



San Luis Obispo County Bike Club members on Highway 1 at Piedras Blancas

WINTER 2018

# Caltrans District 5



District Director  
Timothy Gubbins

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

## District Director's Report

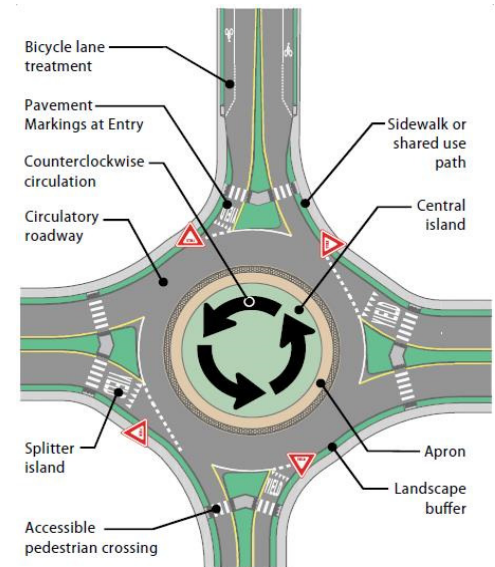
A quarterly publication for our transportation partners

### Highway 1 Realignment Completed

Caltrans recently completed the \$21.3 million Highway 1 Piedras Blancas project, which realigned 2.8 miles of roadway to protect from rising sea levels, storms and coastal erosion in San Luis Obispo County. The project moved Highway 1 up to 475 feet inland from its previous alignment and installed parking for trail access at both ends of the new segment. The new facility features two 12-foot lanes with eight-foot shoulders and a left-turn lane at the former Piedras Blancas Motel—part of the Hearst San Simeon State Park.

All land west of the realigned highway will become state park land once restoration and mitigation work is completed on the old alignment. Over the next several years, the project will also restore and enhance 12 acres of off-site state park lands to mitigate impacts to natural areas.

Caltrans contributed \$1.4 million for State Parks to construct a 3.5-mile new segment of the California Coastal Trail. The pathway will connect the existing network of bluff-top trails north and south of the new roadway with bicycle and pedestrian accessibility. Highway 1 is a State Scenic Route, National Scenic Byway and All-American Road on the Pacific Coast Bicycle Route. More information [http://www.dot.ca.gov/disto5/projects/slo1\\_piedras/index.htm](http://www.dot.ca.gov/disto5/projects/slo1_piedras/index.htm)



Photos Source: FHWA

### Roundabout Benefits

Roundabouts are safer, more efficient, less costly and more aesthetically appealing than conventional intersections, according to the Federal Highway Administration. They substantially reduce the types of crashes resulting in injury or loss of life—from 78 to 82 percent compared to conventional stop-controlled and signalized intersections. Safety benefits include reducing the following collision types:

- 37 percent overall
- 75 percent injury
- 90 percent fatality
- 40 percent pedestrian

The likelihood and severity of collisions are reduced as travel speeds are lowered between 15 and 25 mph. The innovative improvement also features a continuous, circular flow of traffic. Motorists yield to other drivers' only before entering a roundabout; if no other vehicles are present, they continue moving. The mobile traffic helps prevent the incentive to speed up and *beat the light* as often occurs at more traditional signalized intersections. Roads entering a roundabout are gently curved to direct vehicles into the intersection and travel counterclockwise around the facility.

Continued on back

Please Submit Maintenance Service Requests at the Following Link: <http://www.dot.ca.gov/hq/maint/mrsrsubmit/>

## Roundabout continued

The curved roads and one-way travel eliminate the possibility for T-bone and head-on collisions. Roundabouts are adaptable to different locations and come in all shapes and sizes, including oval, teardrop, peanut and dog-bone. They feature small, simple, single-lane facilities along with larger and more complex multi-lanes. They are designed to allow pedestrians to cross one direction of traffic at a time on each leg. The fewer conflict points for vehicles and pedestrians—plus slower speeds, well-defined crossings and splitter islands—result in most motorists yielding to those on foot.

At roundabouts, bicyclists have the option to either take the lane as a vehicle or pedestrian on the shared use path around the facility. Recent nationwide safety research has not yet shown any substantial problems for bicyclists. Some studies show these improvements generate substantially less air pollution from vehicles compared to a stop-controlled intersection. They are also more cost-effective with the following benefits: safety, life-cycle, fewer travel delays, reduction of both fuel consumption and greenhouse gas emissions, and less right-of-way requirement on approaching streets. More information <https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/>



## Planning Grants Produce Sustainable Communities

Caltrans recently awarded the following transportation planning grants in District 5:

### Sustainable Communities:

- TAMC – Seaside and Marina Complete Streets Plan, \$361k.
- City of Guadalupe – Mobility and Revitalization Plan, \$206k.
- City of Watsonville – Complete Streets Plan, \$321k.
- Santa Cruz County Health Services Agency – Complete Streets to Schools Plan, \$367k.
- San Benito COG – Transit Network Expansion Projects for Highway 25 Congestion Relief, \$150k.

Safety Compared	
Conventional Intersection	Roundabout
High speeds	Low speeds
Little response time	Situation changes slowly / More perception-reaction time
High energy crashes	Low energy crashes
Unforgiving environment	Forgiving environment
High severity crashes	Low severity crashes
Complexity	Easier to judge gaps
Wide visual scans	Narrow visual scans

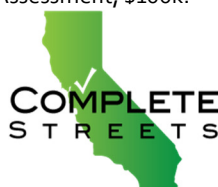
## Asset Management Plan

The 2018 draft *Asset Management Plan* provides a framework for addressing performance gaps, prioritizing actions and instituting business practices streamlining asset management activities. The main goals include strengthening local, regional and state coordination and improving transportation infrastructure management through transparent information. Caltrans produced the living document through extensive statewide public outreach. It will be regularly updated with performance outcomes and consistency with the 2017 *State Highway System Management Plan's* 10-year project plan. More information: [http://www.dot.ca.gov/assetmgmt/tam\\_plan.html](http://www.dot.ca.gov/assetmgmt/tam_plan.html)



### Adaptation Planning:

- AMBAG – Central Coast Highway 1 adaptation strategies, \$360k.
- City of Carpinteria – Sea Level Rise Transportation Policy & Infrastructure Adaptation Plan, \$221k.
- Santa Ynez Band of Chumash Indians – Transportation Climate Change Vulnerability study, \$185k.
- SBCAG – Santa Barbara County Transportation Network Resiliency Assessment, \$100k.



## Climate Change Vulnerability

Caltrans recently released its first *Climate Change Vulnerability Assessment* detailing potential impacts to the state highway system and its users in the San Francisco Bay Area. This is the first of 12 studies planned to cover each Caltrans District. The online report discusses the effects of rising sea levels and higher storm surges, more frequent wildfires, changing precipitation patterns and increasing temperatures. It also provides data to address changes in planning, design, construction, operations and maintenance. Overall, the assessment seeks to guide future planning processes and investments ensuring the long-term future of the state's transportation system. More information: [http://www.dot.ca.gov/paffairs/pr/2017/prs/17pr13\\_2.html](http://www.dot.ca.gov/paffairs/pr/2017/prs/17pr13_2.html)



### SB 1 provided \$25 million statewide for 2017-2018 local transportation planning grants

These successful grants were funded through the recently enacted Senate Bill 1, the Road Repair and Accountability Act, for maintaining and integrating the state's multimodal transportation system. This funding adds to the Sustainable Transportation Planning Grant Program.

## Call for Projects

A call for projects is under way for the 2018/2019 Transportation Planning Grants, which include Sustainable Communities (\$29.5 million), Strategic Partnerships (\$4.3 million) and Adaptation Planning (\$7 million). Successful projects directly benefit the multimodal transportation system by improving public health, social equity, the environment and community livability. Deadline to submit applications to Caltrans is Friday, Feb. 23, 2018. Online applications, guidelines and more information: <http://www.dot.ca.gov/hq/tpp/grants.html>



# PROJECT UPDATE – SANTA BARBARA COUNTY

PREPARED FOR FEBRUARY 15, 2018 SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS MEETING

## CONSTRUCTION PROJECTS

Project	Location/ Post Mile (PM)	Description	Constructio n Timeline	Construct ion Cost	Funding Source	Project Manager	Contractor	Comments
<b>U S 101</b> Linden and Casitas Pass Interchanges (4482U1)	In Carpinteria from south of Carpinteria Creek Bridge to north of Linden Avenue overcrossing (PM 2.2-3.3)	Reconstruct Linden Avenue and Casitas Pass Road interchanges as well as extend Via Real to Linden Avenue	2016-2020	\$60 million	STIP	David Beard (JK/DB)	Security Paving of Sylmar, CA	Concrete now curing for the Casitas Pass Road Overcrossing. Cables will be installed within the bridge to obtain the necessary stress level for vehicular traffic.
<b>U S 101</b> Overhead Sign Replacement (OJ4904)	In Santa Barbara County in various locations/highways (PM 0.0-50.6)	Replace all freeway exit sign panels with retro-reflective sheeting	Summer 2016- Early 2018	\$5.6 million	SHOPP	Lisa Lowerison (AB)	FBD Vanguard Construction of Livermore, CA	This project was completed in late January 2018.
<b>US 101</b> Gore Point Project 05-1C9704	On US Highway 101 in various locations from north of Las Positas Road Overcrossing to south of the Gaviota Tunnel. (PM 17.2/45.9)	Paver Gore Areas and re-set roadside signs	Fall 2017/Spring 2018	\$2 million	SHOPP	Justin Borders (CJ)	Granite Construction of Santa Barbara	Construction scheduled to resume in early February. Crews have been assigned to Montecito emergency response.
<b>US 101</b> Concrete Slab Replacement Project 05-1J2404	On US 101 in Buellton. (PM 45.6/46.6)	Replace Concrete Slabs	Summer/ Early 2018	\$4 million	Senate Bill 1/Road Repair Act of 2017	Kelly Mcclain (DB)	Papich Construction of Grover Beach, CA.	Concrete grinding now underway to be followed by sealing joints, paving outside shoulders and final striping. Project completion in early February 2018, weather permitting.



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<b>Highway 154</b> Cachuma Pass (1C830)	Near Santa Barbara from slightly west of Edison Street to Cold Springs Canyon (PM R5.5-22.9)	Pavement preservation	Summer 2016/Early 2018	\$4.7 million	SHOPP	Paul Martinez	Granite Construction of Santa Barbara, CA (KM)	Project completed in early January 2018.
<b>Highway 246</b> Route 246 Passing Lanes (0C640)	In Santa Barbara County near Lompoc, from Cebada Canyon Road to Hapgood Road (PM 12.3-R16.7)	Passing lanes and operational improvements	Summer 2015/Spring 2018	\$21 million	STIP and Measure A	Paul Martinez (KM)	Papich Construction of Pismo Beach, CA	Traffic switch in place to allow for construction on northern section of SR 246.
<b>State Route 192</b> (05-1H4204)	On State Route 192 from East of Alamar Avenue to Cold Springs Road (PM 2.4/6.9)	Resurfacing of roadway	Summer/Early 2018	\$1.8 million	Maintenance	Kelly Mcclain (MM)	C.A. Rasmussen of Valencia, CA.	Final pavement smoothing was performed in late January 2018 to complete all work on this project.
<b>Highway 154/246</b> Roundabout Planting (0T001)	In Santa Barbara County near Santa Ynez at and near Highway 246 intersection (PM 8.1)	Landscaping	2015-2018	\$140,000	SHOPP	Paul Martinez	Pacific Restoration Group	This location has a 3-year plant establishment period.
<b>Highway 246</b> Resurfacing Project (1A7504)	In Santa Barbara County near Buellton from west of Domingos Road to west of Avenue of the Flags (PM 20.7/26.3)	Resurfacing the pavement and adding ADA curb ramps	Winter 2017/Fall 2017	\$6.2 million	SHOPP	Mike Lew	Granite Construction of Santa Barbara, CA	Project completed December 2017.



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## PROJECTS IN DEVELOPMENT

Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
<b>U S 101</b> South Coast 101 HOV Lanes (0N700)	Between Bailard Avenue in Carpinteria and Sycamore Creek in the City of Santa Barbara (PM 1.4-12.3)	Construct 1 high occupancy vehicle lane in each direction; project length is 10.9 miles	Begin 2019/20(first phase) funding dependent	\$350 million	STIP and Measure A	David Emerson	PA&ED	Caltrans intends to return to court for resolution of the writ of mandate in the Spring of 2018.
<b>Former Highway 225</b> Las Positas Retaining Wall (1C190)	In the City of Santa Barbara just south of US 101 along Arroyo Burro Creek (PM 1.5)	Repair retaining wall	2017-2018	\$1 million	SHOPP	Paul Martinez	PA&ED	Environmental document circulation completed; project approved on March 9, 2017; construction anticipated to begin in Spring 2019.
<b>U S 101</b> Nojoqui Creek Bridge Rail Upgrade (1F790)	In Santa Barbara County near Buellton at Nojoqui Creek (Br No. 51-0018L/R) (PM 56.0)	Structure	2020-2021	\$4.8 million	SHOPP	Joe Erwin	PA&ED	Comments on the Draft Environmental Document are being evaluated; working toward project approval in 2018; advertisement and award Construction in 2020
<b>U S 101</b> Refugio Bridge Replacement (1C950)	In Santa Barbara County 9 miles northwest of Goleta at Refugio Road undercrossing (PM R36.6)	Bridge replacement	2023-2026	\$51 million	SHOPP	Lisa Lowerison	PA&ED	Project is in the environmental study phase.
<b>U S 101/Highway 135</b> Bridge Replacement (1F500)	Near Los Alamos at the Highway 101/135 Separation (PM 70.9)	Bridge replacement	2020-2021	\$7 million	SHOPP	Lisa Lowerison	PA&ED	Project is in the design phase.



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<b>Highway 135</b> Pavement Preservation Los Alamos CAPM (1G560)	In Los Alamos from Junction U.S. 101/Highway 135 undercrossing to slightly north of Den Street (PM 0.0-0.8)	Pavement preservation	2018	\$1 million	Minor A	Mike Lew	PS&E	Project advertised & bid to open on 2/22/18.
<b>Highway 217</b> San Jose Creek Bridge Replacement (1C360)	In Santa Barbara County, near Goleta at the San Jose Creek Bridge (Br #51 0217) (PM 1.0)	Bridge replacement	N/A	\$17 million	SHOPP	Justin Borders	PA&ED	Contingency project – construction not yet programmed; anticipate completion of environmental and preliminary engineering in summer 2019



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## ACRONYMS USED IN THIS REPORT:

<b>ADA</b>	Americans with Disabilities Act
<b>ED</b>	Environmental Document
<b>EIR</b>	Environmental Impact Report
<b>PA&amp;ED</b>	Project Approval and Environmental Document
<b>PS&amp;E</b>	Plans, Specifications, and Estimate
<b>SHOPP</b>	Statewide Highway Operation and Protection Program
<b>STIP</b>	Statewide Transportation Improvement Program