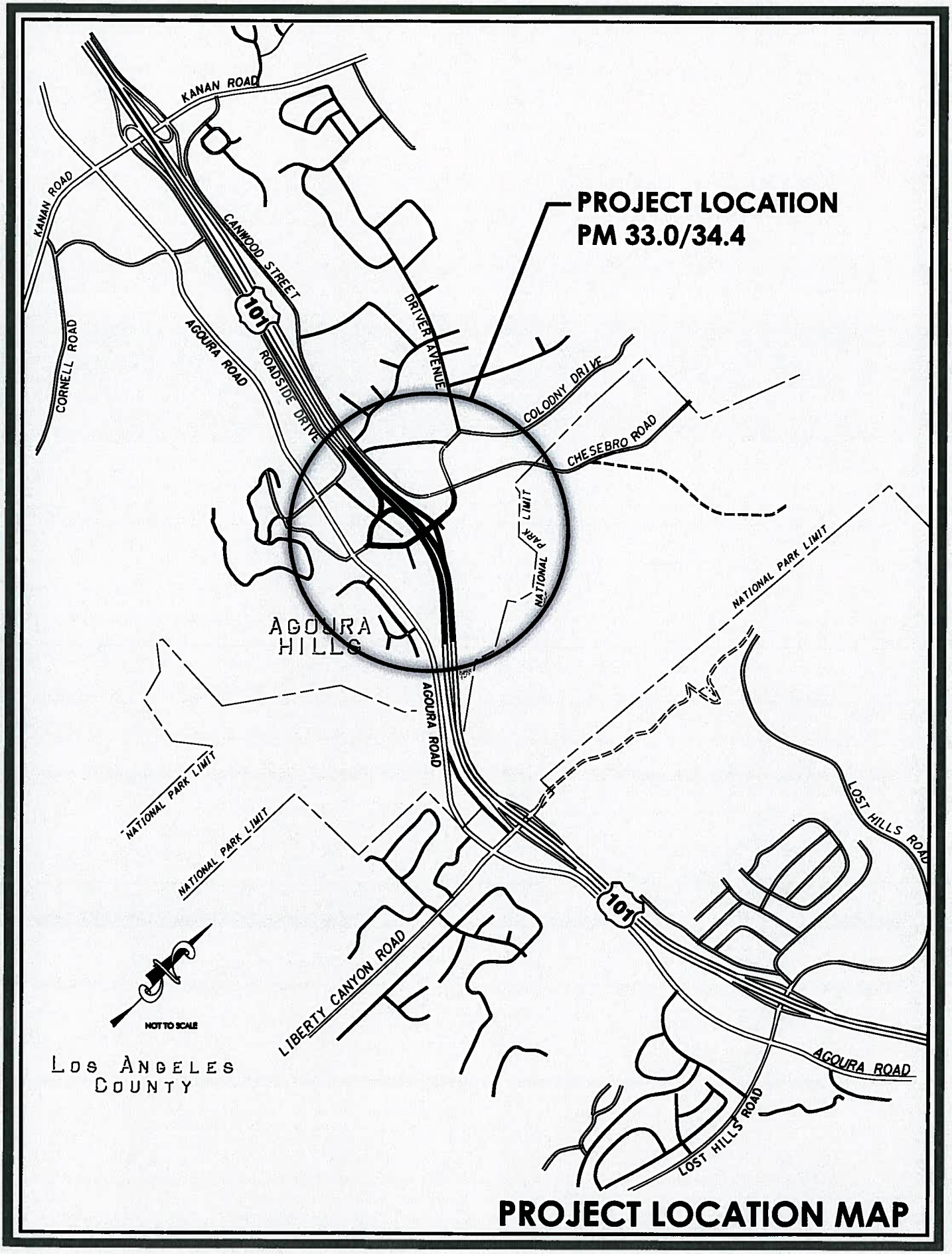
Robert Blume – (916) 859-3606
Project Manager

11. List of Attachments

A. Project Location Map
B. Layouts and Typical Sections
C. Advanced Planning Study
D. Right of Way Data Sheet and Utility Information Sheet and Exhibits
E. Project Preliminary Cost Estimate
F. Transportation Management Plan Data Sheet

ATTACHMENT A

PROJECT LOCATION MAP



PROJECT LOCATION MAP

ATTACHMENT B

LAYOUTS & TYPICAL SECTIONS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	33.0 / 34.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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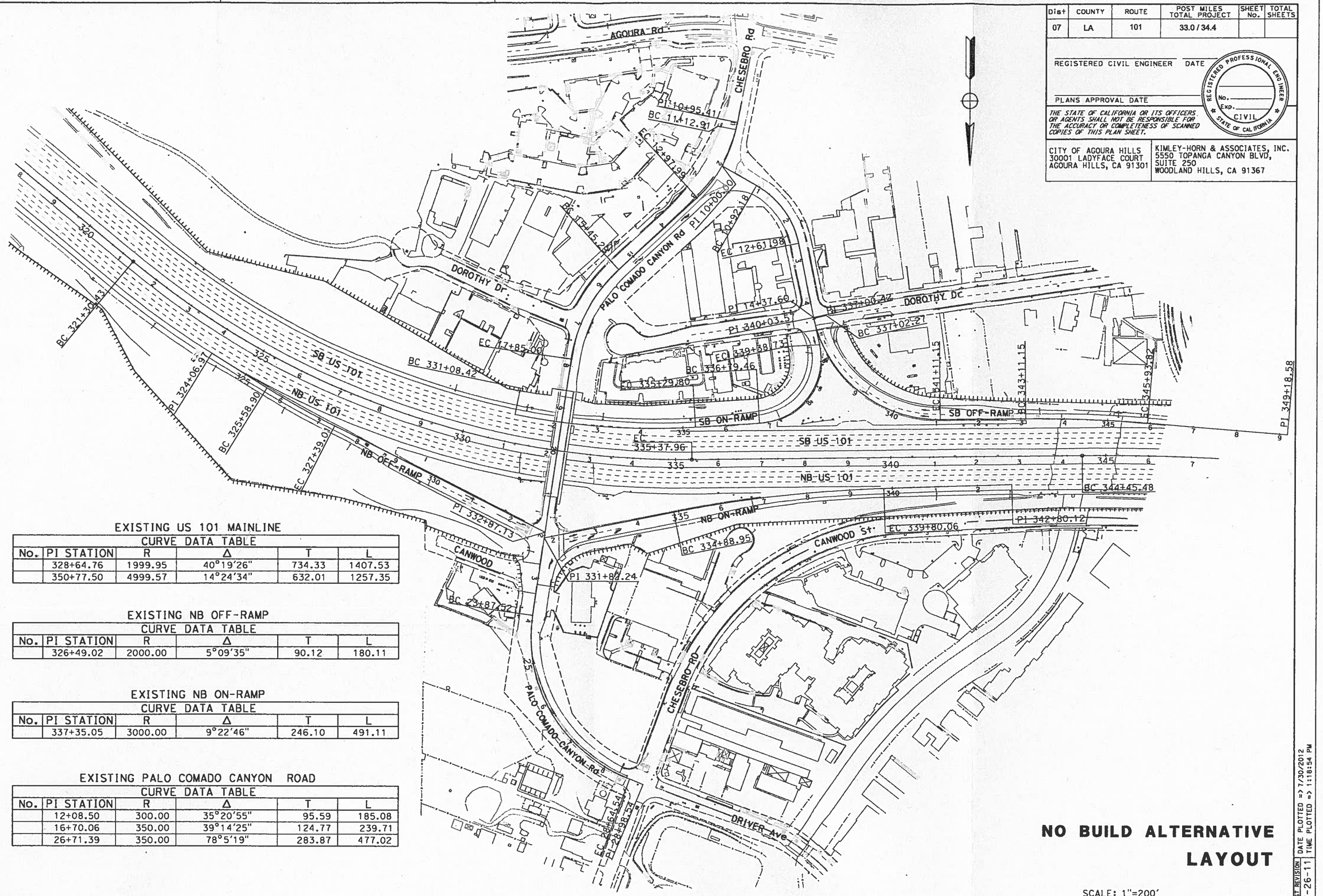
KIMLEY-HORN & ASSOCIATES, INC.
5550 TOPANGA CANYON BLVD,
SUITE 250
WOODLAND HILLS, CA 91367



EXISTING US 101 MAINLINE

CURVE DATA TABLE

No.	PI STATION	R	Δ	T	L
	328+64.76	1999.95	40°19'26"	734.33	1407.53
	350+77.50	4999.57	14°24'34"	632.01	1257.35

EXISTING NB OFF-RAMP

CURVE DATA TABLE

No.	PI STATION	R	Δ	T	L
	326+49.02	2000.00	5°09'35"	90.12	180.11

EXISTING NB ON-RAMP

CURVE DATA TABLE

No.	PI STATION	R	Δ	T	L
	337+35.05	3000.00	9°22'46"	246.10	491.11

EXISTING PALO COMADO CANYON ROAD

CURVE DATA TABLE

No.	PI STATION	R	Δ	T	L
	12+08.50	300.00	35°20'55"	95.59	185.08
	16+70.06	350.00	39°14'25"	124.77	239.71
	26+71.39	350.00	78°5'19"	283.87	477.02

NO BUILD ALTERNATIVE LAYOUT

SCALE: 1"=200'

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | CONSULTANT FUNCTIONAL SUPERVISOR

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	33.0 / 34.4		

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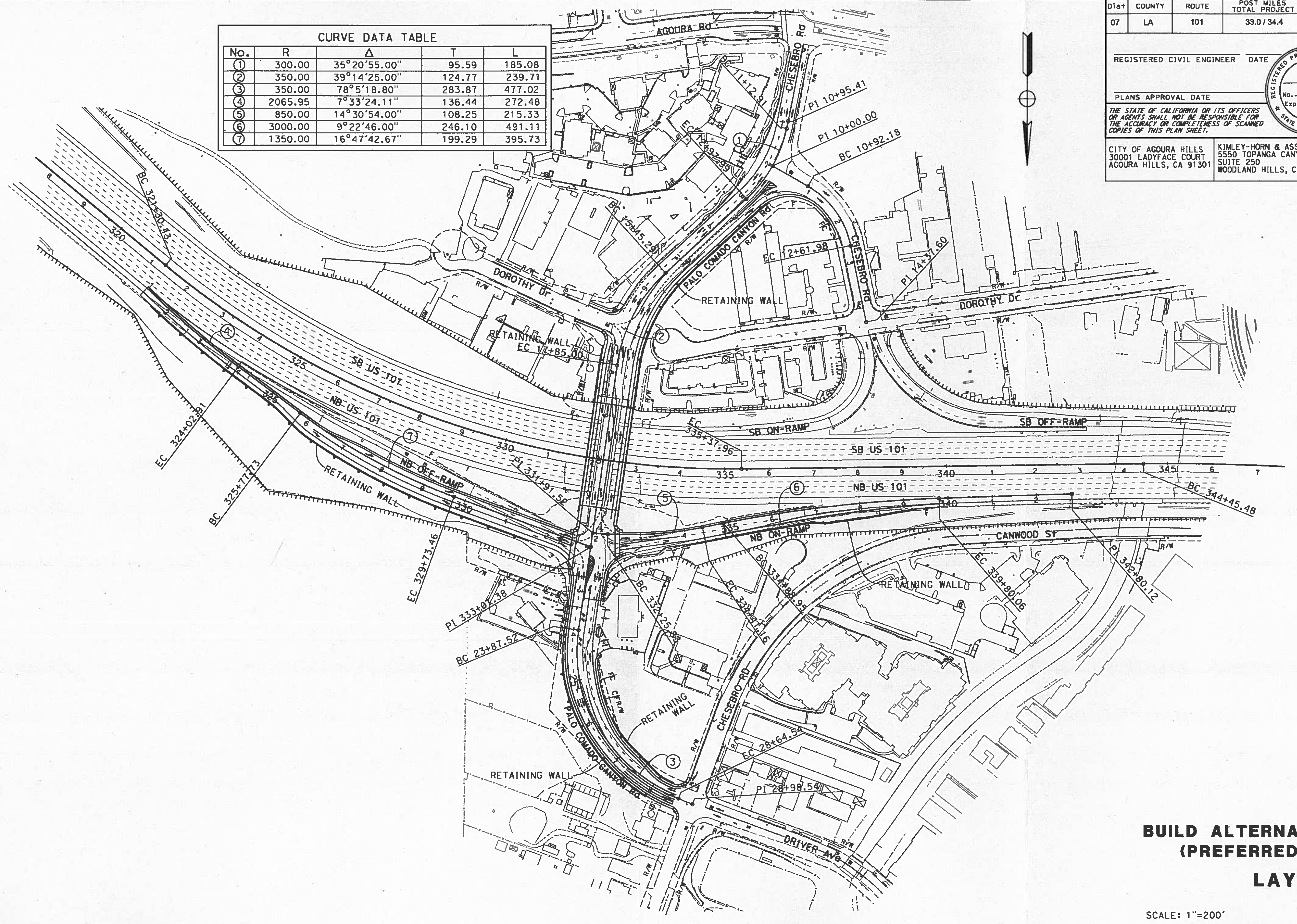
5550 TOPANGA CANYON BLVD,
SUITE 250
WOODLAND HILLS, CA 91367

CURVE DATA TABLE

No.	R	Δ	T	L
①	300.00	35°20'55.00"	95.59	185.08
②	350.00	39°14'25.00"	124.77	239.71
③	350.00	78°5'18.80"	283.87	477.02
④	2065.95	7°33'24.11"	136.44	272.48
⑤	850.00	14°30'54.00"	108.25	215.33
⑥	3000.00	9°22'46.00"	246.10	491.11
⑦	1350.00	16°47'42.67"	199.29	395.73



BUILD ALTERNATIVE (PREFERRED)

LAYOUT

SCALE: 1"=200'

L-1

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Caltrans
CONSULTANT FUNCTIONAL SUPERVISOR
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UNIT 1821
PROJECT NUMBER & PHASE 07000018400 PHASE

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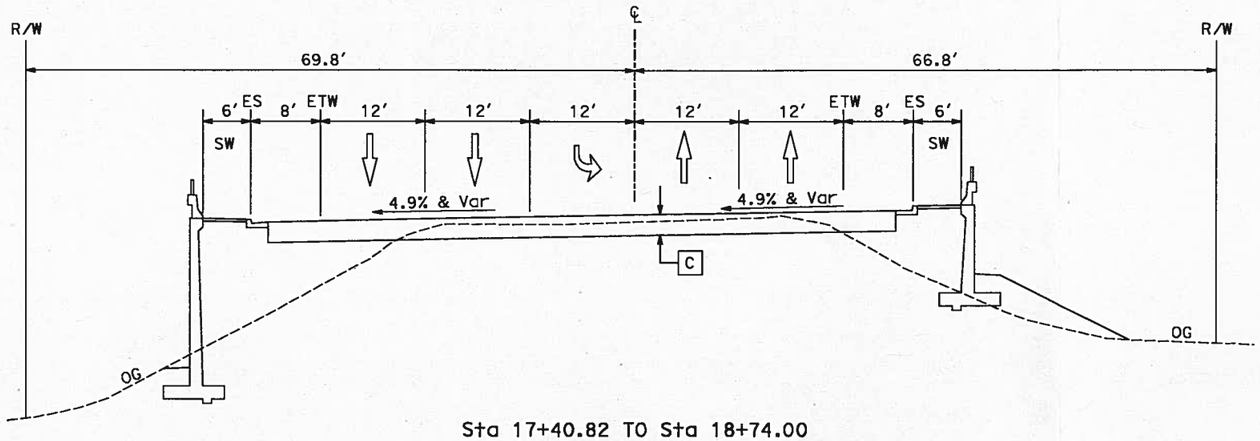

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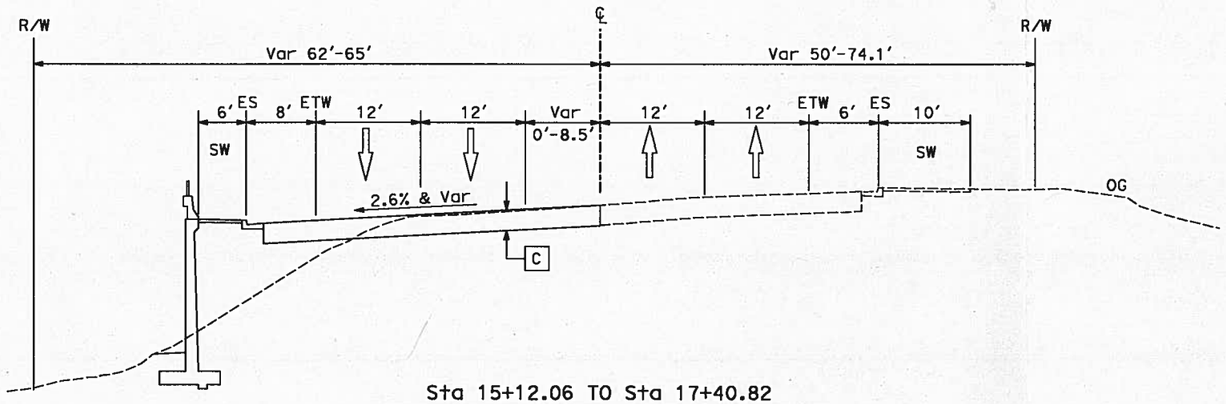
PALO COMADO CANYON ROAD



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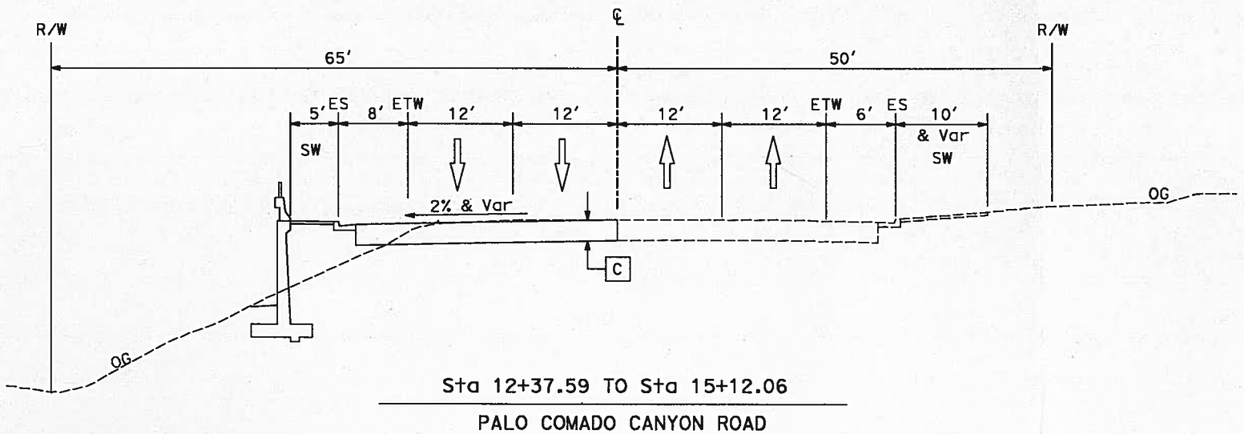

Sta 12+37.59 TO Sta 15+12.06

PALO COMADO CANYON ROAD

PAVEMENT STRUCTURAL SECTIONS

	DESIGN TRAFFIC INDEX	DESIGN R-VALUE	MINIMUM FLEXIBLE PAVEMENT SECTION		MINIMUM RIGID PAVEMENT SECTION
			OPTION 1	OPTION 2	
A *	11 (40 YEAR DESIGN LIFE)	15	0.20′ RHMA-G 0.35′ HMA-B 0.55′ LCB 1.05′ AB CLASS 3	 0.35′ HMA-B 0.55′ LCB 1.05′ AB CLASS 3	 0.85′ JPCP 0.40′ LCB 0.60′ AB CLASS 3
B *	11 (40 YEAR DESIGN LIFE)	15	0.25′ HMA-B ---- GPI 0.30′ HMA-B 0.55′ LCB 1.05′ AB CLASS 3		N/A
C *	11 (40 YEAR DESIGN LIFE)	15	0.55′ HMA-B 0.55′ LCB 1.05′ AB CLASS 3		0.85′ JCPC 0.40′ LCB 0.60′ AB CLASS 3

* AS PER PRELIMINARY MATERIALS REPORT DATED FEBRUARY 18, 2011

BUILD ALTERNATIVE (PREFERRED)

TYPICAL CROSS SECTIONS

NO SCALE

X-1

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UNIT 1821

PROJECT NUMBER & PHASE 07000071840 0 PHASE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	33.0 / 34.4		

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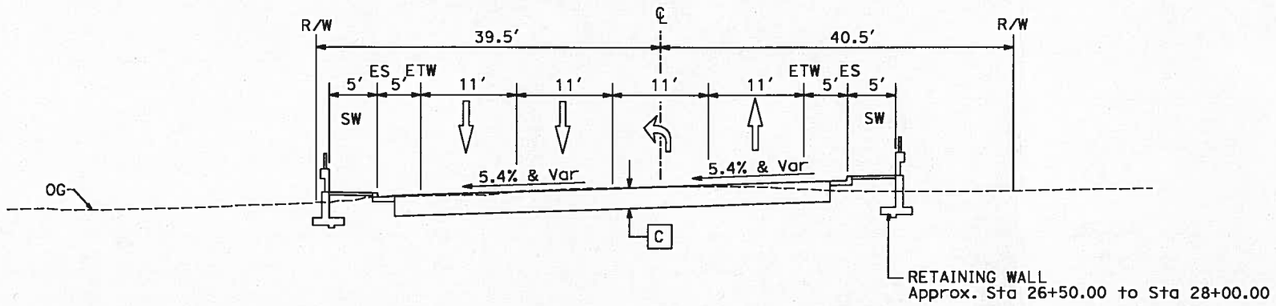
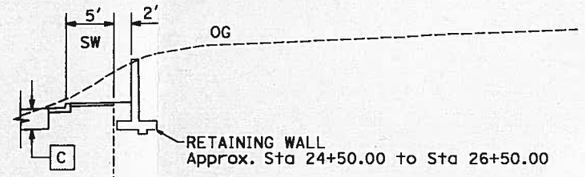
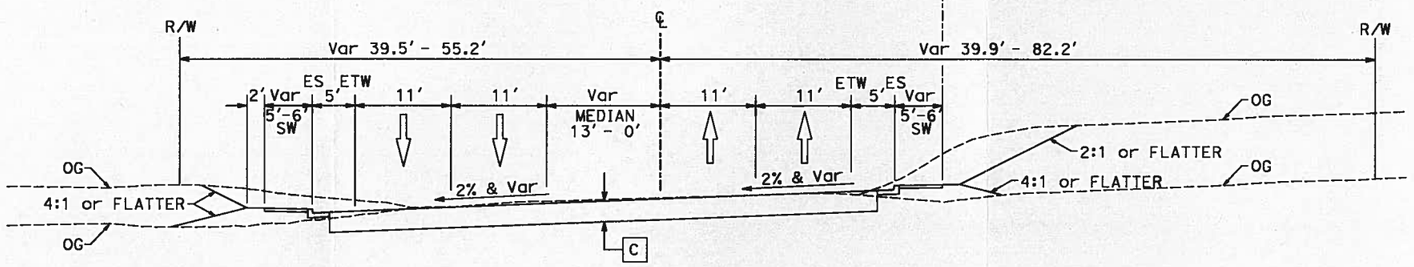
WOODLAND HILLS, CA 91367



Sta 26+50.00 TO Sta 28+56.27

PALO COMADO CANYON ROAD





Sta 21+08.00 TO Sta 26+50.00

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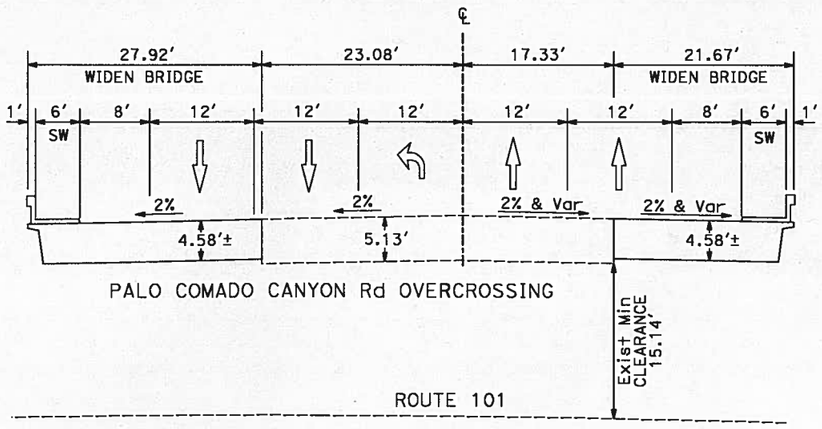

Sta 18+74.00 TO Sta 21+08.00

PALO COMADO CANYON ROAD

BUILD ALTERNATIVE (PREFERRED)

TYPICAL CROSS SECTIONS

NO SCALE

X-2

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Gibbons

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	33.0 / 34.4		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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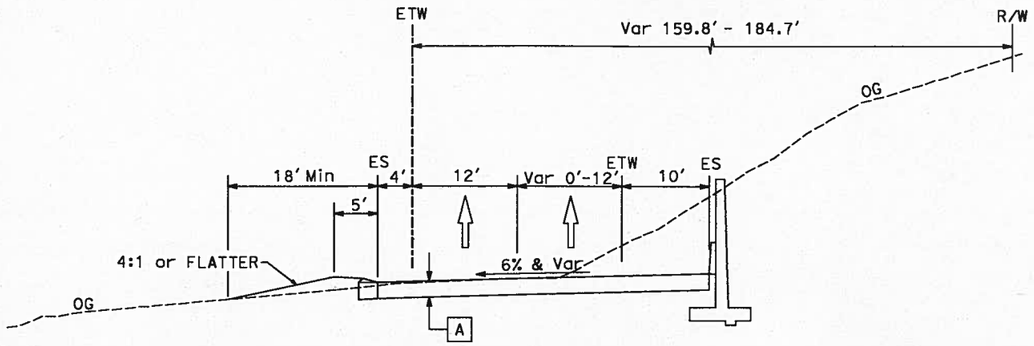
SUITE 250
WOODLAND HILLS, CA 91367



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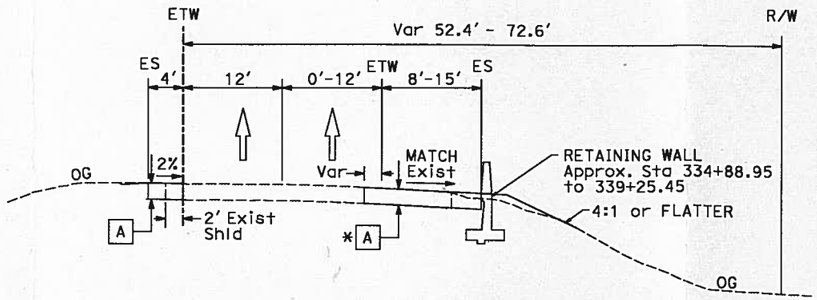
NORTHBOUND OFF-RAMP



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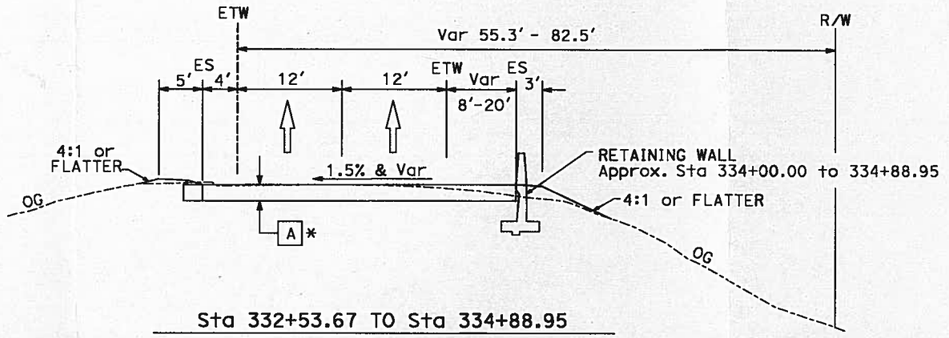

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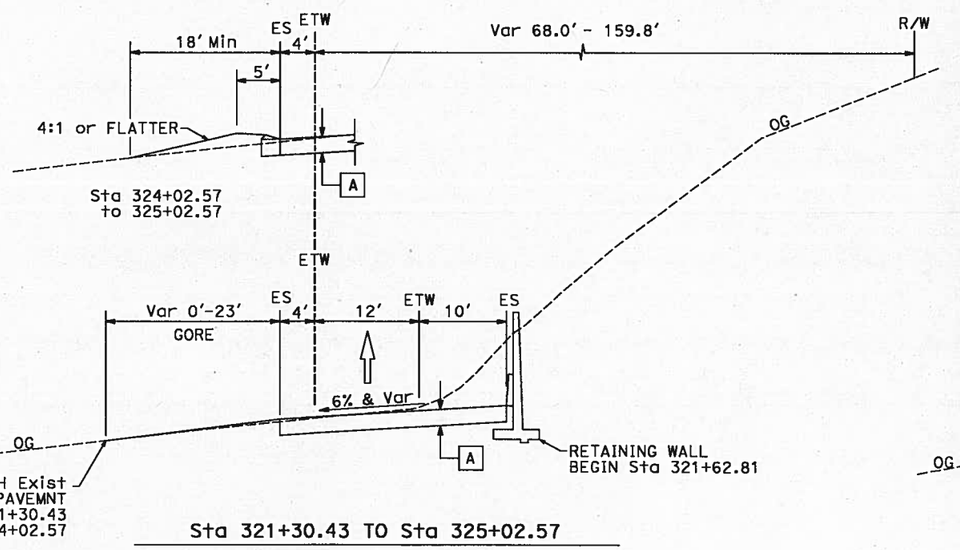
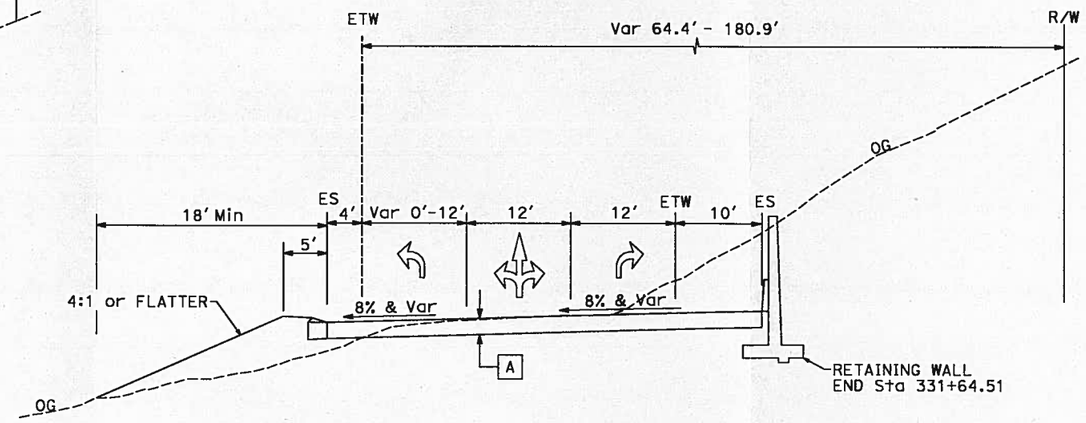


Sta 321+30.43 TO Sta 325+02.57

NORTHBOUND OFF-RAMP



Sta 326+28.74 TO Sta 332+58.14

NORTHBOUND OFF-RAMP

* USE STRUCTURAL SECTION [B] FOR MVP AND CHP ENFORCEMENT AREAS.

BUILD ALTERNATIVE (PREFERRED)

TYPICAL CROSS SECTIONS

NO SCALE

X-3

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DGN FILE => Typical Section 3.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1821

PROJECT NUMBER & PHASE 0700001840 0 PHASE

ATTACHMENT C

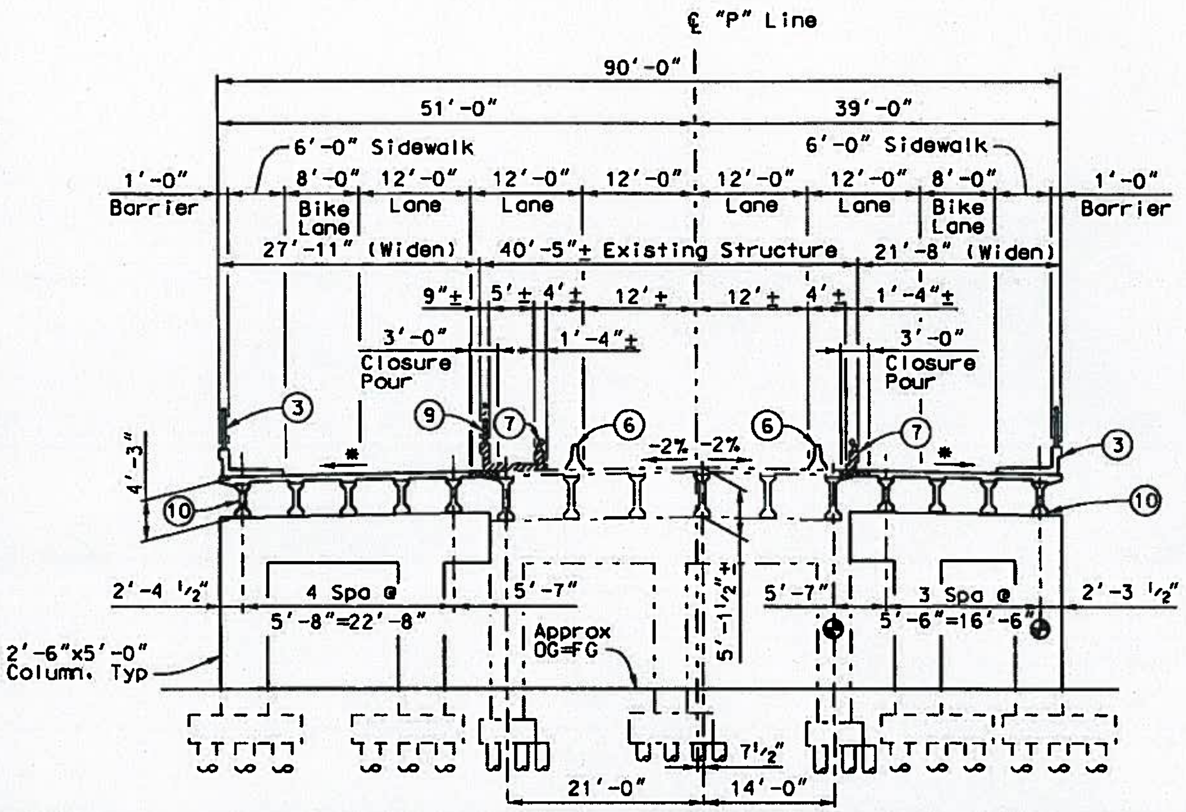
ADVANCED PLANNING STUDY

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT
07	LA	101	33.69

Agoura Hills
City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 91301
(818) 597-7300

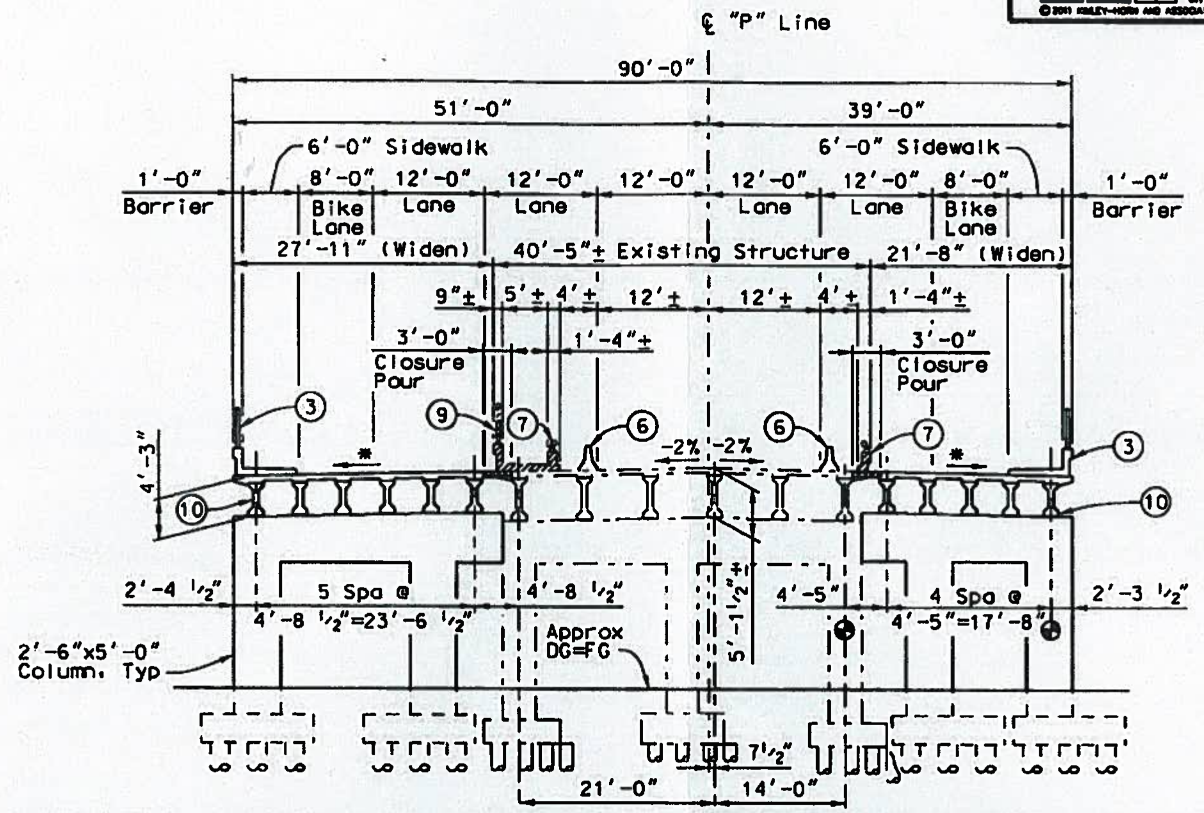
Kimley-Horn and Associates, Inc.



TYPICAL SECTION - SPANS 1,3 AND 4

Scale: 1:10'

* Match Exist Slope



TYPICAL SECTION - SPAN 2

Scale: 1:10'

* Match Exist Slope

GENERAL NOTES:

1. General Plan & Elevation for Alternative 2A similar to Alternative 2.

NOTES:

(1) Paint "Br No. 53-1678"
(2) Paint "Palo Comado Canyon Road OC"
(3) Concrete Barrier Type 26 (Mod) w/Chain Link Railing Type 7
(6) Temporary Railing Type K
(7) Remove and Salvage Existing Type 1 Barrier Railing
(9) Remove and Salvage Existing Pipe Railing
(10) Precast P/S Concrete I Girder (42")

Date of Estimate	= 4/26/11
Bridge Removal	=
Structure Depth	= 4'-3"
Length	= 234'-0"
Width (Widened)	= 49'-7"
Area (Widened)	= 11,602 SF
Cost/Sf Including 10% Mobilization & 25% Contingency	= $266
Total Cost	= $3,080,000

DESIGNED BY	K.KIMM	DATE	05/11
DRAWN BY	M.KRZYZEWSKI	DATE	05/11
CHECKED BY	K.RAMANATHAN/D.LEISTIKO	DATE	05/11
APPROVED		DATE	

05/18/2011

PLANNING STUDY

PALO COMADO CANYON RD OC (WIDEN)

BRIDGE NO.	53-1678	UNIT:	OSFP Structure Design
SCALE:	AS NOTED	PROJECT NUMBER & PHASE:	EA: 12-25720

CONTRACT NO.: X

DESIGN OVERSIGHT
X 21 JUNE 2011
SIGN OFF DATE

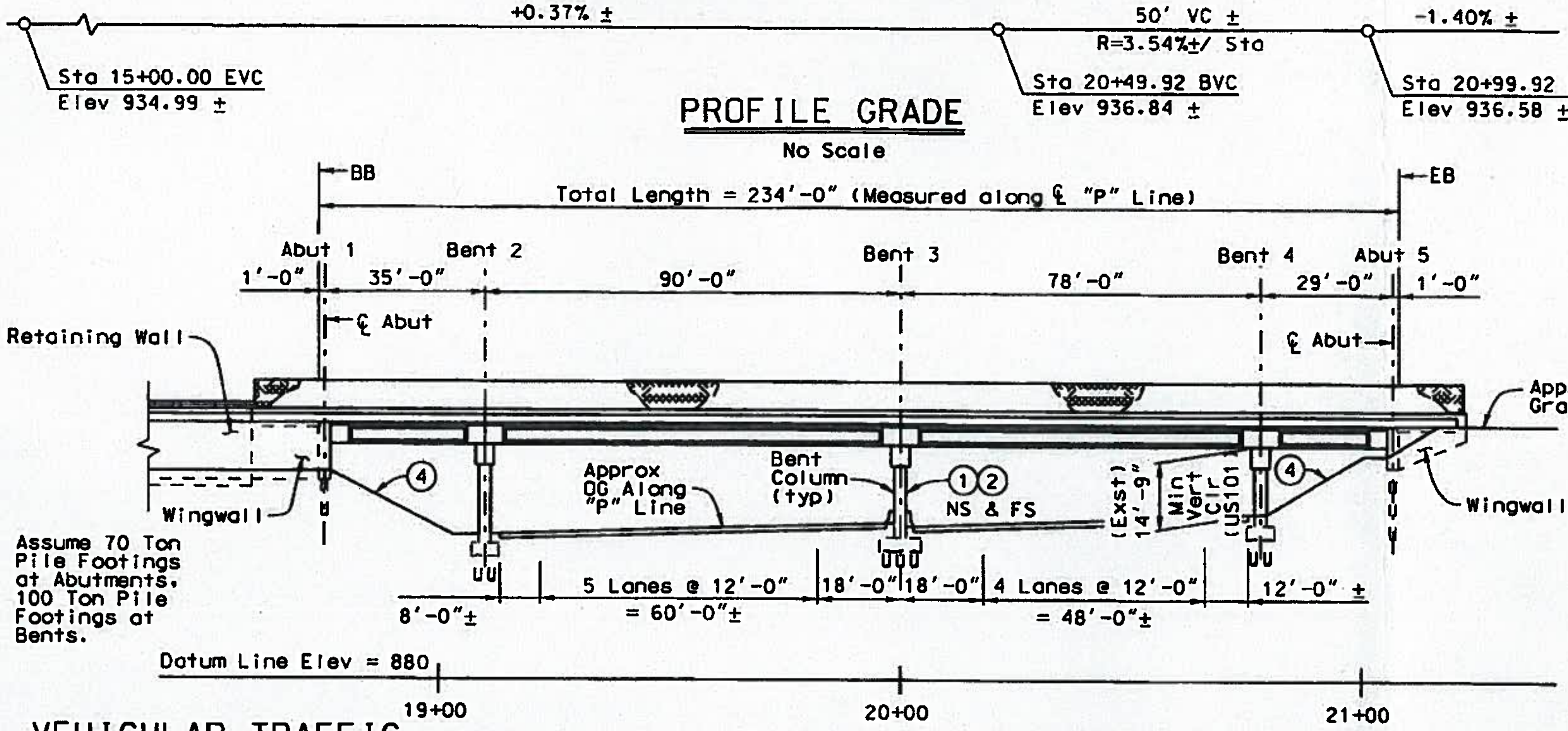
ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 7/15/10)

PREPARED FOR THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT
07	LA	101	33.69

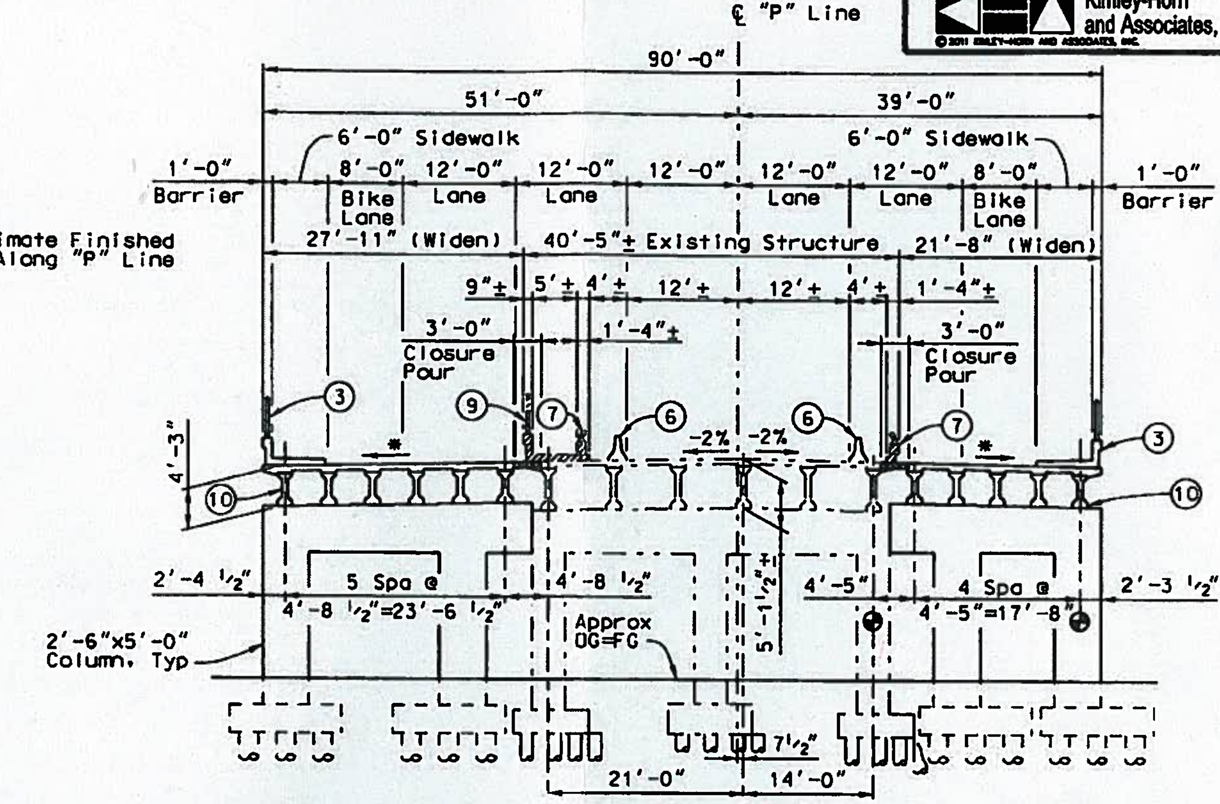
City of Agoura Hills, 30001 Ladyface Court, Agoura Hills, CA 91301, (818) 597-7300

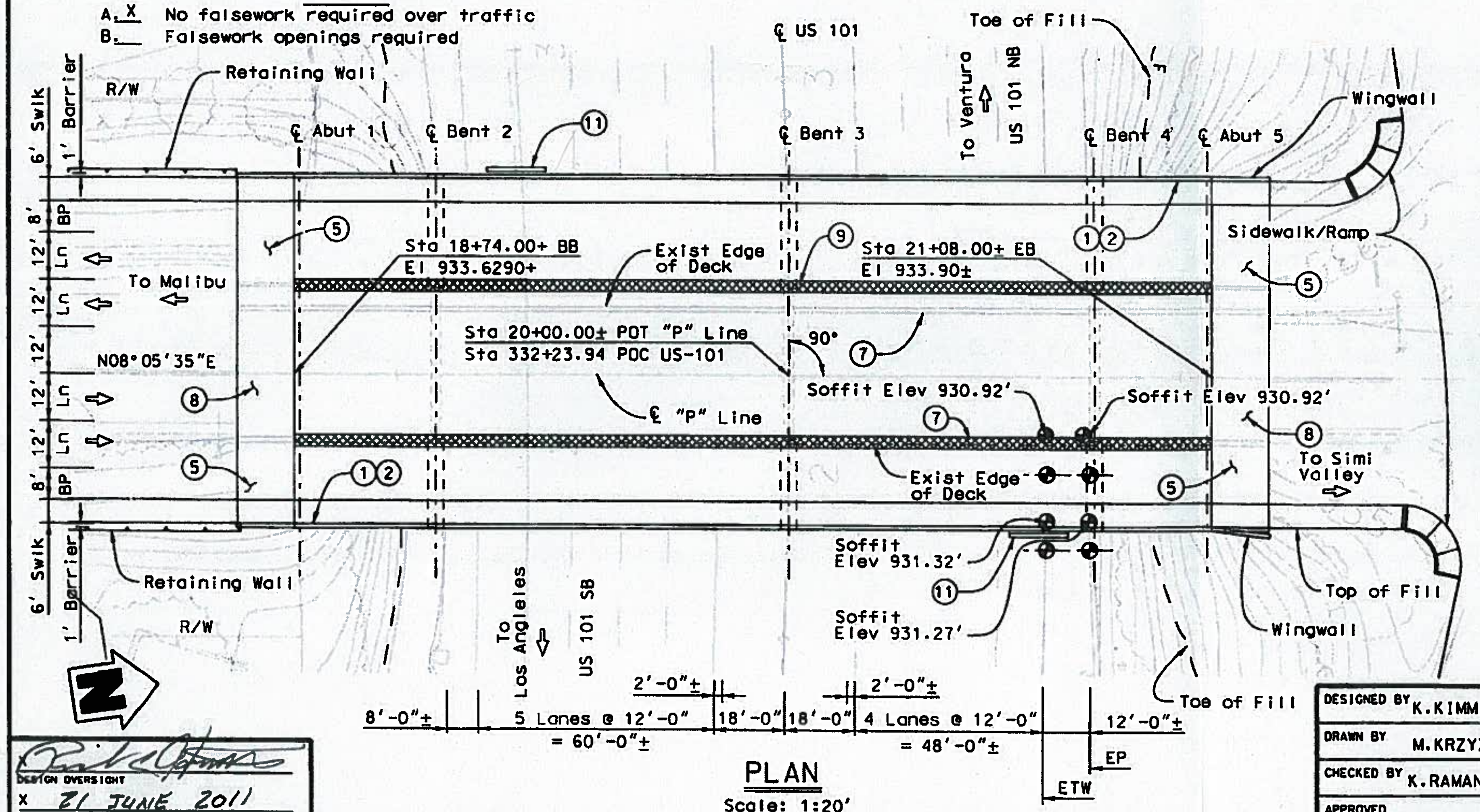
Kimley-Horn and Associates, Inc.



VEHICULAR TRAFFIC

1. __ New Alignment. No traffic at the site.
2. __ Traffic will be detoured away from site.
3. X Traffic will be carried on the structure.
4. X Traffic will pass under the Structure on US 101
   - A. X No falsework required over traffic
   - B. __ Falsework openings required





LEGEND:

● Indicates Point of Minimum Vertical Clearance Base on Survey Dated January 2010

ETW Existing: 15.14' EP Existing: 14.75'
ETW Proposed: 15.14' EP Proposed: 14.75'

Indicates Removal Structure

Indicates Closure Pour

NOTES:

1. Paint "Br No. 53-1678"
2. Paint "Palo Comado Canyon Road OC"
3. Concrete Barrier Type 26 (Mod) w/Chain Link Railing Type 7
4. Concrete Slope Paving
5. Structure Approach Slab Type N(30S)
6. Temporary Railing Type K
7. Remove and Salvage Existing Type 1 Barrier Railing
8. Structure Approach Type R(30D)
9. Remove and Salvage Existing Pipe Railing
10. Precast P/S Concrete I Girder (42")
11. Relocate Existing Bridge Mounted Signs.

Date of Estimate	= 4/26/11
Bridge Removal	=
Structure Depth	= 4'-3"
Length	= 234'-0"
Width (Widened)	= 49'-7"
Area (Widened)	= 11.602 SF
Cost/Sf Including 10% Mobilization & 25% Contingency	= $269
Total Cost	= $3.120.000

ALTERNATIVE 2 GENERAL PLAN

PLANNING STUDY

PALO COMADO CANYON RD OC (WIDEN)

DESIGNED BY	K.KIMM	DATE	05/11
DRAWN BY	M.KRZYZEWSKI	DATE	05/11
CHECKED BY	K.RAMANATHAN/D.LEISTIKO	DATE	05/11
APPROVED		DATE	

Registered Professional Engineer, Civil, State of California — 05/18/2011

BRIDGE NO. 53-1678 | UNIT: OSFP Structure Design
SCALE: AS NOTED | PROJECT NUMBER & PHASE: EA: 12-25720

CONTRACT NO.: X

DESIGN OVERSIGHT
X 21 JUNE 2011
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 7/16/10)

ATTACHMENT D

RIGHT OF WAY DATA SHEET AND UTILITY INFORMATION SHEET AND EXHIBITS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DATA SHEET

Date: 9/26/2012

07-LA-101-PM33.0/34.4
E.A. 07-257200
Interchange Improvements at US 101/Palo Comado Canyon Road Interchange in City of Agoura Hills

1. Right of Way Cost Estimate:

	Current Value Future Use	Escalation Rate*		Escalated Value
A. Total Acquisition Cost	$272,000	2%		$283,004
B. Mitigation acquisition & credits	$0			$0
C. Project Development Permit Fees	$0			$0
Subtotal	$272,000			$283,004
D. Utility Relocation (Project Share)	$341,000	2%		$354,796
(Project share: $319,000)				
E. Relocation Assistance (RAP)	$0			$0
F. Clearance/Demolition	$0			$0
H. Title & Escrow, Support	$68,000			$68,000
I. Total Estimated Right of Way Cost	$681,000		**Rounded**	**$706,000**
J. Construction Contract Work	$150,000			
K. Right of Way Branch Cost Estimate for Right of Way Support				**$100,000**

*Escalation Rate is 2% per year.

2. Current Date of Right of Way Certification January 31, 2014

3. Parcel Data:

Type	N/A	Dual/Appr	Utilities		RR Involvements	
X	0		U4 - 1	4	None	X
A	5		- 2	0	C&M Agrmt	
B	0		- 3	2	Svc Contract	
C	1	0	- 4	0	Easements	
D	0	0	U5 - 7	0	Rights of Entry	
			- 8	0	Clauses	
Total	6		- 9	6		
				Notices required at Certification.	**Misc. R/W Work**	
Areas:					RAP Displ	N/A
R/W:	0.490 AC				Clear/Demo	N/A
Excess:	N/A	No. Excess Pcls:		0	Const Permits	N/A
Mitigation:	N/A				Condemnation	0
					USA Involvement	no

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

The project will widen existing pavement and construct retaining walls to accommodate vehicular circulation to gas station and is expected to require right of way take of 0.004 acres from property located at APN 2052-008-027. Temporary construction easements (TCE) are expected for 5 parcels for a total area equal to 0.486 acres. A possible staging area is located within parcel APN 2061-011-023 owned by 28115 Dorothy Drive LLC and within parcel APN 2061-013-029 owned by Bernfield William J. Bernfield Rober. This possible staging area will be acquired as part of the TCEs from the owners as indicated in the table below.

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

The right of way required is within the City of Agoura Hills in Los Angeles County.

Right of Way Exhibit ID.	APN	OWNER	Zoning	Existing Land use	General Plan Land Use	Required Right of Way
1	2052-008-036	Bhullat Limited Liability Company	CRS	CRS	CRS	TCE
1	2052-008-038	Bhullat Limited Liability Company	CRS	CRS	CRS	TCE
2	2052-008-027	Bhullat Limited Liability Company	CRS	CRS	CRS	Partial Take
5	2061-011-023	28115 Dorothy Drive LLC	CRS	CRS	CRS	TCE
6	2061-013-029	Bernfeld William J. Bernfeld Rober	CRS	Vacant	CRS	TCE
8	2052-008-043	Hillel Shlomo & Aitan	CRS	Vacant	CRS	TCE

Abbreviations: CRS=Commercial/Retail/Service

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

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

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

9. Are railroad facilities or rights of way affected? Yes ____ No X

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

11. Are RAP displacements required? Yes ____ No X

No. of single family ____ No. of business/nonprofit ____
No. of multi-family ____ No. of farms ____

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

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

A material disposal site will be required but has not yet been identified.

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

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

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

Right of Way Lead Time will require a minimum of 6 months after receiving first appraisal maps, utility conflict maps, and the necessary environmental clearance and freeway agreements have been approved and obtained. Additionally a minimum of 6 months will be required after receiving the last appraisal map to Right of way for certification.

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

R/W work will be performed by qualified City of Agoura Hills right of way agent and/or its representative.

Evaluation Prepared By:

Jose Silva, P. E.
Kimley-Horn and Associates, Inc.

Date 9/27/12

Reviewed By:

Overland, Pacific & Cutler, Inc.

Date 9/27/12

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

Recommended For Approval By:

Ramiro S. Adeva III, P.E.
City Engineer
City of Agoura Hills

Date

APPROVED:

District Division Chief
Right of Way

Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

E.A. 07-257200

UTILITY INFORMATION SHEET

07-LA-101-PM33.0/34.4

1. **Name of Utility Companies Requiring Notices and Verification:**
   Southern California Edisoon (Overhead & Underground Elecrtric)
   AT&T (Overhead & Underground Telephone)
   Las Virgenes Municipal Sewer
   City of Agoura Hills Water

2. **Name of Utility Companies Requiring Notices and Relocations:**
   Southern California Edisoon (Overhead Elecrtric)
   AT&T (Overhead Telephone)
   AT&T (Underground Telephone)
   Las Virgenes Municipal Sewer

   The affected facilities will be verified at final project design phase.

3. **Additional information concerning utility involvements on this project:**
   Conditions of agreeemnts relating to the sharing of relocation costs are unknown at this time.

   Utility easements will be verified.

4. **PNCS Input Information**
   Total estimated cost of Project's obligation for utility relocation on this project:

Potholing: $ 22,000

Relocation/Coordination: $ 319,000

Total: $ 341,000 **Escalation Rate** 2 **%.**

(Project Share: $ 319,000)

Utility Involvements

U4-1	4	U5-7	
-2		-8	
-3	2	-9	6
-4			

Prepared By:

9/27/12

Jose Silva, P.E. Date
Kimley-Horn and Associates, Inc.

Reviewed By:

9/27/12

Overland, Pacific & Cutler Date

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	LA	101	33.0/34.4		

REGISTERED CIVIL ENGINEER DATE

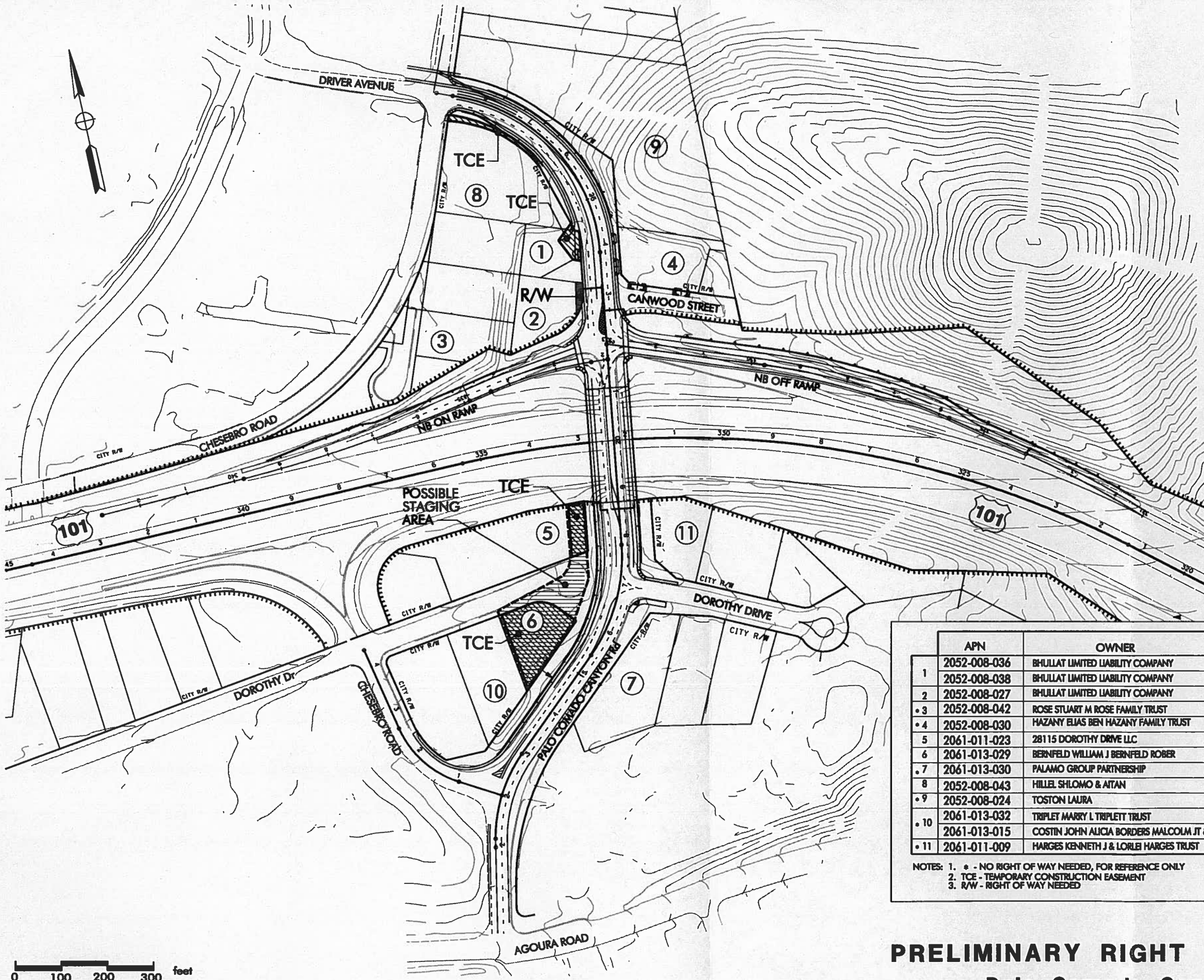
PLANS APPROVAL DATE

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

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

KIMLEY-HORN AND ASSOCIATES
5550 TOPANGA CANYON Blvd
SUITE 250, WOODLAND HILLS
CA. 91367-7446

CITY OF AGOURA HILLS
30001 LADYFACE COURT
AGOURA HILLS
CA. 91301



Legend:

Exist Caltrans Right of Way

Parcel Boundaries

TCE - Temporary Construction Easement

R/W - Right of Way Needed

	APN	OWNER	AREA	R/W TAKE	TCE	REMAINING
1	2052-008-036	BHULLAT LIMITED LIABILITY COMPANY	0.224		0.029	0.195
	2052-008-038	BHULLAT LIMITED LIABILITY COMPANY	0.064		0.015	0.049
2	2052-008-027	BHULLAT LIMITED LIABILITY COMPANY	0.380	0.004		0.376
• 3	2052-008-042	ROSE STUART M ROSE FAMILY TRUST	0.576			
• 4	2052-008-030	HAZANY ELIAS BEN HAZANY FAMILY TRUST	0.467			
5	2061-011-023	28115 DOROTHY DRIVE LLC	0.914		0.081	0.833
6	2061-013-029	BERNFELD WILLIAM J BERNFELD ROBER	0.346		0.326	0.020
• 7	2061-013-030	PALAMO GROUP PARTNERSHIP	0.715			
8	2052-008-043	HILLEL SHLOMO & AITAN	0.934		0.035	0.899
• 9	2052-008-024	TOSTON LAURA	2.505			
• 10	2061-013-032	TRIPLET MARRY L TRIPLETT TRUST	0.511			
	2061-013-015	COSTIN JOHN ALICIA BORDERS MALCOLM JT & ELIZA	0.525			
• 11	2061-011-009	HARGES KENNETH J & LORLEI HARGES TRUST	0.387			

NOTES: 1. • - NO RIGHT OF WAY NEEDED, FOR REFERENCE ONLY
2. TCE - TEMPORARY CONSTRUCTION EASEMENT
3. R/W - RIGHT OF WAY NEEDED

PRELIMINARY RIGHT OF WAY EXHIBIT

APRIL 16, 2012 **Palo Comado Canyon Road Interchange**

LAST REVISION DATE PLOTTED => 4/16/2012
TIME PLOTTED => 3:54:20 PM

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

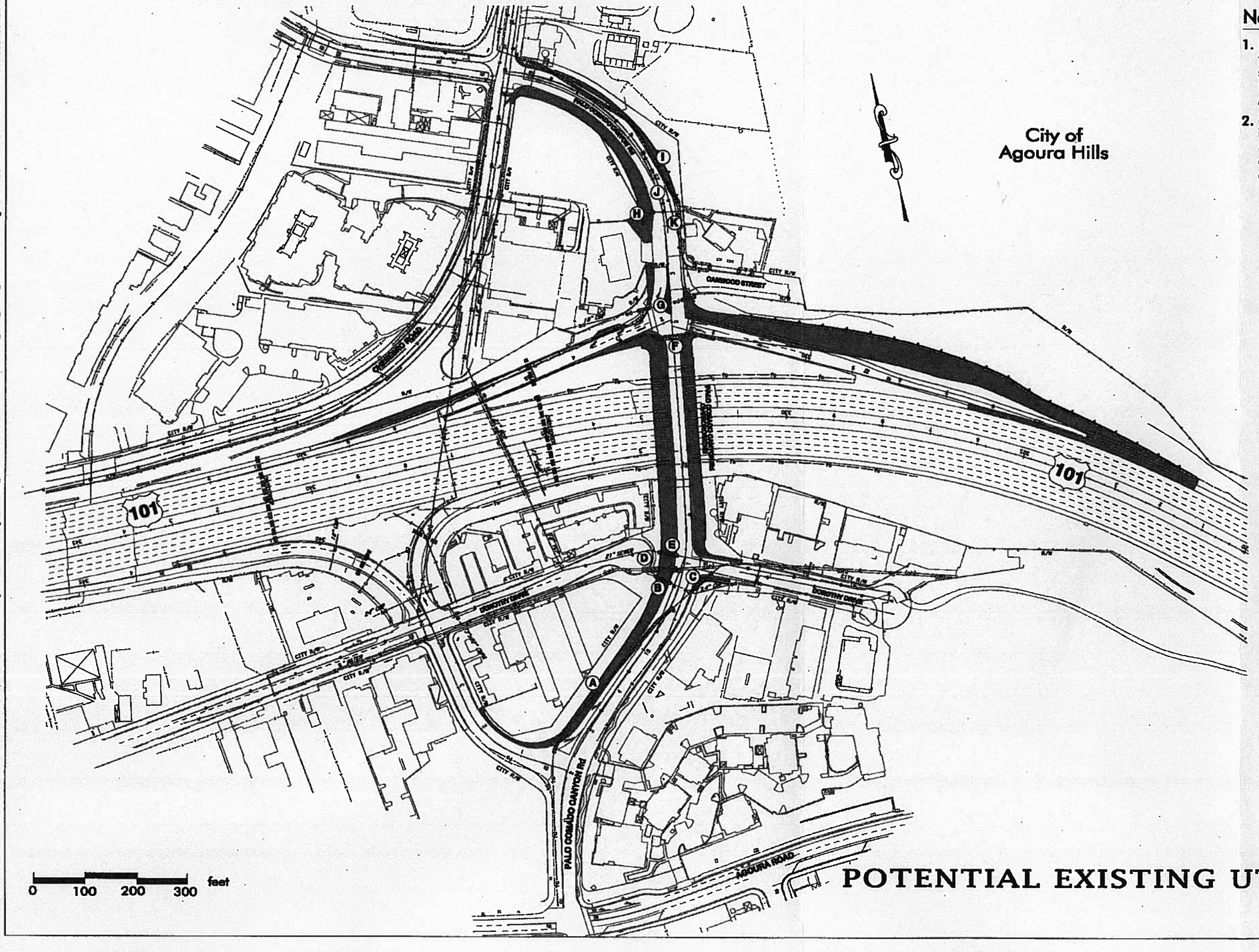
BORDER LAST REVISED 4/20/2011

USERNAME => miguel.ramirez
DGN FILE => RW_EXHIBIT.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT

PROJECT NUMBER



Note:

1. Locations of utility facilities shown were obtained from owners records, City record drawings and state as-built records. Exisiting utility facilities have not been positively located.
   Any utility information shown are approximate.
2. Locations of utility facility conflicts shown were identified using data described from note 1. Locations shown displays possible existing utility conflict and will be identified as potential conflict until utilities are positively located.

Legend:

- Electric Overhead
- Electric
- Water
- Sewer
- Gas
- Traffic Comm
- Fiber Optic
- Telecommunication
- Storm Drain
- Irrigation Crossover
- Location of potential existing utility conflict.
- Roadway/Structure Improvements.

(A) Protect existing UG telephone line.
(B) Extend existing 24" storm drain.
(C) Protect existing UG telephone line.
(D) Relocate existing OH telephone and electric (69 KV) line.
Relocate existing utility pole.
(E) Protect Existing 21" sewer.
(F) Protect existing UG traffic communication line.
(G) Extend storm drain.
(H) Protect UG electric.
(I) Relocate OH telecommunication line and poles.
(J) Protect existing 8" Sewer.
(K) Protect existing water.

POTENTIAL EXISTING UTILITY CONFLICTS

4/16/2012
K:\SAC_RDWY\099083012 US 101-Palo Comado Canyon Rd Interchange PA&ED\Orange_files_2010.06.07\099083012 - US_101_Palo_PA-ED\Working\03 CADD\from ed-JA\Palo Comado\20120411\T25

Kimley-Horn and Associates, Inc.

April 16, 2012

Palo Comado Canyon Road 101 Interchange

ATTACHMENT E

PROJECT PRELIMINARY COST ESTIMATE

PROJECT PRELIMINARY COST ESTIMATE

Type of Estimate : Project Report
Date Prepared: 10/10/2012
District-County-Route: 07-LA-101. PM 33.0/34.4
EA: 257200
Program Code : n/a

Project Description **Palo Comado Canyon Interchange Improvements**
Widening of Palo Comado Canyon Road and Overcrossing and Maintain Existing Ramp Configuration

Alternative 2 - Preferred (Build)

SUMMARY OF PROJECT COST ESTIMATE

		Costs
TOTAL ROADWAY ITEMS	$	13,473,195
TOTAL STRUCTURE ITEMS	$	3,165,000
SUBTOTAL CONSTRUCTION COSTS	$	16,638,195
TOTAL RIGHT OF WAY ITEMS	$	706,000
TOTAL PROJECT CAPITAL OUTLAY COSTS	$	**17,400,000**
TOTAL SUPPORT COST	$	5,151,000
TOTAL PROJECT COSTS	$	**22,500,000**

Reviewed by District Program Manager _____ Date _____ Phone

Approved by Project Manager _____ Date _____ Phone

PROJECT PRELIMINARY COST ESTIMATE

Section 1 EARTHWORK

	Unit	Quantity		Unit Price ($)		Cost ($)		
Roadway Excavation	CY	12,000	x	40.00	=	$480,000		
Roadway Exc. (Type Y-1) ADL	CY	1,200	x	120.00	=	$144,000		
Imported Borrow	CY	4,000	x	45.00	=	$180,000		
Clearing & Grubbing	LS	1	x	25,000.00	=	$25,000		
Develop Water Supply	LS	1	x	10,000.00	=	$10,000		
Remove Existing Pavement	SQFT	58,000	x	3.50	=	$203,000		
Top Soil Reapplication	LS	1	x	10,000.00	=	$10,000		
Stepped Slopes and Slope Rounding (Contour Grading)	LS	1	x	5,000.00	=	$5,000		
						SUBTOTAL EARTHWORK	$	1,057,000

Section 2 PAVEMENT STRUCTURAL SECTION

	Unit	Quantity		Unit Price ($)		Cost ($)		
Hot Mix Asphalt (Type A)	ton	5,300	x	100.00	=	$530,000		
Data Core	LS	1	x	5,000.00	=	$5,000		
Class 2 Aggregate Base	CY	3,200	x	80.00	=	$256,000		
Class 4 Aggregate Subbase	CY	500	x	50.00	=	$25,000		
Lean Concrete Base	CY	400	x	180.00	=	$72,000		
Seal Coat	Ton	2	x	1,000.00	=	$2,000		
Hot Mix Asph Type A (Bond Breaker)	Ton	170	x	170.00	=	$28,900		
Jointed Concrete Pavement	CY	900	x	300.00	=	$270,000		
Replace Concrete Pavement (Rapid Strength Concrete)	CY	130	x	400.00	=	$52,000		
						SUBTOTAL STRUCTURAL SECTION	$	1,240,900

Section 3 DRAINAGE

	Unit	Quantity		Unit Price ($)		Cost ($)		
Large Drain Facilities	LS		x		=	$0		
Storm Drains	LS		x		=	$0		
Pumping Plants	LS		x		=	$0		
Project Drainage	LS	1	x	250,000.00	=	$250,000		
Remove Existing Facilities	LS	1	x	30,000.00	=	$30,000		
						SUBTOTAL DRAINAGE	$	280,000

Section 4 SPECIALTY ITEMS	Unit	Quantity		Unit Price ($)		Cost ($)		
Retaining Wall	SQFT	12,000	x	100.00	=	$1,200,000		
Sound Wall	LF	400	x	300.00	=	$120,000		
Remove Concrete (Curb,Gutter & SW)	CY	91	x	150.00	=	$13,650		
Curb and Gutter (Type A)	LF	2,700	x	20.00	=	$54,000		
Sidewalk	LF	13,000	x	10.00	=	$130,000		
Metal Beam Guard Rail. (wood post)	LF	100	x	50.00	=	$5,000		
Transition Railing (Type WB)	EA	2	x	3,000.00	=	$6,000		
Terminal System (SRT)	EA	2	x	3,000.00	=	$6,000		
Resident Engineer Office Space	LS	1	x	150,000.00	=	$150,000		
NPDES								
Scheduling	LS	1	x	20,000.00	=	$20,000		
Construciton Site Management	LS	1	x	100,000.00	=	$100,000		
Prepare SWPPP	LS	1	x	15,533.00	=	$15,533		
Temp. Silt Fence	LF	20,000	x	2.50	=	$50,000		
Move in/ Move out (Temp. EC)	EA	10	x	800.00	=	$8,000		
Temp. Construction Entrance	EA	10	x	4,000.00	=	$40,000		
Temporary Concrete Washout	EA	6	x	1,500.00	=	$9,000		
Temp. Check Dam	LF	9,000	x	6.00	=	$54,000		
Temporary Gravel Bag Berm	EA	2,000	x	10.00	=	$20,000		
Temporary Fiber Rolls	LF	40,000	x	2.20	=	$88,000		
Strorm Drain Inlet Protection	EA	30	x	195.00	=	$5,850		
Temp.Hydr.Mulch(Bonded Fiber Matrix)	SQFT	120,000	x	0.50	=	$60,000		
Street Sweeping and Vacuuming	LS	1	x	20,000.00	=	$20,000		
Rain Event Action Plan	LS	1	x	22,500.00	=	$22,500		
Storm Water Annual Report	EA	2	x	2,000.00	=	$4,000		
Storm Water Sampling & Analyis Day	LS	1	x	1,217.00	=	$1,217		
Additional Water Pollution Control	LS	1	x	6,000.00	=	$6,000		
Water Pollution Control Maintenance	LS	1	x	36,263.00	=	$36,263		
Storm Water Sampling & Analysis	LS	1	x	6,000.00	=	$6,000		566,363
Treatment BMPs	LS	1	x	1,681,296.00		$1,681,296		1,681,296
						SUBTOTAL SPECIALTY	$	3,932,309

Section 5 TRAFFIC ITEMS **Traffic Electrical**	Unit	Quantity		Unit Price ($)		Cost ($)		
Lighting & Sign Illumination	LS	1	x	100,000.00	=	$100,000		
Traffic Signals & Lighting (new)	EA	1	x	300,000.00	=	$300,000		
Fiber Optic Conduit System	LS	1	x	25,000.00	=	$25,000		
Ramp Metering System	EA	1	x	80,000.00	=	$80,000		
Traffic Signing and Striping								
Ground Mounted Signs (1 post)	EA	20	x	350.00	=	$7,000		
Furnish Sign Panel	SF	600	x	50.00	=	$30,000		
Install Overhead Sign Structures	EA	2	x	175,000.00	=	$350,000		
Furnish Sign Structure	EA	2	x	25,000.00	=	$50,000		
Install Sign Structure (Bridge Mount.)	EA	2	x	10,000.00	=	$20,000		
Permanent Pavement Delineation	LF	17,000	x	2.50	=	$42,500		
Remove Striping	LF	8,500	x	1.10	=	$9,350		
Temporary Traffic Stripe	LF	10,000	x	3.15	=	$31,500		
Thermoplastic Pavement Marking	SQFT	2,100	x	5.20	=	$10,920		
Traffic Management Plan								
Public Information	LS	1	x	35,000.00	=	$35,000		
COZEEP	LS	1	x	75,000.00	=	$75,000		
Portable Changeable Message Signs	EA	4	x	10,000.00	=	$40,000		
Traffic Handling								
Construction Area Signs	LS	1	x	50,000.00	=	$50,000		
Traffic Control System	LS	1	x	350,000.00	=	$350,000		
Temporary Railing "Type K"	LF	5,000	x	25.00	=	$125,000		
Crash Cushions Modules	EA	500	x	400.00	=	$200,000		
						SUBTOTAL TRAFFIC ITEMS	$	1,931,270

Section 6 PLANTING AND IRRIGATION

	Unit	Quantity		Unit Price ($)		Cost ($)		
Irrigation	AC	1.1	x	160,000.00	=	$176,000		
Highway Planting	AC	1.1	x	80,000.00	=	$88,000		
Irrigation Modification	AC	1.1	x	35,000	=	$77,000		
Relocate Existing Irrigation Facilities	LS	1	x	5,000	=	$5,000		
Irrigation Crossovers	LS	1	x	5,000	=	$5,000		
Maintain Existing Planted Areas	LS	1	x	5,000	=	$5,000		
Maintain Existing Irrig. Facilities	LS	1	x	5,000	=	$5,000		
Water Supply (Water Meter)	LS	1	x	20,000	=	$20,000		
				SUBTOTAL PLANTING AND IRRIGATION SECTION			$	381,000

Section 7 ROADSIDE MANAGEMENT AND SAFETY SECTION

	Unit	Quantity		Unit Price ($)		Cost ($)		
Vegetation Control Treatments	LS	1	x	25,000.00	=	$25,000		
Gore Area Pavement	SQYD	450	x	75.00	=	$33,750		
Miscellaneous Paving	LS	1	x	20,000.00	=	$20,000		
Erosion Control	LS	1	x	50,000.00	=	$50,000		
RSP (Light, Method A)	LS	1	x	10,000.00	=	$10,000		
Side Slope/ Embankment Slopes	LS		x		=	$0		
Maintenance Vehicle Pull Outs	EA	1	x	25,000.00	=	$25,000		
Off-Freeway Access (Gates, Stairways, etc.)	LS	1	x	5,000.00	=	$5,000		
Roadside Fac. (Vista Pts, Transit, Park&Ride)	LS		x		=	$0		
Relocating Roadside Facilities/ Features	LS	1	x	5,000.00	=	$5,000		
				SUBTOTAL ROADSIDE MANAGEMENT AND SAFETY SECTION			$	173,750
						SUBTOTAL SECTIONS 1-7	$	8,996,229

Section 8 MINOR ITEMS (5%-10%)

Subtotal Section 1-7 =	$	8,996,229	x	10%	=	$899,623	
					SUBTOTAL MINOR ITEMS	$	899,623

Section 9 ROADWAY MOBILIZATION*

Subtotal Section 1-8	$	9,895,852					
	$	9,895,852	x	10%	=	$989,586	
					TOTAL ROADWAY MOBILIZATION	$	989,586

Section 10 ROADWAY ADDITIONS

SUPPLEMENTAL WORK (5%-10%)

Subtotal Section 1-8 =	$	9,895,852					
	$	9,895,852	x	10%	=	$989,586	
					TOTAL SUPPLEMENTAL WORK	$	989,586

CONTINGENCIES**

Subtotal Section 1-8 Contingencies							
	$	9,895,852	x	20%	=	$1,979,171	
					TOTAL CONTIGENCIES	$	1,979,171
					TOTAL ROADWAY ADDITIONS	$	2,968,757
					TOTAL ROADWAY ITEMS Subtotal Sections 1 - 10	$	**13,473,195**

** Use appropriate percentage per Project Development Procedures Manual (PDPM) Chapter 20.

PROJECT PRELIMINARY COST ESTIMATE

II. STRUCTURES ITEMS

	Structure (1)		Structure (2)	Structure (3)	Structure (4)		
Bridge Name	Palo Comado Canyon Rd OC						
Bridge Number							
Structure Type							
Width (Ft) [out to out]							
Total Bridge Length (Ft)							
Total Area (SQFT)	14,065						
Structure Depth (Ft)							
Footing Type (pile/spread)							
Cost Per SQFT (incl. 10% mobilization, 25% contingency & special aesthetic treatment)	$ 225						
Total Cost for Structur	3,164,625	$	-	-	-		
Bridge Removal		$					
Total Cost	3,164,625	$	0	0	0		
				SUBTOTAL STRUCTURES ITEMS		$	3,165,000
Railroad Related Costs:				SUBTOTAL RAILROAD ITEMS		$	0
				TOTAL STRUCTURES ITEMS (Sum of Structures Items plus Railroad Items)		$	**3,165,000**

COMMENTS:

Estimate Prepared By: _____ 9/10/12 (Date) 916-858-5800 (Phone)

PROJECT PRELIMINARY COST ESTIMATE

III. RIGHT OF WAY ITEMS

A. Acquisition, including Excess Land Purchases, Damages to Remainder(s) Goodwill Loss					$	272,000
Condemnation Settlements __%					$	0
Acquisition of Offsite Mitigation (out to out)					$	0
Acquisition Totals					$	**272,000**
B1. Utility Relocation/Protection						
UG Telephone Line	300	LF	$ 220		$	66,000
Wood Telephone Poles	4	EA	$ 11,000		$	44,000
Joint Poles	3	EA	$ 22,000		$	66,000
Sewer Line	100	LF	$ 330		$	33,000
B2. Caltrans Facility Relocation						
Fiber Optic Line (Reference Only)	400	LF	$ 450	180,000	$	0
UG Communication (Reference Only)	200	LF	$ 110	22,000	$	0
Pot Holing	200	LF	$ 110		$	22,000
Utility Coordination	1	LS	$110,000		$	110,000
Total Utility Relocation/Protection					$	**341,000**
C. RAP and/or Last Resort Housing Costs					$	0
D. Clearance and Demolition					$	0
E. Title and Escrow Fees, Support					$	68,000
Total Right Of Way Items					$	681,000
TOTAL ESCALATED RIGHT OF WAY ITEMS					$	**706,000**

Anticipated Date of Right of Way Certification = 2013
(Values escalated 2% per year for 2 years from PR Program Date)

F. Construction Contract Work					$	150,000

The project will widen exisitng pavement and construct retaining walls to accommodate vehicular circulation to gas station and is expected to require right of way take of 0.004 acres from property located at APN 2052-008-027. Temporary construction easements (TCE) are expected for 5 parcels for a total area equal to 0.486 acres.

Right of Way Branch Cost Estimate for Work*	$	**100,000**

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

COMMENTS:

Estimate Prepared By: _____ 9/10/12 (Date) 916-858-5800 (Phone)

ATTACHMENT F

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

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

Co/Rte/PM 07-LA-101, PM 33.0/34.4 EA 257200 Alternative No. 2

Project Limit On Route 101 between 0.2 miles East of Palo Comado Canyon Road Overcrossing and 0.8 miles West of Palo Comado Canyon Road Overcrossing

Project Description Widening of Palo Comado Canyon Road and Overcrossing and Maintain Existing Ramp Configuration

1) Public Information	
☒ a. Brochures and Mailers	$15,000
☒ b. Press Release	
☒ c. Paid Advertising	$20,000
☐ d. Public Information Center/Kiosk	
☐ e. Public Meeting/Speakers Bureau	
☐ f. Telephone Hotline	
☒ g. Internet	
☐ h. Others _____	
2) Motorists Information Strategies	
☐ a. Changeable Message Signs (Fixed)	
☒ b. Changeable Message Signs (Portable)	$40,000
☐ c. Ground Mounted Signs	
☐ d. Highway Advisory Radio	
☐ e. Caltrans Highway Information Network (CHIN)	
☐ f. Others _____	
3) Incident Management	
☒ a. Construction Zone Enhanced Enforcement Program (COZEEP)	$75,000
☐ b. Freeway Service Patrol	
☒ c. Traffic Management Team	
☐ d. Helicopter Surveillance	
☐ e. Traffic Surveillance Stations (Loop Detector and CCTV)	
☐ f. Others _____	

4) Construction Strategies

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

5) Demand Management

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

6) Alternative Route Strategies

- [ ] a. Add Capacity to Freeway Connector _____
- [ ] 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 = $150,000

Project Notes:

1. This project proposes to widen the entire length of Palo Comado Canyon Road between Driver Avenue to the north and Chesebro Road to the south; from two to four lanes. Within these limits, the Palo Comado Canyon Road Overcrossing would be widened from one lane in each direction to provide two lanes in each direction, along with a dedicated left hand turn lanes, for a total of five striped lanes. A Class II bike lane and sidewalks would be provided on both sides of the overcrossing. It would maintain the existing layout of the interchange ramps; however, the northbound on- and off-ramps would be slightly re-configured, with an additional lane being provided on the northbound off-ramp at the Palo Comado Canyon Road intersection. The intersection of the northbound ramps and Palo Comado Road would be signalized; the remaining intersections would remain un-signalized.
2. The estimated construction cost of the project is $20 million for Alternative 2 (Build Alternative). Construction is estimated to begin February 1, 2013 and end December 31, 2014.
3. For early budgeting purposes the following assumption and cost has been included as a placeholder in overall project estimate:
    a. Brochures and Mailer cost will vary depending on number produced and the amount distributed, type of mailer, graphics, and staff involvement. Brochures and mailers assume about 3,000 mailers at $3.00 each = $9000 + misc = $15,000.
    b. Paid Advertisement: $20,000.
4. For early budgeting purposes, assume that 4 Changeable Message Signs will be used at $10,000/ea.
5. For early budgeting purposes the following assumption and cost has been included as a placeholder in overall project estimate:
    a. The majority of the work occurs at the widening of Palo Comado Canyon Road which requires shifting of traffic to one side for pavement and bridge construction. Freeway lanes will remain open during construction period, except the closure as per maintaining traffic specifications.
    Assume 2 COZEEP officers at $85/officer/hr and $127.50/officer/hr for overtime.
    Assume 8 hr service plus 2hrs travel and 2hrs at reporting station.
    Cost = 20 regular days x $85 x12hr x 2 = $40,800
    Cost = 10 OT days x $127.50 x12hr x2 = $30,600
    Total = $71,400, Say $75,000

PREPARED BY _____ DATE August 2012
José Silva, Project Engineer
Kimley-Horn and Associates, Inc.

APPROVAL RECOMMENDED BY _____ DATE 8-29-12

APPROVED BY _____ DATE 8/29/12