CTC-0001 (NEW 07/2018)

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 PROJECT BASELINE AGREEMENT SR-125 CAPM (11-42380)

| | Resolution |
|-----|--|
| | (will be completed by CTC) |
| 1. | FUNDING PROGRAM |
| | Active Transportation Program |
| | Local Partnership Program (Competitive) |
| | Solutions for Congested Corridors Program |
| | State Highway Operation and Protection Program |
| | Trade Corridor Enhancement Program |
| 2. | PARTIES AND DATE |
| 2.1 | This Project Baseline Agreement (Agreement) for the SR-125 CAPM (11-42380), |
| | commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Caltrans , and the Implementing Agency, Caltrans , sometimes collectively referred to as the "Parties". |
| 3. | RECITAL |
| 3.2 | Whereas at its March 22, 2018 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the <i>SR-125 CAPM (11-42380)</i> , the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission. |
| 3.3 | The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible. |
| 4. | GENERAL PROVISIONS |
| | The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions: |
| 4.1 | To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. |
| 4.2 | To adhere, as applicable, to the provisions of the Commission: |
| | Resolution Insert Number, "Adoption of Program of Projects for the Active Transportation Program", dated |
| | Resolution Insert Number, "Adoption of Program of Projects for the Local Partnership Program", dated |
| | Resolution Insert Number, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated |
| | Resolution G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated March 22, 2018 |
| | Resolution Insert Number, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated |

- 4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and project amendment processes.
- 4.5 Caltrans agrees to secure funds for any additional costs of the project.
- 4.6 Caltrans agrees to report on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

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

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE TO PROJECT BASELINE AGREEMENT

SR 125/94 Pavement Rehabilitation (EA 11-42380)

| Resolution | |
|--|---------------------|
| W. Michael Nichols | 2/25/2520 Date |
| Project Manager | |
| Project Applicant | |
| Etint Peace Acting Deputy District Director, PPM | 2/25/2020 Date |
| Implementing Agency | |
| Gustavo Dallarda District Director (ACTING) | 2-27 - 2020 Date |
| California Department of Transportation | |
| Toks Omishakin | 4.28.20 Date |
| Director | |
| California Department of Transportation | |
| | |
| Mitchell Weiss | Date |
| Executive Director | |
| California Transportation Commission | |

Baseline agreement information was extracted from Caltrans' project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

| BASELINE AGREEI | MENT | | | | | | | Da | te: | 04/07/2 | 0 08:00:13 AM |
|-----------------------|---------------|----------|-------------------|-----------------|-------------|-------------------------|----------------|------------|----------|--------------|-------------------|
| District EA | | Α | Project 1 | ID | PPNO | | | Pro | oject l | Manager | |
| 11 42380 | | 80 | 11160000 | 61 | 1257 | 1257 NICHOLS, WILLIAM M | | | | | |
| County | Rou | ıte | Begin Postmile | End Postmile | Implementin | | enting | ing Agency | | | |
| SD | 12 | 5 | 12.9 | 22.3 | PA&ED |) | | | Calt | rans | |
| | | | | | PS&E | | • | | Calt | rans | |
| | | | | | Right of V | Vay | | | Calt | rans | |
| | | | | | Construct | ion | | | Calt | rans | |
| Project Nickname | | | | | | · | | | | | |
| SR-125 CAPM | | | | | | | | | | | |
| Location/Description | on | | - 11 | | | | | | | | |
| he western Route 1 | and overla | | | | | | nabilitate pav | ement | by gri | nding and re | eplacing concrete |
| Legislative District | S | | | | | | | | | | |
| Assembly: | | 71, 79 | Senat | e: | 38 | | Congression | onal: | | | 53 |
| PERFORMANCE M | EASURES | | | | r· | | | | | | |
| | | Pri | imary Asset | Good | Fair | Poor | New | То | tal | | Units |
| Existing Cond | lition | | Pavement | | 49.1 | .4 | | 49 | 49.5 Lar | | ane-miles |
| Programmed Co | ondition | | Pavement | 49.5 | | | | 49 | .5 | Li | ane-miles |
| Project Milestone | | | | | | | | | | Actual | Planned |
| Project Approval and | d Environme | ental Do | ocument Milestone | | | | | | 0 | 2/06/20 | |
| Right of Way Certific | cation Milest | tone | | | | | | | | | 06/22/21 |
| Ready to List for Adv | vertisement | Milesto | one | | | | | | | | 08/17/21 |
| Begin Construction I | Milestone (A | pprove | Contract) | | | - | | | | | 01/07/22 |
| FUNDING (Allocate | ed amounts | are sh | naded) | | | | 1 | | | | |
| Component | Fiscal Ye | ar | SHOPP | | | | | | | | Total |
| PA&ED | 17/18 | | 1,383 | | | | | | | | 1,383 |
| PS&E | 19/20 | | 2,541 | | | | | | | | 2,541 |
| RW Support | 19/20 | | 53 | | | | | | | | 53 |
| Const Support | 21/22 | | 3,863 | | | | | | | | 3,863 |
| RW Capital | 21/22 | | 252 | | | | | | | | 252 |
| Const Capital | 21/22 | | 34,185 | | | | | | | | 34,185 |
| Total | | | 42,277 | | | | | | | - | 42,277 |

Project Report for Project Approval

On Route:

94, 125

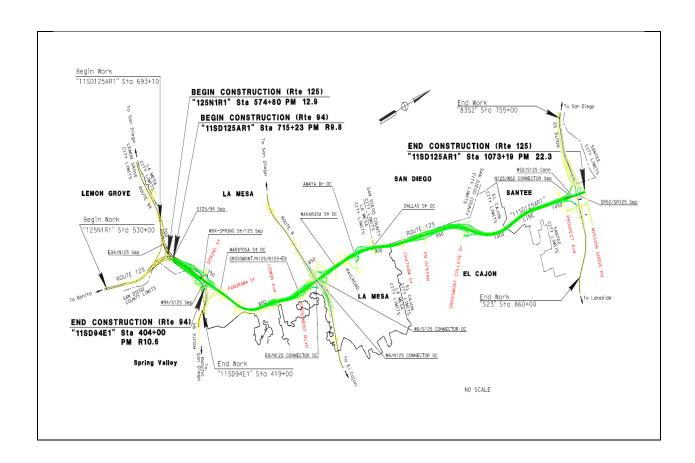
Description: In San Diego County on Route 94 From E94/N125 Separation in Lemon Grove to 0.1 Mile East of Spring Street Undercrossing in La Mesa and on Route 125 From 0.6 Mile South of Spring Street Undercrossing Near La Mesa to Mission Gorge Road in Santee

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

| AN 60 | 2/4/2028 |
|--|------------------|
| MARK PHELAN, INTERIM DEPUTY DISTRICT DIRECTOR, RIGHT-OF-WAY | Bate |
| APPROVAL RECOMMENDED: | |
| W. MICHAEL NICHOLS, PROJECT MANAGER | 7/4/2020 Date |
| | 2010 |
| APPROVAL RECOMMENDED: BRUCE APRIL, DEPUTY DISTRICT DIRECTOR ENVIRONMENTAL | 2/4/20 Date |
| APPROVAL RECOMMENDED: | 2/4/20 |
| RASS CATHER, DEPUTY DISTRICT DIRECTOR, DESIGN | Date |
| PROJECT APPROVAL: | |
| In Hall | 2-6-2020 |
| JOE HULL, DEPUTY DISTRICT DIRECTOR, PROGRAM PROJECT MANAGEMENT | Date |

Vicinity Map

Route 94, 125 PM: R9.8-R10.6, 12.9-22.3



In San Diego County

On Route 94 From E94/N125 Separation in Lemon Grove
To 0.1 Mile East of Spring Street Undercrossing in La Mesa
And on Route 125 From 0.6 Mile
South of Spring Street Undercrossing Near La Mesa
To Mission Gorge Road in Santee

This capital preventive maintenance 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.

REGISTERED CIVIL ENGINEER

01/31/2020

DATE



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1. INTRODUCTION

This Project Report (PR) proposes a pavement rehabilitation project to extend the service life of the Asphalt Concrete (AC) and Portland Cement Concrete (PCC) pavement in the Southbound (SB) and Northbound (NB) directions of State Route 125 (SR-125), between Post Mile (PM) 12.9 and PM 22.3, and in the Eastbound (EB) and Westbound (WB) directions of State Route 94 (SR-94) between PM R9.8 and PM R10.6, approximately 49.5 lane-miles, utilizing a Capital Preventive Maintenance (CAPM) strategy. See attachment A, Title Sheet for additional information. The project is programmed in the 2018 State Highway Operation and Protection Program (SHOPP) and is included in the SHOPP program (20.XXX.201.121) in the 2021/2022 fiscal year (FY).

See Attachment H, 11-Page Cost Estimate for project costs estimate.

| Project Limits | 11-SD-94, 125 | | | | | |
|---------------------------------------|--|-----------------------|--|--|--|--|
| | PM: R9.8/R10.6, 12.9/22.3 | | | | | |
| | Current Cost | Escalated Cost | | | | |
| | Estimate: | Estimate: | | | | |
| Capital Outlay Support | | \$ 9,080,900 | | | | |
| Capital Outlay Construction | \$ 35,842,700 | \$ 39,481,841 | | | | |
| Capital Outlay Right-of-Way | \$ 252,000 | \$ 252,000 | | | | |
| Funding Source | 20.XX.201.121 | | | | | |
| Funding Year | 2021/2022 | | | | | |
| Type of Facility | 6-lane freeways | | | | | |
| Number of Structures | 2 | | | | | |
| SHOPP Project Output | 49.5 Lane Miles | | | | | |
| Environmental Determination or | Category Exemption/ | | | | | |
| Document | Categorical Exclusion | | | | | |
| Legal Description | In San Diego County of | n Route 94 from | | | | |
| | E94/N125 separation is | n Lemon Grove to 0.1 | | | | |
| | mile east of Spring Street Undercrossing in La | | | | | |
| | Mesa and on Route 125 from 0.6 mile south | | | | | |
| | of Spring Street Undercrossing near La Mesa | | | | | |
| | to Mission Gorge Road | d in Santee | | | | |
| Project Development Category | 5 | | | | | |

2. RECOMMENDATION

This PR recommends this project be approved to proceed to the Design phase, so that the service life of the facility can be extended.

3. BACKGROUND

The primary purpose of this project is to rehabilitate the concrete pavement in the NB and SB directions within the project limits. The project was initiated with a *Project Study Report* (PSR) that was approved on June 7, 2017 and programmed in the 2018 SHOPP. This PR evaluated the project scope and potential alternatives. The following is a summary of the alternatives investigated for paving strategies and project staging.

3A. Paving Alternatives

The PSR recommended a portion of the existing PCC slabs with 3rd stage or corner cracking, be replaced with Rapid Strength Concrete (RSC). The Project Development Team (PDT) further analyzed High Early Strength Concrete (HESC) as an alternative to RSC. While HESC concrete has a higher life-cycle compared to RSC, the cure time of 8 to 10 hours exceeds the amount of time for traffic closures on SR-125. The design team in coordination with the District Pavement Asset Manager determined the HESC can be used during extended weekend closures. Cold-plane and overlay work is proposed on the AC ramps, freeway shoulders, and connectors.

The Life-Cycle Cost Analysis (LCCA) is not needed on CAPM project.

and a surface temperature of at least 60 degrees F.

3B. Staging Alternatives

As part of the PR development, the PDT analyzed production rates, working days, and traffic closures. It was determined the working days increase from 240 to 350.

- Reduction in the Construction Monthly Progress Pay Estimates:
 At 240 working days the contractor's labor force and material suppliers will generate average monthly pay estimates of \$3.5 million. Increasing the working days to 350 reduces the monthly estimates to \$2.5 million.
- Reduction in Construction Support cost:
 The estimate for Construction Support is \$6.1 million for 350 working days. The support estimate includes 35 Contract Change Order days, and 170 non-working days for weather or controlling operation suspension. Construction is anticipating asphalt concrete paving to be the controlling operation. Rubberized Hot Mix Asphalt-Gap Graded requires ambient air temperature of at least 55 degrees F

Suspending the contract from during the first winter season, November 1st through May 31st, due to low ambient air temperatures reduces the construction staffing required for the project. Minimal staffing for stormwater and inspection, construction administration, and field safety reviews will continue at a reduced amount of time. Suspending the project due to low ambient air temperatures is projected to reduce support cost to \$5,218,602.

- Reduction in Plant Establishment (PE) Days and Type:
 The project proposes to reduce the PE days from 250 days to 125 days. In addition, Type 2 plant establishment period with 125 working days for plant establishment starting after all planting work has been completed, except for plant establishment work, and other bid items specified to be performed until Contract acceptance. The District Landscape Architect concurs with proposed Type 2 PE and 125 days.
- The project proposes night time traffic closures with one or more lanes open during construction to maintain continuous access. The PDT analyzed and determined a 55-hour traffic closure of SB SR-125 between Grossmont College Drive and Prospect Avenue is needed to reconstruct three areas where the pavement section has settled. See Attachment T, Geotechnical Report for additional information.

3C. Existing Facility

Roadway Geometric Information

| Facility Location | | Minimum Curve Radius | Thro | ugh Traff | ic Lanes | Paved Shoulder Width | | Median Width | Additional Paved Width for Bicycle Lane or Other |
|----------------------|--------------------------|----------------------------|-----------------------|-----------------------|---|----------------------------|----------------|-----------------|---|
| Route | (Post Mile Limits) | Radius (ft) | Number of Lanes | Lane Width (ft) | Type (Flexible, Rigid, or Composite) | Left (ft) | Right (ft) | (ft) | (ft) |
| 105 | 12.9- 22.2 | Various | 6 & Varies | 12 & Varies | Rigid | 10 & Varies | 10 & Varies | 20 & Varies | 0 |
| 125 | 22.2- 22.4 | Various | 6 & Varies | 12 & Varies | Flexible | 10 & Varies | 10 & Varies | 5 & Varies | 0 |
| 94 | R9.8- R10.6 | Various | 6 & Varies | 12 & Varies | Flexible | 10 & Varies | 10 & Varies | 20 & Varies | 0 |

Remarks:

Throughout the project, bicycles are not allowed on the freeway shoulders. However, from Navajo Road to Grossmont College Drive within State Right of Way, there is a Class I bikeway that parallels SR-125. No work on the bikeway is proposed as part of this report.

Pavement Performance Measures (PaveM)

| | Route-Direction | Pavement Type | Caltrans Performance Measures (lane miles) | | | | | MAP-21 Condition (lane miles) | | | Total Lane Miles | Effective | ness (%) |
|----------------------------|----------------------------|---------------|---|--------|-------|--------|-------|-------------------------------|--------|-------|------------------------|--|--|
| Year/ Condition Lane Miles | | | Green | Yellow | Blue | Orange | Red | Good | Fair | Poor | | SHOPP Effectiveness = ((Red + Orange) /Total Lane Miles) % | Rehab Effectiveness = (Red/Total Lane Miles) % |
| | 125-NB | Flexible | 0.000 | 0.135 | 0.000 | 0.135 | 0.000 | 0.000 | 0.270 | 0.000 | 0.270 | 50.000 | 0.000 |
| | 123-ND | Rigid | 12.268 | 1.463 | 0.937 | 0.237 | 0.000 | 1.012 | 13.893 | 0.000 | 14.905 | 1.590 | 0.000 |
| | 125-SB | Flexible | 0.003 | 0.207 | 0.000 | 0.000 | 0.000 | 0.000 | 0.210 | 0.000 | 0.210 | 0.000 | 0.000 |
| Current | | Rigid | 11.502 | 1.152 | 0.879 | 0.324 | 0.000 | 0.328 | 13.529 | 0.000 | 13.857 | 2.338 | 0.000 |
| APCS 2019 | 94-WB | Flexible | 0.852 | 0.724 | 0.264 | 0.264 | 0.017 | 0.000 | 2.121 | 0.000 | 2.121 | 13.248 | 0.802 |
| | | Rigid | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 94-EB | Flexible | 0.000 | 1.658 | 0.000 | 0.155 | 0.000 | 0.000 | 1.813 | 0.000 | 1.813 | 8.549 | 0.000 |
| | 94-LD | Rigid | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 125 ND | Flexible | 0.000 | 0.000 | 0.135 | 0.135 | 0.000 | 0.000 | 0.270 | 0.000 | 0.270 | 50.000 | 0.000 |
| | 125-NB | Rigid | 11.737 | 1.254 | 0.556 | 1.358 | 0.000 | 0.494 | 14.411 | 0.000 | 14.905 | 9.111 | 0.000 |
| | 125-SB | Flexible | 0.003 | 0.207 | 0.000 | 0.000 | 0.000 | 0.000 | 0.210 | 0.000 | 0.210 | 0.000 | 0.000 |
| RTL Delivery | 123 -3 D | Rigid | 9.701 | 1.960 | 1.300 | 0.896 | 0.000 | 0.328 | 13.141 | 0.388 | 13.857 | 6.466 | 0.000 |
| 2022 | 04 WD | Flexible | 0.017 | 0.264 | 0.000 | 1.542 | 0.000 | 0.000 | 0.281 | 0.000 | 0.017 | 0.000 | 2.121 |
| | 94-WB | Rigid | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 94-EB | Flexible | 0.000 | 0.000 | 0.000 | 1.017 | 0.000 | 0.000 | 0.350 | 0.000 | 0.142 | 0.304 | 1.813 |
| | 7 1 - LD | Rigid | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

Traveled Way Data:

| Tyma | Year | | | |
|-------------------------------------|---------|---------|--|--|
| Туре | 2016 | 2022 | | |
| International Roughness Index (IRI) | 120 | 136 | | |
| 3rd Stage Cracking | 0.62% | 1.52% | | |
| Alligator B Cracking | 3.41% | 8.29% | | |
| Faulting | 4.43% | 10.30% | | |
| Rutting | 0.16 in | 0.16 in | | |

Remarks:

- The most recent 2016 PaveM data received varies from the previous PAVEM data used to develop the PID and draft PR.
- The project scope and performance measures were determined by analyzing the PaveM data and the pavement distress condition collected through field reviews based on engineering judgement. Additional analysis will be completed during the PS&E phase.
- See Attachment G, Pavement Condition Survey Pave-M Report for detailed information.

4. PURPOSE AND NEED

Purpose:

The purpose of this project is to improve ride quality, serviceability, and extend the service life of the existing pavement, and update Americans with Disabilities Act (ADA) ramps.

Need:

The pavement within the project limits is exhibiting various types of distress. The existing AC pavement has minor rutting and alligator cracking. The PCC pavement has high and low cracking, unsealed cracks, and some faulting. If uncorrected, the pavement will deteriorate and ultimately require a major roadway rehabilitation project.

4A. Regional and System Planning

The SR-125 was added in its entirety to State Highway System and Freeway and Expressway System in 1959. It is also included in the National Highway System. The corridor is a 22 mile six to eight lane freeway facility with auxiliary lanes at many locations. SR-125 provides State Route 94 (SR-94), State Route 54 (SR-54), State Route 52 (SR-52), and State Route 905 (SR-905) with a north-south access from the South Bay area to the City of Santee. It provides a vital north-south connection that can be traversed as a transportation alternative in the southern and central San Diego regions and provides congestion relief on Interstate 5 (I-5), Interstate 15 (I-15), and Interstate 805 (I-805).

The southern end is a toll road facility from SR-905/Otay Mesa Road to SR-54 and consist of four lanes. From SR-54 to SR-94 the freeway has six lanes with a wide landscape median. North of SR-94 to Interstate 8 (I-8) there are concrete barriers between the north and south travel ways. Built in 1964, this six-lane freeway, which is the oldest part of SR-125, has many auxiliary lanes, and has the highest traffic volumes. The six lanes freeway and auxiliary lanes continues north of I-8 to the northern terminus, SR-52/Mission Gorge Road. The roadway is comprised of rolling hills and flat spans where the Cities of La Mesa, El Cajon, San Diego, and Santee are the jurisdictions bordering on either side of SR-125. The proposal to extend SR-125 north into Poway was discussed, but it was not included in the San Diego Association of Governments (SANDAG) 2050 Regional Transportation Plan.

Furthermore, this project is consistent with the SR-125 Transportation Concept Summary (2016). Caltrans currently has another pavement rehabilitation project (EA 43024/ID 1118000033) on SR-125 south of PM12.9. That project is scheduled for Construction in June 2022. During the design phase, the status of projects should be reviewed for any schedule changes and to verify if system coordination will be needed during construction.

4B. Traffic Data

| т | A | verage Da | Design Hourly | Truck | | | |
|----------|--------|-----------|---------------|---------|-----------|--------|--|
| Location | Year 2 | 017 | Year | 2030 | Volume | Growth | |
| PM | NB | SB | NB | SB | Year 2030 | % | |
| 13.0 | 95,673 | 91,782 | 105,577 | 101,283 | 13,736 | 4.4 | |
| 18.4 | 49,374 | 80,938 | 53,475 | 55,400 | 8,225 | 4.4 | |
| 22.2 | 38,170 | 35,127 | 42,100 | 38,130 | 6,395 | 4.4 | |

Remarks:

For detailed information see the Attachment L, Traffic Forecast.

4C. Pedestrian Facility Data

| Facility Type and Location(s) Meets ADA Standards? | | If Facility does not meet ADA Standards, what feature(s) are not ADA compliant? | Status of Each Noncompliant Location |
|---|----|---|--|
| Curb Ramps: | | | |
| Lemon Avenue 2 at NB off-ramp 2 at SB on-ramp | No | Need to update curb ramp to current standards. | Will be corrected as part of this project. |
| Grossmont Blvd. 2 at NB off-ramp 2 at NB on-ramp 2 at SB off-ramp 2 at SB on-ramp | No | Need to update curb ramp to current standards. | Will be corrected as part of this project. |

| Navajo Road 2 at NB off-ramp 2 at NB on-ramp 2 at SB off-ramp 3 at SB on-ramp | No | Need to update curb ramp to current standards. | Will be corrected as part of this project. |
|---|----|--|--|
| Grossmont College Dr. 2 at SB on-ramp 1 at NB on-ramp 1 at across from NB On-ramp | No | Need to update curb ramp to current standards. | Will be corrected as part of this project. |
| Mission Gorge Road 2 at Mission Gorge Road/125 Intersection | No | Need to update curb ramp to current standards. | Will be corrected as part of this project. |

Remarks:

The project proposes to upgrade 27 American Disability Act (ADA) curb ramps along with upgrading traffic signals/push buttons and high visibility crosswalks at exit and entrance ramps.

4D. Structures Information

| Structure Name | Structure Number | Route | Post Miles | Replace Bridge Approach Guardrail | Rehabilitate Bridge Approach (A)/ Departure (D) Slabs |
|--------------------------------------|---------------------|-------|------------|--|---|
| Name | Number | Name | (PM) | (Y/N) | (Y/N) |
| Spring Street UC | 57-0308 | 125 | 13.50 | Y | Y |
| Spring Street UC | 57-0799R | 94 | R10.39 | Y | N |
| Panorama Drive UC | 57-0309 | 125 | 13.80 | Y | N |
| Lemon Avenue UC | 57-0311L | 125 | 14.74 | Y | N |
| Grossmont Blvd UC | 57-0312L | 125 | R15.09 | Y | N |
| Grossmont-N125/N125-E8 | 57-0969S | 125 | R15.21 | Y | N |
| Route 125/8 Separation | 57-0950R | 125 | R15.35 | Y | N |
| Route 125/8 Separation | 57-0950L | 125 | R15.35 | Y | N |
| S125-E8 Connector OC | 57-0970F | 125 | R15.38 | Y | N |
| S125-W8/Grossmont Center Drive OC | 57-0975F | 125 | R15.47 | Y | N |
| S125-E&W8 Connector OC | 57-0971F | 125 | R15.56 | Y | N |
| Murray Drive UC | 57-0971L | 125 | R15.56 | Y | N |
| Murray Drive UC | 57-0971R | 125 | R15.56 | Y | N |

| Fletcher Parkway OH | 57-0972L | 125 | 18.42 | Y | N |
|-------------------------------|----------|-----|-------|---|---|
| Fletcher Parkway OH | 57-0972R | 125 | 18.42 | Y | N |
| Chatham Street UC | 57-1046L | 125 | 19.40 | Y | N |
| Chatham Street UC | 57-1046R | 125 | 19.40 | Y | Y |
| Navajo Road UC | 57-1050L | 125 | 19.84 | Y | N |
| Navajo Road UC | 57-1050R | 125 | 19.84 | Y | N |
| Grossmont College Drive OC | 57-1051 | 125 | 20.40 | Y | N |
| Prospect Avenue UC | 57-1024L | 125 | 21.92 | Y | N |
| Prospect Avenue UC | 57-1024R | 125 | 21.92 | Y | N |
| N125-E&W52/Prospect UC | 57-1117G | 125 | 21.92 | Y | N |
| N125-W52 Connector Separation | 57-1025F | 125 | 22.09 | Y | N |

Remarks:

- The project proposes to replace the approach and departure slabs at Spring Street UC and replace unsound concrete with RSC on the Chatham Street UC.
- See Attachment V, Preliminary Cost Estimate for CA-125 Approach Slabs for additional information.
- Guardrail installation at bridge structures include Midwest Guardrail Systems, Concrete Anchor Blocks, End Anchor Assembly (Type SFT and CA), and Transition Railing (Type WB-31).
- The Vertical clearances will remain the same in this project.

5. ALTERNATIVES

5A. Preferred Alternative:

Build CAPM strategy for the flexible and rigid pavement recommendations are in accordance to the Design Information Bulletin 81-01. Furthermore, structural section recommendations for the rigid pavement were provided by the Pavement Engineering Branch (District 11- Material Lab). See Attachment Q, Pavement Rehabilitation Recommendations for additional information.

Traveled Way

The project proposes to restore ride quality and extend the service life of the existing pavement. Concrete slabs that are experiencing 3rd stage and/or corner cracking will be replaced. Drill and bonding of dowel bars and tie bars will be used where necessary. Longitudinal isolation joints will be sealed. Spalls need of repair will also be repaired

with fast-setting concrete. The replaced concrete slabs shall be ground after slab replacement.

There are four locations where the pavement will need to be rehabilitated:

- The first two locations have a composite structural section comprised of AC over PCC. The first locations are at either end of the Spring Street Undercrossing (UC) (See Attachment C, Layout L-3 and L-4). The second locations are ¼ mile north of the Mariposa Street Overcrossing (OC), PM 14.36 (See Attachment C, Layout L-7). The rehabilitation strategy proposed at these locations is to replace the composite structural section with HESC.
- The last two locations are southbound at PM 20.67 and PM 21.56 (See Attachment C, Layout L-22 and L-25). Based on Geotechnical Design Report on July 23, 2019, the existing unsuitable soils should be removed to a depth of five feet from finish grade and replaced with aggregate subbase, a subgrade enhancement geogrid placed between layers, and the pavement structural section should be restored as recommended by the Pavement Engineering Branch. See Attachment T, Geotechnical Design Report for additional information.

The traveled way segments between the SR-52 overcrossing and the freeway terminus at Mission Gorge Road has an existing AC depth of 0.20 feet. The project proposed to rehabilitate the AC surfacing by cold plane and overlay with RHMA-G and install rumble strip.

Ramps, Connectors, and Shoulders

Ramps and connectors to be rehabilitated as part of this project are as follows:

- SB SR-125 to WB SR-94
- NB SR-125 to EB SR-94
- WB SR-94 to SB SR-125 and WB SR-94
- WB SR-94 to NB SR-125
- NB SR-125 to EB and WB I-8
- SB SR-125 to EB and WB I-8
- NB SR-125 to EB and WB SR-52
- SB SR-125 from EB SR-52 and WB SR-52
- Spring Street on and off ramps
- Lemon Avenue on and off ramps
- Grossmont Boulevard on and off ramps
- Amaya Drive on and off ramps
- Navajo Road on and off ramps
- Grossmont College Drive on and off ramps

Ramps and connectors within the project limits will undergo preventive maintenance as part of this project. Recommendations for AC surface is to cold plane to a depth of 0.15

feet and tack coat prior to placing back 0.15 feet of RHMA-G. At locations where the AC is 0.20 feet, it is proposed to cold plane 0.20 feet and place back 0.20 feet of RHMA-G. Replace AC Surfacing should be done in locations of pavement failure with a full depth removal.

Dimensions for the inside and outside shoulder are similar to ramps and connectors stated above. The proposed rehabilitation recommendation is to cold plane to a depth of 0.15 feet, place tack coat prior to placing back 0.15 feet of Rubberized Hot Mix Asphalt-Gap Graded (RHMA-G).

The inside shoulders of SR-125, from Amaya Street OC and to Navajo Road OC, have an AC depth of 0.20 feet. It is proposed to replace the AC surfacing with RHMA-G by cold plane and overlay.

Dig-outs should be done in locations of pavement failure with a full structural section depth removal and paid as Replace AC Surfacing.

Fog seal will be placed along shoulders, at overside drains, and at all maintenance vehicle pullouts.

Structure Work

The approach slab repair work at Chatham Street UC (57-1046R) and Spring St UC (57-0308) will be done as part of this project:

- The rehabilitation work on Chatham Street UC (57-1046R) includes unsound concrete removal and placing rapid setting concrete to patch the right bridge.
- The rehabilitation work for Spring Street UC (57-0308) is for methacrylate treatment, joint seal replacement, and securing soffit access openings for the southeast and southwest corners of the bridge (abutment 1).

Drainage

The Hydraulic Branch recommended some minor work on two drainage structures on the SR-125.

- The first drainage structure is at PM 14.82. The drainage structure is on the northbound side of SR-125 and adjacent to Bancroft Drive (See Attachment C, Layout L-9). The headwall and channel height are greater than 4' and so a cable railing will be installed for safety.
- The second location is at PM 20.91 and is on the southbound side (See Attachment C, Layout L-23). The detention basin pipe riser has significant rust and will be replaced with 36" bituminous coated corrugated steel pipe riser. Existing concrete apron will be removed and replaced concrete apron.

Traffic Electrical

This project proposes to modify existing electrical systems impacted for ADA curb ramps and subsurface locator.

Proposed installing closed circuit television systems at the approach of the WB Amaya Drive OC, at NB SR-125 by the approach of Navajo Road OC, and after the westbound Grossmont College Drive OC.

Additional Work

- Upgrade curb ramps to ADA (Americans with Disabilities Act) standards.
- Upgrade existing MBGR to current MGS standards, including alternative flared and in-line terminal systems, end anchor assemblies, transition railings, connections, and end treatments.
- Upgrade existing dike to standards will be done on this project. Further evaluation in the design phase should be performed to determine location and what type of dike will be applicable within the project limits.
- Minor concrete anchor blocks will be constructed to connect the new MGS to existing bridge barrier rail.
- New thermoplastic stripe and pavement marking (enhanced wet night visibility), traffic stripe tape with black film, contrast stripe paint, pavement markers, and roadside signs will be placed throughout, and there will be enhanced crosswalk striping in ramp terminus.

5B. Rejected Alternatives:

The rejected alternative is "No-Build". The consequence of not doing this project would be the continued deterioration of the pavement, which will result in continuous maintenance effort and expenditures, eventually leading to a major roadway rehabilitation.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous waste

A hazardous waste review was conducted, and soils are assumed to contain levels of Aerially Deposited Lead (ADL) that may be hazardous, and a study will be required to characterize the lead levels in any soil to be excavated and relocated or disposed in this project. The removal of treated wood waste (TWW) on guardrails and signs with treated wood must be properly handled, stored, and disposed at a facility permitted to accept such wastes. A Lead Compliance Plan (LCP) will be required for any removal of yellow paint stripe by itself, but striping removed by grinding or cold planing is considered non-hazardous. Funds have been allocated in the cost estimate for a Lead Compliance Plan. See Attachment F, Hazardous Waste Review for additional information.

6B. Value Analysis:

Deputy Directive 92-RI requires an approved Federal Highway Administration (FHWA) Value Analysis (VA) study be performed on all projects over \$50 million (\$40 million for bridge projects). A VA study must be considered for all projects over \$25 million. A project below the FHWA threshold of \$50 million (\$40 million for bridge projects) can be granted an exception by the District Director if that particular project is unlikely to benefit from performance of a VA study.

A VA study was conducted the week of September 9th, 2019. The objective of the VA study was to analyze the current project performance, cost, schedule, and risk, to provide value alternative recommendations, and to improve project performance (e.g. increase design life of pavement rehabilitation, while reducing project cost).

The VA report identified minor upgrades to the project. These upgrades will be incorporated into the project.

6C. Recycled materials:

Although asphalt generated from cold plane operations is recyclable and can be used for base in some projects, the scope of this project does not allow the use of this recyclable material.

6D. Right-of-Way and Utility issues:

No additional right of way will be required. However, utility relocations may be required at locations where ADA curb ramp work is necessary. While no high value facilities have been identified, further review and continued coordination with the Utility Engineering Branch and Right of Way Division should be maintained in the next phase of this project to determine the level of impacts to existing utilities. See Attachment J, Right of Way Data Sheet.

6E. Material and/or disposal site:

Disposal sites are commercially available. The disposal of treated wood guardrail post material at a composite–lined solid waste landfill facility permitted to accept such waste.

6F. Other agencies:

Permits/approvals from Fish and Game, Corps of Engineers, Coastal Commission, etc. are not anticipated.

6G. Railroad involvement:

The Metropolitan Transit System and the San Diego & Arizona Eastern Railroad Transit System are within the project limits and run below the Fletcher Parkway Overhead.

There will be no impacts to the transit system due to no work proposed above the bridge deck in this location. See Attachment K, Railroad Clearance.

6H. Stormwater compliance:

A Short Form Storm Water Data Report (SWDR) has been prepared to document and provide evaluation of potential water quality impacts that may result from this project. See Attachment N, Storm Water Data Report.

Funds for construction site best management practices on this project are covered:

- Prepare Water Pollution Control Plan (WPCP)
- Job Site Management
- Temporary Concrete Washouts
- Temporary Drainage Inlet Protection
- Temporary Construction Entrance
- Street Sweeping.

6I. Local and regional input:

This project will have affect to the traveling public because of the temporary lane closures during construction. Communication informing the public of changes in the traffic conditions on SR-125 and ramps will be needed with the various groups such as the local communities, emergency services, and the public transportation services. Hospitals with emergency services and fire station that may require access through work zones at all hours will be accommodated. Schools, major venues, shopping malls, and other heavily utilized areas should also be notified of construction activities that may impact their services. Notifications will be made with a press release, paid advertising, and other construction bulletins. See Attachment M, Transportation Management Plan Data Sheet for additional information.

6J. Water Availability:

Helix Water District does not currently have any limitations on the availability of potable water necessary to complete the construction of the project. The construction contractor working on behalf of Caltrans will be responsible for all costs associated with obtaining water service or temporary construction meter(s) and water usage for roadway construction within district boundaries during construction. Water service or temporary construction meter applications can be obtained from the District's administration office located at 7811 University Avenue, La Mesa. See Attachment S, Water Purveyor Communication.

In addition to Helix Water District, the Padre Dam Municipal Water District also provides Potable as well as Recycled Water within the project limits. Water costs for Highway planting and Irrigation during construction and throughout the Plant Establishment (PE) period, will be calculated by the Landscape Architect during the

design phase. These Water Expenses can be found under State Furnished Materials and Expenses in the 11-Page Estimate (see Attachment H, 11-Page Cost Estimate). The use of existing meters typically used by Caltrans Landscape Maintenance forces should be coordinated with the local Area Supervisor.

6K. Highway Planting, Irrigation Systems, and Plant Establishment:

The proposed project will require excavation and grading of roadside areas to accommodate the installation of guardrail systems and ADA ramps that can result in removal of existing vegetation and damage to existing irrigation system components. The following proposed project features will address the treatment and rehabilitation of these areas.

Highway Planting:

The rehabilitation of the roadside will require replacement highway planting items and/or installation of inert materials to ensure soil stabilization and to minimize erosion. The highway planting will reflect the visual character and aesthetic goals of the locality. The selected plant material will be drought tolerant and require minimal maintenance. At the discretion of the Project Landscape Architect, the palette will utilize ornamental and/or native species. Re-vegetated areas will require a permanent automatic irrigation system to sustain the health and integrity of the material.

Irrigation Systems:

The rehabilitation work includes roadside clearing, maintain existing planted areas, removal and/or replacement of existing irrigation system components damaged during construction. Existing irrigation facilities should be checked and tested for operational condition. The affected irrigation systems will be fully operable prior to initiation of the PE period.

Plant Establishment:

Consistent with Department guidance, the project requires a minimum PE period of two-hundred fifty (250) working days. The PDT analyzed the areas requiring PE determined the areas behind the reconstructed curb ramps will be minimally disturbed. It was determined the PE could run currently "Type 2" with the construction working days. In addition, these areas could be reduced to 125 days for PE. The District Landscape Architect has concurred with the reduction in PE days from 250 to 125 days.

6L. Greenhouse Gas (GHG) Emissions:

The purpose of this proposed project is to rehabilitate the pavement and is not expected to result in increased operational emissions as no additional roadway capacity will be added.

This project will reduce GHG emissions by reducing the frequency of maintenance vehicle idle times associated with traffic control, to maintain the roadway.

6M. Complete Streets:

To address pedestrian safety and mobility this project proposed to provide high visibility crosswalks at the exit and entrance ramps as well as upgrade the curbs to ADA standards. No proposed work on the bike paths are proposed at this stage, but further review will be done during the PS&E phase.

6N. Staging Areas:

Currently no State-owned areas have been identified within the project limits for the Contractor's use. However, further investigation should be performed during PS&E to identify a suitable location for this project. If after further investigation no State-owned area is designated for the Contractor's use, the Contractor will be responsible for arranging temporary storage.

7. OTHER CONSIDERATIONS AS APPROPRIATE

7A. Environmental Document

It is anticipated that a Categorical Exemption under the California Environmental Quality Act (CEQA). See Attachment D, Categorical Exemption/Categorical Determination Form and Attachment E, Environmental Commitment Record.

7B. Transportation Management Plan

A Transportation Management plan (TMP) has been developed for this project. It is anticipated the project will require 350 working days. Construction Strategies, Portable Changeable Message Signs (CMS), Public Information, and Construction Zone Enhancement Enforcement (COZEEP) will be required to alert motorists of construction activities. Emergency services that require access through the work zones will be accommodated. Schools, major venues, shopping malls, and other heavily utilized areas must be notified of construction activities that may impact their services. See Attachment M, Transportation Management Plan Data Sheet for additional information.

Furthermore, stage construction and traffic handling will be necessary during construction activities. Construction work will require a traffic control system, temporary alternative crash cushions, temporary pavement markers, temporary traffic stripes (paint), temporary railings (type K), temporary pavement markings (paint), pavement markers Retro-reflective, and traffic plastic drums to provide safety for the motorists and workers.

7C. Vehicle Detection Systems

It is anticipated that loop detectors may be impacted due to cold plane operations. Any elements remaining in place shall be protected or replaced if damaged. If construction activities require TMS elements to be non-operational then temporary or portable TMS elements shall be used. Coordination with District signal and ramp metering staff should be maintained in all phases of this project to address any potential impacts to existing facilities. In the likelihood that impacts cannot be avoided funds to modify ramp metering and traffic monitoring stations has been included in the project estimate.

7D. Project Change Request (PCR)

The project proposes to increase the construction support cost from \$3,863,000 to \$5,218,602. The Construction Support to Total Capital Cost ratio will increase from 11.3% to 13.2%. The Phase 3 Work Agreement support ratio is in line for this type of project. The work agreement takes into consideration night time lane closures to perform most of the construction operations.

A California Transportation Commission (CTC) meeting will take place in May 2020 to vote this project for PS&E allocation. The project will request an additional \$1,355,602 to reflect the Phase 3 Construction Work Agreement.

If the added construction support funding is not available, the design team will reduce the scope of the project by removing non-performance objectives from the project. This work will need to be reprogrammed into a new project.

See Attachment W, District 11 COS Support Estimate Increase Request, for a support cost request approval.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

For Funding, Programming, and Estimates information. See Attachment O, D11 Financials. It has been determined that this project is eligible for Federal-aid funding.

Programming

See Attachment O, D11 Financials, for a support cost estimate by fiscal year.

Estimate

See Attachment H, 11-Page Cost Estimate, for Project Cost Estimate. The support cost ratio is 23%.

9. DELIVERY SCHEDULE

See Attachment R, Project Milestones for additional information.

10. RISKS

A Risk Management analysis was conducted to show what impacts can be anticipated during the design and construction phase and what its corresponding levels of risk are. Some major risks include utility relocation and construction operations delay due to weather. See Attachment P, Risk Register for additional information.

11. EXTERNAL AGENCY COORDINATION

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

12. PROJECT REVIEWS

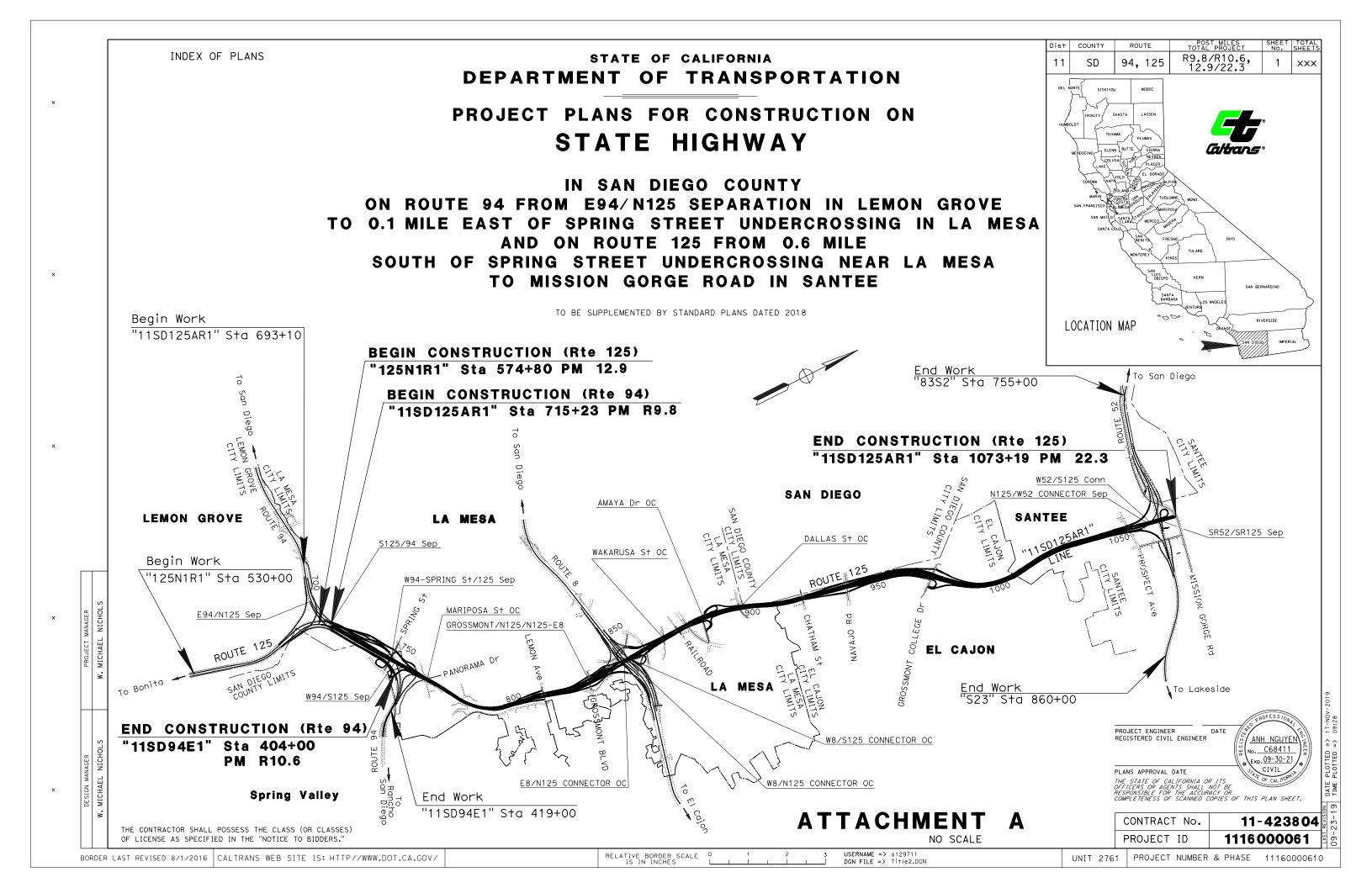
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| District Program Advisor | Shawn Rizzutto | Date <u>04/27/2019</u> |
| Headquarters SHOPP Program Advisor | Ron Jones | Date <u>07/15/2019</u> |
| District Maintenance | Shawn Rizzutto | Date <u>04/27/2019</u> |
| Headquarters Project Delivery Coordinator_ | Luis Betancourt | Date <u>10/15/2019</u> |
| Project Manager | W. Michael Nichols | _Date 0 <u>8/23/2019</u> |
| FHWA | Peter Pangilinan | Date <u>07/31/2019</u> |
| District Safety Review | Armando Salvador | _Date <u>07/24/2019</u> |
| Constructability Review | Samuel Felleke | |
| Other | | Date |

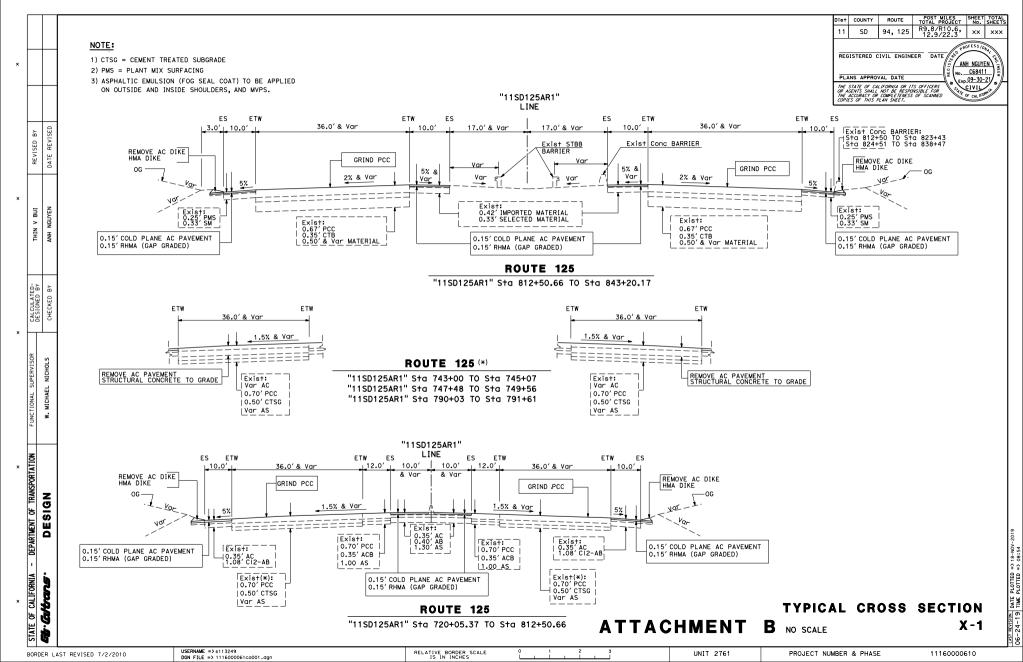
13. PROJECT PERSONNEL

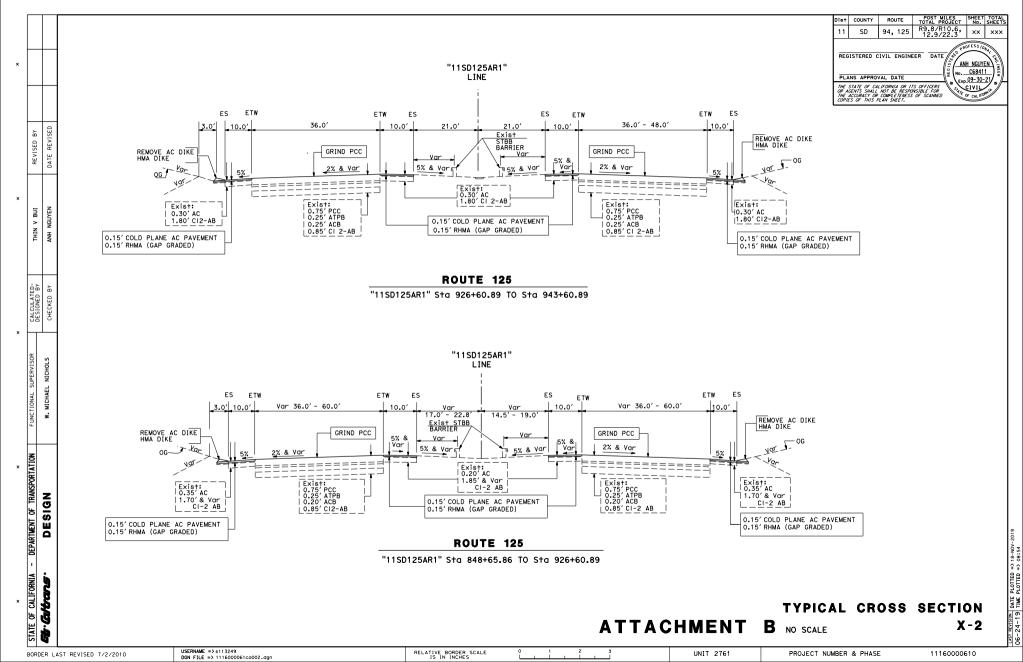
| Function | Name | Phone number |
|---------------------------------|--------------------|--------------|
| Project Manager | W. Michael Nichols | 619-220-5433 |
| Project Engineer | Anh Nguyen | 619-688-3246 |
| Design Engineer | Thin Bui | 619-688-4214 |
| Environmental | Debra Soifer | 619-688-3106 |
| Geotechnical Design | Jeff Tesar | 858-467-2716 |
| Highway Operations | Isaias Aguinaldo | 619-688-3213 |
| Hydraulics | Todd Traunero | 619-688-0160 |
| Landscape | Rudy Medina | 619-688-6009 |
| Maintenance Supervisor | Shawn Rizzuto | 760-352-6208 |
| Materials Lab | David Evans | 858-467-4056 |
| NPDES | Roya Yazdanifard | 619-688-3645 |
| Right of Way Coordinator | Christine Senteno | 619-688-3359 |
| Traffic Design, Sign and Stripe | Iram Syed | 619-718-7850 |
| Traffic Management | Armando Salvador | 858-467-3042 |
| Traffic Electrical | Mervin Fullenwider | 619-688-3141 |
| Traffic Engineering Analysis | Jason Janis | 619-688-3224 |
| Transportation Management | Ajmal Zulali | 619-688-3251 |
| Utility | LanChi Hoang | 619-688-6473 |
| Constructability | Marganita Nunez | 619-688-0270 |
| Construction Liaison | Samuel Felleke | 619-688-6635 |
| Construction Scheduling | Jason Alsheikh | 619-697-7519 |
| Bridge Design | Howard Ng | 909-598-6367 |
| HQ Advisor | Ron Jones | 916-227-5820 |

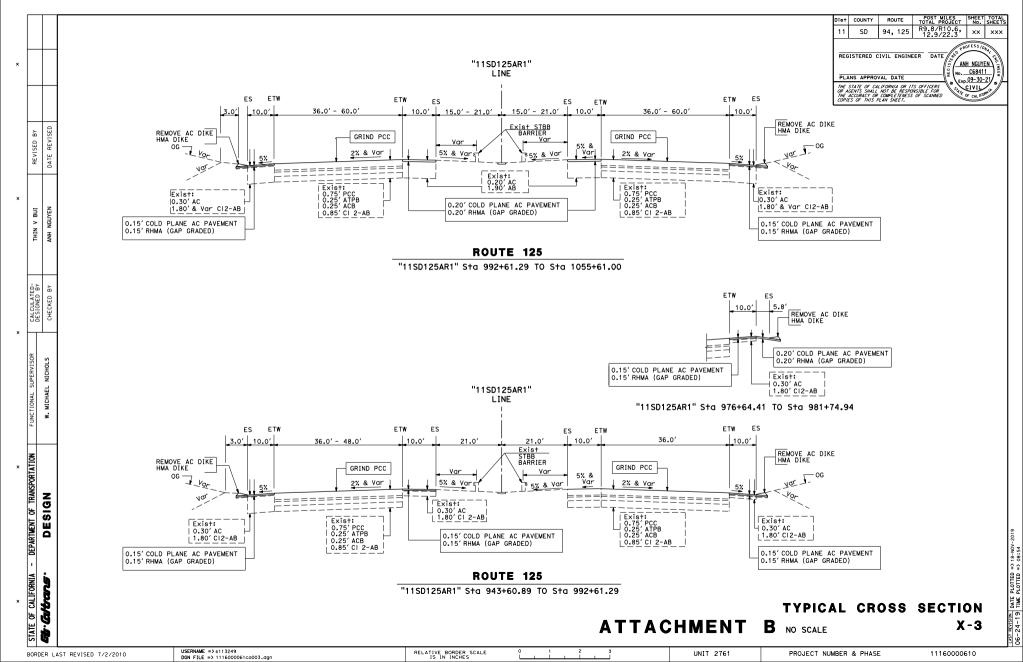
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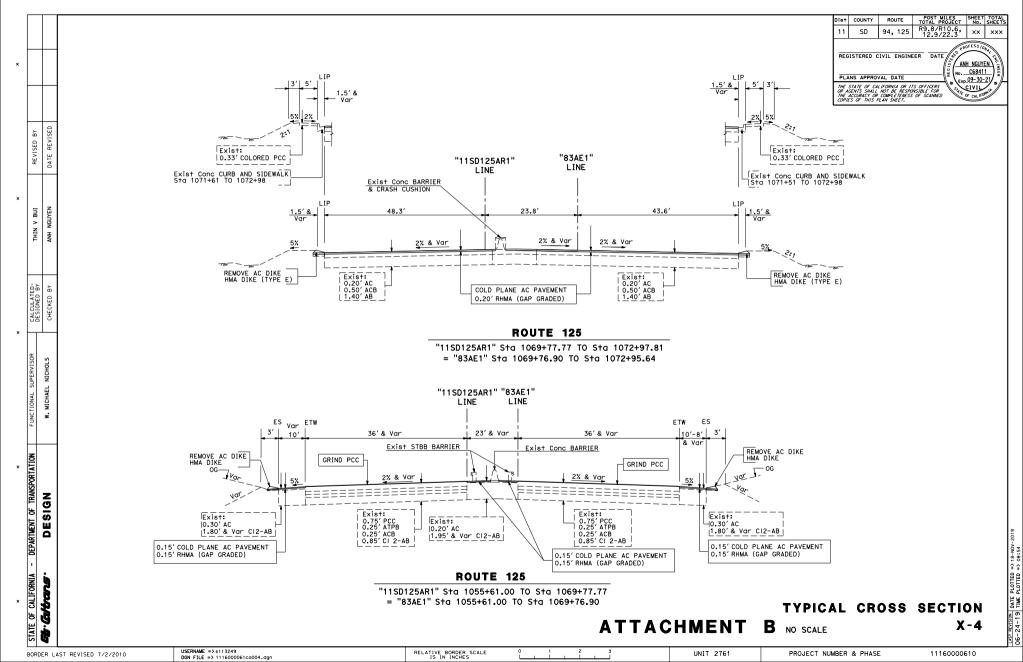
- 1. Attachment A: Title Sheet (1)
- 2. Attachment B: Typical Cross Sections (18)
- 3. Attachment C: Layout Exhibit (30)
- 4. Attachment D: CE/Environmental Categorical Exclusion Determination Form (11)
- 5. Attachment E: Environmental Commitment Record (7)
- 6. Attachment F: Hazardous Waste Review (3)
- 7. Attachment G: Pavement Condition Survey Pave-M Report (8)
- 8. Attachment H: 11-Page Estimate (11)
- 9. Attachment I: SHOPP Performance Measures (2)
- 10. Attachment J: Right of Way Data Sheet and Utilities Information Sheet (4)
- 11. Attachment K: Railroad Clearance (2)
- 12. Attachment L: Travel Forecast Data (5)
- 13. Attachment M: Transportation Management Plan Data Sheet (3)
- 14. Attachment N: Stormwater Data Report-signed cover sheet (1)
- 15. Attachment O: D11 Financials (1)
- 16. Attachment P: Risk Register (1)
- 17. Attachment Q: Materials Report/ Pavement Rehabilitation Recommendations (10)
- 18. Attachment R: Project Milestones (2)
- 19. Attachment S: Water Purveyor Communication (2)
- 20. Attachment T: Geotechnical Report (26)
- 21. Attachment U: SHOPP Performance Output Sheet (2)
- 22. Attachment V: Advance Planning Study (2)
- 23. Attachment W: District 11 COS Support Estimate Increase Request (5)

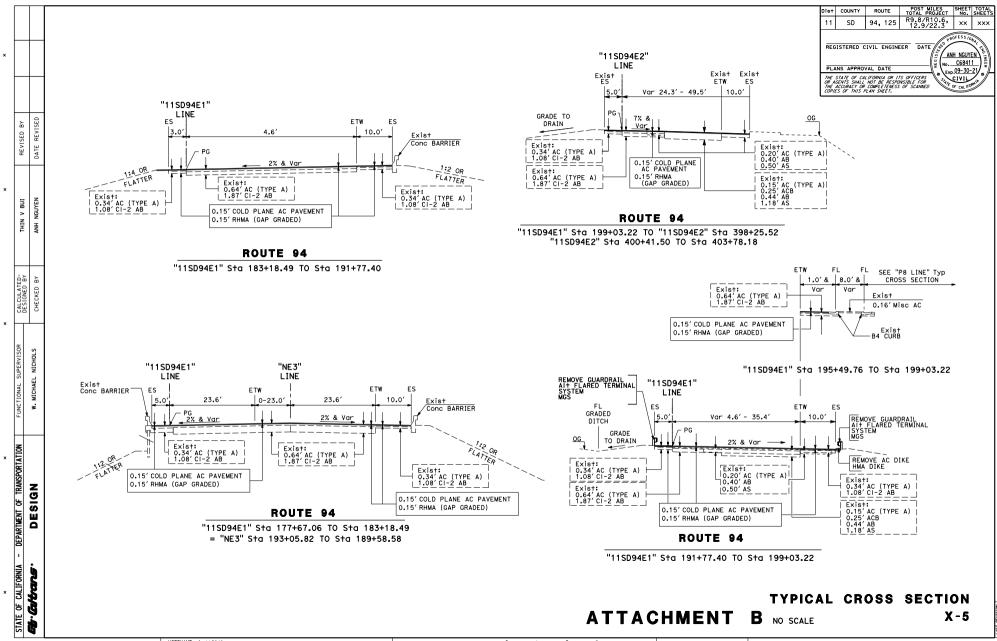












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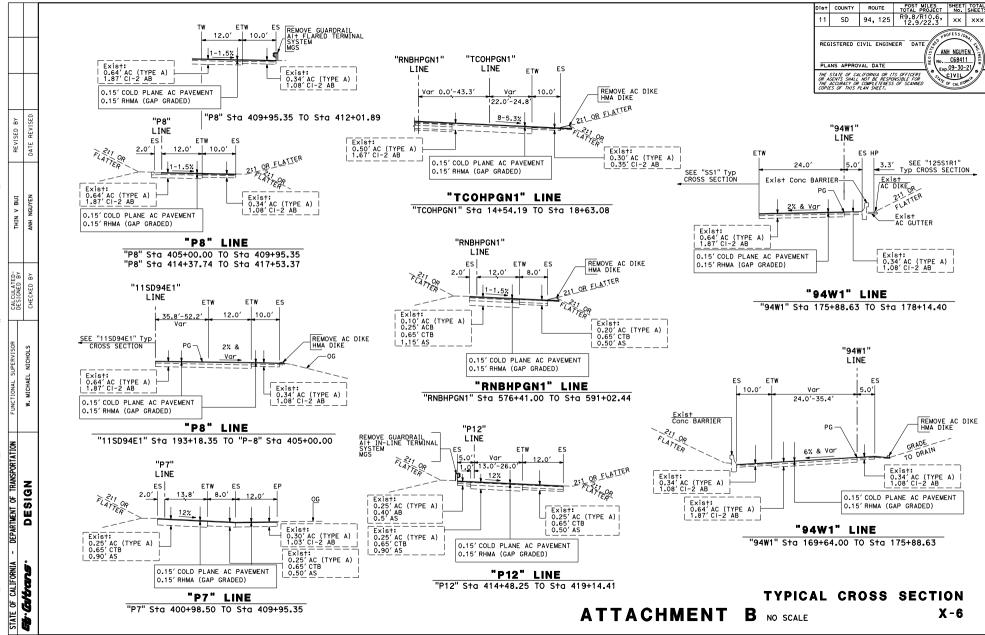
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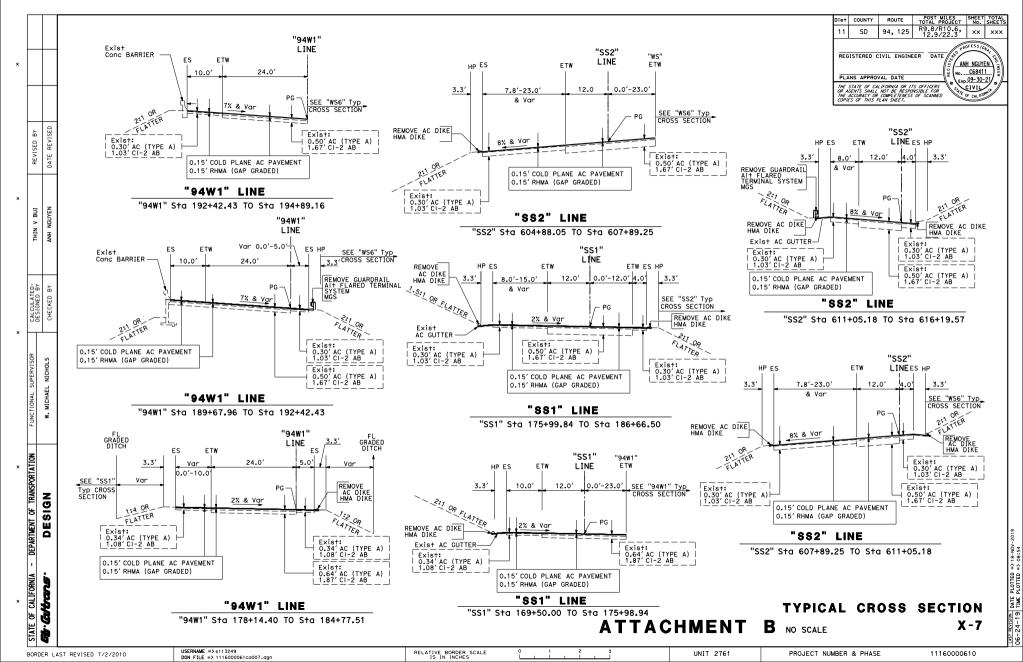
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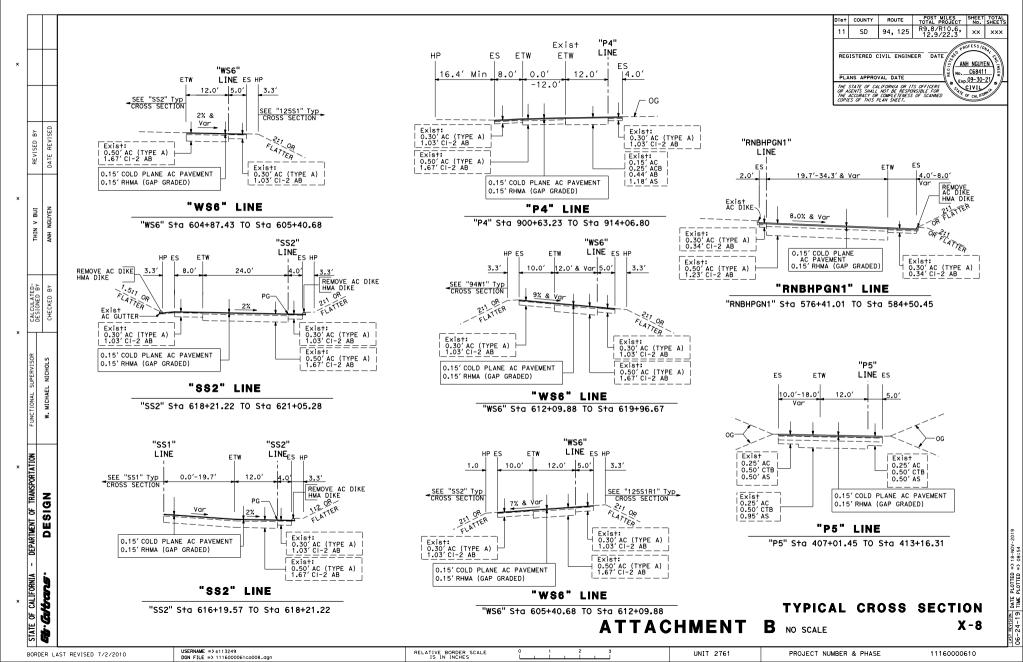
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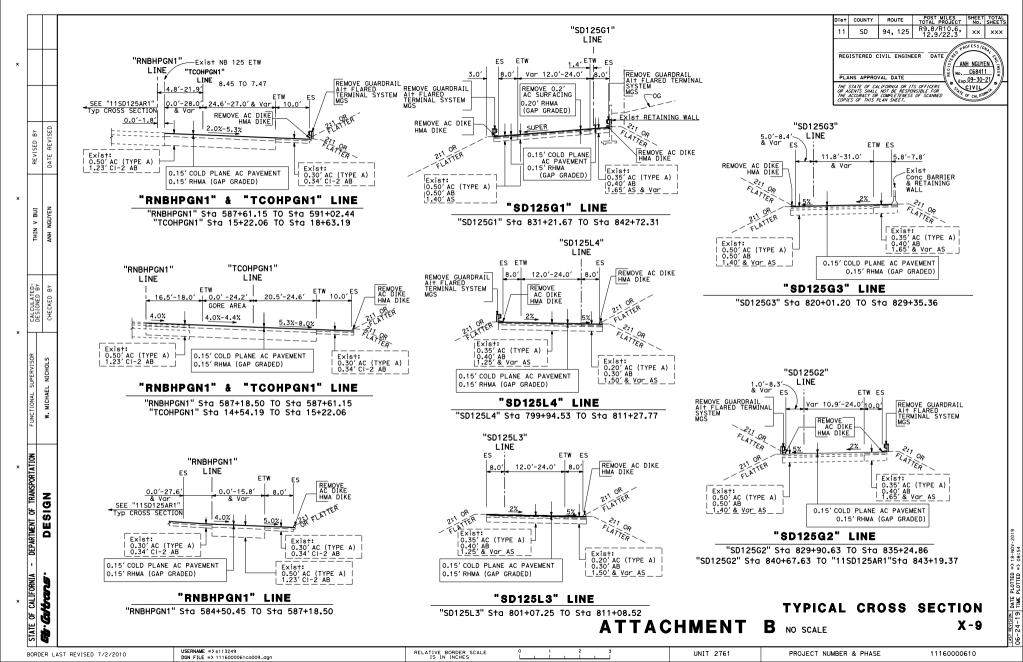
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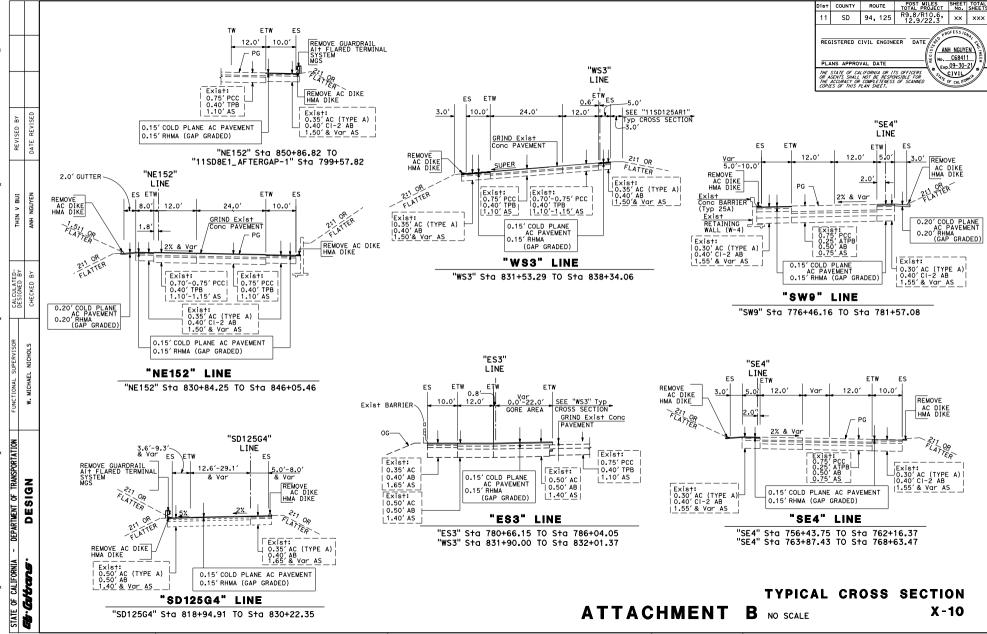
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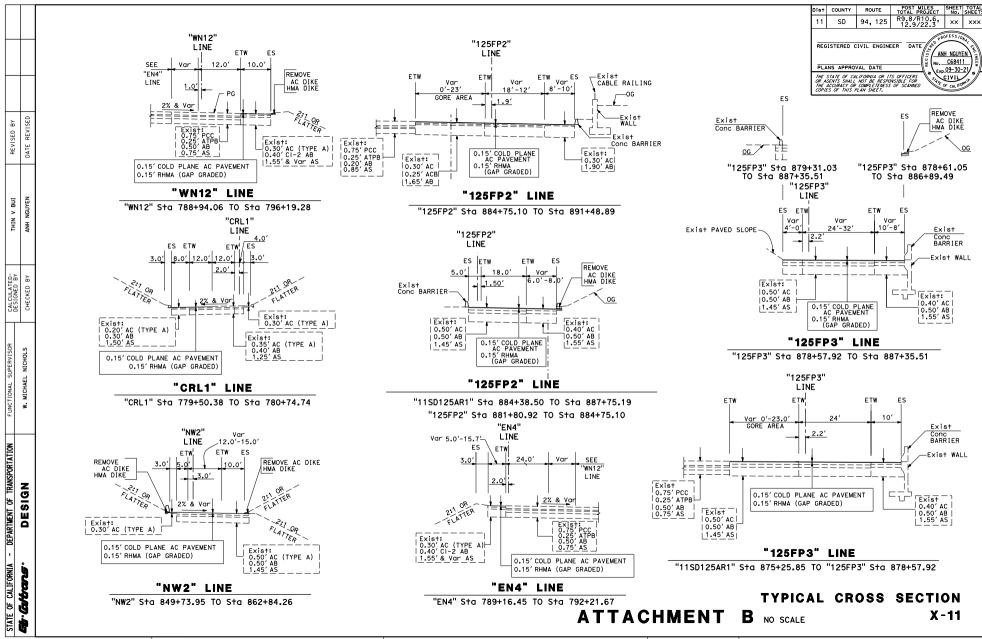






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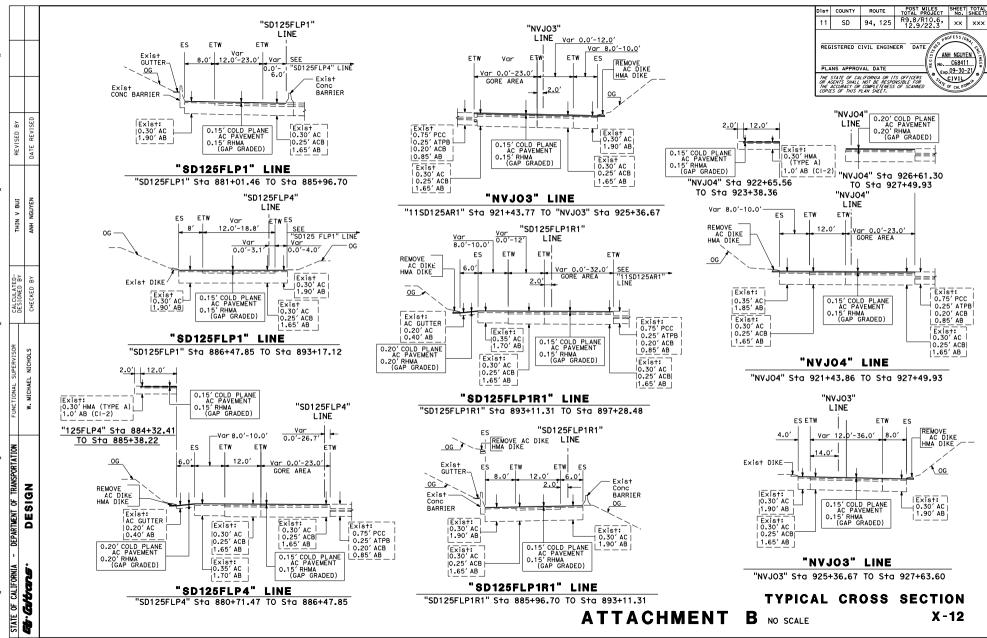
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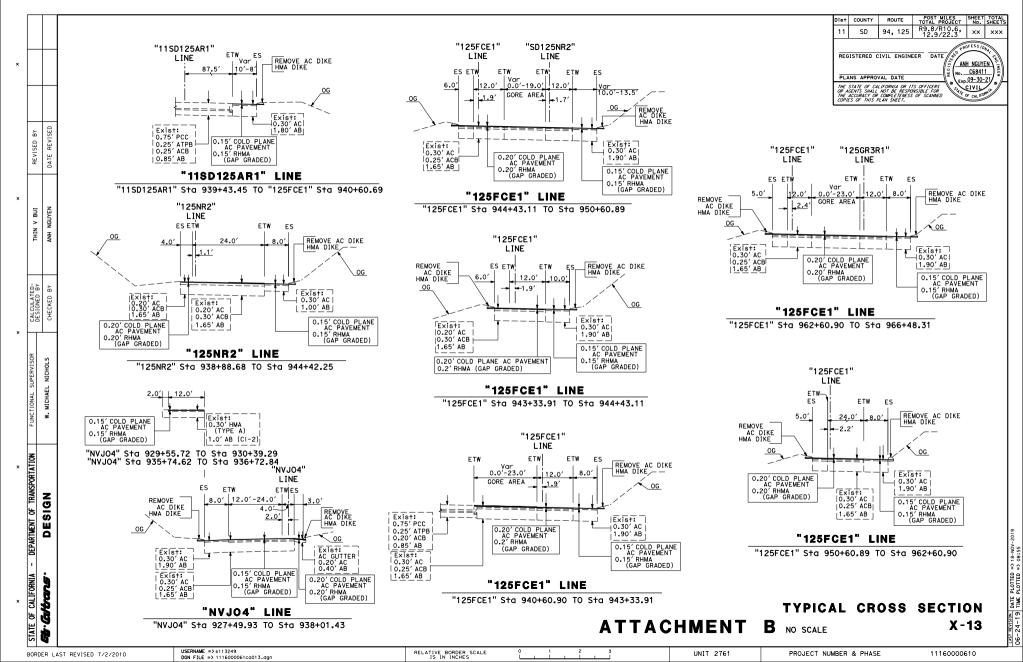


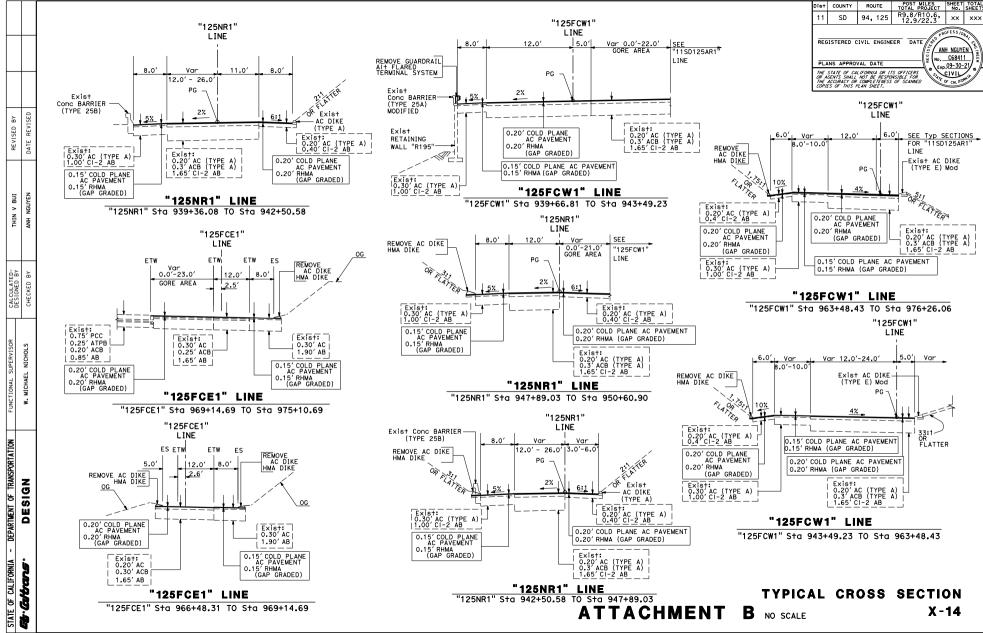
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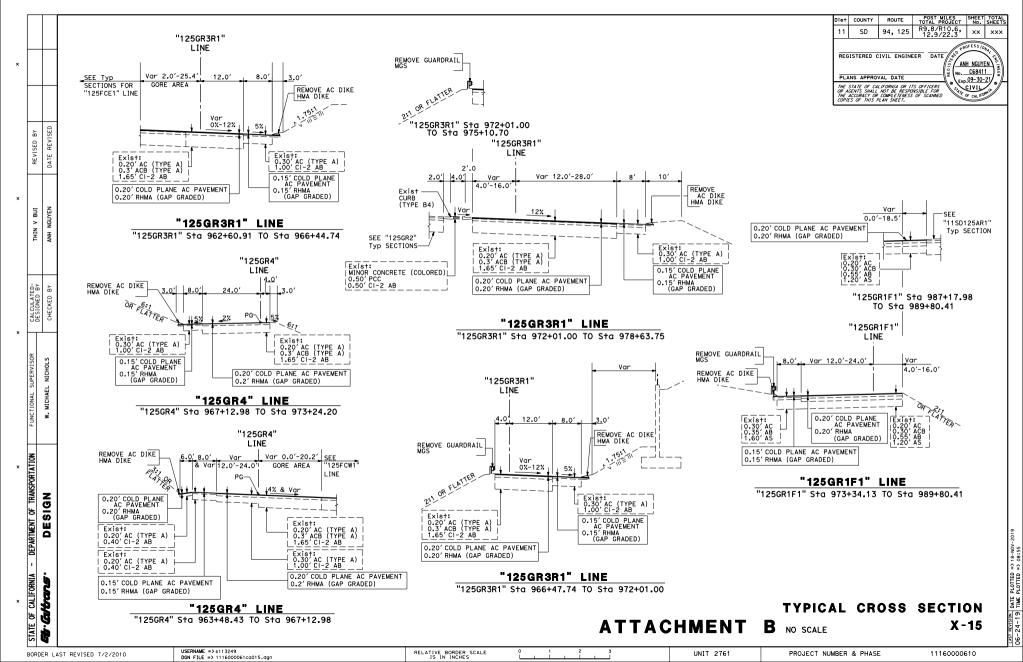
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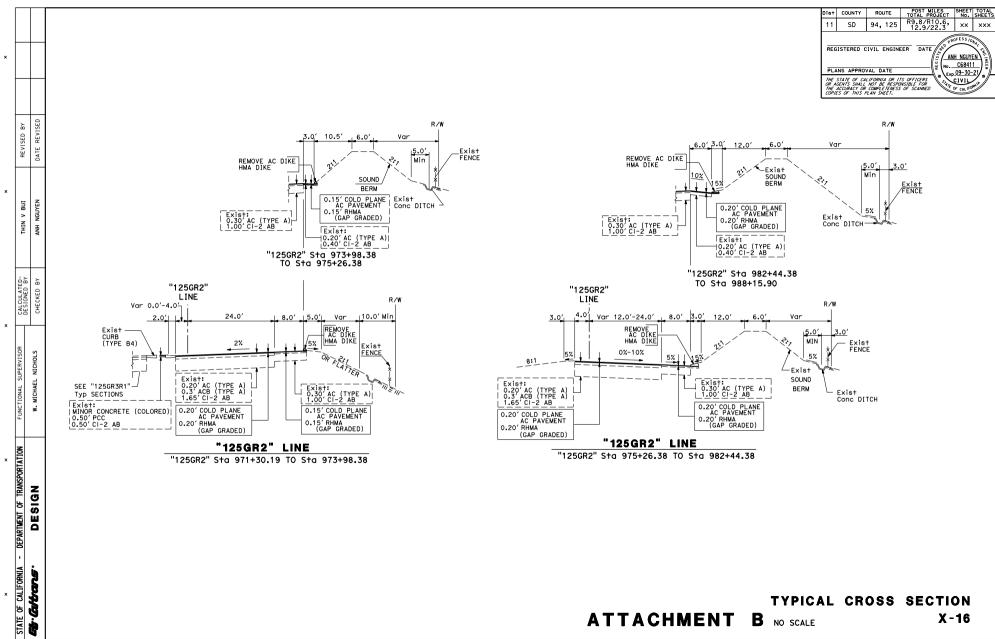






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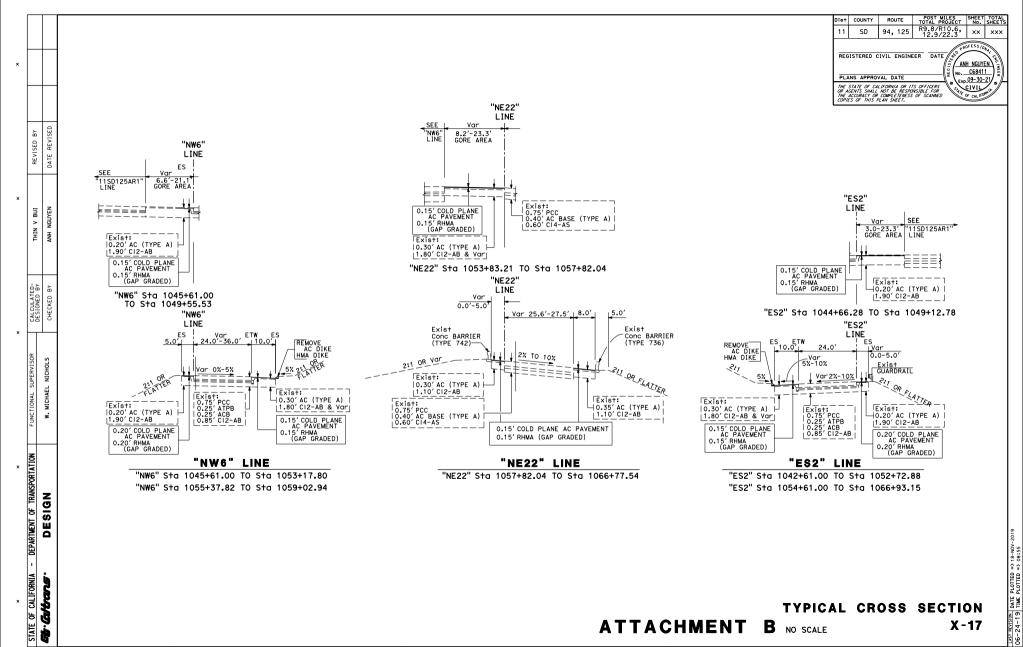
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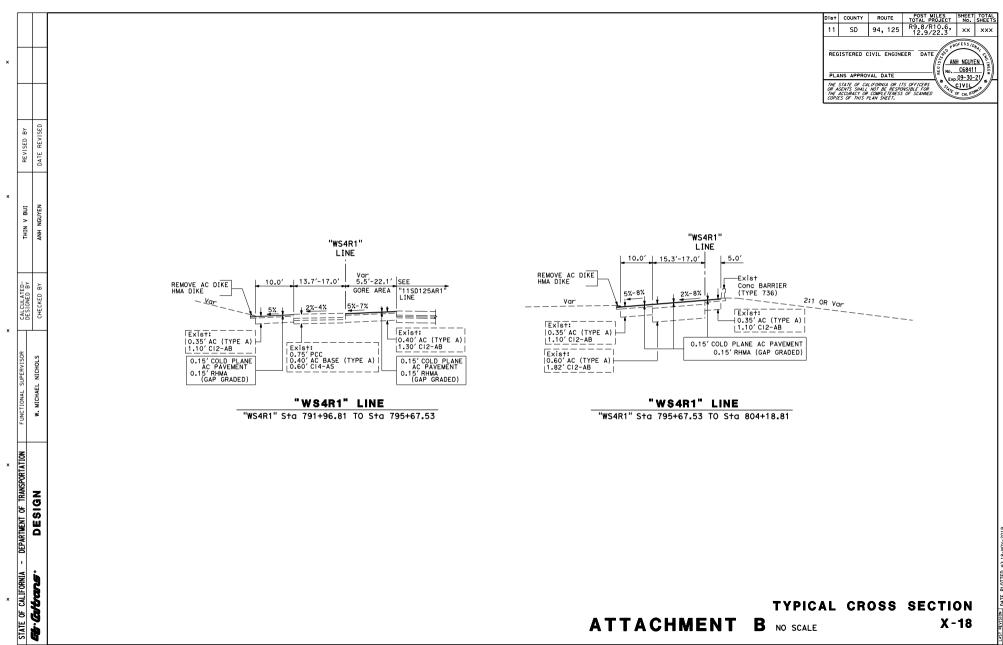


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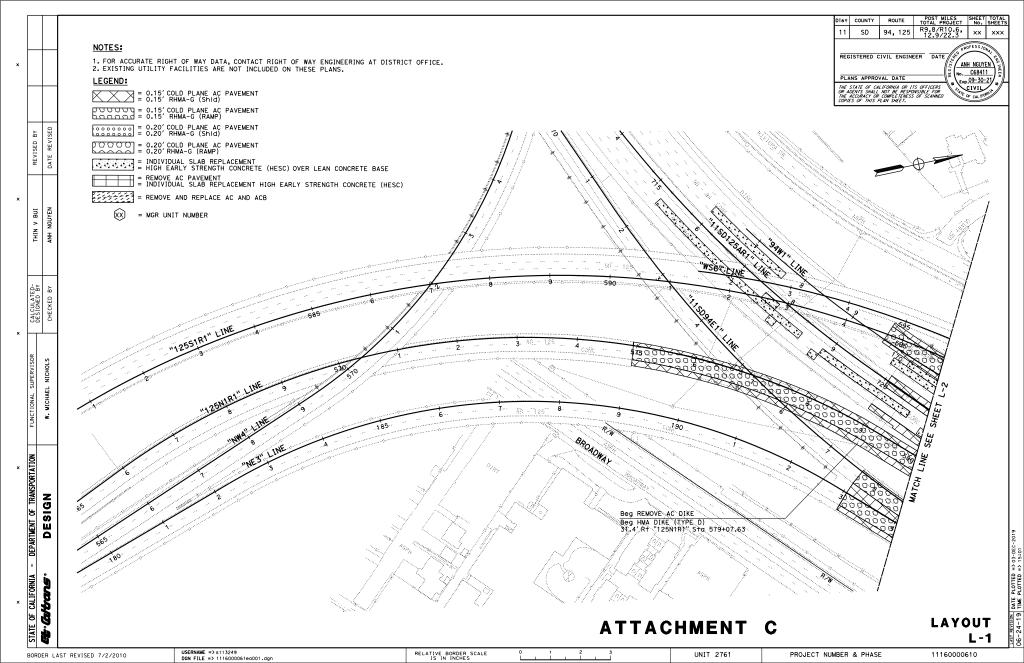


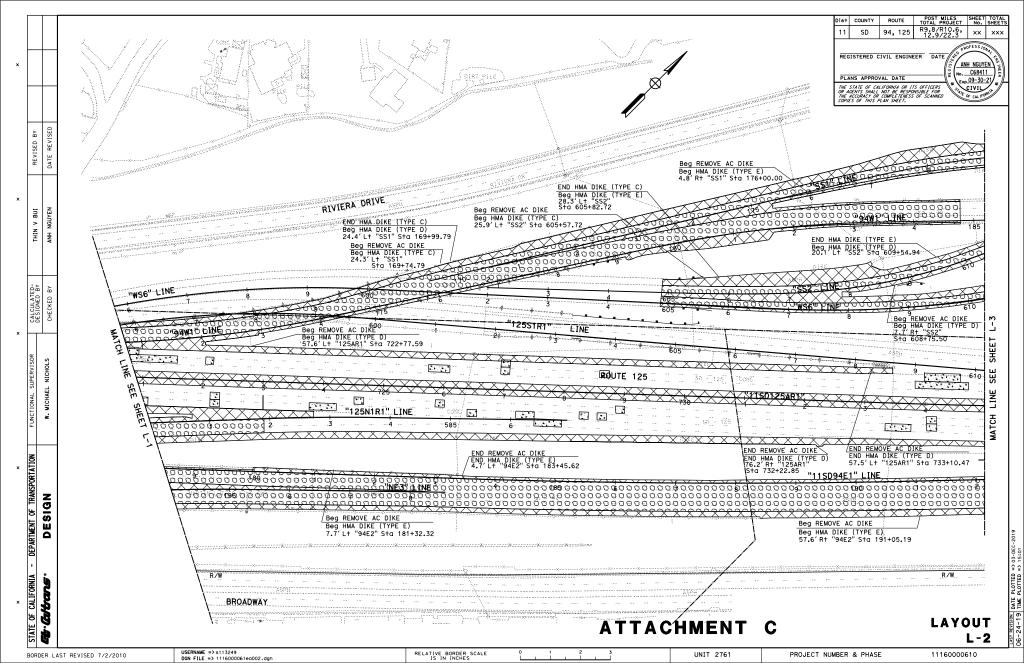
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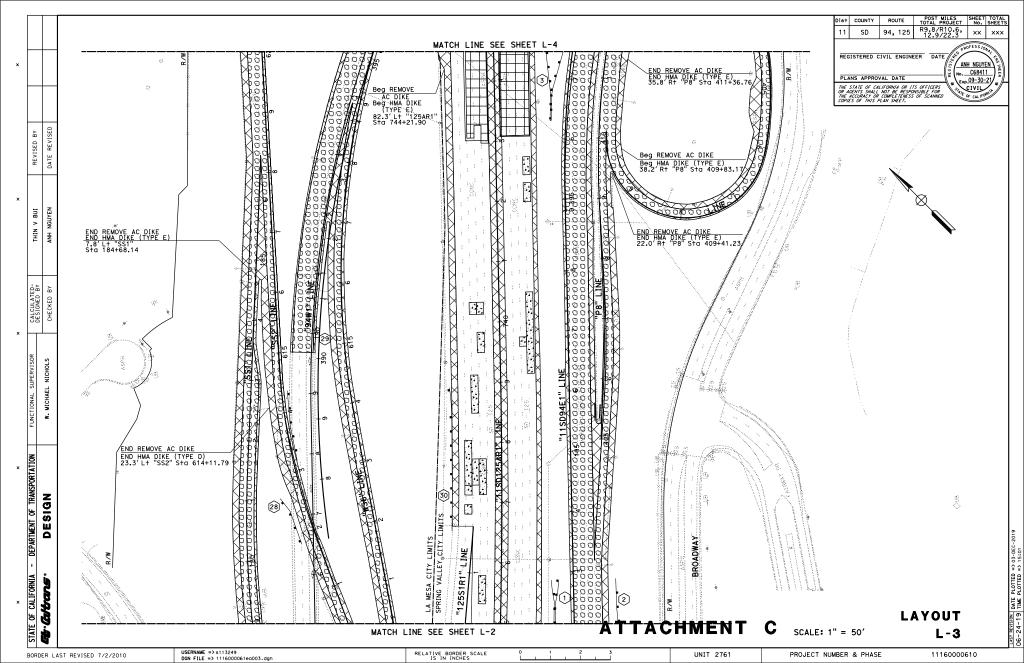
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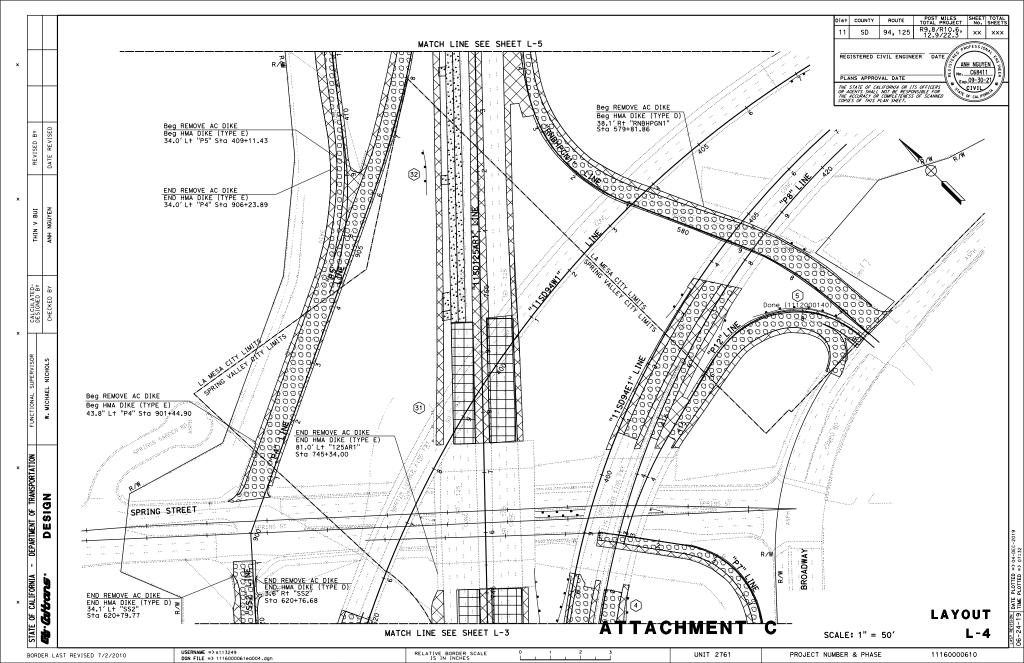
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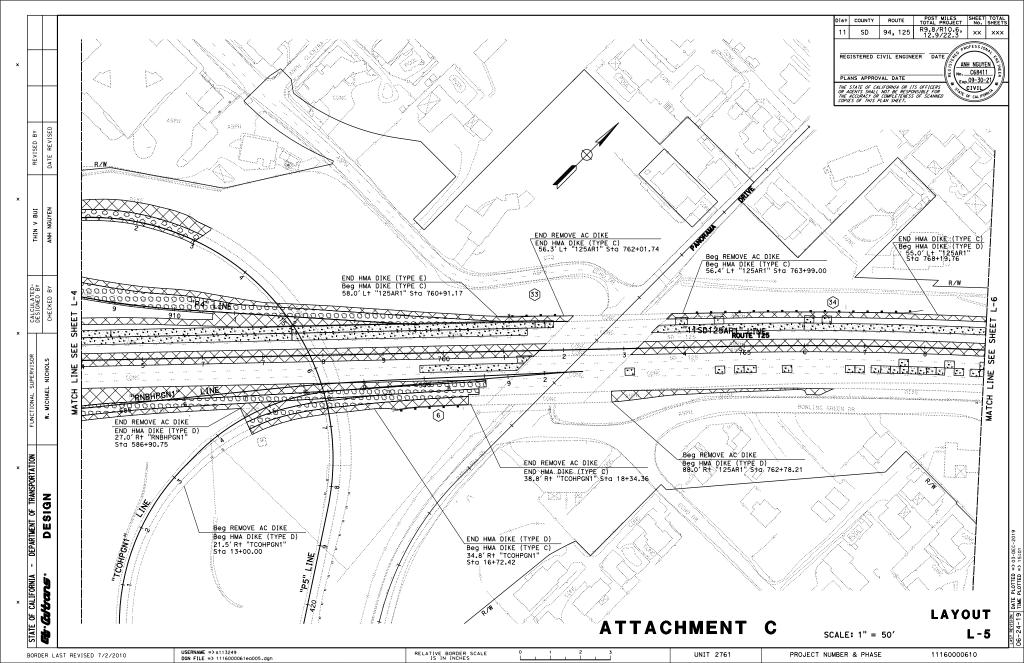
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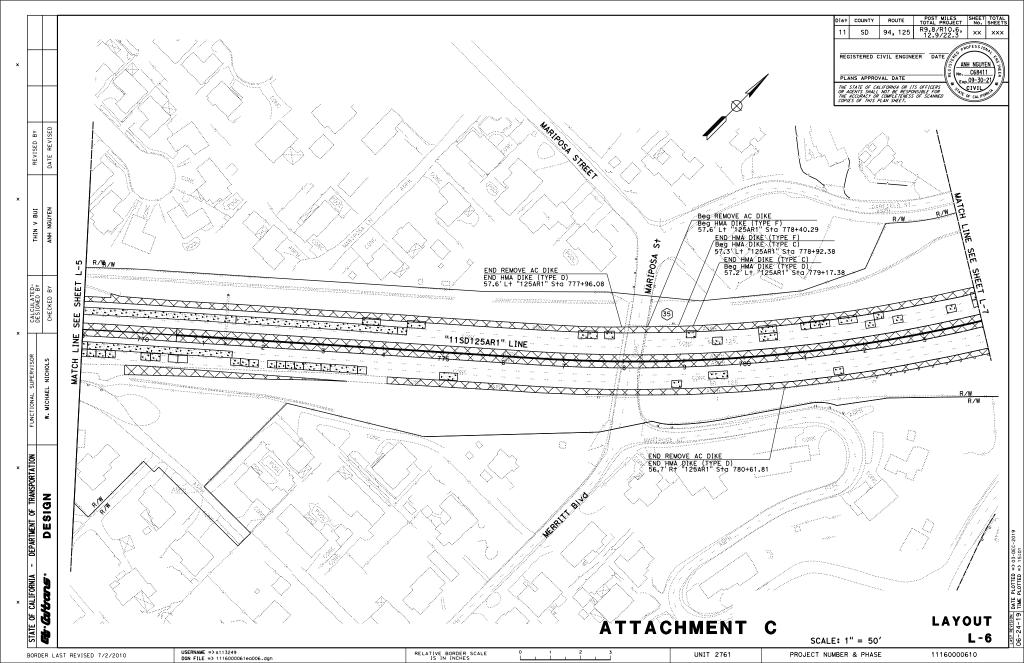


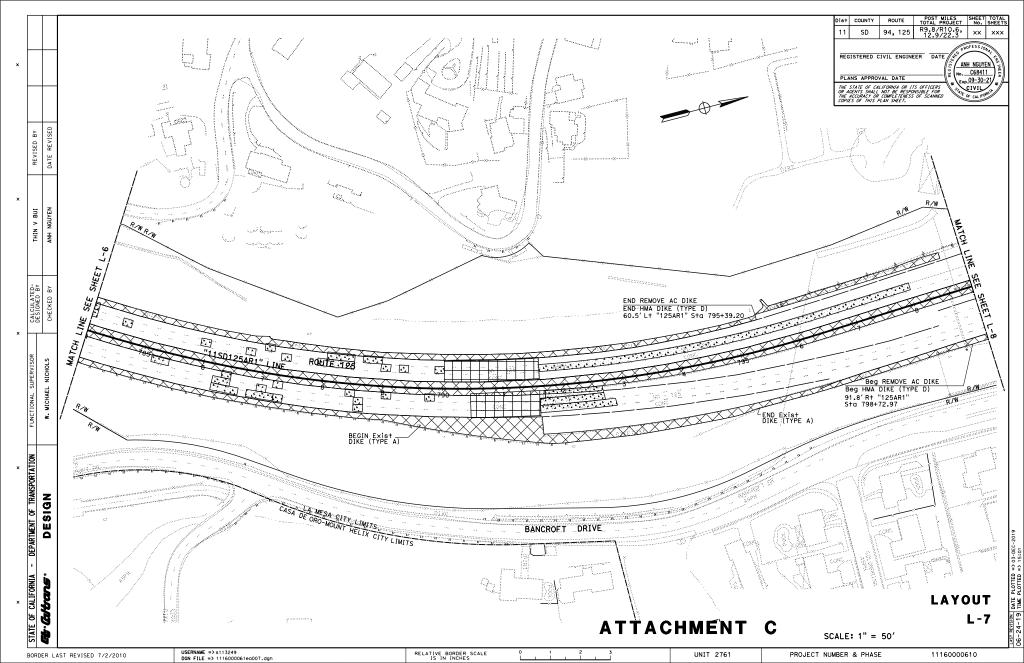


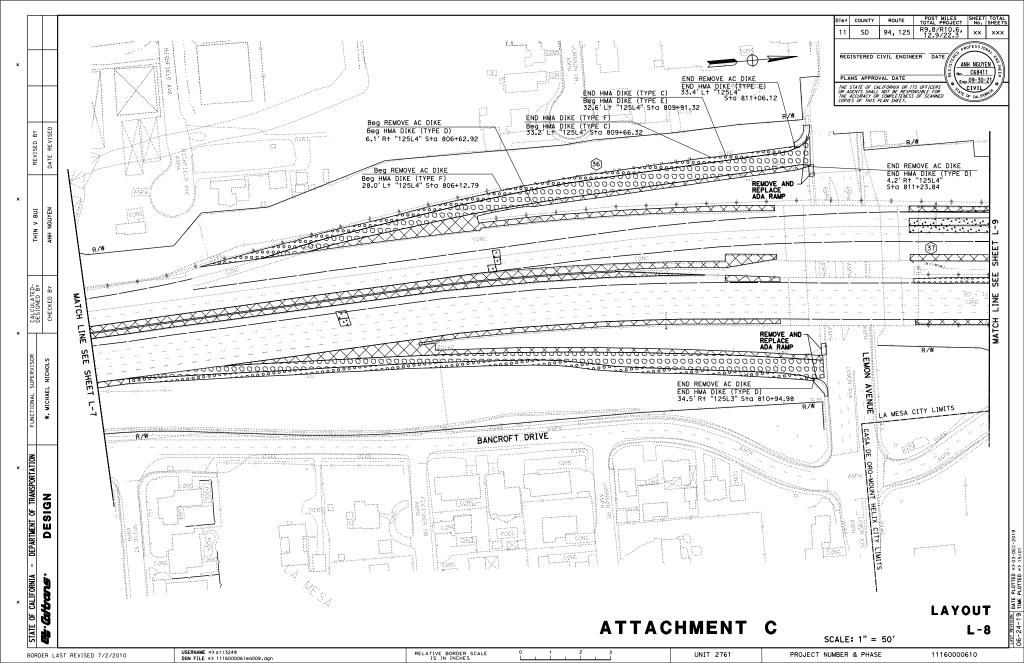


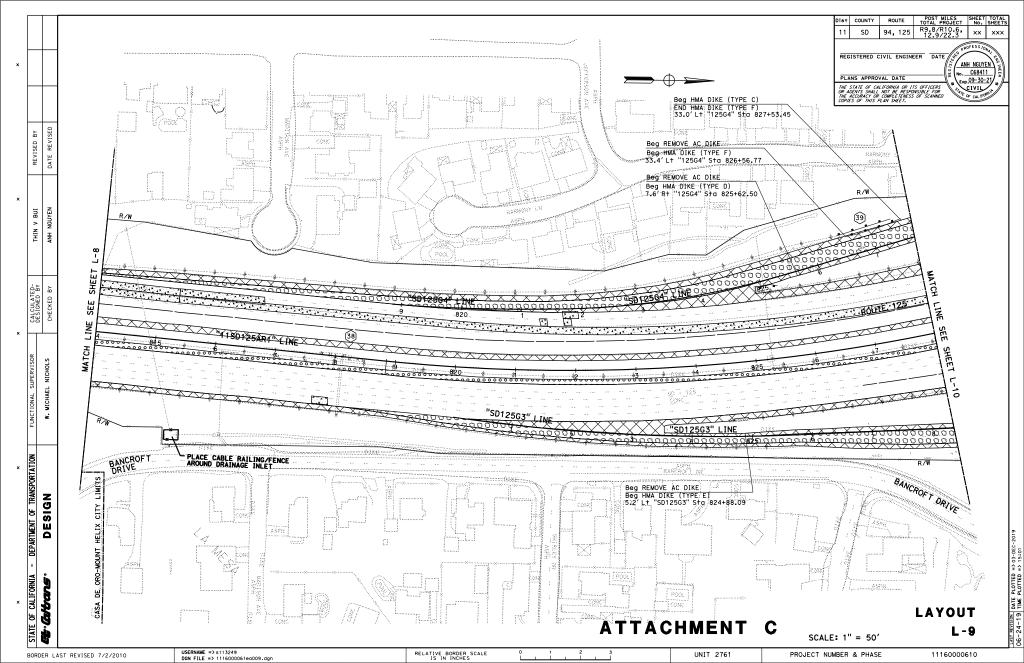


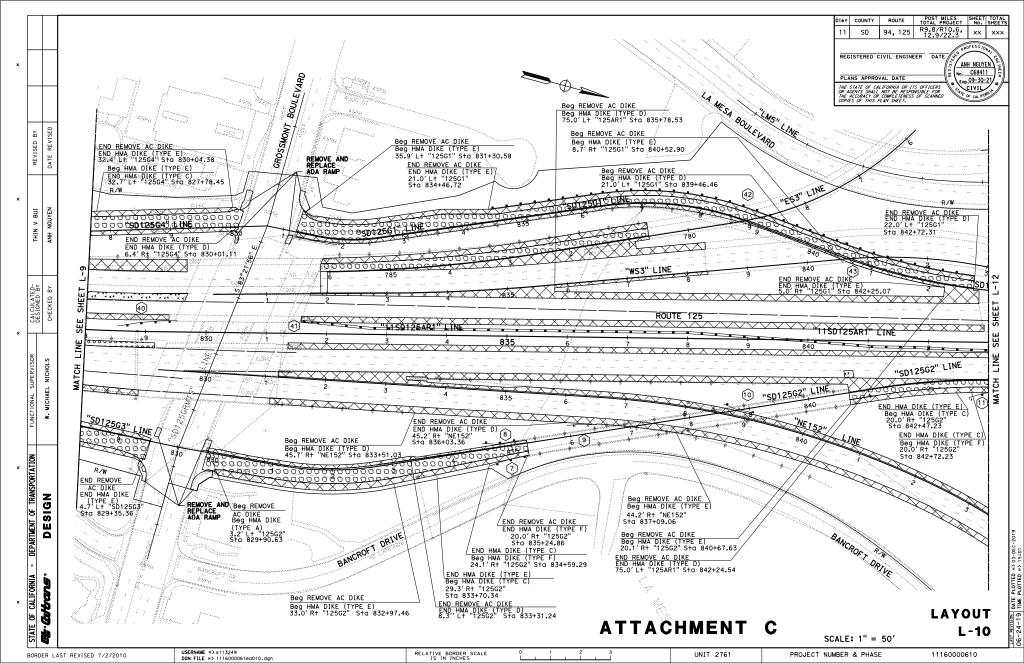


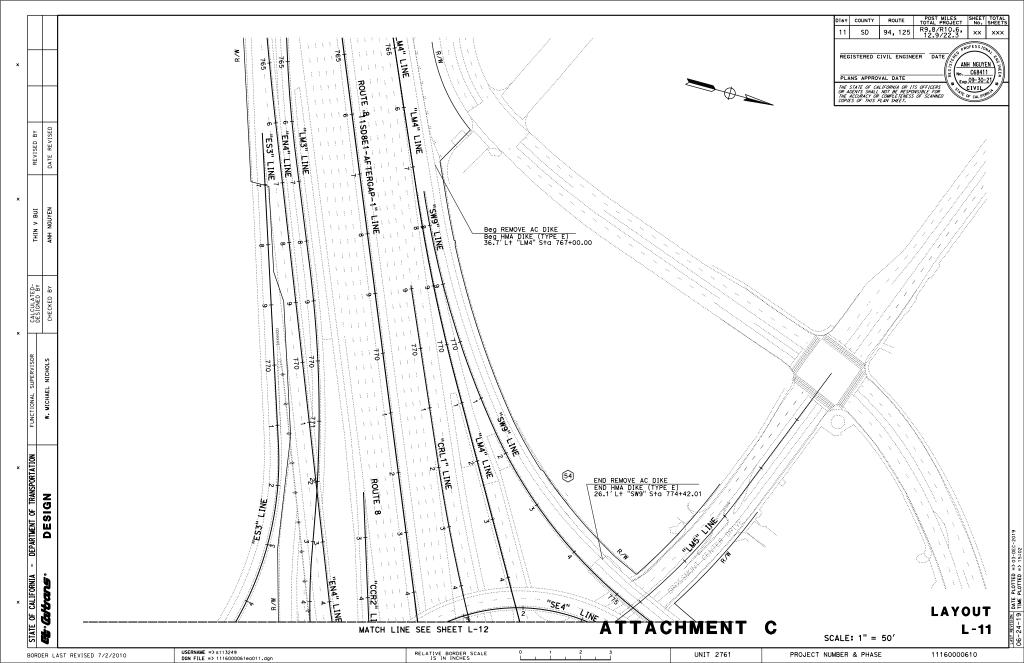


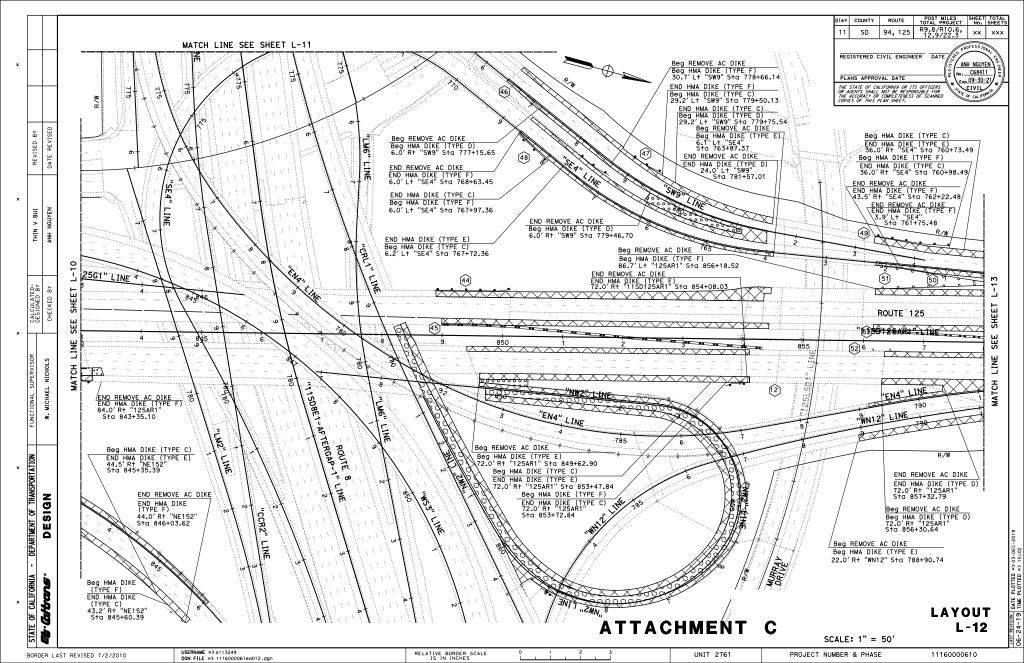


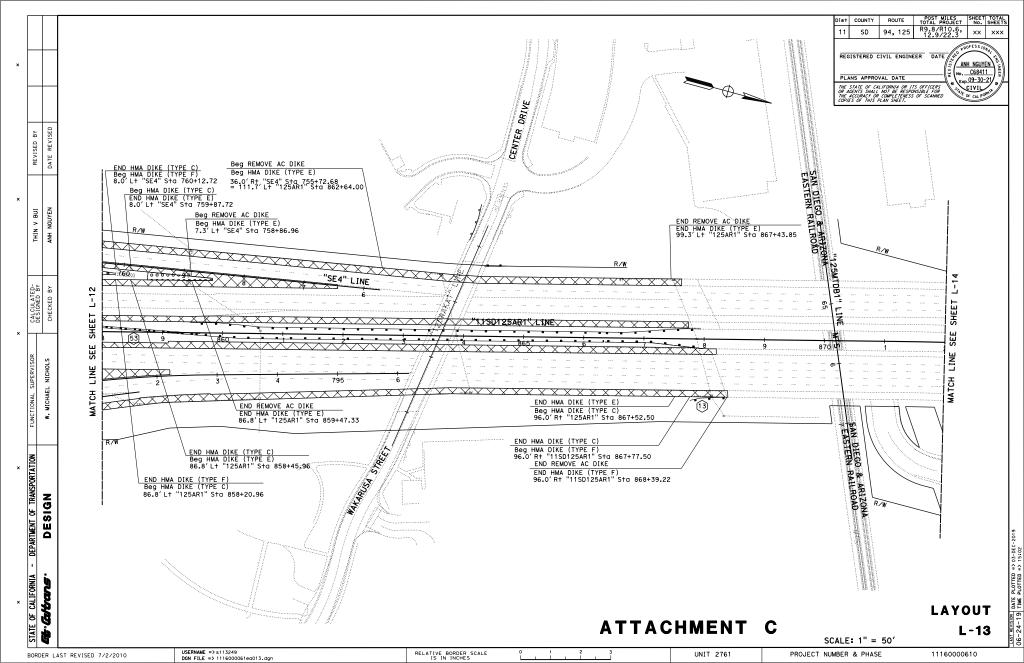


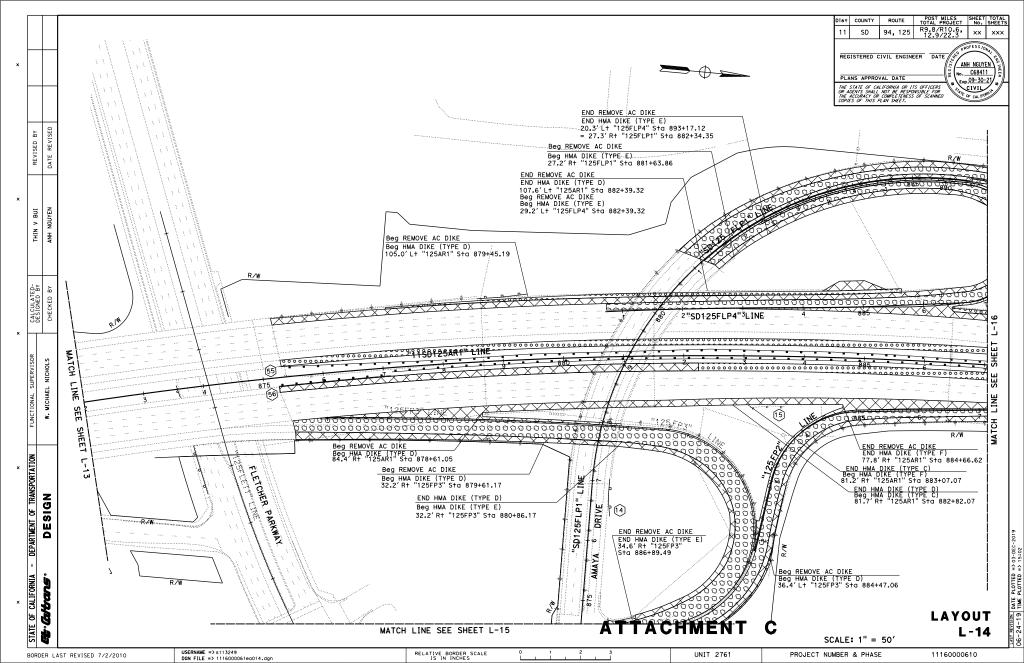


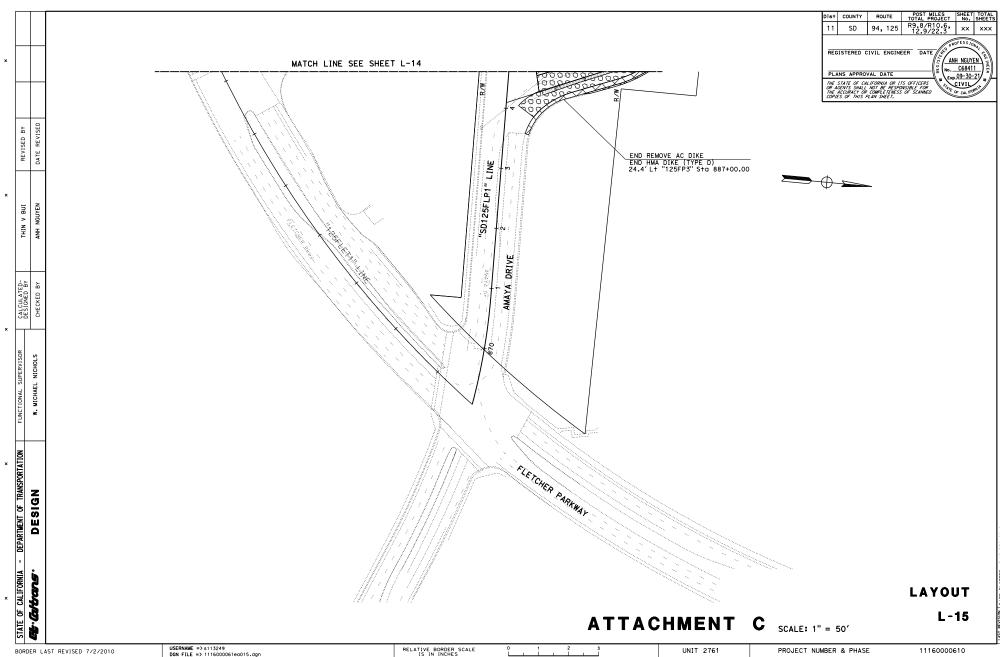




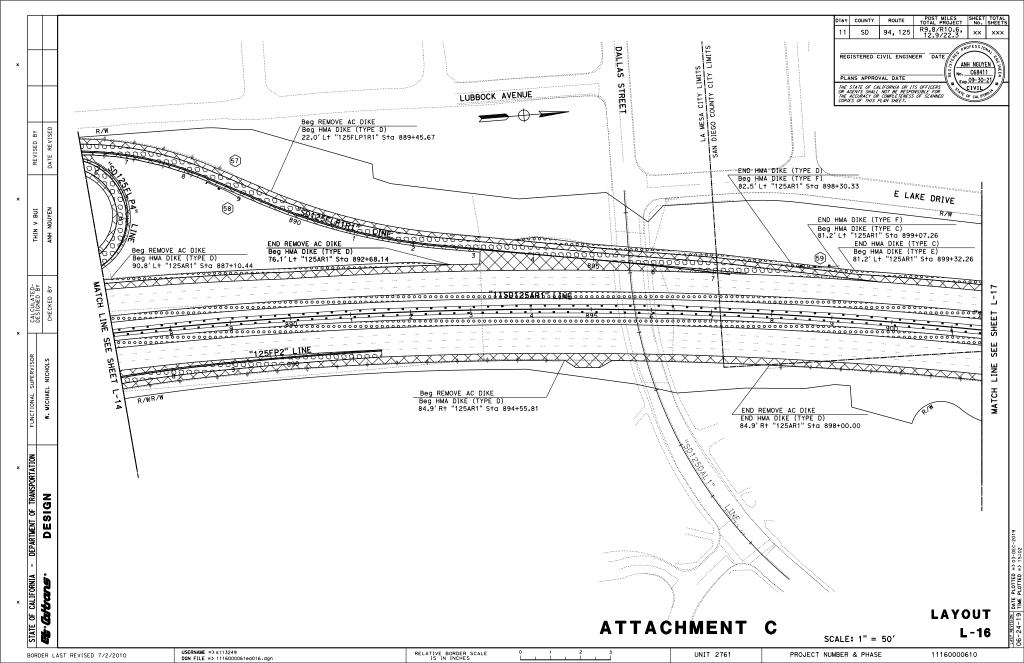


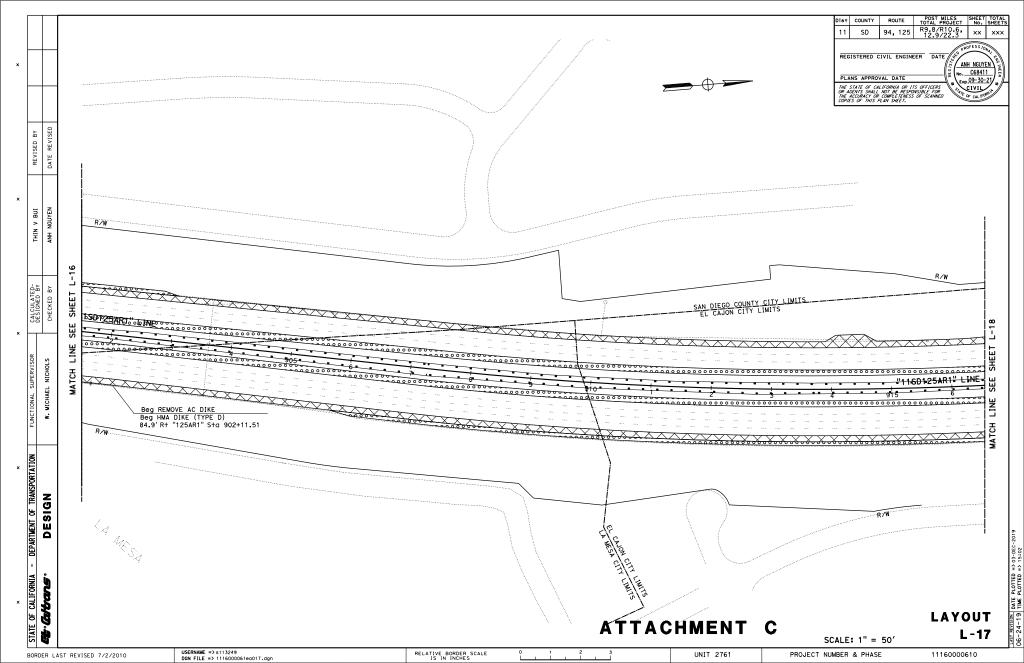


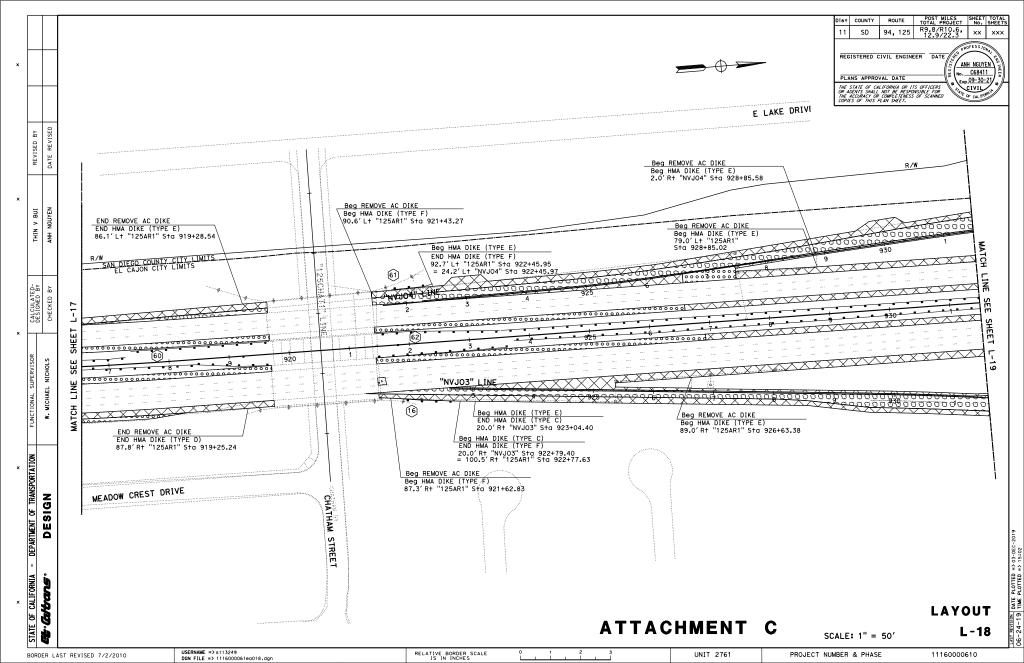


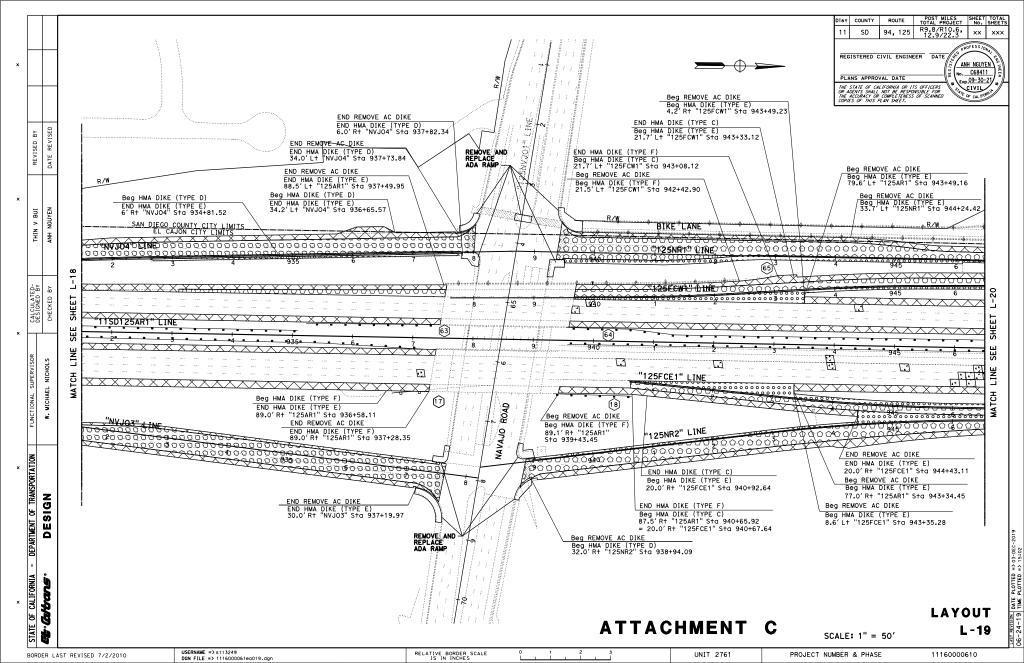


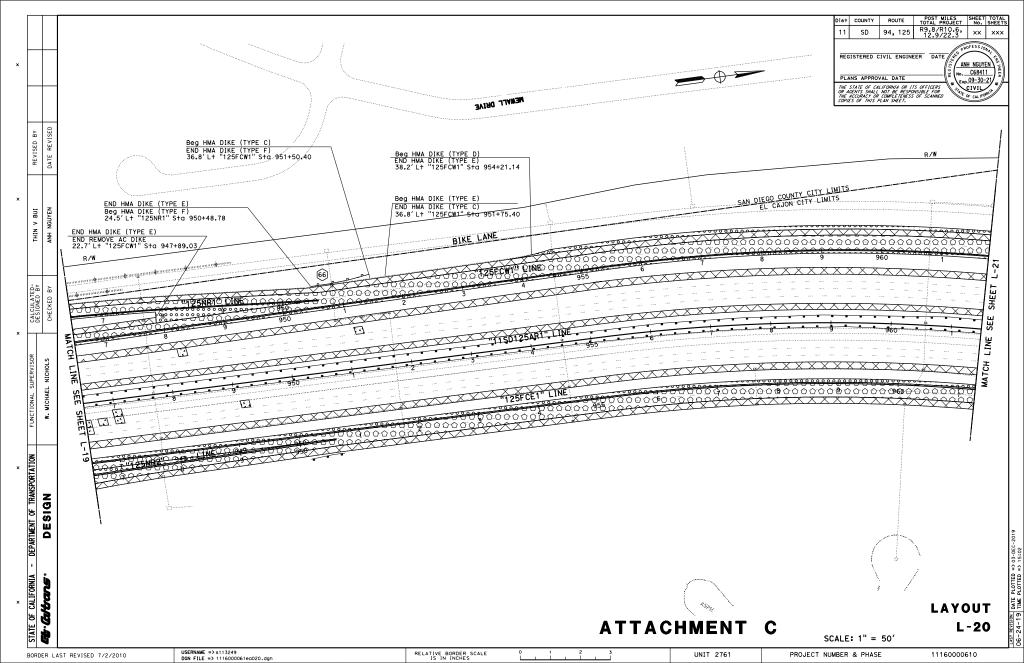
RELATIVE BORDER SCALE IS IN INCHES

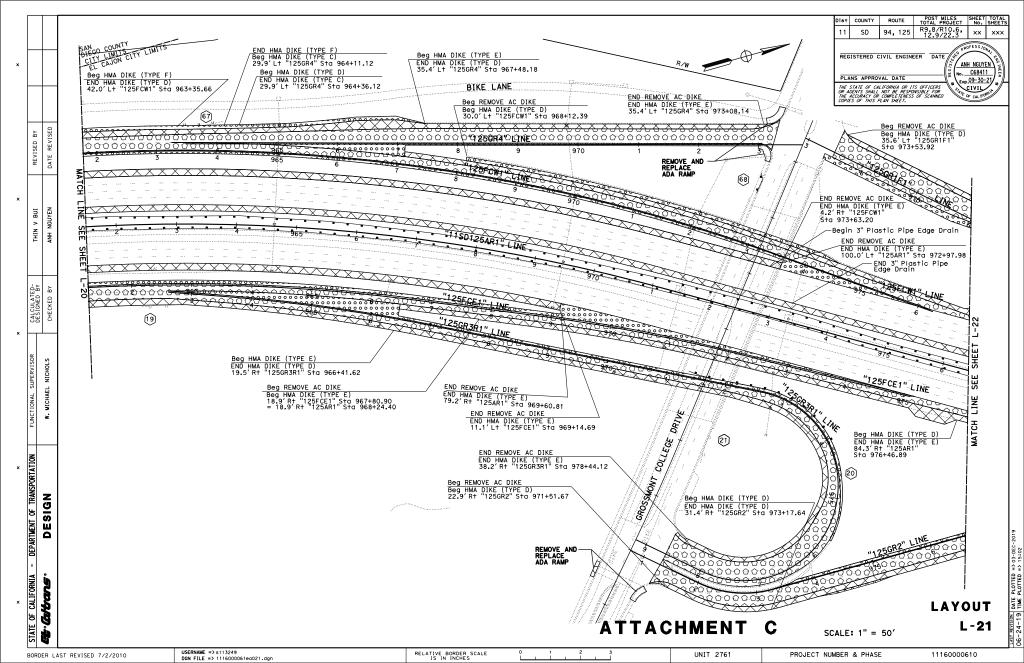


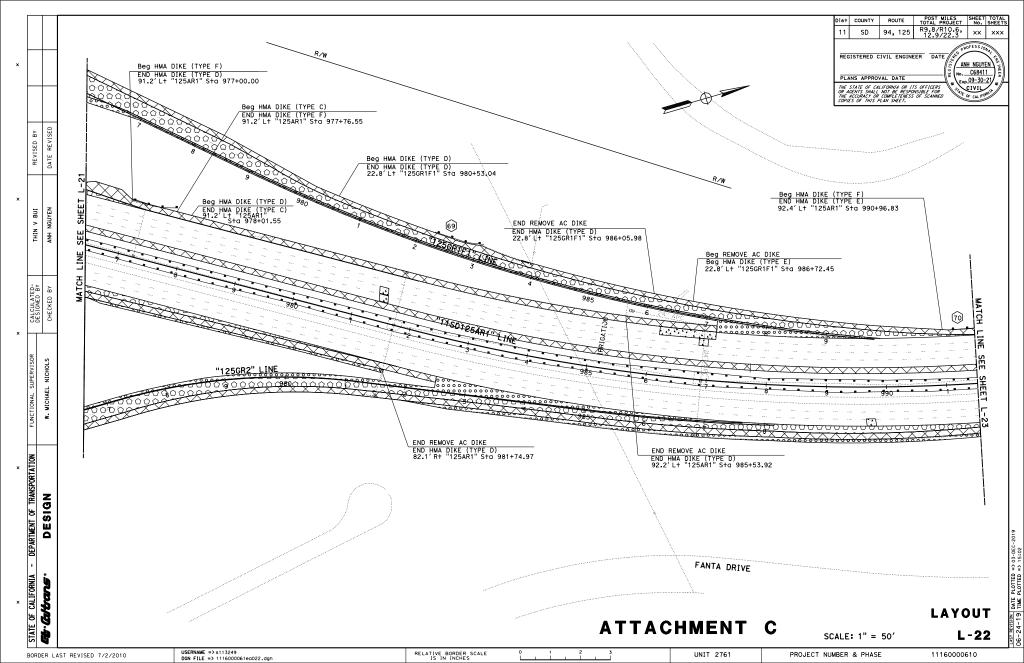


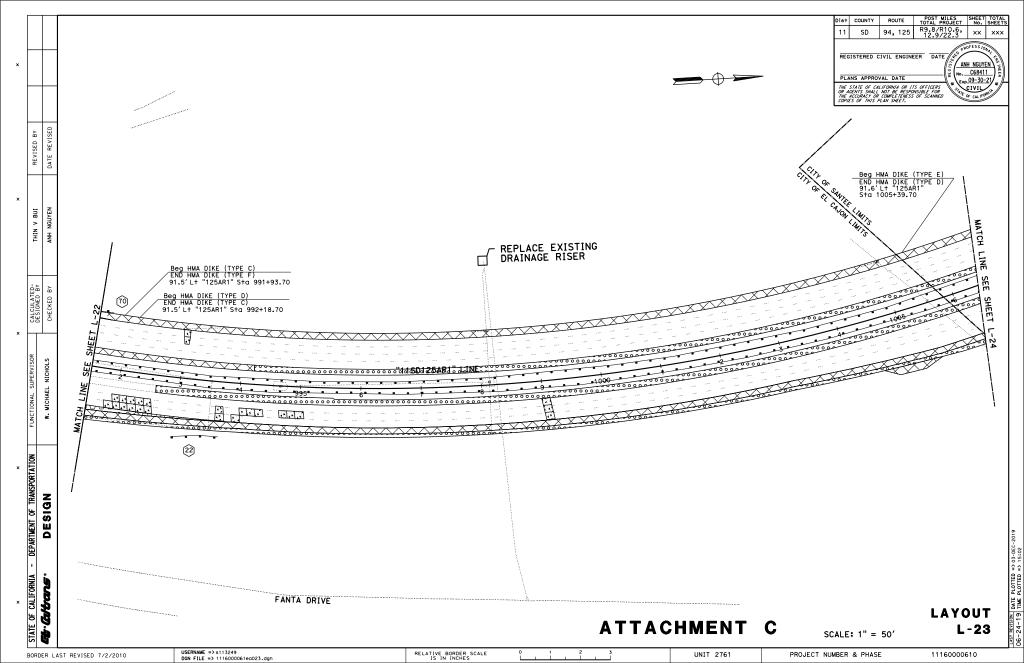


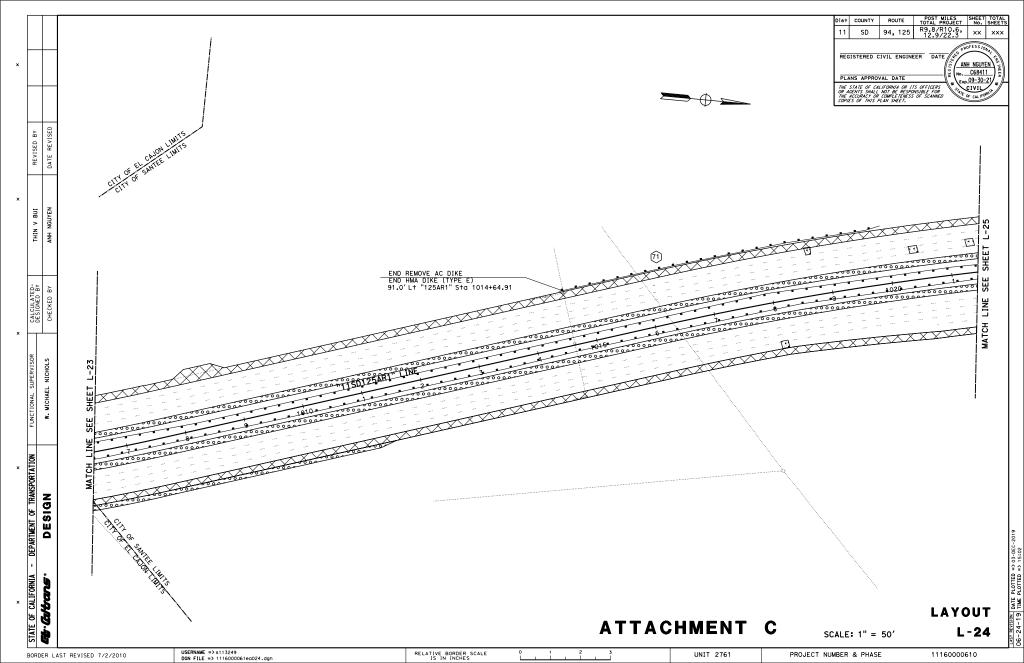


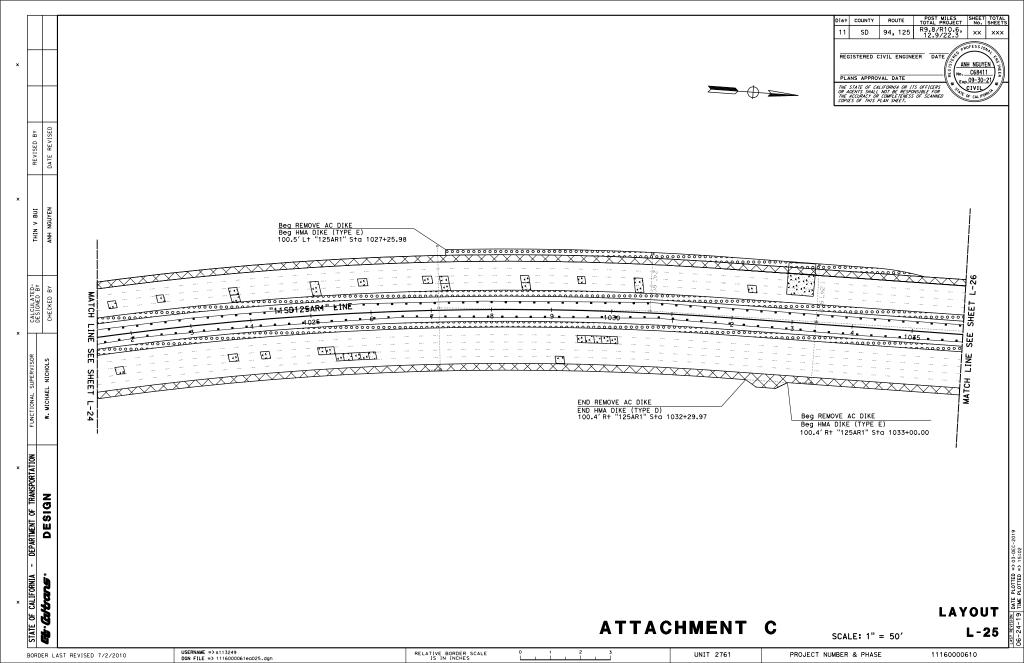


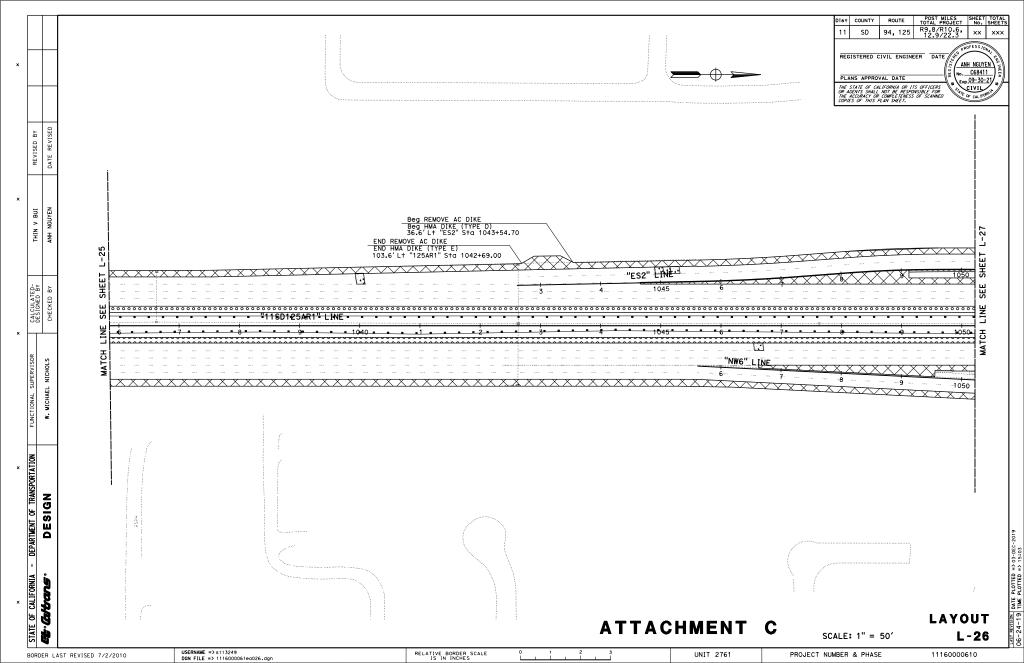


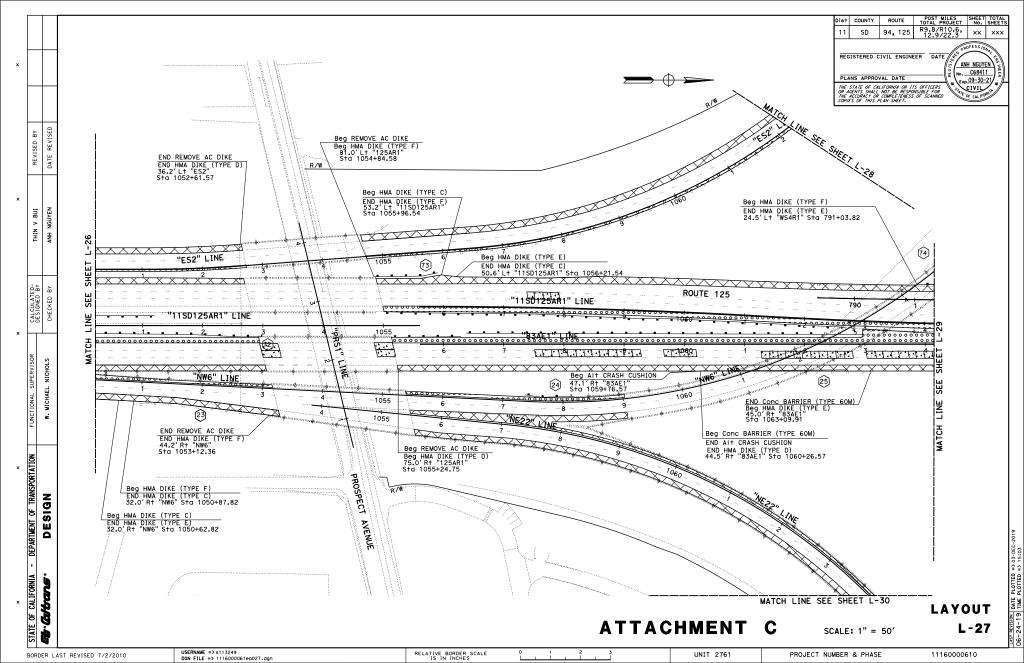


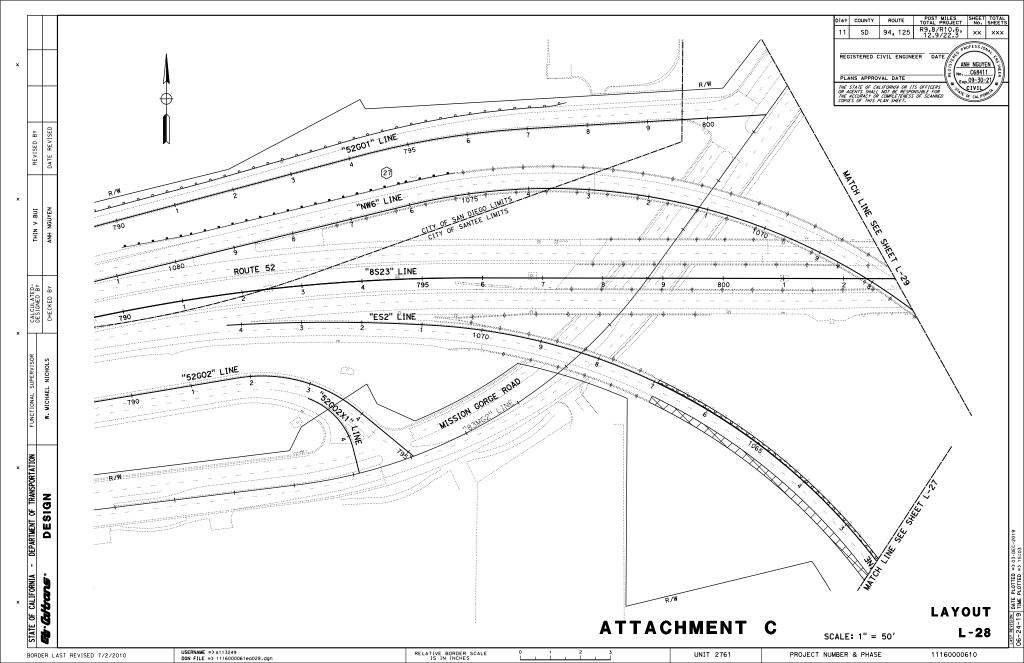


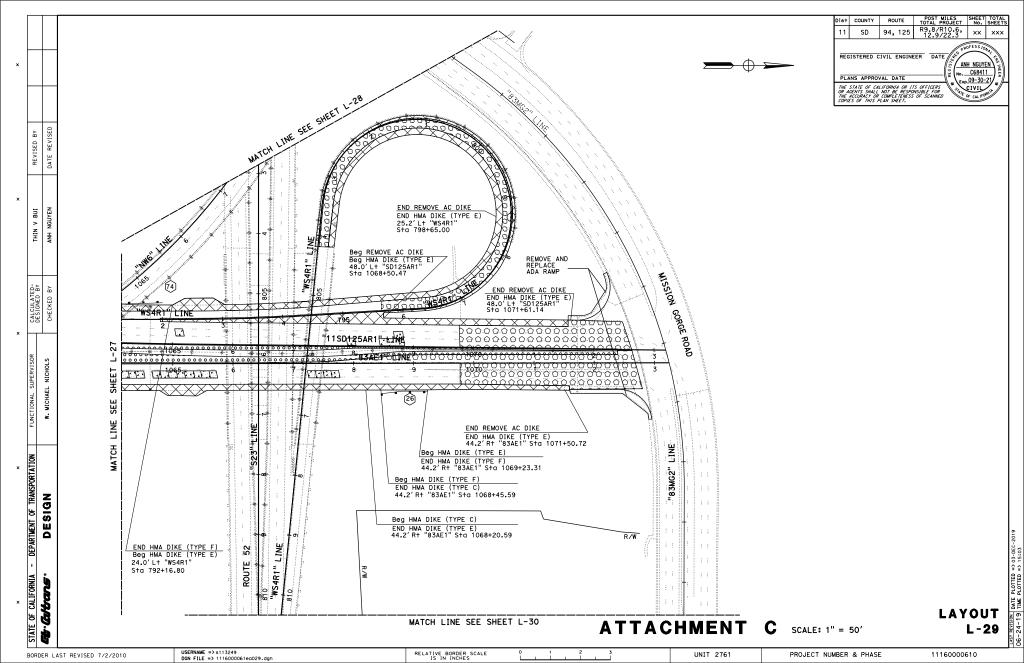


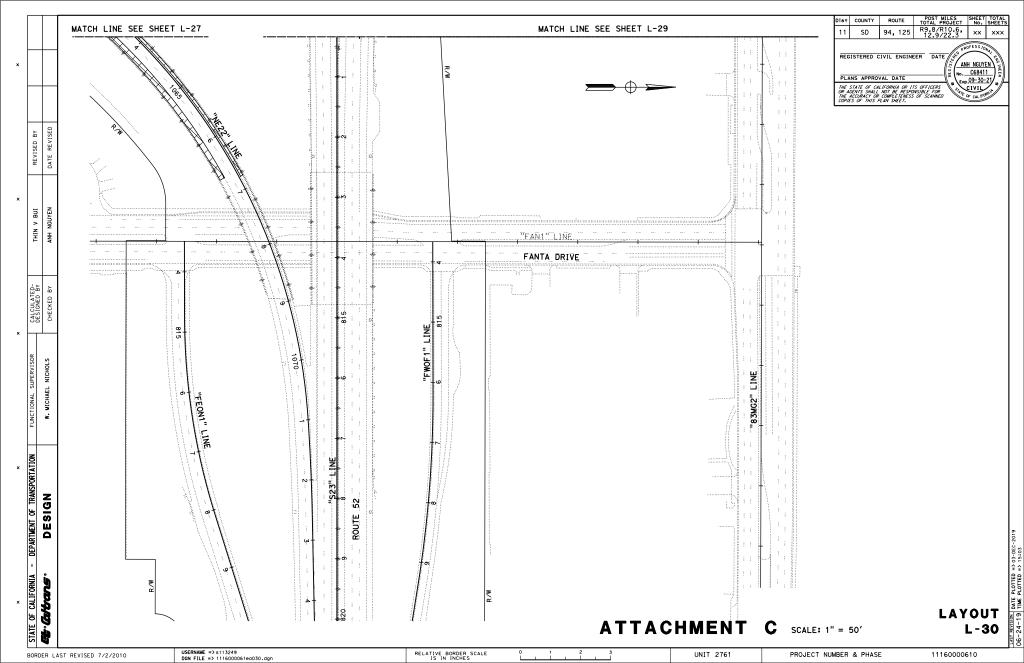












CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

| == - | | | | A 4 |
|--|--|--|--|---|
| 11-SD-9 | 4; 125 Rte. (or Local Agency) | R9.8/R10.6;12.9/2 P.M./P.M. | 2.3 42380/11160000 E.A/Project No. | 61 Federal-Aid Project No. (Local Project)/Project No. |
| | | | | ocation, limits, right-of-way requirements, and activities |
| | n this box. Use Continuation S | | oldding flocd, parposo, i | ocation, limits, right-or-way requirements, and activities |
| Street u Mission all exit/o placing Grossm and upo 125/SR- | ndercrossing in La Mesa Gorge Road in Santee the entrance ramps, gores an asphalt on the AC lanes a nont Blvd., Amaya Drive, N grades to traffic safety itel 94; SR-125/I-8 and SR-125 | and on Route 125 e project propose d all connectors b and shoulders. All lavajo Road, Gros ms such as MBGR 5/SR-52 interchang | from 0.6 mile south s to extend the serv y grinding or replac I exit and entrance r smont College Drive and drainage work ges. If there are any | of Spring Street undercrossing near La Mesa to lice life of the PCC and AC pavement on shoulders, ing slabs on PCC lanes while coldplaning and amps, including Spring Street, Lemon Avenue, and Mission Gorge Road require ADA upgrades Work will also be performed at connectors SR-changes to the project scope or new work is further review. No new right of way required. |
| | ANS CEQA DETERMIN | | | Turtion teview. No new right of way required. |
| ☐ Not | Applicable – Caltrans is not an examination of this propos | the CEQA Lead Age | ncy Not Applica Environmental | able – Caltrans has prepared an Initial Study or mpact Report under CEQA ements, the project is: |
| Exe | mpt by Statute. (PRC 21080[b | o]; 14 CCR 15260 et s | eq.) | |
| Base | If this project falls within exe where designated, precisely There will not be a significant There is not a reasonable potential This project does not damage This project is not located or | oposal and supporting mpt class 3, 4, 5, 6 or mapped, and officially at cumulative effect by assibility that the project a scenic resource we a site included on an | 11, it does not impact a dopted pursuant to la this project and success ct will have a significant ithin an officially design y list compiled pursuant | sive projects of the same type in the same place, over time. effect on the environment due to unusual circumstances. ated state scenic highway. to Govt. Code § 65962.5 ("Cortese List"). |
| | This project does not cause | | | |
| | | | | but it can be seen with certainty that there is no possibility |
| tnat | the activity may have a signific | cant effect on the envi | ronment (14 CCR 1506) | [0][3].) |
| | | | | |
| | Print Name: Senior Environmental Environmental Branch Chief | | | e: Project Manager |
| | Environmental Branch Chief CEQA CE SIGNED | 4/18/2019 | CEQA | A CE SIGNED 4/18/2019 |
| NEDA | Environmental Branch Chief CEQA CE SIGNED Signature | | CEQA | A CE SIGNED 4/18/2019 |
| In accord project: • does r to pre | Environmental Branch Chief CEQA CE SIGNED Signature COMPLIANCE lance with 23 CFR 771.117, ar | Da d based on an examination and based on an examination are a significant import (EA) or Environr | te Signature nation of this proposal a act on the environment nental Impact Statemen | A CE SIGNED 4/18/2019 Date Indicate the state has determined that this as defined by NEPA, and is excluded from the requirements |
| In accord project: • does r to prej • has co | Environmental Branch Chief CEQA CE SIGNED Signature COMPLIANCE lance with 23 CFR 771.117, ar not individually or cumulatively pare an Environmental Assess | Da d based on an examinate a significant import (EA) or Environment grant to 23 CFF | te Signature nation of this proposal a act on the environment nental Impact Statemen R 771.117(b). | A CE SIGNED 4/18/2019 Date Indicate the state has determined that this as defined by NEPA, and is excluded from the requirements |
| In accord project: • does r to preject has concentrated to preject has concentrated are preject the Unconcentrated to the text to the preject has a concentrated to the text | Environmental Branch Chief CEQA CE SIGNED Signature COMPLIANCE Iance with 23 CFR 771.117, ar not individually or cumulatively bare an Environmental Assess ensidered unusual circumstance CANS NEPA DETERMIN JSC 326: The State has determ on unusual circumstances as coare an EA or EIS under the Noresponsibility to make this determination of the Noresponsibility to make the Noresponsibility to the Noresponsibility to make the Norespons | d 4/18/2019 Da Ind based on an examination as significant import (EA) or Environment (EA) or Environment (EA) (Check on mined that this project described in 23 CFR 7 ational Environmental ermination pursuant to 6, executed between the control of the control o | ration of this proposal a act on the environment mental Impact Statemen R 771.117(b). The has no significant impa (71.117(b), As such, the Policy Act. The State has Chapter 3 of Title 23, U | A CE SIGNED 4/18/2019 Date Indicate the state has determined that this as defined by NEPA, and is excluded from the requirements |
| In accord project: • does r to preject has concentrated to preject has concentrated are preject the Unconcentrated to the text to the tex | Environmental Branch Chief CEQA CE SIGNED Signature COMPLIANCE Individually or cumulatively pare an Environmental Assess ensidered unusual circumstance RANS NEPA DETERMIN JSC 326: The State has determ to unusual circumstances as coare an EA or EIS under the N responsibility to make this determination under: 23 CFR 771.117(c): activit 23 CFR 771.117(d): activit | d 4/18/2019 Da Ind based on an examination have a significant import (EA) or Environment (EA) or Environment (EA) (Check on mined that this project described in 23 CFR 7 ational Environmental ermination pursuant to 6, executed between the control of the contr | te Signature nation of this proposal a act on the environment mental Impact Statemen R 771.117(b). The has no significant impa r71.117(b). As such, the Policy Act. The State ha Chapter 3 of Title 23, U the FHWA and the State | Date Calc SIGNED 4/18/2019 Date Indicate supporting information, the State has determined that this as defined by NEPA, and is excluded from the requirements to (EIS), and Calc son the environment as defined by NEPA, and that there project is categorically excluded from the requirements to as been assigned, and hereby certifies that it has carried out nited States Code, Section 326 and a Memorandum of a The State has determined that the project is a Categorical |
| In accord project: • does r to preject has concentrated to preject the Unconcentrated Excentrated to the Ex | Environmental Branch Chief CEQA CE SIGNED Signature COMPLIANCE Iance with 23 CFR 771.117, ar not individually or cumulatively pare an Environmental Assess ensidered unusual circumstance RANS NEPA DETERMIN JSC 326: The State has determ no unusual circumstances as considered unusual circumstances as considered and an examination of the constant | Da Ad based on an examination (EA) or Environment (EA) or Environment (EA) or Environment (EA) (Check on the control of the c | te Signature nation of this proposal a act on the environment mental Impact Statemen R 771.117(b). The has no significant impa r71.117(b). As such, the Policy Act. The State h Chapter 3 of Title 23, U the FHWA and the State between FHWA and th and supporting informat v, consultation, and any by Caltrans pursuant to | Date Calc SIGNED 4/18/2019 Date Indicate supporting information, the State has determined that this as defined by NEPA, and is excluded from the requirements to (EIS), and Calc son the environment as defined by NEPA, and that there project is categorically excluded from the requirements to as been assigned, and hereby certifies that it has carried out nited States Code, Section 326 and a Memorandum of a The State has determined that the project is a Categorical |
| In accord project: • does r to preject has concentrated to preject to preject has concentrated are preject to be concentrated | Environmental Branch Chief CEQA CE SIGNED Signature COMPLIANCE Idence with 23 CFR 771.117, and another individually or cumulatively pare an Environmental Assessionsidered unusual circumstance RANS NEPA DETERMIN JSC 326: The State has determ on unusual circumstances as of pare an EA or EIS under the Noresponsibility to make this determ on under: 23 CFR 771.117(c): activition activity Isseed in App JSC 327: Based on an examination under 23 USC 327. The story is project are being, or head to the project are being. | Da Ad based on an examination (EA) or Environment (EA) or Environment (EA) or Environment (EA) (Check on the control of the c | signature nation of this proposal a act on the environment nental Impact Statemen R 771.117(b). Thas no significant impa (71.117(b). As such, the Policy Act. The State Chapter 3 of Title 23, U the FHWA and the State between FHWA and th and supporting informat v, consultation, and any by Caltrans pursuant to | Date Indicate a supporting information, the State has determined that this as defined by NEPA, and is excluded from the requirements it (EIS), and Indicate a supporting information, the State has determined that this as defined by NEPA, and that there project is categorically excluded from the requirements to as been assigned, and hereby certifies that it has carried out inited States Code, Section 326 and a Memorandum of a The State has determined that the project is a Categorical state ion, the State has determined that the project is a Categorical other actions required by applicable Federal environmental |
| In accord project: • does r to preject has concentrated to preject to preject has concentrated are preject to be concentrated | Environmental Branch Chief CEQA CE SIGNED Signature COMPLIANCE Idence with 23 CFR 771.117, and individually or cumulatively pare an Environmental Assessionsidered unusual circumstance RANS NEPA DETERMIN JSC 326: The State has determounusual circumstances as of the state and the state of | nd based on an examination and based on an examination are pursuant to 23 CFR 7 actional Environmentational Environmentation pursuant to 6, executed between the pursuant to 10 (Cleck on the | reaction of this proposal a act on the environment act on the environment mental Impact Statement (771.117(b)). The state is consultation, and any by Caltrans pursuant to 1s. | nd supporting information, the State has determined that this as defined by NEPA, and is excluded from the requirements t (EIS), and cts on the environment as defined by NEPA, and that there project is categorically excluded from the requirements to as been assigned, and hereby certifies that it has carried out inited States Code, Section 326 and a Memorandum of a The State has determined that the project is a Categorical estate ion, the State has determined that the project is a Categorical other actions required by applicable Federal environmental 23 USC 327 and the Memorandum of Understanding dated |
| In accord project: • does r to preject has concentrated to preject to preject has concentrated are preject to be concentrated | Environmental Branch Chief CEQA CE SIGNED Signature COMPLIANCE Iance with 23 CFR 771.117, are not individually or cumulatively bare an Environmental Assess ensidered unusual circumstance RANS NEPA DETERMIN JSC 326: The State has determing unusual circumstances as on the control of the | nd based on an examination and based on an examination are pursuant to 23 CFR 7 actional Environmentational Environmentation pursuant to 6, executed between the pursuant to 10 (Cleck on the | reaction of this proposal a act on the environment act on the environment mental Impact Statement (771.117(b)). The state is consultation, and any by Caltrans pursuant to 1s. | nd supporting information, the State has determined that this as defined by NEPA, and is excluded from the requirements t (EIS), and cts on the environment as defined by NEPA, and that there project is categorically excluded from the requirements to as been assigned, and hereby certifies that it has carried out nited States Code, Section 326 and a Memorandum of a. The State has determined that the project is a Categorical estate ion, the State has determined that the project is a Categorical other actions required by applicable Federal environmental 23 USC 327 and the Memorandum of Understanding dated CHAEL NICHOLS |
| In accord project: • does r to preject has concentrated to preject the Unconcentrated Excentrated to the Ex | Environmental Branch Chief CEQA CE SIGNED Signature COMPLIANCE Idence with 23 CFR 771.117, and individually or cumulatively pare an Environmental Assessionsidered unusual circumstance RANS NEPA DETERMIN JSC 326: The State has determounusual circumstances as of the state and the state of | nd based on an examination and based on an examination are pursuant to 23 CFR 7 actional Environmentational Environmentation pursuant to 6, executed between the pursuant to 10 (Cleck on the | reation of this proposal a act on the environment act on the environment mental Impact Statement (771.117(b)). The state in the policy Act. The State in Chapter 3 of Title 23, Uthe FHWA and the State between FHWA and the and supporting informative, consultation, and any by Caltrans pursuant to 1s. | Date Indicate the state has determined that this as defined by NEPA, and is excluded from the requirements to (EIS), and Indicate the environment as defined by NEPA, and that there project is categorically excluded from the requirements to as been assigned, and hereby certifies that it has carried out inited States Code, Section 326 and a Memorandum of an Intel State has determined that the project is a Categorical estate ion, the State has determined that the project is a Categorical other actions required by applicable Federal environmental 23 USC 327 and the Memorandum of Understanding dated CHAEL NICHOLS The Project Manager/DLA Engineer 12 19 19 |

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

NEPA/CEQA RE-VALIDATION FORM

| DIST./CO./RTE. | 11/SD/94;125 | | | | | | | |
|--|---|--|--|--|--|--|--|--|
| PM/PM | 94: R9.8/R10.6; 125: 12.9/22.3 | | | | | | | |
| E.A. or Fed-Aid Proje No. | ct 42380 | | | | | | | |
| Other Project No. (sp | ecify) Pi: 1116000061 | | | | | | | |
| PROJECT TITLE | SR-94/SR-125 Pavement Rehabilitation | | | | | | | |
| ENVIRONMENTAL APPROVAL TYPE | CEQA CE | | | | | | | |
| DATE APPROVED | 4/18/2019 | | | | | | | |
| REASON FOR CONSULTATION (23 CFR 771.129) | Check reason for consultation: □ Project proceeding to next major federal approval □ Change in scope, setting, effects, mitigation measures, requirements □ 3-year timeline (EIS only) □ N/A (Re-Validation for CEQA only) | | | | | | | |
| DESCRIPTION OF CHANGED CONDITION | Briefly describe the changed conditions or new information on page 2. Append continuation sheet(s) as necessary. Include a revised Environmental Commitments Record (ECR) when applicable. | | | | | | | |
| NEPA CONCLUSIO | | | | | | | | |
| regarding the validity of | on of the changed conditions and supporting information: [Check ONE of the three statements below, the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether is warranted and whether the type of environmental document will be elevated.] | | | | | | | |
| The original environmental document or CE remains valid. No further documentation will be prepared. The original environmental document or CE is in need of updating; further documentation has been prepared and is included on the continuation sheet(s) or is attached. With this additional documentation, the original ED or CE remains valid. Additional public review is warranted (23 CFR 771.111(h)(3)) Yes No The original document or CE is no longer valid. Additional public review is warranted (23 CFR 771.111(h)(3)) Yes No Supplemental environmental document is needed. Yes No New environmental document is needed. Yes No (If "Yes," specify type:) CONCURRENCE WITH NEPA CONCLUSION I concur with the NEPA conclusion above. N/A Signature: Environmental Branch Chief Date Signature: Project Manager/DLAE Date CEQA CONCLUSION: (Only mandated for projects on the State Highway System.) Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (Check ONE of the five statements below, indicating whether any additional | | | | | | | | |
| any continuation sheets | | | | | | | | |
| ☐ Only minor to or will be ☐ | ument remains valid. No further documentation is necessary. echnical changes or additions to the previous document are necessary. An addendum has been prepared and is ⊠ included on the continuation sheets or □ will be attached. It need ated for public review. (CEQA Guidelines, §15164) | | | | | | | |
| adequate. A | substantial, but only minor additions or changes are necessary to make the previous document Supplemental environmental document will be prepared, and it will be circulated for public review. elines, §15163) | | | | | | | |
| Changes are environment | substantial, and major revisions to the current document are necessary. A Subsequent all document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162) of subsequent document, e.g., Subsequent FEIR) | | | | | | | |
| The CE is no | longer valid. New CE is needed. Yes No | | | | | | | |
| I concur with | the CEQA conclusion above. Conclusion above | | | | | | | |
| | | | | | | | | |

Page 1 of 2

NEPA/CEQA RE-VALIDATION FORM

CONTINUATION SHEET(S)

Address only changes or new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

Changes in project design, e.g., scope change; a new alternative; change in project alignment

- The project title has been changed to "In San Diego County on Route 94 from E94/N125 Separation in Lemon Grove to 0.1 mile East of Spring Street Undercrossing in La Mesa and on Route 125 from 0.6 mile South of Spring Street Undercrossing near La Mesa to Mission Gorge Road in Santee.
- 2. The original Post Miles on State Route 125 were 13.0/22.3 have been changed to Post Miles 12.9/22.3.
- 3. The project has added new work on State Route 94 between Post Mile R9.8/R10.6.
- 4. The CEQA CE indicates project work on a total 60 lane miles and that information has been deleted from the project description.

Changes in environmental setting, e.g., new development affecting traffic or air quality;

- 1. The project description was changed slightly regarding the SR-125 post miles and added the new work on SR-94.
- 2. The Post Miles on SR-125 were changed slightly to 12.9/22.3.
- 3. The project added new pavement rehabilitation work on State Route 94 between Post Mile R9.8/R10.6.

Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.

None

Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.

The project has added new pavement rehabilitation work on State Route 94 between Post Miles R9.8/R10.6.

Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

The SWDR was revised to include work on SR-94.

Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.

A revised ECR is attached.

| Dist/Co/Rte/PM: | | 11/SD/94;125/ R9.8-R10.6; 12.9-22.3 | Fed. Aid No. (Local Project): | EA/Project No.: 42380 1116000061 | | | | | | | |
|-----------------|---|---|--|--|--|--|--|--|--|--|--|
| SECT | TION A: | | Use the information in this activity for this project. | section to determine the applicable CE and | | | | | | | |
| If | Project is a CE under CE Assignment 23 USC 326. \[| | | | | | | | | | |
| | | | Activity Listed in 2: | 3 CFR 771.117(c) | | | | | | | |
| 1 🔲 | engineerii | ng to define the ele | ments of a proposed action or alt | uch as planning and research activities; grants for training; ernatives so that social, economic, and environmental effects can classes of highways on the Federal-aid highway system. | | | | | | | |
| 2 🔲 | Approval | of utility installation | s along or across a transportation | n facility. | | | | | | | |
| 3 🔲 | Construct | on of bicycle and p | pedestrian lanes, paths, and facili | ties. | | | | | | | |
| 4 🔲 | Activities | ncluded in the Sta | te's <i>highway safety plan</i> under <u>23</u> | U.S.C 402. | | | | | | | |
| 5 🗆 | Transfer of that is not | of Federal lands pu otherwise subject | rsuant to 23 U.S.C. 107(d) and/o to FHWA review under NEPA. | 23 U.S.C. 317 when the land transfer is in support of an action | | | | | | | |
| 6 □ | The instal | lation of noise barr | iers or alterations to existing publ | icly owned buildings to provide for noise reduction. | | | | | | | |
| 7 🔲 | Landscap | ing. | | | | | | | | | |
| 8 🗆 | Installatio no substa | n of fencing, signs, ntial land acquisitio | pavement markings, small passe on or traffic disruption will occur. | enger shelters, traffic signals, and railroad warning devices where | | | | | | | |
| 91 | the State | ving actions for trar and concurred in b .ct (42 U.S.C 5121 | y the Secretary, or a disaster or e | an incident resulting in an emergency declared by the Governor of emergency declared by the President pursuant to the Robert T. | | | | | | | |
| | (i) Emerg | ency repairs under | 23 U.S.C 125; | | | | | | | | |
| | as a ferry lanes), th | dock or bus transf at is in operation or | er station), including ancillary trar · under construction when damag | | | | | | | | |
| | location address | as the original (whe conditions that ha | nich may include upgrades to mee ve changed since the original cor | · · | | | | | | | |
| | ` | | 2-year period beginning on the o | late of the declaration. | | | | | | | |
| 10 🔲 | · · · · · · · · · · · · · · · · · · · | n of scenic easeme | | | | | | | | | |
| 11 🔲 | | | | eviously acquired with Federal-aid participation. | | | | | | | |
| 12 🔲 | | | st areas and truck weigh stations. | | | | | | | | |
| 13 🔲 | | ng activities. | | | | | | | | | |
| 14 🔲 | | ail car rehabilitatio | | | | | | | | | |
| 15 🔲 | | | | ssible for elderly and handicapped persons. | | | | | | | |
| 16 🗀 | service or | increase service to | o meet routine changes in demar | | | | | | | | |
| 17 🗌 | The purch facilities t | ase of vehicles by nat themselves are | the applicant where the use of the within a CE. | ese vehicles can be accommodated by existing facilities or by new | | | | | | | |
| 18 🔲 | Track and | railbed maintenar | ice and improvements when carri | ed out within the existing right-of-way. | | | | | | | |

 $^{^{1}}$ On the CE form, distinguish between c9i or c9ii

² Include copy of the emergency declaration in the file

| | | 44/00/04 405/ | | LAGIGSTOTT | | |
|---------|---|--|--|---|--|---|
| Dist/Co | o/Rte/PM: | 11/SD/94;125/ | Fed. Aid No. (Local Pr | oject): | EA/Project No.: | 42380 |
| | | R9.8-R10.6; 12.9-22.3 | | | | 1116000061 |
| 19 🔲 | Purchase impacts of | and installation of of the site. | perating or maintenand | e equipment to b | pe located within the transit fac | llity and with no significant |
| 20 🔲 | Promulgat | tion of rules, regulat | ions, and directives. | | | |
| 21 🗌 | componer security or managem aided disp | nts of a fully integrat r passenger conven ent systems, electro atching systems, ra | ed system, to improve ience. Examples includ onic payment equipmen | the efficiency or s le, but are not lim nt, automatic vehi estems, dynamic | n processing used singly or in caseful of a surface transportation of a surface transportation of the transportation of the transport of the t | on system or to enhance ctor devices, lane nger counters, computer- |
| 223 🔲 | operational area includinterchang controlled security of substation Note: As a that proper operational eligible for | al right-of-way mear des the features as ges, culverts, draina access highway. The fatransportation facts, transportation ver clarifying example rity was acquired for this categorical exception. | is all real property intersociated with the physic ge, clear zone, traffic conis also includes fixed collity, parking facilities withing structures, and transition in title 23 (or certain titran eligible purpose, with property interests acquision as long as the i | ests acquired for cal footprint of the ontrol signage, la guideways, mitigation direct access ansportation main le 49) funds were thich was construired with title 23 aterests are devo | within the existing operational rithe construction, operation, or project including but not limited and scaping, and any rest areas ation areas, areas maintained of to an existing transportation for the acquisition ction, operation, or mitigation, funds, or otherwise conveyed ated exclusively to the purpose unless such non-highway alter | mitigation of a project. This ed to the roadway, bridges, with direct access to a prused for safety and acility, transportation power of the real property, then and thus is part of the for title 23 purposes, are sof that facility and the |
| | Federal la | w (including regulat | ions) or the FHWA (23 | CFR 710.403(b) |). | native ases are permitted by |
| 234 | 1 | funded projects: En | | and Federal fur | · · | |
| | (i) (ii) | | | | or 0.30 and Federal funds compr | ising less than 15 percent of |
| 24 🗌 | permitting assessme | purposes, such as nt or similar survey | drilling test bores for so and wetland surveys. | oil sampling; arch | for preliminary design and for eological investigations for arc | heology resources |
| 25 🗌 | facility (inc sections 4 | cluding retrofitting a | nd construction of storr | nwater treatment | e or mitigate the impacts of an systems to meet Federal and J.S.C. 1341; 1342) carried out | State requirements under |
| 26 🛚 | (including [771.117(e | parking, weaving, t e)]. Note: In order | urning, and climbing la to use this CE, certa | nes), if the action in constraints m | reconstruction, adding should meets the constraints in paragust be met. Complete Sections | graph (e) of this section on A, Item 2 below. |
| 27 🗌 | lighting, if certain co | the project meets the project meets the project must be | ne constraints in paragi met. <u>Complete Sect</u> | aph (e) of this se | he installation of ramp meterin ction [771.117(e)]. Note: In c ow . | order to use this CE, |
| 28 🗌 | Bridge reh crossings, certain co | nabilitation, reconstr if the actions meet constraints must be | uction, or replacement the constraints in para met. <u>Complete Sect</u> | or the construction graph (e) of this son A, Item 2 bel | on of grade separation to repla section [771.117(e)]. Note: In ow . | order to use this CE, |
| 29 🗆 | and secur existing fa | ity systems) that wo cilities or by new fa | ould not require a chang cilities that themselves | ge in the function are within a CE. | (including improvements to fe of the ferry terminals and can | be accommodated by |
| 30 🗆 | a change | in their functional us | se, and do not result in | a substantial inci | substantially the same geograp rease in the existing facility's c lated utilities, buildings, and te | apacity. Example actions |
| | | | Activity Listed in | | | |
| 1 | Reserved. | | | | | |
| 2 | Reserved. | | | | | |
| 3 | Reserved. | | | | | |

 $^{^{3}}$ On the CE form, identify in the project description that all work is within operation right-of-way.

 $^{^{\}mathbf{4}}$ On the CE form, distinguish between c23i or c23ii.

| Dist/Co | o/Rte/PM: | 11/SD/94;125/ | Fed. Aid No. (Local Project): | EA/Project No.: 42380 | | | | | | | | |
|---------|--|---|---|--|--|--|--|--|--|--|--|--|
| | • | R9.8-R10.6; 12.9-22.3 | | 1116000061 | | | | | | | | |
| 4 🗆 | Transportation corridor fringe parking facilities. | | | | | | | | | | | |
| 5 🗆 | Construction of new truck weigh stations or rest areas. | | | | | | | | | | | |
| 6 🗆 | Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts. | | | | | | | | | | | |
| 7 🗆 | Approvals | for changes in acc | ess control. | | | | | | | | | |
| 8 🗆 | where suc | ch construction is no | age and maintenance facilities in areas of inconsistent with existing zoning and apport vehicle traffic. | s used predominantly for industrial or transportation purposes I located on or near a street with adequate capacity to | | | | | | | | |
| 9 🗆 | Rehabilita land are r | ition or reconstruction equired, and there i | on of existing rail and bus buildings an s not a substantial increase in the nun | d ancillary facilities where only minor amounts of additional ber of users. | | | | | | | | |
| 10 🗌 | improvem | ion of bus transfer f ents) when located bus traffic. | acilities (an open area consisting of pa in a commercial area or other high ac | ssenger shelters, boarding areas, kiosks and related street ivity center in which there is adequate street capacity for | | | | | | | | |
| 11 🗌 | where suc | ion of rail storage and construction is no no community. | nd maintenance facilities in areas used t inconsistent with existing zoning, an | d predominantly for industrial or transportation purposes d where there is no significant noise impact on the | | | | | | | | |
| 12 🗌 | parcel or evaluation | a limited number of n of alternatives, inc | parcels. These types of land acquisition Inding shifts in alignment for planned of | d protective buying will be permitted only for a particular on qualify for a CE only where the acquisition will not limit the construction projects, which may be required in the NEPA be NEPA process has been completed. | | | | | | | | |
| | hardship t can docui | o the owner, in cont | trast to others, because of an inability | ant at the property owner's request to alleviate particular to sell his property. This is justified when the property owner at remaining in the property poses an undue hardship | | | | | | | | |
| | corridor o | r site. Documentatio | n must clearly demonstrate that deve imminent. Advance acquisition is not | of a parcel that may be needed for a proposed transportation opment of the land would preclude future transportation use permitted for the sole purpose of reducing the cost of | | | | | | | | |
| 13 🔲 | Actions do | escribed in paragrap on. | ohs (c)(26), (c)(27), and (c)(28) of this | section that do not meet the constraints in paragraph (e) of | | | | | | | | |
| Activi | ty Listed i | n Appendix A of th | e CE Assignment MOU for State As | sumption of Responsibilities for Categorical Exclusions | | | | | | | | |
| 1 🗆 | Construct basins), p | ion, modification, or rotection measures | repair of storm water treatment devic such as slope stabilization and other | es (e.g., detention basins, bioswales, media filters, infiltration erosion control measures throughout California. | | | | | | | | |
| 2 🗆 | Replacem | ent, modification, o | r repair of culverts or other drainage fa | cilities. | | | | | | | | |
| 3 🗆 | wildlife (e | .g., revegetation of o | e the creation, maintenance, restoration disturbed areas with native plant speci passage conveyances or structures; i | n, enhancement, or protection of habitat for fish, plants, or es; stream or river bank revegetation; construction of new, or estoration or creation of wetlands). | | | | | | | | |
| 4 🗆 | meets cur | epair of facilities due rent standards of de etaining walls). | e to storm damage, including permane esign and public health and safety with | nt repair, to return the facility to operational condition that tout expanding capacity (e.g., slide repairs, construction or | | | | | | | | |
| 5 🗌 | Routine s of capacit | eismic retrofit of fac y. | ilities to meet current seismic standard | ls and public health and safety standards without expansion | | | | | | | | |
| 6 □ | Air space | leases that are sub | iect to Subpart D, Part 710, title 23, C | ode of Federal Regulations. | | | | | | | | |
| 7 🗆 | Drilling of purposes. | | oling to provide information for prelimi | nary design and for environmental analyses and permitting | | | | | | | | |

Categorical Exclusion Checklist Dist/Co/Rte/PM: Fed. Aid No. (Local Project): EA/Project No.: 11/SD/94;125/ 42380 R9.8-R10.6; 1116000061 12.9-22.3 2. This section must be completed in order to use a CE under 23 CFR 771.117(c)(26), (c)(27), or (c)(28). The action **DOES NOT** include any of the following constraints found in 23 CFR 771.117(e): • An acquisition of more than a minor amount of right-of-way or that would result in any residential or nonresidential displacements A bridge permit from the U.S. Coast Guard; OR В. An action that does not meet the terms and conditions of a U.S. Army Corps of Engineers nationwide or general permit under section 404 of the Clean Water Act (i.e., does the project require a Standard 404 permit [Individual Permit or Letter of Permission1?) AND/OR A permit required under Section 10 of the Rivers and Harbors Act of 1899 A finding of "adverse effect" to historic properties under the National Historic Preservation Act; OR C. The use of a resource protected under 23 U.S.C. 138 or 49 U.S.C. 303 (section 4(f)) except for actions resulting in de minimis impacts; OR A finding of "may affect, likely to adversely affect" threatened or endangered species or critical habitat under the **Endangered Species Act** Construction of temporary access or the closure of existing road, bridge, or ramps that would result in major traffic D. disruptions · Changes in access control E. • A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths); OR Construction activities in, across, or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers If the action includes any of the constraints listed above, it MAY NOT be processed under 23 CFR 771.117(c)(26), (c)(27), or (c)(28), however, the project may qualify for a CE under 23 CFR 771.117(d)(13). 3. Project is a CE for a highway project under NEPA Assignment 23 USC 327. ⊠ No Yes (Use only if project does not qualify under CE Assignment 23 USC 326 [activities not included in three previous lists above].) 4. Independent Utility and Logical Termini The project complies with NEPA requirements related to connected actions and segmentation (i.e. the project must have independent utility, connect logical termini when applicable, be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made and not restrict further consideration of alternatives for other reasonably foreseeable transportation improvements). (FHWA Final Rule, "Background," Federal Register Vol. 79, No. 8, January 13, 2014.) 5. Categorical Exclusions Defined (23 CFR 771.117[a]). FHWA regulation 23 CFR 771.117(a) defines categorical exclusions as actions which: • do not induce significant impacts to planned growth or land use for the area; • do not require the relocation of significant numbers of people; • do not have a significant impact on any natural, cultural, recreational, historic or other resources; • do not involve significant air, noise, or water quality impacts: • do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts. Checking this box certifies that project meets the above definition for a Categorical Exclusion. 6. Exceptions to Categorical Exclusions/Unusual Circumstances (23 CFR 771.117[b]). FHWA regulation 23 CFR 771.117(b) provides that any action which normally would be classified as a CE but could involve

FHWA regulation 23 CFR 771.117(b) provides that any action which normally would be classified as a CE but could involve unusual circumstances requires the Department to conduct appropriate environmental studies to determine if the CE classification is proper. Unusual circumstances include actions that involve:

- · Significant environmental impacts;
- Substantial controversy on environmental grounds;
- Significant impact on properties protected by section 4(f) of the DOT Act or section 106 of the National Historic Preservation Act; or
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

All of the above unusual circumstances have been considered in conjunction with this project. (Please select one.)

- ☑ Checking this box certifies that **none of the above conditions apply** and that the project qualifies for a Categorical Exclusion.
- ☐ Checking this box certifies that unusual circumstances **are involved**. However, the appropriate studies/analysis have been completed, and it has been determined that the CE classification is still appropriate.

| SECTION B: Compliance with FHWA NEPA policy to complete all other applicable environmental |
|---|
| requirements ⁵ prior to making the NEPA determination: |
| During the environmental review process for which this CE was prepared, all applicable environmental |
| requirements were evaluated. Outcomes for the following requirements are identified below and fully documented |
| in the project file. [NOTE: EVERY SECTION BELOW MUST BE COMPLETED, DO NOT SKIP ANY SECTIONS.] |
| FSTIP |
| ☑ The project description on the Categorical Exemption/Categorical Exclusion Form matches the project description in the FSTIP and RTP, and the appropriate page of the FSTIP is in the project file. |
| Air Quality |
| ☑ <u>Air Quality Conformity Findings Checklist</u> has been completed and project meets all applicable AQ requirements. |
| For 23 USC 326 projects which require an air quality conformity determination (this will apply to certain projects |
| under 23 CFR 771.117(c)(22), (c)(23), (c)(26), (c)(27), and (c)(28)), list the date of the Caltrans conformity |
| determination: |
| ☐ For 23 USC 327 projects, list date of FHWA concurrence on conformity determination: |
| Cultural Resources |
| ☑ Section 106 compliance is complete. ☑ Screened Undertaking |
| Select appropriate finding: No Historic Properties Affected No Adverse Effect with Standard Conditions |
| ☐ No Adverse Effect without Standard Conditions ☐ Adverse Effect/MOA ☐ Phasing/Project PA |
| Noise |
| 23 CFR 772 |
| ☑ Is this a Type 1 project? ☐ Yes ☑ No (skip this section.) |
| Future noise levels with project either approach or exceed NAC or result in a substantial increase. |
| If yes, Abatement is reasonable and feasible Abatement is not reasonable or feasible |
| Waters, Wetlands |
| Section 404 of the Clean Water Act |
| Impacts to Waters of the U.S.: Yes 🖾 No; If yes, approval anticipated: |
| ☐ Nationwide Permit ☐ Individual Permit ☐ Regional General Permit ☐ Letter of Permission |
| Section 401 of the Clean Water Act |
| ⊠ Exemption □ Certification □ Not Applicable |
| Wetland Protection (Executive Order #11990) |
| ⊠ No Wetland Impact |
| ☐ Permanent Wetland Impact; Only Practicable Alternative Finding is included in a separate document in the |
| project file |
| Biology |
| USFWS, Species List Date: (must be < 180 days old) |
| ☑ No Effect Section 7 (Federal Endangered Species Act) |
| Consultation with USFWS Findings (Effect determination): |
| ☐ Not Likely to Adversely Affect with USFWS Concurrence. Date: |
| Likely to Adversely Affect with Biological Opinion Date: |
| • NOAA Fisheries, Species List Date: (must be < 180 days old) N/A: Project outside of NOAA jurisdiction |
| No Effect Section 7 (Federal Endangered Species Act) |
| Consultation with NOAA Fisheries Findings (Effect determination): |
| Not Likely to Adversely Affect with NOAA Fisheries Concurrence. Date: |
| Likely to Adversely Affect with Biological Opinion Date: |
| Essential Fish Habitat (Magnuson-Stevens Act) Findings (Effect determination): |
| ☑ Magnuson-Stevens Fishery Conservation and Management Act does not apply |
| ☐ No Adverse Effect ☐ Adverse Effect and consultation with NOAA Fisheries |

⁵ Please consult the SER for a complete list of applicable laws, statutes, regulations, and executive orders that must be considered before completing the CE.

| Floodplains |
|--|
| Floodplains (Executive Order #11988) |
| No Floodplains ☐ No Significant Encroachment ☐ Significant Encroachment |
| Section 4(f) Transportation Act (23 CFR 774) |
| Section 4(f) regulation was considered as a part of the review for this project and a determination was made: Section 4(f) does not apply (Project file includes documentation that property is not a Section 4(f) property, that project does not use a Section 4(f) property, or that the project meets the criteria for the temporary occupancy exception.) |
| ☐ Section 4(f) applies ☐ De Minimis ☐ Programmatic: Type (List one of the five appropriate categories as defined in 23 CFR 774.3) ☐ Individual: ☐ Legal Sufficiency Review complete ☐ HQ Coordinator Review Complete |
| Section 6(f) – Properties Acquired with Land and Water Conservation Fund grants |
| Was the above property purchased with grant funds from the Land and Water Conservation Fund? ☑ No, Section 6(f) does not apply. No additional documentation required. ☑ Yes ☐ Documentation of approval from National Park Service Director (through California State Parks) has been received for the conversion/and replacement of 6(f) property. |
| Coastal Zone |
| Coastal Zone Management Act of 1972 ☑ Not in Coastal Zone ☐ Qualifies for Exemptions ☐ Qualifies for Waiver ☐ Coastal Permit Required ☐ Consistent with Federal State and Local Coastal Plans ☐ Federal Consistency |
| Coast Guard – Bridge Over Navigable Waters of the U.S. |
| Not applicable □ 23 USC 144(c) USCG Bridge Permit Exception □ 33 CFR 115.70 Advance Approval □ USCG Bridge Permit |
| Relocation and Right of Way |
| Relocations ☑ No Relocations ☐ Project involves (#) relocations and will follow the provisions of the Uniform Relocation Act. Right of Way Acquisitions/Easements |
| No right of way acquisitions or easements |
| Project involves (#) acquisitions and (#) easements. |
| Hazardous Waste and Materials |
| Are hazardous materials or contamination exceeding regulatory thresholds (as set by U.S. EPA, Cal EPA, County Environmental Health, etc.) present? ☐ Yes ☑ No ☐ Yes ☑ |
| • If yes, is the nature and extent of the hazardous materials or contamination fully known? Yes No If no, briefly discuss the plan for securing information: |
| SECTION C: Certification |
| Based on the information obtained during environmental review process and included in this checklist, the project is determined to be a Categorical Exclusion pursuant to the National Environmental Policy Act and is in compliance with all other applicable environmental laws, regulations, and Executive Orders. |
| Prepared by (print name): Debby Soifer |
| Title: Associate Effvironmental Plafiner |
| Signature: Date: 12/19/2019 |

Transportation Air Quality Conformity Findings Checklist

| Project Name: | SR-94/SR-125 Payer | ment Rehabilitation | | ************************************** | | | | | | | |
|---|--|--|---------------------------------------|--|---------------------------------|---|--|--|--|--|--|
| | | and to the control of | - | | · | 42380 | | | | | |
| Dist-Co-Rte-PM:. | 11-SD-94/125-R9.8/R | 10.6; 12.9/22.3 | | | EA: | 1116000061 | | | | | |
| Federal-Aid No.: | | | | | - | 901 - 907 - 1000 (1/200 Trop. 11/200 Ter. | | | | | |
| Document Type: | □ 23 USC 326 CE | ☐ 23 USC 327 CE | ☐ EA | ☐ EIS | | | | | | | |
| PM2.5, or PM10 pe ☐ If no, go to Ste ☐ If yes, go to Ste | Step 1. Is the project located in a nonattainment or maintenance area for ozone, nitrogen dioxide, carbon monoxide (CO), PM2.5, or PM10 per EPA's Green Book listing of non-attainment areas? ☐ If no, go to Step 17. Transportation conformity does not apply to the project. ☐ If yes, go to Step 2. | | | | | | | | | | |
| • | · · | nity per <u>40 CFR 93.126</u> o | | *************************************** | | | | | | | |
| ☐ If yes, go to St. (check one bo ☐ 40 CFR 93☐ If no, go to St. | x below and identify the p 3.126 ¹ Project type from 3.128 | empt from all project-lev roject type, if applicable). n Table 2: <u>SAFETY (Pave</u> | _ | - | (40 CFR | 93.126 or 128) | | | | | |
| | · | conformity per 40 CFR 93 | 127? | | · | | | | | | |
| | ep 8. The project is exe n Project type: | npt from regional confor | | ments (40 CFR | 93.127) (| identify the | | | | | |
| ☐ If yes, the proj scope have n to Step 8. ☐ If no and the pa | Step 4. Is the project located in a region with a currently conforming RTP and TIP? If yes, the project is included in a currently conforming RTP and TIP per 40 CFR 93.115. The project's design and scope have not changed significantly from what was assumed in RTP conformity analysis (40 CFR 93.115[b]) Go | | | | | | | | | | |
| Step 5. For isolate Consultation? ☐ If yes, go to Step If no, go | tep 6. | ct regionally significant pe d in an isolated rural are R 93.101 and 93.109[l]). | | | • | 3 , | | | | | |
| Step 6. Is the proj | ect included in another re | gional conformity analysis onsultation and public invo | that meets th | e isolated rural | area anal | lysis requirements | | | | | |
| ☐ If yes, go to Stender through incluing CFR 93.109[i] ☐ If no, go to Stender | ısion in a previously-app). | ed in an isolated rural are proved regional conform | a, has met it ty analysis t | ts regional ana hat meets curi | llysis req rent requ | uirements irements (40 | | | | | |
| Step 7. The project | ct, located in an isolated r | ural area, requires a separ | ate regional e | emissions analy | sis. | | | | | | |
| Regional emis Regional con significant pr Based on the | ssions analysis for regio formity analysis was co ojects for at least 20 yea | onally significant project, nducted that includes th ars. Interagency Consult emission budget confor | located in a project and ation and pu | n isolated rura I reasonably fo Iblic participat | l area, is preseeablion were | le regionally conducted. | | | | | |
| | | tainment or maintenance a | rea? (South | Coast Air Basin | only) | | | | | | |
| | p 9. CO conformity analy | • | | | | | | | | | |
| be used with E | ot analysis requirements EMFAC emission factors³) CFR 93.116 and 93.123) ⁴ | for CO per the CO Proto have been met. Project . Go to Step 9. | col (or per EP will not caus | 'A's modeling g se or contribut | uidance, (e to a ne | CAL3QHCR can w localized CO | | | | | |

¹ Please refer to Clarifications on Exempt Project Determinations (http://www.dot.ca.gov/ser/downloads/guidance/aq-clarifications-exempt-project-determinations.pdf) to verify exempt project type from Table 2. Road diets, auxiliary lanes less than one-mile, and ramp metering may be exempt under "projects that correct, improve, or eliminate a hazardous location or feature."

² The analysis must support this conclusion before going to the next step.

³ Use of the CO Protocol is strongly recommended due to its use of screening methods to minimize the need for modeling. When modeling is needed, the Protocol simplifies the modeling approach. Use of CAL3QHCR must follow U.S. EPA's latest CO hot spot guidance, using EMFAC instead of MOVES; see: http://www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm#co-hotspot.

⁴ As of October 1, 2007, there are no CO nonattainment areas in California. Therefore, the requirements to not worsen existing violations and to reduce/eliminate existing violations do not apply.

| Step 9. Is the project located in a PM10 and/or a PM2.5 nonattainment or maintenance area? |
|--|
| If no, go to Step 13. PM2.5/PM10 conformity analysis is not required. |
| If yes, go to Step 10. |
| Step 10. Is the project considered to be a Project of Air Quality Concern (POAQC), as described in EPA's |
| <u>Transportation Conformity Guidance</u> for PM 10 and PM 2.5? |
| If no, the project is not a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Analysis Guidance. Interagency Consultation concurred with this determination on |
| Go to Step 12. |
| ☐ If yes, go to Step 11. |
| Step 11. The project is a POAQC. |
| The project is a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123, and EPA's Hot-Spot Guidance. Interagency Consultation concurred with this determination on Detailed PM hot-spot analysis, consistent with 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Guidance, shows that the project would not cause or contribute to, or worsen, any new localized violation of PM10 and/or PM2.5 standards. Go to Step 12. |
| Step 12. Does the approved PM SIP include any PM10 and/or PM2.5 control measures that apply to the project, |
| and has a written commitment been made as part of the air quality analysis to implement the identified SIP control |
| measures? [Control measures can be found in the applicable Federal Register notice at: https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-9#ca.] |
| If yes, a written commitment is made to implement the identified SIP control measures for PM10 and/or PM2.5 through construction or operation of this project (40 CFR 93.117). Go to Step 14. |
| ☐ If no, go to Step 13. |
| Step 13a. Have project-level mitigation or control measures for CO, PM10, and/or PM2.5, included as part of the project's design concept and scope, been identified as a condition of the RTP or TIP conformity determination? AND/OR |
| Step 13b. Are project-level mitigation or control measures for CO, PM10, and/or PM2.5 included in the project's NEPA document? AND |
| Step 13c (applies only if Step 13a and/or 13b are answered "yes"). Has a written commitment been made as part of the air quality analysis to implement the identified measures? |
| If yes to 13a and/or 13b and 13c, a written commitment is made to implement the identified mitigation or control measures for CO, PM10, and/or PM2.5 through construction or operation of this project. These mitigation or control measures are identified in the project's NEPA document and/or as conditions of the RTP or TIP conformity determination ¹ (40 CFR 93.125(a)). Go to Step 14. |
| If no, go to Step 14. |
| Step 14. Does the project qualify for a Categorical Exclusion pursuant to 23 USC 326? |
| ☐ If yes, go to step 15. ☐ If no, go to Step 16. |
| |
| Step 15. Is any analysis required by steps 1-13 of this form? ⁵ If yes, then Caltrans prepares the appropriate analysis and documentation for the project file and makes the conformity determination through its signature on the CE form. No FHWA involvement is required. See the AQCA Annotated Outline. Go to Step 17. |
| ☐ If no, then Caltrans makes the conformity determination through its signature on the CE form. No FHWA involvement is required. Go to Step 17. |
| Step 16. Does the project require preparation of a Categorical Exclusion, EA, or EIS pursuant to 23 USC 327? |
| If yes, then Caltrans submits a conformity determination request to FHWA for FHWA's conformity determination letter. An AQCA is needed. See the AQCA Annotated Outline. |
| Date of FHWA air quality conformity determination: |
| Go to Step 17. |
| Step 17. STOP as all air quality conformity requirements have been met. |
| Signature: |
| Printed Name: Debby Soifer Date: Dat |
| Title: Associate Environmental Playner |

⁵ Please note that not all projects that qualify for a categorical exclusion will be exempt from air quality conformity requirements. Many types of projects that may qualify for a CE (such as the addition of auxiliary lanes less than one-mile, weaving lanes less than one-mile, turning lanes less than one-mile, climbing lanes less than one-mile, parking, road diets, ramp metering, and even many bridge projects) MAY require some level of project level conformity analysis and may even require interagency consultation. Additionally, please note that for ALL projects the project file must include evidence that one of the three following situations apply: 1) Conformity does not apply to the project area; or 2) The project is exempt from all conformity analysis requirements; or 3) The project is subject to project-level conformity analysis (and possibly regional conformity analysis) and meets the criteria for a conformity determination. The project file must include all supporting documentation and this checklist.

ENVIRONMENTAL COMMITMENT RECORD (ECR) Page 1 of 7 11-SD-94;125 PM: 94: R9.8/R10.6;125:12.9/22.3 EA:423800/1116000061 SR-94/125 Pavement Rehabilitation

619-688-3106

| Task and Brief Description | Ref. | PS&E Responsible Branch / Staff | | Timing / Phase | NSSP, SSP, Std Spec, Permit | Action Taken to Comply/Remarks | PS&E Task Completed | | Construction Task Complete | |
|--|---|---------------------------------------|-----------------------------------|-------------------|-----------------------------------|--|------------------------|--|--|------|
| | | | | | | | Initial | Date | Initial | Date |
| Begin Environmental | | | | PID/PA/ED | N/A | ESR information was circulated to specialists on October 11, 2016. A Revised ESR was circulated on 11/2/2018. An additional Revised ESR was circulated on 6/20/2019. | DS | . 10/11 2016; Revised 11/2 2018; 6/20 2019 | N/A | N/A |
| Environmental PS&E Review | | | | PS&E | N/A | | · | | | |
| Preconstruction Meeting | | | | Pre-Const | N/A | | | | | |
| Transfer Resident Engineer Book | | | | Pre-Const | N/A | | | | | |
| Prejob Meeting | | | | Construction | N/A | | | | | |
| Environmental Compliance Review | | | ۷ | Construction | N/A | , | | | AND TANKS TO SERVICE AND TANKS | |
| BIOLOGY | | | , | , , | | | | - | | |
| Any impact to federal or state jurisdictional waters that occur within the project limits would be regulated by the U.S. Army Corps of Engineers and California Department of Fish and Wildlife under Section 404 of the Clean Water Act and the California Fish and Game Code 1602 Lake and Streambed Alteration Agreement, respectively. | Biology Memo dated 10/13 2016 Updated 6/24/2019 | Generalist Biologist | RE Const Liaison Contractor | Construction | | | | | | |

ENVIRONMENTAL COMMITMENT RECORD (ECR) Page 2 of 7

11-SD-94;125 PM: 94: R9.8/R10.6;125:12.9/22.3 EA:423800/1116000061 SR-94/125 Pavement Rehabilitation

619-688-3106

| Task and Brief Description | Ref. | PS&E Responsible Branch / Staff | Construction Responsible Branch / Staff | Timing / Phase | NSSP, SSP, Std Spec, Permit | Action Taken to Comply/Remarks | Con | E Task | Constru Task Con | npleted |
|--|---|---------------------------------------|---|-------------------|-----------------------------------|--------------------------------|---------|--------|---------------------|---------|
| Coastal Sage scrub can provide habitt for the federally threatened coastal California gnatcatcher (<i>Polioptila californica californica</i>). Consultation pursuant to Section 7 of the Endangered Species Act will be required if there are impacts to federally listed species. | Biology Memo dated 10/13 2016; Updated 11/17 2018; 6/24 2019 | Generalist Biologist | RE Const Liaison Contractor | Construction | | | Initial | Date | Initial | Date |
| Any vegetation clearing including tree or shrub removal will be limited to a time of year that is outside the breeding season to avoid impacts to nesting birds. | Biology Memo dated 10/13 2016; Updated 11/17 2018; 6/24 2019 | Generalist Biologist | RE Const Liaison Contractor | Construction | | | | | | |
| COMMUNITY IMPACTS | , | | | | | | | | | |
| Public outreach shall take place to inform the motoring public of any ramp or lane closures and/or detours. | CIA email dated 12/7 2018 | Generalist CIASpecialist | RE Const Liaison Contractor | | | | | | | |

can be considered minimal soil

Minimal Disturbance of

Deposited Lead shall be

followed.

disturbance and NSSP 14-11.09

Material Containing Regulated

Concentrations of Aerially

10/28/

2016;

Revised

3/29/2019;

6/26/2019

Haz Waste

Generalist

RE

Const Liaison

ENVIRONMENTAL COMMITMENT RECORD (ECR) Page 3 of 7

11-SD-94;125 PM: 94: R9.8/R10.6;125:12.9/22.3 EA:423800/1116000061 SR-94/125 Pavement Rehabilitation

| Task and Brief Description | Ref. | PS&E Responsible Branch / Staff | Construction Responsible Branch / Staff | Timing / | NSSP, SSP, Std Spec, Permit | Action Taken to Comply/Remarks | | | Construction Task Complet | |
|---|---|---------------------------------------|---|--------------|-----------------------------------|--------------------------------|--|------|---------------------------|------|
| HAZARDOUS | | | | | | | Initial | Date | Initial | Date |
| WASTE/MATERIALS | | | | | | | | | | , |
| AERIALLY DEPOSITED LEAD (ADL): An ADL survey was completed for areas where soil excavation may occur on this project. From Post Mile 13.0 to 13.7 and from Post Mile 14.5 to 22.3, the soil can be characterized as "clean soil" and released to the contractor for unrestricted use. SSP 7-1.02K (6)(j)(iii) Earth Material Containing Lead shall be followed. | Haz Waste Memo dated 10/28/ 2016; Revised 3/29/2019; 6/26/2019 | Haz Waste Generalist | RE Const Liaison | Construction | SS 7-1.02K (6)(j)(iii) | | | | | |
| From Post Mile 13.7 to 14.5, the soil consists of regulated levels of lead. If excavated soil will be placed within the immediate area of disturbance, these activities | Haz Waste Memo dated | | | | | | West and the second sec | | | |

NSSP

14-11.09

Construction

PS&E

Construction

ENVIRONMENTAL COMMITMENT RECORD (ECR)

Page 4 of 7

NSSP, SSP,

11-SD-94;125 PM: 94: R9.8/R10.6;125:12.9/22.3 EA:423800/1116000061 SR-94/125 Pavement Rehabilitation

Responsible Responsible Timing / Std Spec, **PS&E Task** Construction Ref. Branch / Staff Branch / Staff Phase Permit Task and Brief Description Action Taken to Comply/Remarks Completed Task Completed Initial Date Initial Date If project activities generate Haz Waste excess soil and will need to be Memo disposed of off-site or require a dated designated burial location witihin 10/28/ Haz Waste RE NSSP Construction the project limites, NSSP 14-2016: Generalist Const Liaison 14-11.09 1.08 Regulated Material Revised Containing Aerially Deposited 3/29/2019: Lead shall be followed. 6/26/2019 TREATED WOOD WASTE (TWW): This project may involve the removal of wooden Haz Waste quardrail and sign posts. All Memo such items are assumed to be dated Haz Waste RE SS 10/28/2016 treated with preservatives and Construction Const Liaison Generalist 14-11 14 therefore must be disposed as a Revised 3/29/2019; designated waste at a facility permitted to accept such waste. 6/26/2019 SSP 14-11.14 Treated Wood Waste shall be followed. YELLOW THERMOPLASTIC. YELLOW PAINTED TRAFFIC STRIPE AND PAVEMENT MARKING: It is anticipated that traffic stripes and pavement markings will be removed on this Haz Waste project. Residue from the Memo removal of painted or RE dated thermoplastic traffic stripes and Haz Waste SS 10/28/2016 Const Liaison Construction Generalist 89-90.3C pavement markings contains Revised Contractor lead from the paint or 3/29/2019; thermoplastic. The residue can 6/26/2019 be characterized as nonhazardous waste. SSP 89-90.3C Remove Traffic Stripes and Pavement Markings Containing Lead shall be

ATTACHMENT

followed.

ENVIRONMENTAL COMMITMENT RECORD (ECR)

(ECR) Page 5 of 7 11-SD-94;125 PM: 94: R9.8/R10.6;125:12.9/22.3 EA:423800/1116000061 SR-94/125 Pavement Rehabilitation

| Task and Brief Description | Ref. | PS&E Responsible Branch / Staff | | Timing / Phase | NSSP, SSP, Std Spec, Permit | Action Taken to Comply/Remarks | PS&E Task Completed Initial Date | Construction Task Completed Initial Date |
|--|--|---|-----------------------------------|----------------------|-----------------------------------|--------------------------------|----------------------------------|--|
| NPDES/STORM WATER | | · | | | | | | |
| A Storm Water Data Report (SWDR) shall be submitted to NPDES for review. | NPDES memo dated 10/19 2016 Updating SWDR 6/25/2019 | NPDES Generalist | RE Const Liaison | Pre- Construction | | | | |
| VISUAL/LANDSCAPE ARCHITECTURE | | | | | | | | |
| Soil Disturbance: All areas impacted by the staging operations must be treated with erosion control methodologies or planted with local ground cover cuttings. | Visual Memo dated 10/5 2018; Revised 6/24 2019 | Landscape Architecture Generalist | RE Const Liaison Contractor | Construction | | | | |
| The impacted soil areas and ground cover disturbance will have to be treated or replanted with ground cover cuttings to prevent visual signs of soil erosion. | Visual Memo dated 10/5 2018; Revised 6/24 2019 | Landscape Architecture Generalist | RE Const Liaison Contractor | Construction | | | | |

ENVIRONMENTAL COMMITMENT RECORD (ECR)

(ECR) Page 6 of 7 11-SD-94;125 PM: 94: R9.8/R10.6;125:12.9/22.3 EA:423800/1116000061 SR-94/125 Pavement Rehabilitation

| Task and Brief Description | Ref. | PS&E Responsible Branch / Staff | | Timing / Phase | NSSP, SSP, Std Spec, Permit | Action Taken to Comply/Remarks | Con | E Task | Task Co | ruction mpleted |
|---|---|---|-----------------------------------|-------------------|-----------------------------------|--------------------------------|---------|-------------|---------|--------------------|
| Exercise care in the construction phase to avoid damage to existing vegetation, irrigation, and other highway facilities located in or adjacent to the project area. | Visual Memo dated 10/5 2018; Revised 6/24 2019 | Landscape Architecture Generalist | RE Const Liaison Contractor | Construction | | | Initial | <u>Date</u> | Initial | Date |
| If unanticipated resource impacts occur, notify the visual Analysis units to provide a further review of the proposed project and provide guidance for any resulting modifications. | Visual Memo dated 10/5 2018; Revised 6/24 2019 | Landscape Architecture Generalist | RE Const Liaison Contractor | Construction | | | | | | |

ENVIRONMENTAL COMMITMENTS RECORD (ECR) Page 7 of 7

11-SD-94/125 PM: 94: R9.8/R10.6;125:12.9/22.3 EA:423800/1116000061 SR-94/125 Pavement Rehabilitation

PROJECT PERSONNEL

| | | | | Date | Date | |
|---------|------------------|---------------------|--------------|-------------|--------------|---------|
| | • | | Phone | Assigned to | Transferred | |
| Initial | Full Name | Title | Number | Project | from Project | Remarks |
| | Bruce Lambert | Project Manager | 619-688-3313 | 10/1/2016 | | |
| | Hazel Gascon | Project Engineer | 619-718-7812 | 10/1/2016 | | |
| | Debby Soifer | Env. Coordinator | 619-688-3106 | 10/4/2016 | | |
| • | Kevin Hovey | Dist. Archaeologist | 619-688-0240 | 10/5/2016 | | |
| | Michael Galloway | Dist. Biologist | 619-688-0191 | 10/5/2016 | | |
| | Michelle Madigan | Community Impact | 619-688-0119 | 10/5/2016 | | |
| , | Owen Chung | Hazardous Waste | 619-688-3146 | 10/5/2016 | 3/2018 | |
| | Evan Torres | Landscape Arch. | 619-688-0226 | 10/5/2016 | 11/2/2018 | |
| | Henry Castillo | Landscape Arch. | 619-688-0226 | 11/2/2018 | | |
| | Takeiro Ogiso | Hazardous Waste | 619-688-3180 | 1/2/2019 | | , |
| | | Enviro Construction | | | | |
| | Lauren Kemp | Liaison | 858-518-2116 | | | |
| | | Resident Engineer | | | | |
| | | | | | | |
| | | | | | | |

Memorandum

Making Conservation a California Way of Life

To:

DEBRA SOIFER

Environmental Analysis, Branch A

Date:

September 9, 2019

File:

11-42380

11-1600-0061 11-SD-94, 125

PM R9.8-R10.6,

12.9-22.3

TAKEHIRO OGISO, PE PM Ogi Environmental Engineering: Hazardous Waste

Subject: HAZARDOUS WASTE REVIEW FOR EA 11-42380

This preventative maintenance project is located on SR-125 (PM 12.9/22.3) and SR-94 (R9.8/R10.6) in San Diego County. The project includes the following activities:

- Preventative maintenance on PCC and AC lanes, shoulders, exit and entrance ramps, gores and connectors.
- Preventative maintenance will include grinding or replacing PCC slabs. cold planning or replacing AC, upgrading ADA ramps, metal beam guardrail and drainage.
- May also include tree and vegetation removal and utility relocation.

It is assumed that all above activities associated with this project will take place within State Right of Way.

The following is a discussion regarding typical hazardous material issues that could affect this project:

Aerially deposited lead (ADL) - An ADL survey was completed for areas along SR-125 where soil excavation may occur on this project.

From 12.9 to 13.7 and PM 14.5 to PM 22.3, the soil can be characterized as "clean soil" and released to the contractor for unrestricted use. SSP 7-1.02K(6)(j)(iii) Earth Material Containing Lead shall be followed.

From PM 13.7 to PM 14.5, the soil consists of regulated levels of lead. If excavated soil will be placed within the immediate area of disturbance, these DEBRA SOIFER et al. September 9, 2019 Page 2

activities can be considered minimal soil disturbance and NSSP 14-11.09 Minimal Disturbance of Material Containing Regulated Concentrations of Aerially Deposited Lead shall be followed. If the activities generate excess soil and will need to be disposed off-site or require designated burial location within the project limit, NSSP 14-1.08 Regulated Material Containing Aerially Deposited Lead shall be followed.

<u>Construction storage/staging area</u> - A task order will be initiated to complete sampling and analysis of the storage/staging area to establish a baseline of the existing soil condition to ensure the area is restored to its original condition. The samples will be analyzed for Title 22 Metals, volatile organic compounds (VOC), semi-volatile organic compounds (VOCs), total petroleum hydrocarbons (TPH), organochorine pesticides, and pH. The task order will cost approximately \$15,000 - \$20,000.

<u>Treated wood waste (TWW)</u> - This project may involve the removal of wooden guardrail and signposts. All such items are assumed to be treated with preservative and therefore must be disposed as a designated waste at a facility permitted to accept such waste. SSP 14-11.14 Treated Wood Waste shall be followed.

<u>Thermoplastic, traffic stripe, and/or pavement marking</u> - It is anticipated that traffic stripes and pavement markings will be removed on this project. Residue from the removal of painted or thermoplastic traffic stripes and pavement markings contains lead from the paint or thermoplastic. The residue can be characterized as nonhazardous waste. SSP 84-90.3B Remove Traffic Stripes and Pavement Markings Containing Lead shall be followed.

<u>Lead Based Paint (LBP)</u> – No handling or disposal of lead painted structures such as bridge railings is mentioned in the project description; therefore, LBP is not considered an issue for this project.

<u>Asbestos containing materials (ACM)</u> – No handling or removal of structures potentially containing ACM is mentioned in the project description; therefore, ACM is not considered an issue for this project.

A lead compliance plan, prepared by a Certified Industrial Hygienist (CIH), shall be prepared and implemented for all workers managing the soil and traffic stripe removal.

DEBRA SOIFER et al. September 9, 2019 Page 3

The issues identified in this document are not considered as mitigation under CEQA. These issues are routine construction issues that are handled in the construction contract through inclusion of standard special provisions. This project can proceed with very little risk of impacts due to unanticipated hazardous wastes or other contamination related issues.

Please submit a supplemental request for a hazardous materials assessment to cover any changes in the nature or scope of the project. If you have any questions or comments, please contact me at (619) 688-3180.

c: Ken Johansson, Branch Chief, Environmental Engineering, Caltrans District 11

Caltrans Pavement Program Pavement Condition Detailed Report (PaveM)

District: 11; County: San Diego (SD); Route: 94 From PM: R9.800R To PM: R10.600R

Year: 2016 (Current)

R-Length: 0.707. L-Length: 0.707
R-Lane Miles: 1.813. L-Lane Miles: 2.121 (Unknown lane miles: 0.000)

| | | K-L | ane ivilles: | Concrete | e Miles: 2.12 | 21 (Unknow | n lane miles Asphalt | s: 0.000) | | | | | Estimated |
|--|------|----------|-----------------------|----------|---------------|------------|-------------------------|-----------|------------|-----------|-------------|-------|-----------|
| Pavement Segment | Lane | Tuna | | Concrete | | Allia | ator | 1 | IRI in/mi | MAP-21 | Traditional | Road | Lane |
| Pavement Segment | Lane | Туре | 1st% | 3rd% | Fault% | | B% | Rut (in) | iki in/ini | Condition | Condition | Class | Miles |
| Deat Miles DO 000D to D10 000D | D1 | Flexible | | | | A% | -,, | 0.14 | 126 | F-:- | Yellow | 1 | |
| Post Mile: R9.800R to R10.008R | R1 | | | | | 3.80 | 1.30 | 0.14 | 136 | Fair | | 1 | 0.208 |
| Length: 0.208 | R2 | Flexible | | | | 1.60 | 3.80 | 0.14 | 127 | Fair | Yellow | 1 | 0.208 |
| Estimated Lane Mileage: 0.624 | R3 | Flexible | | | | 2.60 | 5.50 | 0.10 | 124 | Fair | Yellow | 1 | 0.208 |
| Post Mile: R9.800R to R10.226L | L1 | Flexible | | | | 7.90 | 4.60 | 0.15 | 117 | Fair | Yellow | 1 | 0.426 |
| Length: 0.426 | L2 | Flexible | | | | 9.90 | 5.70 | 0.12 | 124 | Fair | Yellow | 1 | 0.426 |
| Estimated Lane Mileage: 1.278 | L3 | Flexible | | | | 6.50 | 4.60 | 0.11 | 125 | Fair | Yellow | 1 | 0.426 |
| Post Mile: R10.008R to R10.150R | R1 | Flexible | | | | 1.70 | 4.20 | 0.16 | 112 | Fair | Yellow | 2 | 0.142 |
| Length: 0.142 | R2 | Flexible | | | | 9.20 | 1.70 | 0.24 | 117 | Fair | Yellow | 2 | 0.142 |
| Estimated Lane Mileage: 0.426 | R3 | Flexible | | | | 1.00 | 5.00 | 0.09 | 121 | Fair | Yellow | 2 | 0.142 |
| Post Mile: R10.243R to R10.392R Length: 0.149 | R1 | Flexible | | | | 9.80 | 0.20 | 0.17 | 117 | Fair | Yellow | 2 | 0.149 |
| Estimated Lane Mileage: 0.298 | R2 | Flexible | | | | 4.40 | 5.50 | 0.19 | 135 | Fair | Yellow | 2 | 0.149 |
| Post Mile: M10.226L to M10.490L | L1 | Flexible | | | | 15.50 | 14.20 | 0.12 | 176 | Fair | Orange | 1 | 0.264 |
| Length: 0.264 | L2 | Flexible | | | | 11.10 | 4.50 | 0.11 | 181 | Fair | Blue | 1 | 0.264 |
| Estimated Lane Mileage: 0.792 | L3 | Flexible | | | | 7.60 | 12.30 | 0.10 | 172 | Fair | Orange | 1 | 0.264 |
| Post Mile: R10.392R to R10.600R | R1 | Flexible | | | | 6.60 | 1.40 | 0.18 | 136 | Fair | Yellow | 2 | 0.155 |
| Length: 0.208 | R2 | Flexible | | | | 8.30 | 3.70 | 0.24 | 143 | Fair | Yellow | 2 | 0.155 |
| Estimated Lane Mileage: 0.465 | R3 | Flexible | | | | 10.10 | 2.00 | 0.15 | 151 | Fair | Yellow | 2 | 0.155 |
| Post Mile: M10.490L to R10.600R | L1 | Flexible | | | | 11.20 | 8.30 | 0.21 | 148 | Fair | Yellow | 2 | 0.017 |
| Length: 0.017 | L2 | Flexible | | | | 17.40 | 2.30 | 0.30 | 117 | Fair | Yellow | 2 | 0.017 |
| Estimated Lane Mileage: 0.051 | L3 | Flexible | | | | 12.60 | 6.60 | 0.17 | 118 | Fair | Yellow | 2 | 0.017 |
| · · | | | | | | 7.48 | 5.22 | 0.14 | 136 | | | | 3.934 |
| | | | Lane Weighted Average | | | | | | | | | Total | |

Caltrans Pavement Program Pavement Condition Detailed Report (PaveM)

District: 11; County: San Diego (SD); Route: 94
From PM: R9.800R To PM: R10.600R

Year: 2022 (Predicted)
R-Length: 0.707. L-Length: 0.707

R-Lane Miles: 1.813. L-Lane Miles: 2.121 (Unknown lane miles: 0.000)

| | Ī | R-I | Lane Miles: | | e Miles: 2.12 | 21 (Unknow | | : 0.000) | Ī | | | | _ |
|---------------------------------|------|----------|-----------------------|----------|---------------|------------|---------|-----------|-----------|-----------|-------------|-------|-----------|
| | | | | Concrete | | | Asphalt | | | MAP-21 | Traditional | Road | Estimated |
| Pavement Segment | Lane | Туре | 1st% | 3rd% | Fault% | Allig | ator | Rut (in) | IRI in/mi | Condition | Condition | Class | Lane |
| | | | 131/0 | 31U/0 | rault/0 | Α% | В% | Rut (III) | | Condition | Condition | Class | Miles |
| Post Mile: R9.800R to R10.008R | R1 | Flexible | | | | 5.80 | 2.60 | 0.14 | 152 | Fair | Yellow | 1 | 0.208 |
| Length: 0.208 | R2 | Flexible | | | | 3.20 | 5.50 | 0.14 | 143 | Fair | Yellow | 1 | 0.208 |
| Estimated Lane Mileage: 0.624 | R3 | Flexible | | | | 4.40 | 7.40 | 0.10 | 140 | Fair | Yellow | 1 | 0.208 |
| Post Mile: R9.800R to R10.226L | L1 | Flexible | | | | 10.20 | 6.40 | 0.15 | 133 | Fair | Yellow | 1 | 0.426 |
| Length: 0.426 | L2 | Flexible | | | | 12.30 | 7.60 | 0.12 | 140 | Fair | Yellow | 1 | 0.426 |
| Estimated Lane Mileage: 1.278 | L3 | Flexible | | | | 8.60 | 6.50 | 0.11 | 141 | Fair | Yellow | 1 | 0.426 |
| Post Mile: R10.008R to R10.150R | R1 | Flexible | | | | 3.30 | 6.00 | 0.16 | 127 | Fair | Yellow | 2 | 0.142 |
| Length: 0.142 | R2 | Flexible | | | | 20.40 | 8.20 | 0.24 | 133 | Fair | Yellow | 2 | 0.142 |
| Estimated Lane Mileage: 0.426 | R3 | Flexible | | | | 8.50 | 13.40 | 0.09 | 137 | Fair | Orange | 2 | 0.142 |
| Post Mile: R10.243R to R10.392R | R1 | Flexible | | | | 13.00 | 0.90 | 0.17 | 132 | Fair | Yellow | 2 | 0.149 |
| Length: 0.149 | | | | | | | | | | | _ | | |
| Estimated Lane Mileage: 0.298 | R2 | Flexible | | | | 13.20 | 14.10 | 0.19 | 151 | Fair | Orange | 2 | 0.149 |
| Post Mile: M10.226L to M10.490L | L1 | Flexible | | | | 17.70 | 16.70 | 0.12 | 192 | Fair | Orange | 1 | 0.264 |
| Length: 0.264 | L2 | Flexible | | | | 13.60 | 6.30 | 0.11 | 197 | Fair | Blue | 1 | 0.264 |
| Estimated Lane Mileage: 0.792 | L3 | Flexible | | | | 9.80 | 14.70 | 0.10 | 188 | Fair | Orange | 1 | 0.264 |
| Post Mile: R10.392R to R10.600R | R1 | Flexible | | | | 20.80 | 10.20 | 0.18 | 155 | Fair | Orange | 2 | 0.155 |
| Length: 0.208 | R2 | Flexible | | | | 24.70 | 17.20 | 0.24 | 159 | Fair | Orange | 2 | 0.155 |
| Estimated Lane Mileage: 0.465 | R3 | Flexible | | | | 28.10 | 14.00 | 0.15 | 167 | Fair | Orange | 2 | 0.155 |
| Post Mile: M10.490L to R10.600R | L1 | Flexible | | | | 23.80 | 21.30 | 0.21 | 168 | Fair | Orange | 2 | 0.017 |
| Length: 0.017 | L2 | Flexible | | | | 33.20 | 12.10 | 0.30 | 136 | Fair | Orange | 2 | 0.017 |
| Estimated Lane Mileage: 0.051 | L3 | Flexible | | | | 25.80 | 19.00 | 0.17 | 137 | Fair | Orange | 2 | 0.017 |
| | | | | | | 12.25 | 8.99 | 0.14 | 152 | | | | 3.934 |
| | | | Lane Weighted Average | | | | | | | | | | Total |

Caltrans Pavement Program Pavement Condition Detailed Report (PaveM)

District: 11; County: San Diego (SD); Route: 125 From PM: 12.900 To PM: 22.302

> Year: 2016 (Current) R-Length: 6.805. L-Length: 6.805

R-Lane Miles: 14.067. L-Lane Miles: 15.175 (Unknown lane miles: 0.000)

| | | K-La | ine ivilles: 1 | Concrete | e Miles: 15.1 | L75 (UNKNO | Asphalt | es: 0.000) | | | | | Estimated |
|--|----------|------------|----------------|----------|---------------|------------|---------|--|------------|--------------|----------------|--------|----------------|
| Pavement Segment | Lane | Туре | | | | ΔIlia | ator | | IRI in/mi | MAP-21 | Traditional | Road | Lane |
| r avement segment | Lanc | .,,,, | 1st% | 3rd% | Fault% | A% | В% | Rut (in) | , | Condition | Condition | Class | Miles |
| Post Mile: 12.900 to 12.942 | R1 | Flavible | | | | | | 0.14 | 0.0 | Fair | Crear | 1 | |
| Length: 0.042 | K1 | Flexible | | | | 1.00 | 0.00 | 0.14 | 96 | Fair | Green | 1 | 0.003 |
| Estimated Lane Mileage: 0.006 | R2 | Flexible | | | | 5.20 | 0.00 | 0.17 | 91 | Good | Yellow | 1 | 0.003 |
| Post Mile: 12.942 to 13.044 | R1 | Flexible | | | | 1.70 | 4.00 | 0.17 | 108 | Fair | Yellow | 1 | 0.102 |
| Length: 0.102 | R2 | Flexible | | | | 6.10 | 0.00 | 0.16 | 100 | Fair | Yellow | 1 | 0.102 |
| Estimated Lane Mileage: 0.306 | R3 | JPC | | 0.00 | 0.00 | | | | 60 | Good | Green | 1 | 0.102 |
| Post Mile: 13.044 to 13.270 | R1 | JPC | | 1.40 | 2.70 | | | | 84 | Good | Green | 1 | 0.226 |
| Length: 0.226 | R2 | JPC | | 2.60 | 3.85 | | | | 99 | Fair | Green | 1 | 0.226 |
| Estimated Lane Mileage: 0.678 | R3 | JPC | | 5.60 | 4.17 | | | | 109 | Fair | Yellow | 1 | 0.226 |
| Post Mile: 12.900 to 13.103 Length: 0.203 | L1 | Bridge | | | | 0.00 | 0.00 | 0.00 | 60 | | | 1 | 0.000 |
| Estimated Lane Mileage: 0.000 | L2 | Bridge | | | | 0.00 | 0.00 | 0.00 | 60 | | | 1 | 0.000 |
| | L1 | JPC | | 3.30 | 9.84 | | | | 142 | Fair | Yellow | 1 | 0.237 |
| Post Mile: 13.270 to 13.553 | L2 | JPC | | 0.00 | 19.12 | | | | 160 | Fair | Green | 1 | 0.237 |
| Length: 0.283 | R1 | JPC | | 6.20 | 6.15 | | | | 99 | Fair | Yellow | 1 | 0.237 |
| Estimated Lane Mileage: 1.185 | R2 | JPC | | 1.60 | 3.13 | | | | 114 | Fair | Green | 1 | 0.237 |
| | R3 | JPC | | 1.80 | 7.02 | | | | 125 | Fair | Green | 1 | 0.237 |
| Post Mile: 13.103 to 13.270 Length: 0.167 | L1 | Flexible | | | | 9.60 | 4.00 | 0.17 | 157 | Fair | Yellow | 1 | 0.135 |
| Estimated Lane Mileage: 0.270 | L2 | Flexible | | | | 6.10 | 5.10 | 0.14 | 126 | Fair | Yellow | 1 | 0.135 |
| Post Mile: 13.553 to 13.973 | R1 | JPC | | 0.00 | 9.02 | | | | 130 | Fair | Green | 1 | 0.388 |
| Length: 0.420 | R2 | JPC | | 2.50 | 7.63 | | | | 100 | Fair | Green | 1 | 0.388 |
| Estimated Lane Mileage: 1.164 | R3 | JPC | | 0.80 | 14.29 | | | | 128 | Fair | Green | 1 | 0.388 |
| Post Mile: 13.553 to 13.731 | L1 | JPC | | 3.40 | 18.97 | | | | 151 | Fair | Yellow | 1 | 0.178 |
| Length: 0.178 | | | | 3.40 | 10.57 | | | | 131 | 1 all | Tellow | | 0.176 |
| Estimated Lane Mileage: 0.356 | L2 | JPC | | 3.40 | 13.56 | | | | 145 | Fair | Yellow | 1 | 0.178 |
| Post Mile: 13.731 to 13.973 | L1 | JPC | | 3.20 | 7.94 | | | | 128 | Fair | Yellow | 1 | 0.210 |
| Length: 0.242 | L2 | JPC | | 3.00 | 6.06 | | | | 100 | Fair | Yellow | 1 | 0.210 |
| Estimated Lane Mileage: 0.420 Post Mile: 13.973 to 14.297 | | JPC | | 0.00 | 0.92 | | | | | - | | | |
| Length: 0.324 | R1 R2 | JPC | | 0.00 | 7.34 | | | | 127 148 | Fair Fair | Green Green | 1 1 | 0.324 0.324 |
| Estimated Lane Mileage: 0.972 | R3 | JPC | | 0.00 | 22.73 | | | | 182 | Fair | Blue | 1 | 0.324 |
| Post Mile: 13.973 to 14.738 | | | | | | | | | | | | | |
| Length: 0.765 | L1 | JPC | | 0.70 | 2.97 | | | | 135 | Fair | Green | 1 | 0.765 |
| Estimated Lane Mileage: 1.530 | L2 | JPC | | 1.10 | 12.60 | | | | 166 | Fair | Green | 1 | 0.765 |
| Post Mile: 14.297 to 14.372 | R1 | JPC | | 3.80 | 3.85 | | | | 136 | Fair | Yellow | 1 | 0.075 |
| Length: 0.075 Estimated Lane Mileage: 0.150 | R2 | JPC | | 0.00 | 4.00 | | | | 175 | Fair | Blue | 1 | 0.075 |
| Post Mile: 14.372 to 14.784 | R1 | JPC | | 0.00 | 6.92 | | | | 159 | Fair | Green | 1 | 0.387 |
| Length: 0.412 Estimated Lane Mileage: 0.774 | R2 | JPC | | 0.00 | 6.62 | | | | 149 | Fair | Green | 1 | 0.387 |
| Post Mile: 14.784 to R14.968 | R1 | JPC | | 0.00 | 8.11 | | | | 97 | Fair | Green | 1 | 0.184 |
| Length: 0.184 | R2 | JPC | | 0.00 | 9.59 | | | | 108 | Fair | Green | 1 | 0.184 |
| Estimated Lane Mileage: 0.552 | R3 | JPC | | 0.00 | 14.29 | | | | 112 | Fair | Green | 1 | 0.184 |
| Post Mile: 14.738 to 14.775 | | | | | | | | | | | | | |
| Length: 0.037 | L1 | JPC JPC | | 0.00 | 0.00 | | | | 146 220 | Fair | Green | 1 | 0.012 |
| Estimated Lane Mileage: 0.024 | L2 | | | 0.00 | | | | | | Fair | Blue | | 0.012 |
| Post Mile: 14.775 to R15.024 | L1 | JPC | | 0.00 | 2.06 | | | | 107 | Fair | Green | 1 | 0.249 |

| Lameth, 0.240 | | Lunc | 1 1 | 0.00 | 7 22 | i | i | 1 | l 120 | | l | l 1 | l 0.240 |
|--|----------|------------|-----|--------------|--------------|------|------|------|------------|--------------|----------------|-----|---------|
| Length: 0.249 Estimated Lane Mileage: 0.747 | L2 L3 | JPC JPC | | 0.00 2.20 | 7.22 4.35 | | | | 136 132 | Fair Fair | Green Green | 1 | 0.249 |
| Post Mile: R14.968 to R15.160 | R1 | JPC | | 0.00 | 6.56 | | | | 117 | Fair | Green | 1 | 0.168 |
| Length: 0.192 | | | | | | | | | | | | | |
| Estimated Lane Mileage: 0.336 | R2 | JPC | | 0.00 | 6.06 | | | | 124 | Fair | Green | 1 | 0.168 |
| Post Mile: R15.160 to R15.302 | R1 | JPC | | 0.00 | 7.94 | | | | 100 | Fair | Green | 1 | 0.142 |
| Length: 0.142 Estimated Lane Mileage: 0.284 | R2 | JPC | | 0.00 | 6.56 | | | | 116 | Fair | Green | 1 | 0.142 |
| Post Mile: R15.024 to R15.208 | | | | | | | | | | | | | |
| Length: 0.184 | L1 | JPC | | 0.00 | 4.76 | | | | 121 | Fair | Green | 1 | 0.160 |
| Estimated Lane Mileage: 0.320 | L2 | JPC | | 1.60 | 3.23 | | | | 169 | Fair | Green | 1 | 0.160 |
| Post Mile: R15.302 to R15.409 | R1 | JPC | | 0.00 | 14.29 | | | | 92 | Good | Green | 1 | 0.051 |
| Length: 0.107 | R2 | JPC | | 0.00 | 0.00 | | | | 97 | Fair | Croon | 1 | 0.051 |
| Estimated Lane Mileage: 0.102 | KZ | | | 0.00 | 0.00 | | | | 97 | Fair | Green | 1 | 0.051 |
| Post Mile: R15.208 to R15.353 Length: 0.145 | L1 | JPC | | 0.00 | 2.38 | | | | 110 | Fair | Green | 1 | 0.145 |
| Estimated Lane Mileage: 0.290 | L2 | JPC | | 0.00 | 0.00 | | | | 60 | Good | Green | 1 | 0.145 |
| Post Mile: R15.409 to R15.470 | R1 | JPC | | 0.00 | 13.04 | | | | 123 | Fair | Green | 1 | 0.016 |
| Length: 0.061 | | | | | | | | | | | | | |
| Estimated Lane Mileage: 0.032 | R2 | JPC | | 0.00 | 4.55 | | | | 133 | Fair | Green | 1 | 0.016 |
| Post Mile: R15.470 to R15.622 | R1 | JPC | | 0.00 | 5.77 | | | | 133 | Fair | Green | 1 | 0.127 |
| Length: 0.152 | R2 | JPC | | 0.00 | 5.77 | | | | 121 | Fair | Green | 1 | 0.127 |
| Estimated Lane Mileage: 0.254 Post Mile: R15.353 to R15.409 | | | | 0.00 | 3.,, | | | | | | 0.00 | | |
| Length: 0.056 | L1 | Bridge | | | | 0.00 | 0.00 | 0.19 | 124 | | | 1 | 0.000 |
| Estimated Lane Mileage: 0.000 | L2 | Bridge | | | | 0.00 | 0.00 | 0.10 | 108 | | | 1 | 0.000 |
| Post Mile: R15.409 to R15.614 | L1 | JPC | | 4.00 | 4.00 | | | | 111 | Fair | Yellow | 1 | 0.135 |
| Length: 0.205 | | IDC | | | | | | | | | | | |
| Estimated Lane Mileage: 0.270 | L2 | JPC | | 1.30 | 3.80 | | | | 124 | Fair | Green | 1 | 0.135 |
| Post Mile: R15.622 to 18.617 Length: 0.398 | R1 | JPC | | 0.90 | 2.75 | | | | 104 | Fair | Green | 1 | 0.271 |
| Estimated Lane Mileage: 0.542 | R2 | JPC | | 0.00 | 2.88 | | | | 106 | Fair | Green | 1 | 0.271 |
| Post Mile: R15.614 to R15.680 | L1 | JPC | | 0.00 | 3.33 | | | | 104 | Fair | Green | 1 | 0.066 |
| Length: 0.066 | L2 | JPC | | 3.60 | 3.57 | | | | 115 | Fair | Yellow | 1 | 0.066 |
| Estimated Lane Mileage: 0.198 | L3 | JPC | | 0.00 | 3.57 | | | | 129 | Fair | Green | 1 | 0.066 |
| Post Mile: 18.277 to 18.440 | L1 | JPC | | 0.00 | 0.00 | | | | 104 | Fair | Green | 1 | 0.145 |
| Length: 0.163 | L2 | JPC | | 0.00 | 0.00 | | | | 115 | Fair | Green | 1 | 0.145 |
| Estimated Lane Mileage: 0.435 | L3 | JPC | | 0.00 | 0.00 | | | | 130 | Fair | Green | 1 | 0.145 |
| Post Mile: 18.617 to 19.208 Length: 0.591 | R1 | JPC | | 0.00 | 2.44 | | | | 101 | Fair | Green | 1 | 0.591 |
| Estimated Lane Mileage: 1.182 | R2 | JPC | | 0.50 | 3.90 | | | | 118 | Fair | Green | 1 | 0.591 |
| Post Mile: 18.440 to 18.763 | L1 | JPC | | 0.00 | 0.00 | | | | 90 | Good | Green | 1 | 0.214 |
| Length: 0.323 | | | | | | | | | | | | | |
| Estimated Lane Mileage: 0.428 | L2 | JPC | | 0.00 | 0.91 | | | | 105 | Fair | Green | 1 | 0.214 |
| Post Mile: 18.763 to 19.034 | L1 | JPC | | 0.00 | 0.00 | | | | 94 | Good | Green | 1 | 0.271 |
| Length: 0.271 | L2 | JPC | | 0.00 | 1.04 | | | | 100 | Fair | Green | 1 | 0.271 |
| Estimated Lane Mileage: 0.542 Post Mile: 19.208 to 19.842 | | | | | | | | | | | | | |
| Length: 0.634 | R1 | JPC | | 0.50 | 3.55 | | | | 105 | Fair | Green | 1 | 0.581 |
| Estimated Lane Mileage: 1.162 | R2 | JPC | | 0.00 | 4.98 | | | | 106 | Fair | Green | 1 | 0.581 |
| Post Mile: 19.034 to 19.574 | L1 | JPC | | 0.00 | 0.54 | | | | 92 | Good | Green | 1 | 0.518 |
| Length: 0.540 | L2 | JPC | | 0.00 | 1.11 | | | | 96 | Fair | Green | 1 | 0.518 |
| Estimated Lane Mileage: 1.554 | L3 | JPC | | 0.00 | 2.78 | | | | 112 | Fair | Green | 1 | 0.518 |
| Post Mile: 19.574 to 19.928 | L1 | JPC | | 0.00 | 0.00 | | | | 109 | Fair | Green | 1 | 0.323 |
| Length: 0.354 Estimated Lane Mileage: 0.969 | L2 L3 | JPC JPC | | 0.00 | 4.24 | | | | 106 | Fair | Green | 1 | 0.323 |
| Post Mile: 19.842 to 20.870 | | | | 0.80 | 4.24 | | | | 118 | Fair | Green | | 0.323 |
| Length: 1.028 | R1 | JPC | | 0.00 | 4.55 | | | ļ | 115 | Fair | Green | 1 | 1.028 |
| Estimated Lane Mileage: 2.056 | R2 | JPC | | 0.50 | 5.08 | | | | 106 | Fair | Green | 1 | 1.028 |
| Post Mile: 19.928 to 20.870 | L1 | JPC | | 0.30 | 3.08 | | | | 129 | Fair | Green | 1 | 0.942 |
| 1 030 141110. 13.320 to 20.070 | L2 | JPC | | 0.00 | 2.81 | | | | 128 | Fair | Green | 1 | 0.942 |
| Length: 0.942 | | | | | | | | | | F - 1 - | C | 1 4 | 0.942 |
| Length: 0.942 Estimated Lane Mileage: 2.826 | L3 | JPC | | 0.00 | 2.24 | | | | 127 | Fair | Green | 1 | 0.572 |
| Length: 0.942 | | JPC JPC | | 0.00 | 2.24 1.64 | | | | 139 | Fair | Green | 1 | 0.154 |

| Post Mile: 21.024 to 21.306 Length: 0.282 | R1 | JPC | 0.00 | 2.80 | | | | 102 | Fair | Green | 1 | 0.282 |
|--|----|-----|------|--------|------------|--------|------|-----|------|-------|---|--------|
| Estimated Lane Mileage: 0.564 | R2 | JPC | 0.00 | 1.79 | | | | 115 | Fair | Green | 1 | 0.282 |
| Post Mile: 20.870 to 21.192 | L1 | JPC | 0.00 | 0.84 | | | | 117 | Fair | Green | 1 | 0.322 |
| Length: 0.322 | L2 | JPC | 0.80 | 1.57 | | | | 129 | Fair | Green | 1 | 0.322 |
| Estimated Lane Mileage: 0.966 | L3 | JPC | 0.00 | 0.00 | | | | 96 | Fair | Green | 1 | 0.322 |
| Post Mile: 21.306 to 21.855 Length: 0.549 | R1 | JPC | 0.90 | 2.79 | | | | 105 | Fair | Green | 1 | 0.549 |
| Estimated Lane Mileage: 1.098 | R2 | JPC | 0.00 | 2.75 | | | | 104 | Fair | Green | 1 | 0.549 |
| Post Mile: 21.192 to 21.588 | L1 | JPC | 0.00 | 1.31 | | | | 121 | Fair | Green | 1 | 0.396 |
| Length: 0.396 | L2 | JPC | 1.30 | 1.34 | | | | 134 | Fair | Green | 1 | 0.396 |
| Estimated Lane Mileage: 1.188 | L3 | JPC | 0.00 | 2.56 | | | | 112 | Fair | Green | 1 | 0.396 |
| Post Mile: 21.588 to 21.723 Length: 0.135 | L1 | JPC | 0.00 | 0.00 | | | | 85 | Good | Green | 1 | 0.135 |
| Estimated Lane Mileage: 0.270 | L2 | JPC | 0.00 | 1.85 | | | | 94 | Good | Green | 1 | 0.135 |
| Post Mile: 21.855 to 22.302 Length: 0.447 | R1 | JPC | 1.60 | 4.84 | | | | 184 | Fair | Blue | 1 | 0.417 |
| Estimated Lane Mileage: 0.834 | R2 | JPC | 1.50 | 2.26 | | | | 135 | Fair | Green | 1 | 0.417 |
| Post Mile: 21.723 to 22.302 Length: 0.579 | L1 | JPC | 0.00 | 1.09 | | | | 135 | Fair | Green | 1 | 0.549 |
| Estimated Lane Mileage: 1.098 | L2 | JPC | 0.50 | 1.64 | | | | 123 | Fair | Green | 1 | 0.549 |
| | | | 0.62 | 4.43 | 6.11 | 3.41 | 0.16 | 120 | | | | 29.242 |
| | | | | Lane \ | Weighted A | verage | | | | | | Total |

Caltrans Pavement Program Pavement Condition Detailed Report (PaveM)

District: 11; County: San Diego (SD); Route: 125 From PM: 12.900 To PM: 22.302

Year: 2022 (Predicted) R-Length: 6.805. L-Length: 6.805

| | | R-La | ane Miles: 1 | 4.067. L-Lan | e Miles: 15.1 | 175 (Unknov | vn lane mile | s: 0.000) | | | | | |
|--|------|----------|--------------|--------------|---------------|-------------|--------------|-----------|-----------|-----------|-------------|---------------|-----------|
| | | | | Concrete | | | Asphalt | | | MAP-21 | Traditional | Road | Estimated |
| Pavement Segment | Lane | Type | 1 -+0/ | 2d0/ | Facile0/ | Allig | ator | D. + /:\ | IRI in/mi | | | | Lane |
| | | | 1st% | 3rd% | Fault% | Α% | В% | Rut (in) | | Condition | Condition | Class | Miles |
| Post Mile: 12.900 to 12.942 Length: 0.042 | R1 | Flexible | | | | 2.70 | 0.40 | 0.14 | 112 | Fair | Green | 1 | 0.003 |
| Estimated Lane Mileage: 0.006 | R2 | Flexible | | | | 21.50 | 5.00 | 0.17 | 106 | Fair | Yellow | 1 | 0.003 |
| Post Mile: 12.942 to 13.044 | R1 | Flexible | | | | 3.40 | 5.70 | 0.17 | 123 | Fair | Yellow | 1 | 0.102 |
| Length: 0.102 | R2 | Flexible | | | | 18.60 | 3.50 | 0.16 | 116 | Fair | Yellow | 1 | 0.102 |
| Estimated Lane Mileage: 0.306 | R3 | JPC | | 1.20 | 15.60 | | | | 79 | Good | Green | 1 | 0.102 |
| Post Mile: 13.044 to 13.270 | R1 | JPC | | 2.90 | 6.17 | | | | 92 | Good | Green | 1 | 0.226 |
| Length: 0.226 | R2 | JPC | | 4.60 | 8.71 | | | | 110 | Fair | Yellow | 1 | 0.226 |
| Estimated Lane Mileage: 0.678 | R3 | JPC | | 8.10 | 21.26 | | | | 152 | Fair | Yellow | 1 | 0.226 |
| Post Mile: 12.900 to 13.103 | L1 | Bridge | | | | 0.00 | 0.00 | 0.00 | 20 | | | 1 | 0.000 |
| Length: 0.203 Estimated Lane Mileage: 0.000 | L2 | Bridge | | | | 0.00 | 0.00 | 0.00 | 20 | | | 1 | 0.000 |
| Estimated Edite Wineage: 0.000 | L1 | JPC | | 5.30 | 15.10 | | | | 151 | Fair | Yellow | 1 | 0.237 |
| Post Mile: 13.270 to 13.553 | L2 | JPC | | 1.20 | 35.96 | | | | 213 | Fair | Orange | 1 | 0.237 |
| Length: 0.283 | R1 | JPC | | 8.50 | 10.70 | | | | 107 | Fair | Yellow | 1 | 0.237 |
| Estimated Lane Mileage: 1.185 | R2 | JPC | | 3.40 | 7.80 | | | | 126 | Fair | Yellow | <u>1</u> 1 | 0.237 |
| Estimated Lane Willeage. 1.105 | R3 | JPC | | 3.80 | 24.34 | | | | 172 | Fair | Blue | 1 | 0.237 |
| Post Mile: 13.103 to 13.270 | | | | 3.80 | 24.34 | 10.00 | | 0.17 | | | | | |
| Length: 0.167 | L1 | Flexible | | | | 12.00 | 5.80 | 0.17 | 173 | Fair | Blue | 1 | 0.135 |
| Estimated Lane Mileage: 0.270 | L2 | Flexible | | | | 18.70 | 16.60 | 0.14 | 141 | Fair | Orange | 1 | 0.135 |
| Post Mile: 13.553 to 13.973 | R1 | JPC | | 0.70 | 14.15 | | | | 138 | Fair | Green | 1 | 0.388 |
| Length: 0.420 | R2 | JPC | | 4.60 | 13.15 | | | | 112 | Fair | Yellow | 1 | 0.388 |
| Estimated Lane Mileage: 1.164 | R3 | JPC | | 2.60 | 31.51 | | | | 175 | Poor | Orange | 1 | 0.388 |
| Post Mile: 13.553 to 13.731 Length: 0.178 | L1 | JPC | | 5.50 | 25.22 | | | | 160 | Fair | Orange | 1 | 0.178 |
| Estimated Lane Mileage: 0.356 | L2 | JPC | | 5.70 | 30.82 | | | | 196 | Fair | Orange | 1 | 0.178 |
| Post Mile: 13.731 to 13.973 | L1 | JPC | | 5.20 | 12.87 | | | | 137 | Fair | Yellow | 1 | 0.210 |
| Length: 0.242 Estimated Lane Mileage: 0.420 | L2 | JPC | | 5.30 | 23.33 | | | | 141 | Fair | Yellow | 1 | 0.210 |
| Post Mile: 13.973 to 14.297 | R1 | JPC | | 0.70 | 3.42 | | | | 135 | Fair | Green | 1 | 0.324 |
| Length: 0.324 | R2 | JPC | | 0.90 | 12.83 | | | | 162 | Fair | Green | 1 | 0.324 |
| Estimated Lane Mileage: 0.972 | R3 | JPC | | 2.70 | 39.20 | | | | 238 | Fair | Orange | 1 | 0.324 |
| Post Mile: 13.973 to 14.738 | L1 | JPC | | 2.10 | 6.55 | | | | 143 | Fair | Green | 1 | 0.765 |
| Length: 0.765 Estimated Lane Mileage: 1.530 | L2 | JPC | | 3.00 | 29.89 | | | | 220 | Fair | Orange | 1 | 0.765 |
| Post Mile: 14.297 to 14.372 | R1 | JPC | | 5.90 | 7.75 | | | | 144 | Fair | Yellow | 1 | 0.075 |
| Length: 0.075 Estimated Lane Mileage: 0.150 | R2 | JPC | | 1.20 | 21.06 | | | | 230 | Fair | Blue | 1 | 0.075 |
| Post Mile: 14.372 to 14.784 | R1 | JPC | | 0.70 | 11.63 | | | | 168 | Fair | Green | 1 | 0.387 |
| Length: 0.412 | R2 | JPC | | 1.20 | 23.92 | | | | 200 | Fair | Blue | 1 | 0.387 |
| Estimated Lane Mileage: 0.774 | | | | | | | | | | | | | |
| Post Mile: 14.784 to R14.968 | R1 | JPC | | 0.70 | 13.06 | | | | 106 | Fair | Green | 1 | 0.184 |
| Length: 0.184 | R2 | JPC | | 0.90 | 15.34 | | | | 120 | Fair | Green | 1 | 0.184 |
| Estimated Lane Mileage: 0.552 Post Mile: 14.738 to 14.775 | R3 | JPC | | 1.20 | 31.51 | | | | 157 | Fair | Orange | 1 | 0.184 |
| Length: 0.037 | L1 | JPC | | 0.70 | 1.02 | | | | 155 | Fair | Green | 1 | 0.012 |
| Estimated Lane Mileage: 0.024 | L2 | JPC | | 1.20 | 15.60 | | | | 280 | Fair | Blue | 1 | 0.012 |
| Post Mile: 14.775 to R15.024 | L1 | JPC | | 0.70 | 5.23 | | | | 116 | Fair | Green | 1 | 0.249 |
| Length: 0.249 | L2 | JPC | | 0.90 | 12.69 | | | | 149 | Fair | Green | 1 | 0.249 |
| Estimated Lane Mileage: 0.747 | L3 | JPC | | 4.30 | 21.46 | | | | 180 | Fair | Blue | 1 | 0.249 |

| | | - | | | | | - | | | - | | |
|--|----------|--------|----------|-------|------|----------|----------|-----|-------|--------|----------|----------|
| Post Mile: R14.968 to R15.160 | R1 | JPC | 0.70 | 11.20 | | | | 126 | Fair | Green | 1 | 0.168 |
| Length: 0.192 | R2 | JPC | 1.20 | 23.33 | | | | 171 | Fair | Pluo | 1 | 0.168 |
| Estimated Lane Mileage: 0.336 | KZ | JPC | 1.20 | 23.33 | | | | 1/1 | Fair | Blue | 1 | 0.108 |
| Post Mile: R15.160 to R15.302 | R1 | JPC | 0.70 | 12.87 | | | | 109 | Fair | Green | 1 | 0.142 |
| Length: 0.142 | R2 | JPC | 1.20 | 23.86 | | | | 161 | Fair | Green | 1 | 0.142 |
| Estimated Lane Mileage: 0.284 | 1\2 | JFC | 1.20 | 23.00 | | | | 101 | I all | Green | Ι Ι | 0.142 |
| Post Mile: R15.024 to R15.208 | L1 | JPC | 0.70 | 8.93 | | | | 130 | Fair | Green | 1 | 0.160 |
| Length: 0.184 | L2 | JPC | 3.60 | 20.18 | | | | 223 | Fair | Blue | 1 | 0.160 |
| Estimated Lane Mileage: 0.320 | LZ | 31 C | 3.00 | 20.10 | | | | 223 | ı alı | Dide | | 0.100 |
| Post Mile: R15.302 to R15.409 | R1 | JPC | 0.70 | 20.13 | | | | 100 | Fair | Green | 1 | 0.051 |
| Length: 0.107 | R2 | JPC | 1.20 | 15.60 | | | | 137 | Fair | Green | 1 | 0.051 |
| Estimated Lane Mileage: 0.102 Post Mile: R15.208 to R15.353 | | | | | | | | | | Green | <u> </u> | |
| Length: 0.145 | L1 | JPC | 0.70 | 5.71 | | | | 119 | Fair | Green | 1 | 0.145 |
| Estimated Lane Mileage: 0.290 | L2 | JPC | 1.20 | 15.60 | | | | 79 | Good | Green | 1 | 0.145 |
| Post Mile: R15.409 to R15.470 | | + | | | | | | | | | | <u> </u> |
| Length: 0.061 | R1 | JPC | 0.70 | 18.73 | | | | 131 | Fair | Green | 1 | 0.016 |
| Estimated Lane Mileage: 0.032 | R2 | JPC | 1.20 | 21.68 | | | | 181 | Fair | Blue | 1 | 0.016 |
| Post Mile: R15.470 to R15.622 | | | 0.70 | 40.00 | | | | | | | | 0.40= |
| Length: 0.152 | R1 | JPC | 0.70 | 10.22 | | | | 141 | Fair | Green | 1 | 0.127 |
| Estimated Lane Mileage: 0.254 | R2 | JPC | 1.20 | 23.02 | | | | 166 | Fair | Green | 1 | 0.127 |
| Post Mile: R15.353 to R15.409 | 1.4 | D!! | | | 0.00 | 0.00 | 0.10 | 20 | | | 4 | 0.000 |
| Length: 0.056 | L1 | Bridge | | | 0.00 | 0.00 | 0.19 | 20 | | | 1 | 0.000 |
| Estimated Lane Mileage: 0.000 | L2 | Bridge | | | 0.00 | 0.00 | 0.10 | 20 | | | 1 | 0.000 |
| Post Mile: R15.409 to R15.614 | 1.1 | IDC | C 10 | 7.02 | | | | 120 | Foir | Vallau | 1 | 0.125 |
| Length: 0.205 | L1 | JPC | 6.10 | 7.93 | | | | 120 | Fair | Yellow | 1 | 0.135 |
| Estimated Lane Mileage: 0.270 | L2 | JPC | 3.20 | 20.85 | | | | 171 | Fair | Blue | 1 | 0.135 |
| Post Mile: R15.622 to 18.617 | R1 | JPC | 2.30 | 6.24 | | | | 113 | Fair | Green | 1 | 0.271 |
| Length: 0.398 | KI | JPC | 2.30 | 0.24 | | | | 113 | Fall | Green | 1 | 0.271 |
| Estimated Lane Mileage: 0.542 | R2 | JPC | 1.20 | 19.76 | | | | 149 | Fair | Green | 1 | 0.271 |
| Post Mile: R15.614 to R15.680 | L1 | JPC | 0.70 | 7.05 | | | | 113 | Fair | Green | 1 | 0.066 |
| Length: 0.066 | L2 | JPC | 5.80 | 8.36 | | | | 128 | Fair | Yellow | 1 | 0.066 |
| Estimated Lane Mileage: 0.198 | L3 | JPC | 0.90 | 8.36 | | | | 142 | Fair | Green | 1 | 0.066 |
| Post Mile: 18.277 to 18.440 | L1 | JPC | 0.70 | 1.02 | | | | 113 | Fair | Green | 1 | 0.145 |
| Length: 0.163 | L2 | JPC | 0.90 | 2.64 | | | | 127 | Fair | Green | 1 | 0.145 |
| Estimated Lane Mileage: 0.435 | L3 | JPC | 0.90 | 2.64 | | | | 143 | Fair | Green | 1 | 0.145 |
| Post Mile: 18.617 to 19.208 | R1 | JPC | 0.00 | 5.11 | | | | 106 | Fair | Green | 1 | 0.591 |
| Length: 0.591 | - | | | | | | | | | | | |
| Estimated Lane Mileage: 1.182 | R2 | JPC | 1.00 | 7.84 | | | | 128 | Fair | Green | 1 | 0.591 |
| Post Mile: 18.440 to 18.763 | L1 | JPC | 0.00 | 0.62 | | | | 94 | Good | Green | 1 | 0.214 |
| Length: 0.323 | <u> </u> | | 0.40 | 0.04 | | | | 445 | | | | 2211 |
| Estimated Lane Mileage: 0.428 | L2 | JPC | 0.10 | 3.81 | | | | 115 | Fair | Green | 1 | 0.214 |
| Post Mile: 18.763 to 19.034 | L1 | JPC | 0.00 | 0.62 | | | | 99 | Fair | Green | 1 | 0.271 |
| Length: 0.271 | 12 | 100 | 0.10 | 4.00 | | | | 111 | F=: | C==== | 4 | 0.274 |
| Estimated Lane Mileage: 0.542 | L2 | JPC | 0.10 | 4.00 | | | | 111 | Fair | Green | 1 | 0.271 |
| Post Mile: 19.208 to 19.842 | R1 | JPC | 0.90 | 6.61 | | | | 110 | Fair | Green | 1 | 0.581 |
| Length: 0.634 | R2 | JPC | 0.10 | 9.12 | | | | 116 | Eair | Groon | 1 | 0.581 |
| Estimated Lane Mileage: 1.162 | | | | | | | | | Fair | Green | | |
| Post Mile: 19.034 to 19.574 | L1 | JPC | 0.00 | 2.16 | | | | 97 | Fair | Green | 1 | 0.518 |
| Length: 0.540 | L2 | JPC | 0.10 | 4.11 | | | | 106 | Fair | Green | 1 | 0.518 |
| Estimated Lane Mileage: 1.554 | L3 | JPC | 0.10 | 6.43 | | | | 122 | Fair | Green | 1 | 0.518 |
| Post Mile: 19.574 to 19.928 | L1 | JPC | 0.00 | 0.62 | | | | 114 | Fair | Green | 1 | 0.323 |
| Length: 0.354 | L2 | JPC | 0.10 | 8.25 | | | | 117 | Fair | Green | 1 | 0.323 |
| Estimated Lane Mileage: 0.969 | L3 | JPC | 1.50 | 8.25 | | | | 128 | Fair | Green | 1 | 0.323 |
| Post Mile: 19.842 to 20.870 Length: 1.028 | R1 | JPC | 0.00 | 7.90 | | <u> </u> | <u> </u> | 120 | Fair | Green | 1 | 1.028 |
| Length: 1.028 Estimated Lane Mileage: 2.056 | R2 | JPC | 1.00 | 9.25 | | | | 116 | Fair | Green | 1 | 1.028 |
| Post Mile: 19.928 to 20.870 | L1 | JPC | 0.60 | 5.99 | | | | 134 | Fair | Green | 1 | 0.942 |
| Length: 0.942 | L2 | JPC | 0.60 | 6.46 | | | | 134 | Fair | Green | 1 | 0.942 |
| Estimated Lane Mileage: 2.826 | L2 L3 | JPC | 0.10 | 5.72 | | | | 138 | Fair | Green | 1 | 0.942 |
| Post Mile: 20.870 to 21.024 | | | | | | | | | | | | |
| Length: 0.154 | R1 | JPC | 0.70 | 4.60 | | | | 148 | Fair | Green | 1 | 0.154 |
| Estimated Lane Mileage: 0.308 | R2 | JPC | 3.50 | 11.95 | | | | 147 | Fair | Yellow | 1 | 0.154 |
| Post Mile: 21.024 to 21.306 | | + | | | | | | | | | | |
| Length: 0.282 | R1 | JPC | 0.70 | 6.31 | | | | 111 | Fair | Green | 1 | 0.282 |
| Estimated Lane Mileage: 0.564 | R2 | JPC | 0.90 | 6.00 | | | | 127 | Fair | Green | 1 | 0.282 |
| Post Mile: 20.870 to 21.192 | L1 | JPC | 0.70 | 3.27 | | | | 126 | Fair | Green | 1 | 0.322 |
| FUSE WITHE: 20.8/0 (0 21.192 | LT | JPC | 0.70 | 3.27 | | | <u>l</u> | 120 | Ган | Green | 1 | 0.322 |

| Estimated Lane Mileage: 0.270 Post Mile: 21.855 to 22.302 | R1 | JPC | 3.30 | 9.05 | | 193 | Fair | Blue | 1 | 0.133 |
|--|----------|------------|--------------|--------------|--|------------|--------------|----------------|---|----------------|
| Length: 0.135 Estimated Lane Mileage: 0.270 | L2 | JPC | 0.90 | 6.09 | | 105 | Fair | Green | 1 | 0.135 |
| Post Mile: 21.588 to 21.723 | L1 | JPC | 0.90 | 1.02 | | 94 | Good | Green Green | 1 | 0.396 |
| Length: 0.396 Estimated Lane Mileage: 1.188 | L2 L3 | JPC JPC | 3.10 0.90 | 5.33 7.06 | | 147 124 | Fair Fair | Yellow | 1 | 0.396 0.396 |
| Post Mile: 21.192 to 21.588 | L1 | JPC | 0.70 | 4.08 | | 130 | Fair | Green | 1 | 0.396 |
| Length: 0.549 Estimated Lane Mileage: 1.098 | R2 | JPC | 0.90 | 7.31 | | 116 | Fair | Green | 1 | 0.549 |
| Post Mile: 21.306 to 21.855 | R1 | JPC | 2.40 | 6.29 | | 113 | Fair | Green | 1 | 0.549 |
| Length: 0.322 Estimated Lane Mileage: 0.966 | L2 L3 | JPC JPC | 2.40 0.90 | 5.69 2.64 | | 141 107 | Fair Fair | Green Green | 1 | 0.322 0.322 |

DISTRICT 11 PRELIMINARY PROJECT COST ESTIMATE

11- PAGE ESTIMATE

EA 11-423800 PID 1116000061

Type of Estimate: Program Code:

SHOPP 20.XX.201.121

Project Limits:

11-SD-94, 125 PM:R9.8/R10.6, 12.9/22.3

Description:

In San Diego County On Route 94 From E94/N125 Separation In Lemon Grove To 0.1 Mile East Of Spring Street Undercrossing In La Mesa And On Route 125 From 0.6 Mile South Of Spring Street

Undercrossing Near La Mesa To Mission George Road In Santee.

Scope:

Alternative :

| | Current Cost | Escalated Cost |
|----------------------------|---------------------|---------------------|
| ROADWAY ITEMS | \$ 35,621,600.00 | \$ 39,238,292.00 |
| STRUCTURE ITEMS | \$ 221,100.00 | \$ 243,549.00 |
| SUBTOTAL CONSTRUCTION COST | \$ 35,842,700.00 | \$ 39,481,841.00 |
| RIGHT OF WAY | \$ 252,000.00 | \$ 252,000.00 |
| TOTAL CAPITAL COST | \$ 36,095,000.00 | \$ 39,734,000.00 |
| PA&ED SUPPORT | | \$ 1,279,200.00 |
| PS&E SUPPORT | | \$ 2,540,000.00 |
| RIGHT OF WAY SUPPORT | | \$ 43,200.00 |
| CONSTRUCTION SUPPORT | | \$ 5,218,700.00 |
| TOTAL SUPPORT COST | | \$ 9,080,900.00 |

| \$ 48,850,000.0 | 36,100,000.00 | TOTAL PROJECT COST \$ |
|-------------------|-----------------------------|---|
| Month Year | | |
| 01 / 2020 | te (Month/Year) of Estimate | Da |
| 3 / 2022 | Month/Year) of Construction | Estimated Date (|
| 17.5 | Months of Construction | |
| 37 | ber of Months of Escalation | Nun |
| 3.07 | mber of Years of Escalation | Nu |
| 3.2% | Escalation Rate | |
| \$ | enter Programmed Amount | If Project has been programmed |
| 350 | Construction Working Days | |
| 125 | stablishment Working Days | Plant E |
| | stablishment Working Days | Permanent Erosion Control E |
| | Overlap Working Days | |
| 350 | Total Working Days | |
| | dule | Estimated Project Sche |
| | June-17 | PID Approval |
| | January-20 | PA/ED Approval |
| | June-21 | PS&E |
| | August-21 | RTL |
| | March-22 | Begin Construction |
| 20 (619) 688-6735 | md42/4/ | Leon S. Edm |
| Phone | gineer Date | Leon G. Edmonds - District 11 Office Er |

Manager

(619) 220-5433

W. Michael Nichols - Project Manager

Phone

Escalation rates used in this estimate for Highway Construction Capital Costs are 3.2% compounded annually to Construction year. The decision to use 3.2% for this estimate was per direction of May 2019 CTC Meeting due to SHOPP Project Cost Escalation Rate Guidance. The coded contract items are per 2018 Bid Items. (REV 09/06/19)

DISTRICT 11 PRELIMINARY PROJECT COST ESTIMATE

I. ROADWAY ITEMS

| Section | | | | | | Cost |
|---------|----------------------|---|----------------|---|----|---------------|
| 1 | Earthwork | | | | \$ | 151,400 |
| 2 | Pavement Structu | ural Section | | | \$ | 16,314,700 |
| 3 | Drainage | | | | \$ | 133,600 |
| 4 | Specialty Items | | | | \$ | 1,466,500 |
| 5 | Environmental | | | | \$ | 622,700 |
| | 5A 5B 5C 5D | Environmental Mitigation Landscape and Irrigation Erosion Control NPDES | \$ \$ \$ | 350,170 - 272,500 | | |
| 6 | Traffic Items | | | | \$ | 3,850,500 |
| | 6A 6B 6C 6D | Traffic Electrical Traffic Signing and Striping Traffic Management Plan Stage Construction and Traffic Handling | \$ \$ \$ | 645,303 1,844,400 30,000 1,330,754 | | |
| 7 | Detours | | | | \$ | - |
| 8 | Minor Items | | | | \$ | 1,127,000 |
| 9 | Roadway Mobiliza | | | | • | 2,366,700 |
| 10 | Supplemental Wo | | | | • | 1,807,600 |
| 11 | State Furnished | | | | | 848,600 |
| 12 | Contingencies | | | | | 5,737,900 |
| 13 | Overhead | | | | | 1,194,400 |
| | | TOTAL ROADWAY ITEMS | | | \$ | 35,621,600 |

| Estimate Prepared By : | thursday | 01/30/2020 | (619) 688-4214 |
|------------------------|------------------------------------|------------|----------------|
| | Thin Bui - Transportation Engineer | Date | Phone |
| Estimate Reviewed By : | Mayel | 01/30/2020 | (619) 688-3246 |
| | Anh Nguyer - Project Engineer | Date | Phone |

DISTRICT 11 PRELIMINARY PROJECT COST ESTIMATE

SECTION 1: EARTHWORK

| Item Code | Item Description | Unit | Quantity | | Unit Price (\$) | | Cost (\$) |
|-----------|---|-----------|----------|---|-----------------|---|---------------------------|
| 190101 | Roadway Excavation | CY | 1,426 | X | 80.00 | = | \$ 114,080 |
| 19010X | Roadway Excavation (Insert Type) ADL | CY | | x | | = | \$ - |
| 190185 | Shoulder Backing | TON | 66 | x | 295.00 | = | \$ 19,470 |
| 194001 | Ditch Excavation | CY | | X | | = | \$ - |
| 192037 | Structure Excavation (Retaining Wall) | CY | | X | | = | \$ - |
| 193013 | Structure Backfill (Retaining Wall) | CY | | X | | = | \$ |
| 193031 | Pervious Backfill Material (Retaining Wall) | CY | | X | | = | \$ - |
| 17010X | Clearing & Grubbing | LS | 1 | X | 1,000.00 | = | \$ 1,000 |
| 100100 | Develop Water Supply | LS | | X | | = | \$ 10.000 (1.00) 24 |
| 198215 | Subgrade Enhancement Geogrid | SQYD | 3,360 | x | 5.00 | = | \$ 16,800 |
| 21012X | Duff | ACRE/SQFT | | X | | = | \$ 8 |

TOTAL EARTHWORK SECTION ITEMS \$ 151,400

SECTION 2: PAVEMENT STRUCTURAL SECTION

| Item Code | Item Description | Unit | Quantity | | Unit Price (\$) | | Cost (\$) |
|-----------|---|------|----------|---|-----------------|---|------------------------------|
| 401050 | Jointed Plain Concrete Pavement | CY | | X | | = | \$ - |
| 400050 | Continuously Reinforced Concrete Pavement | CY | | X | | = | \$ - |
| 390132 | Hot Mix Asphalt (Type A) | TON | 5,890 | x | 135.00 | = | \$ 795,150 |
| 260203 | Class 2 Aggregate Base | CY | 153 | х | 200.00 | = | \$ 30,600 |
| 250201 | Class 2 Aggregate Subbase | CY | 1,120 | x | 120.00 | = | \$ 134,400 |
| 270015A | Cement Treated Base-Rapid Setting (CTBRS) | CY | 630 | X | 450.00 | = | \$ 283,500 |
| 153121 | Remove Concrete | CY | 225 | X | 275.00 | = | \$ 61,875 |
| 280015 | Lean Concrete Base Rapid Setting | CY | 2,190 | X | 350.00 | = | \$ 766,500 |
| 398000 | Remove Asphalt Concrete Pavement | CY | 4,850 | X | 50.00 | = | \$ 242,500 |
| 411106A | Individual Slab Replacement High Early Strength Concrete (HESC) | CY | 5,360 | x | 600.00 | = | \$ 3,216,000 |
| 414243A | Seal Longitudinal Isolation Joint | LF | 30,200 | X | 15.00 | = | \$ 453,000 |
| 414201 | Joint Seal (Silicone) | LF | 139,900 | x | 2.50 | = | \$ 349,750 |
| 410096 | Drill and Bond (Dowel Bar) | EA | 8,000 | x | 25.00 | = | \$ 200,000 |
| 390137 | Rubberized Hot Mix Asphalt (Gap Graded) | TON | 35,500 | x | 110.00 | = | \$ 3,905,000 |
| 391006 | Asphalt Binder (Geosynthetic Pavement Interlayer) | TON | | × | | = | \$ |
| 290201 | Asphalt Treated Permeable Base | CY | 91 | x | 550.00 | = | \$ 50,050 |
| 374002 | Asphaltic Emulsion (Fog Seal Coat) | TON | 74 | x | 1,500.00 | = | \$ 111,000 |
| 397005 | Tack Coat | TON | 81 | x | 800.00 | = | \$ 64,800 |
| 377501 | Slurry Seal | TON | | X | | = | \$ N (#) |
| 374493 | Polymer Asphaltic Emulsion (Seal Coat) | TON | | X | | = | \$ = |
| 370001 | Sand Cover (Seal) | TON | | × | | = | \$ - |
| 510501 | Minor Concrete (Anchor Block) (F) | CY | 11 | x | 1,500.00 | = | \$ 16,500 |
| 510502 | Minor Concrete (Minor Structure) (F) | CY | 98 | × | 1,800.00 | = | \$ 176,400 |
| 731502 | Minor Concrete (Miscellaneous Construction) | CY | 220 | X | 950.00 | = | \$ 209,000 |
| 394074 | Place Hot Mix Asphalt Dike (Type C) | LF | 1,460 | X | 5.00 | = | \$ 7,300 |
| 394075 | Place Hot Mix Asphalt Dike (Type D) | LF | 37,000 | X | 1.30 | = | \$ 48,100 |
| 394076 | Place Hot Mix Asphalt Dike (Type E) | LF | 42,000 | X | 1.50 | = | \$ 63,000 |
| 394077 | Place Hot Mix Asphalt Dike (Type F) | LF | 3,280 | X | 6.00 | = | \$ 19,680 |
| 398100 | Remove Asphalt Concrete Dike | LF | 84,000 | X | 1.00 | = | \$ 84,000 |
| 420201 | Grind Existing Concrete Pavement | SQYD | 188,000 | x | 6.00 | = | \$ 1,128,000 |
| 398300 | Remove Base and Surfacing | CY | | х | | = | \$ 2 |
| 390095 | Replace Asphalt Concrete Surfacing | CY | 4,860 | x | 270.00 | = | \$ 1,312,200 |
| 418006 | Remove Concrete Pavement | CY | 7,960 | x | 165.00 | = | \$ 1,313,400 |
| 394090 | Place Hot Mix Asphalt (Miscellaneous Area) | SQYD | 121 | X | 70.00 | = | \$ 8,470 |
| 398200 | Cold Plane Asphalt Concrete Pavement | SQYD | 330,000 | X | 2.50 | = | \$ 825,000 |
| 730070 | Detechable Warning Surface | SQFT | 510 | x | 50.00 | = | \$ 25,500 |
| 846049 | 6" Rumble Strip (Concrete Pavement) | STA | | X | | = | \$ 10-200 (10-20) 1-20 |
| 846051 | 12" Rumble Strip (Asphalt Concrete Pavement) | STA | | x | | = | \$ _ |
| 846052 | 12" Rumble Strip (Concrete Pavement) | STA | | x | | = | \$ 35 |
| 846053A | Raised Rumble Bar | LF | 360 | x | 25.00 | = | \$ 9,000 |
| 410121 | Spall Repair (Fast - Setting Concrete) | SQYD | 540 | X | 750.00 | = | \$ 405,000 |

TOTAL STRUCTURAL SECTION ITEMS \$ 16,314,700

Effective immediately, districts must input estimated quantities highlighted in blue in the PRSM database for the pay items listed in the Design Memo, dated April 9, 2018, when Pra approved (Milestone 200).

SECTION 3: DRAINAGE

| Item Code | Item Description | Unit | Quantity | | Unit Price (\$) | | (| Cost (\$) |
|-----------|---|--------|--|---|-----------------|----|----|------------------|
| 71013X | Remove Culvert | LF | 20 | X | 200.00 | = | \$ | 4,000 |
| 710240 | Modify Inlet | EA | | X | | = | \$ | |
| 710370 | Sand Backfill | CY | | X | | = | \$ | - |
| 71010X | Abandon Culvert | EA/LF | | X | | = | \$ | - |
| 710196 | Adjust Inlet | LF | | X | | = | \$ | - |
| 710262 | Cap Inlet | EA | | X | | = | \$ | 0.0 |
| 731502 | Minor Concrete (Miscellaneous Construction) | CY | 6 | X | 2,000.00 | = | \$ | 12,000 |
| 510502 | Minor Concrete (Minor Structure) | CY | | x | | = | \$ | 11 |
| 731627 | Minor Concrete (Curb, Sidewalk, and Curb Ramp) | CY | | X | | =: | \$ | - |
| 610112 | 24" Alternative Pipe Culvert | LF | 143 | x | 190.00 | = | \$ | 27,170 |
| 6411XX | XX" Plastic Pipe | LF | | x | | = | \$ | 202 |
| 650018 | 24" Reinforced Concrete Pipe | LF | 52 | x | 200.00 | = | \$ | 10,400 |
| 681103 | 3" Plastic Pipe (Edge Drain) | LF | 3,000 | x | 20.00 | = | \$ | 60,000 |
| 393004 | Geosynthetic Pavement Interlayer (Paving Fabric) | SQYD | 1,667 | × | 2.00 | = | \$ | 3,334 |
| 7006XX | XX" Corrugated Steel Pipe Inlet (0.XXX" Thick) | LF | | X | | = | \$ | 324 |
| 7032XX | XX" Corrugated Steel Pipe Riser (0.XXX" Thick) | LF | | X | | = | \$ | (8) |
| 7050XX | XX" Steel Flared End Section | EA | | X | | = | \$ | - |
| 703340 | 36" Bituminous CoatedCorrugated Steel Pipe Riser (0.138" Thick) | LF | 10 | X | 1,000.00 | = | \$ | 10,000 |
| 703233 | Grated Line Drain | LF | | x | | = | S | o = 0 |
| 72XXXX | Rock Slope Protection (Type and Method) | CY/TON | | × | | = | \$ | - |
| 72901X | Rock Slope Protection Fabric (Insert Class) | SQYD | | x | | = | \$ | (-) |
| 721420 | Concrete (Ditch Lining) | CY | | × | | = | \$ | - |
| 721431 | Concrete (Concrete Apron) | CY | 5 | x | 700.00 | = | \$ | 3,500 |
| 750001 | Miscellaneous Iron and Steel (F) | LB | 260 | X | 12.00 | = | \$ | 3,120 |
| XXXXXX | Additional Drainage | LS | The State of the S | X | ACTES SELECTION | = | \$ | 121 |
| | AN MALANCAS DESCRIPTION - AND ANDARONG CONT. | | | | | | | |

TOTAL DRAINAGE ITEMS \$ 133,600

SECTION 4: SPECIALTY ITEMS

| Item Code | Item Description | Unit | Quantity | | Unit Price (\$) | | Cost (\$) |
|-----------|--|------------|----------|---|-----------------------------|----|-----------------------|
| 520103 | Bar Reinforced Steel (Retaining Wall) | LB | | X | | = | \$ _ |
| 5100XX | Structural Concrete | CY | | х | | = | \$ _ |
| 510060 | Structural Concrete, Retaining Wall | CY | | х | | = | \$ |
| 5201XX | Bar Reinforcing Steel | LB | | X | | = | \$ |
| 080050 | Progress Schedule (Critical Path Method) | LS | 1 | X | 10,000.00 | = | \$ 10,000 |
| 60005X | Remove Sound Wall | LF/LS/SQFT | | х | ELLEN BUT A HEIGH LANGE MAN | = | \$ - |
| 070030 | Lead Compliance Plan | LS | 1 | X | 5,000.00 | = | \$ 5,000 |
| 141010A | Manage Solid Waste Generated by the Public (Initial Cleanup) | LS | | х | | = | \$ _ |
| 141020A | Manage Solid Waste Generated by the Public | HR | 560 | X | 140.00 | = | \$ 78,400 |
| 141120 | Treated Wood Waste | LB | 135,200 | х | 0.40 | = | \$ 54,080 |
| 839750 | Remove Barrier | LF | | X | | = | \$ _ |
| 839752 | Remove Guardrail | LF | 11,700 | X | 8.00 | = | \$ 93,600 |
| 710167 | Remove Flared End Section | EA | 52 | X | 500.00 | = | \$ 26,000 |
| 8000XX | Chain Link Fence (Insert Type) | LF | | х | | = | \$ 10000 d 1000000 |
| 80XXXX | XX" Chain Link Gate (Type CL-X) | EA | | х | | = | \$ 2 |
| 832005 | Midwest Guardrail System | LF | 17,500 | х | 28.00 | = | \$ 490,000 |
| 839301 | Single Thrie Beam Barrier | LF | 10000 | х | | = | \$ 2 |
| 839310 | Double Thrie Beam Barrier | LF | 960 | х | 55.00 | = | \$ 52,800 |
| 839521 | Cable Railing | LF | 75 | X | 90.00 | = | \$ 6,750 |
| 839566 | Terminal System (Type CAT) | EA | | X | | = | \$ - |
| 839584 | Alternative In-line Terminal System | EA | 1 | X | 4,500.00 | = | \$ 4,500 |
| 839585 | Alternative Flared Terminal System | EA | 52 | X | 2,800.00 | = | \$ 145,600 |
| 839578 | End Cap (Type TC) | EA | 32 | x | 400.00 | = | \$ 12,800 |
| 839607A | Alt Crash Cushion | EA | 3 | x | 45,000.00 | =: | \$ 135,000 |
| 839644 | Concrete Barrier (Type 60MF) | LF | 290 | х | 360.00 | = | \$ 104,400 |
| 475010 | Retaining Wall (Masonry Wall) | SQFT | | X | | = | \$ 72 |
| 511035 | Architectural Treatment | SQFT | | X | | = | \$ _ |
| 692382A | Buried Post End Anchor | EA | 3 | X | 1,300.00 | = | \$ 3,900 |
| 839540 | Transition Railing (Type STB) | EA | 7 | X | 4,800.00 | = | \$ 33,600 |
| 839542 | Transition Railing (Type DTB) | EA | 4 | X | 5,000.00 | = | \$ 20,000 |
| 839543 | Transition Railing (Type WB-31) | EA | 40 | X | 4,000.00 | = | \$ 160,000 |
| 780440 | Prepare and Stain Concrete | SQFT | | X | | = | \$ 12 |
| 839581 | End Anchor Assembly (Type SFT) | EA | 30 | X | 900.00 | = | \$ 27,000 |
| 839582 | End Anchor Assembly (Type CA) | EA | 2 | X | 1,500.00 | = | \$ 3,000 |

TOTAL SPECIALTY ITEMS \$ 1,466,500

SECTION 5: ENVIRONMENTAL

| 5A - Environ | mental Mitigation | | | | | | | | | |
|------------------|--|-----------|----------|-------|---|-------------|------|--------------|----|---------|
| Item Code | Item Description | Unit | Quantity | | Unit Price (\$) | | | Cost (\$) | | |
| XXXXXX | Biological Mitigation | LS | | × | | = | \$ | - | | |
| 80010X | Temporary Fence (Insert Type) | LF | | X | | = | \$ | - | | |
| 130670 | Temporary Reinforced Silt Fence | LF | | X | | = | \$ | - | | |
| | | | | Cul | statal Environ | | 4-1 | Millionalian | • | |
| | | - | | Sui | ototal Environr | nen | lai | wiligation | \$ | |
| 5B - Landsca | ape and Irrigation | | | | | | | | | |
| Item Code | Item Description | Unit | Quantity | | Unit Price (\$) | | | Cost (\$) | | |
| 204039A | Highway Planting | LS | 1 | X | (22) | = | | 60,600 | | |
| 208302A | Irrigation System | LS | 1 | x | 240,700.00 | = | \$ | 240,700 | | |
| 204099 | Plant Establishment Work | LS | 1 | X | 25,920.00 | = | \$ | 25,920 | | |
| 200002 | Roadside Clearing | LS | 1 | X | 5,000.00 | = | \$ | 5,000 | | |
| 206405 | Remove Irrigation Facility | LS | 1 | X | 7,500.00 | = | \$ | 7,500 | | |
| 204096 | Maintain Existing Planted Areas | LS | 1 | X | 5,000.00 | = | \$ | 5,000 | | |
| 206400 | Check and Test Existing Irrigation Facilities | LS | 1 | X | 5,000.00 | = | \$ | 5,000 | | |
| 21011X | Imported Topsoil | CY/TON | | × | | = | \$ | (20) | | |
| 200114 200122 | Rock Blanket | SQFT/SQYD | | х | | = | \$ | - | | |
| 995100 | Weed Germination | SQYD | | X | | S= | \$ | 323 | | |
| | Water Meter Charges 8" Corrugated High density Polyethylene Pipe | LS | | X | | = | \$ | 3=3 | | |
| 208738 | Conduit | LF | 3 | X | 150.00 | = | \$ | 450 | | |
| | | | | Suh | total Landaga | 20 / | امما | Irrigation | • | 250 470 |
| | | - | | Sub | total Landsca _l | <i>Je 1</i> | ma | irrigation | \$ | 350,170 |
| 5C - Erosion | Control | | | | | | | | | |
| Item Code | Item Description | Unit | Quantity | | Unit Price (\$) | | - 1 | Cost (\$) | | |
| 211111 | Permanent Erosion Control Establishment Work | LS | | X | 50-20-00-00-00-00-00-00-00-00-00-00-00-00 | = | \$ | W1 | | |
| 210010 | Move-In/Move-Out (Erosion Control) | EA | | × | | = | \$ | (#) | | |
| 210350 | Fiber Rolls | LF | | X | | = | \$ | 360 | | |
| 210360 | Compost Sock | LF | | X | | = | \$ | (m) | | |
| 2102XX | Rolled Erosion Control Product (Insert Type) | SQFT | | X | | = | \$ | | | |
| 21025X | Bonded Fiber Matrix | SQFT/ACRE | | X | | = | \$ | | | |
| 210300 | Hydromulch | SQFT | | X | | = | \$ | - | | |
| 210420 210430 | Straw Hydroseed | SQFT | | X | | = | \$ | 8 | | |
| 210610 | Compost | SQFT | | X | | = | \$ | - | | |
| 210630 | Incorporate Materials | SQFT | | X | | = | \$ | Ī | | |
| | | | | | Subtotal | Ero | sioi | n Control | \$ | |
| 5D - NPDES | | | | | | | | | | |
| Item Code | Item Description | Unit | Quantity | | Unit Price (\$) | | , | Coct (\$) | | |
| 130300 | Prepare SWPPP | LS | Quantity | x | Office (a) | = | \$ | Cost (\$) | | |
| 130200 | Prepare WPCP | LS | 1 | X | 6,000.00 | = | \$ | 6,000 | | |
| 130100 | Job Site Management | LS | 1 | X | 50,000.00 | = | \$ | 50,000 | | |
| 130330 | Storm Water Annual Report | EA | | x | 100000000000000000000000000000000000000 | = | \$ | | | |
| 130310 | Rain Event Action Plan | EA | | x | | = | \$ | 2 | | |
| 130320 | Storm Water Sampling and Analysis Day | EA | | x | | = | \$ | 25 | | |
| 130520 | Temporary Hydraulic Mulch | SQYD | | X | | = | \$ | 2 | | |
| 130550 | Temporary Hydroseed | SQYD | | x | | = | \$ | 123 | | |
| 130505 | Move-In/Move-Out (Temporary Erosion Control) | EA | | X | | = | \$ | Net | | |
| 130640 | Temporary Fiber Roll | LF | | X | | = | \$ | - 1 | | |
| 130900 | Temporary Concrete Washout | LS | 1 | X | 41,000.00 | | \$ | 41,000 | | |
| 130710 130610 | Temporary Check Dom | EA | 4 | X | 4,500.00 | = | \$ | 18,000 | | |
| 130620 | Temporary Check Dam Temporary Drainage Inlet Protection | LF EA | 200 | X | 205.00 | = 1 | \$ | - 07.500 | | |
| 130730 | Street Sweeping | LS | 300 1 | X | 325.00 | = | \$ | 97,500 | | |
| 100700 | Officer Owecoping | LO | 3 | X | 60,000.00 | 7 | \$ | 60,000 | | |
| | | | | | St | ıbto | ital | NPDES | \$ | 272,500 |
| Sunnlemental | Work for NPDES | | | | | | | | | |
| 066595 | Water Pollution Control Maintenance Sharing* | LS | 1 | × | 23,000.00 | = | \$ | 23,000 | | |
| 066596 | Additional Water Pollution Control** | LS | 1 | × | 5,000.00 | = | \$ | 5,000 | | |
| 066597 | Storm Water Sampling and Analysis*** | LS | Ø. | × | -,5.00 | = | \$ | - | | |
| | | | 0.17 | | | , . | | | | |
| | | | Subtota | al Su | ipplemental W | ork | for | NPDES | \$ | 28,000 |
| | | | | | | | | | | |

<sup>Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.
Applies to both SWPPPs and WPCP projects.
Applies only to project with SWPPPs.</sup>

TOTAL ENVIRONMENTAL \$ 622,700

SECTION 6: TRAFFIC ITEMS

| 6A - Traffic E | lectrical | | | | | | | | | |
|---------------------------------|--|----------|-------------|------|---------------------|------|----------|--------------------|----|-----------|
| Item Code | Item Description | Unit | Quantity | | Unit Price (\$ |) | 1 | Cost (\$) | | |
| 870050A | Subsurface Locator | LS | 1 | х | 6,400 | = | \$ | 6,400 | | |
| 870610A | Closed Circuit Television System | LS | 1 | Х | 147,000 | = | \$ | 147,000 | | |
| 872131 | Modifying Lighting Systems | LS | 1 | X | 7,643 | = | \$ | 7,643 | | |
| 872133 | Modifying Signal and Lighting Systems | LS | 1 | x | 213,148 | = | \$ | 213,148 | | |
| 872134 | Modifying Ramp Metering Systems | LS | 1 | X | 271,112 | = | \$ | 271,112 | | |
| 5602XX | Furnish Sign Structure (Insert Type) | LB | | X | | = | | 0 | | |
| 5602XX | Install Sign Structure (Insert Type) | LB | | X | | = | | 0 | | |
| 4980XX | XX" CIDHC Pile (Sign Foundation) | LF | | X | | = | | 0 | | |
| 87011X | Inductive Loop Detector | EA/LS | | X | | = | | 0 | | |
| 870600 | Traffic Monitoring Station System | LS | | X | | = | | 0 | | |
| 56804X | Remove Sign Structure | EA/LS | | X | | = | | 0 | | |
| 568054 | Reconstruct Sign Structure | EA | | X | | = | | 0 | | |
| 568060 | Modify Sign Structure | EA | | X | | = | | 0 | | |
| 070000 | Maintaining Existing Traffic Management System Elements | | | | | | | 7.00 | | |
| 870009 | During Construction | LS | | X | | = | | 0 | | |
| | | | | | Subtotal 7 | raf | fic F | -lectrical | \$ | 645,303 |
| 6B - Traffic S | igning and Striping | | | | - Gubtotai i | run | 10 L | - rooti rour | Ψ | 040,000 |
| Item Code | Item Description | Unit | Quantity | | Unit Price (\$, | í | , | Cost (\$) | | |
| 566013A | Francisco Company Comp | EA | 220.00 | | | | | | | |
| 3000 T3A | Sign Post Support System Furnish Single Sheet Aluminum Sign (0.08" Unframed) | EA | 15 | X | 2,500.00 | = | \$ | 37,500 | | |
| 568038A | For Retro-Reflective Sheeting (Type XI) | SQFT | 500 | X | 16.00 | = | \$ \$ | 8,000 | | |
| 568048 | Retro-Reflective Sheeting (Type XI) | SQFT | 500 | Х | 5.00 | = | \$ | 2,500 | | |
| 820250 | Remove Roadside Sign | EA | 20 | X | 250.00 | = | \$ | 5,000 | | |
| 141102 | Remove Yellow Painted Traffic Stripe (Hazardous Waste) | LF | | x | | = | \$ | | | |
| 820840 | Roadside Sign - One Post | EA | 50 | X | 500.00 | = | \$ | 25,000 | | |
| 847196 | Contrast Stripe Paint (2-Coat) | LF | 200,000 | X | 0.50 | = | \$ | 100,000 | | |
| 847104 | Visikiliki) surpe rape vviur plack i iliri (proken 50-14) | LF | 244,000 | X | 2.00 | = | \$ | 488,000 | | |
| 847073A | /worrontul | EA | 345,000 | X | 3.00 | = | \$ ' | 1,035,000 | | |
| 810230 | Pavement Markers (Retroreflective) | EA | 13,000 | X | 3.00 | = | \$ | 39,000 | | |
| 840502 | Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility) | LF | | X | | = | \$ | ~ | | |
| 846012 | Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility) | SQFT | 7,400 | X | 6.00 | = | \$ | 44,400 | | |
| 120090 | Construction Area Signs | LS | 1 | Х | 60,000.00 | = | \$ | 60,000 | | |
| | | | | ** | 55,555.65 | | 4 | 00,000 | | |
| | | | Subto | tal | Traffic Signii | ng a | and | Striping | \$ | 1,844,400 |
| 6C - Traffic M | anagement Plan | | | | | | | | | |
| Item Code | Item Description | Unit | Quantity | | Unit Price (\$) | | C | Cost (\$) | | |
| 128651 | Portable Changeable Message Sign | EA | 6 | X | 5,000.00 | = | \$ | 30,000 | | |
| | | | Cub | | al Traffia Mar | | | ant Dlan | • | 00.000 |
| 6D Stage Co | nstruction and Traffic Handling | | Sub | lOla | al Traffic Mai | iag | eme | ent Plan | \$ | 30,000 |
| ANTENNA DE CONTRACTOR DE CARE O | AND STATE OF THE PROPERTY OF T | 1114 | 0 | | | | | | | |
| Item Code | Item Description | | Quantity | | Unit Price (\$) | | | Cost (\$) | | |
| 120198 | Plastic Traffic Drums | EA | 610 | X | 70.00 | = | \$ | 42,700 | | |
| 120201 | Portable Radar Speed Feedback Sign Systems | LS | 1 | X | 20,000.00 | = | \$ | 20,000 | | |
| 120300 | Temporary Pavement Marker | EA | 1,290 | X | 8.00 | = | \$ | 10,320 | | |
| 120159 | Temporary Traffic Stripe (Paint) | LF | 13,910 | X | 1.20 | = | \$ | 16,692 | | |
| 129100 129113A | Temporary Crash Cushion Module Temporary Alt Crash Cushion | EA EA | 77 | X | 2 000 00 | = | \$ | 224 222 | | |
| 120100 | Traffic Control System | LS | | X | 3,000.00 | = | \$ | 231,000 | | |
| 129000 | Temporary Railing (Type K) | LF | 1 40,300 | X | 168,000.00 20.00 | = | \$ | 168,000 806,000 | | |
| 120149 | Temporary Pavement Marking (Paint) | SQFT | 380 | X | 4.00 | = | \$ | 1,520 | | |
| 810120 | Remove Pavement Marker | EA | 1,910 | X | 1.20 | = | \$ | 2,292 | | |
| 810230 | Pavement Marker Retro-reflective | EA | 190 | X | 10.00 | = | \$ | 1,900 | | |
| 846020 | Remove Paint Traffic Stripe | LF | 22,000 | X | 0.90 | = | \$ | 19,800 | | |
| 846025 | Remove Painted Pavement Marking | SQFT | 510 | X | 5.00 | = | \$ | 2,550 | | |
| 846030 | Remove Thermoplastic Traffic Stripe | LF | 3,990 | X | 2.00 | = | 22 | 7,980 | | |
| | | 2 5 5 5 | | | | | | | | |
| | 9 | ubtotal | Stage Con | str | uction and T | raff | ic H | landling | \$ | 1,330,754 |

TOTAL TRAFFIC ITEMS \$ 3,850,500 ATTACHMENT H 1/31/2020 4:38 PM

SECTION 7: DETOURS*

| Item Code | Item Description | Unit | Quantity | Unit Price (\$) | | Cost | (\$) |
|-----------|-------------------------------------|--------|----------|-----------------|----------|------|------|
| 190101 | Roadway Excavation | CY | | X | = | \$ | Ä |
| 19801X | Imported Borrow | CY/TON | | X | = | \$ | |
| 390132 | Hot Mix Asphalt (Type A) | TON | | x | = | \$ | H |
| 26020X | Class 2 Aggregate Base | CY/TON | | Х | = | \$ | = |
| 250401 | Class 4 Aggregate Subbase | CY | | х | = | \$ | 9 |
| 130620 | Temporary Drainage Inlet Protection | EA | | X | = | \$ | = |
| 129000 | Temporary Railing (Type K) | LF | | х | = | \$ | 8 |
| 128601 | Temporary Signal System | LS | | X | \equiv | \$ | - |
| 120149 | Temporary Pavement Marking (Paint) | SQFT | | х | = | \$ | 20 |
| 80010X | Temporary Fence (Insert Type) | LF | | x | = | \$ | - |

^{*} Includes constructing, maintaining, and removal

| TOTAL DETOURS | \$ | |
|---------------|----|--|
|---------------|----|--|

SECTION 8: MINOR ITEMS

Total of Section 1-7

22,539,400 x

5% =

= \$1,126,970

TOTAL MINOR ITEMS

\$ 1,127,000

SECTION 9: ROADWAY MOBILIZATION*

| Item Code | Item Description | Unit | Quantity | Unit Price (\$) | | Cost (\$) |
|-----------|-------------------|------|--------------|-----------------|---|--------------|
| 999990 | Total Section 1-8 | \$ | 23,666,400 x | 10% | = | \$ 2,366,640 |

TOTAL MOBILIZATION \$ 2,366,700

50% of the total project cost, then mobilization is

not included.

SECTION 10: SUPPLEMENTAL WORK

| | Total Section 1-8 = | \$ | 23,666,400 | | 5% | = | \$ | 1,183,320 |
|-----------|--|------|------------|---|--|---|----|-----------|
| Item Code | Item Description | Unit | Quantity | | Unit Price (\$) | | (| Cost (\$) |
| 066670 | Payment Adjustments For Price Index Fluctuations | LS | 1 | X | 232,000.00 | = | \$ | 232,000 |
| 066094 | Value Analysis | LS | 1 | Х | 10,000.00 | = | \$ | 10,000 |
| 066070 | Maintain Traffic | LS | 1 | X | 280,000.00 | = | \$ | 280,000 |
| 066919 | Dispute Resolution Board | LS | 1 | X | 15,000.00 | = | \$ | 15,000 |
| 066921 | Dispute Resolution Advisor | LS | | X | 10.100 Page 10.000 | = | \$ | = |
| 066015 | Federal Trainee Program | LS | 1 | X | 7,200.00 | = | \$ | 7,200 |
| 066610 | Partnering | LS | 1 | X | 50,000.00 | = | \$ | 50,000 |
| 066204 | Remove Rock and Debris | LS | | X | | = | \$ | |
| 066222 | Locate Existing Crossover | LS | 1 | X | 1,000.00 | = | \$ | 1,000 |
| 066878 | Repair Existing Waterline Crossover | LS | 1 | X | 1,000.00 | = | \$ | 1,000 |

NPDES Supplemental Work specified in Section 5 = \$ 28,000

TOTAL SUPPLEMENTAL WORK \$ 1,807,600

^{*} For Project less than 50 Working Days
"Mobilization" is not required as a separate
contract item, however contract item prices should
take into consideration mobilization as part of the
Note: If the building portion of the project is greater than

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

| Item Code | Item Description | Unit | Quantity | | Unit Price (\$) | | Cost (\$) |
|-----------|--|------|----------|---|-----------------|---|-----------|
| 066105 | Resident Engineers Office | LS | 1 | X | 350,000.00 | = | \$350,000 |
| 066063 | Traffic Management Plan - Public Information | LS | 1 | X | 13,500.00 | = | \$13,500 |
| 066901 | Water Expenses | LS | 1 | X | 22,000.00 | = | \$22,000 |
| 8609XX | Traffic Monitoring Station (X) | LS | | X | | = | \$0 |
| 066845A | Model 2070 Traffic Controller | LS | 1 | X | 9,000.00 | = | \$9,000 |
| 066872A | Telephone Service Connection | LS | 1 | X | 10,000.00 | = | \$10,000 |
| 066062 | COZEEP Contract | LS | 1 | X | 440,000.00 | = | \$440,000 |
| 066915 | BOE TWW Generation Fee | LS | 1 | X | 4,094.00 | = | \$4,094 |
| 066065 | Tow Truck Service Patrol | LS | | X | | = | \$0 |
| 066916 | Annual Construction General Permit Fee | LS | | X | | = | \$0 |

TOTAL STATE FURNISHED \$848,600

SECTION 12: CONTINGENCY

Use appropriate percentage based on the detail of estimate. Anything other than the suggested contingency in the PDPM needs to be *justified. (Pre-PSR 30%, PIR/PSR 25%, PR 20%, PAR 15%, After PAR 10%)

Total Section 1-11

28,689,300 x

20% =

TOTAL CONTINGENCY

\$5,737,900

SECTION 13: TIME-RELATED OVERHEAD

Item Code 090100

Item Description Time-Related Overhead

Unit Quantity **WDAY** 350

Unit Price (\$) X 3412.571429 =

Cost (\$) \$1,194,400

Note: If the building portion of the project is greater than 50% of the total project cost, then TRO is not included.

TOTAL OVERHEAD

\$1,194,400

^{*} Justification:

II. STRUCTURES ITEMS

| | Bridge 1 | Bridge 2 | Bridge 3 | | | | | |
|--|--|---|--|--|--|--|--|--|
| Estimate Date Bridge Name Bridge Number Structure Type Width (Feet) [out to out] Total Bridge Length (Feet) Total Area (Square Feet) Structure Depth (Feet) Footing Type (pile or spread) Cost Per Square Foot | 07/26/19 Chatham Street UC 57-1046R xxxxxxxxxxxxxxx 70.85 LF 115.13 LF 8156.59 SQFT 0.00 LF xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx | 07/08/19 Spring Street UC 57-0308 XXXXXXXXXXXXXXXXX 161.05 LF 152.85 LF ###### SQFT 0.00 LF XXXXXXXXXXXXXXXXXXXXXXX \$8.94 | 00/00/00 XXXXXXXXXXXXXXXXX 57-XXX XXXXXXXXXXX | | | | | |
| COST OF EACH STRUCTURE | \$1,100.00 | \$220,000.00 | \$0.00 | | | | | |
| Estimate Date Name Bridge Number Structure Type Width (Feet) [out to out] Total Length (Feet) Total Area (Square Feet) Structure Depth (Feet) Footing Type (pile or spread) Cost Per Square Foot | 00/00/00 xxxxxxxxxxxxxxxxxxxxxxxxxxxxx | 00/00/00 XXXXXXXXXXXXXXXXX 57-XXX XXXXXXXXXXX | 00/00/00 XXXXXXXXXXXXXXXXX 57-XXX XXXXXXXXXXX | | | | | |
| COST OF EACH STRUCTURE | \$0.00 | \$0.00 | \$0.00 | | | | | |
| | TOTAL COST OF BRIDGES \$221,100.00 TOTAL COST OF BUILDINGS \$0.00 | | | | | | | |
| то | TAL COST OF STRUCTU | JRES ¹ | \$221,100.00 | | | | | |
| Estimate Prepared B ₁ | ward Ng | | 11/14/2019 | | | | | |

¹Structure's Estimate includes Overhead and Mobilization.

Date

Division of Structures

III. RIGHT OF WAY

| | | - | urrent Value Future Use | Escalated Value |
|----|--|----|----------------------------|--------------------|
| A) | Acquisition, including Excess Land, Fees, Damages, Goodwill, Mitigation & Railroad | \$ | 0 | \$ 0 |
| B) | Utility Relocation (State Share) + Potholing (Design Phase) | \$ | 252,000 | \$ 252,000 |
| C) | Utility - Advance Engineering Estimate (Encumber with State Only Funds) | \$ | 0 | \$ 0 |
| D) | RAP and/or Last Resort Housing | \$ | 0 | \$ 0 |
| E) | Clearance & Demolition | \$ | 0 | \$ 0 |
| F) | Title and Escrow Costs | \$ | 0 | \$ 0 |

| TOTAL R/W ESTIMATE: | \$050.000.00 |
|---------------------|--------------|
| Current Value | \$252,000.00 |

TOTAL R/W ESTIMATE: \$252,000.00 **Escalated Value to Certification Date**

RIGHT OF WAY SUPPORT COST:

\$44,605.00

Support Cost Estimate Prepared By:

Railroad Estimate Prepared By:

Utility Estimate Prepared Ву:

Project Coordinator

Gwendolyn Denny- Railroad Coordinator

Lanchi Hoang Utility Estimator

(619) 688-3359

(619) 688-6147 Phone

(619) 688-6473 Phone

DISTRICT 11 PRELIMINARY PROJECT COST ESTIMATE EA 11-423800 PID 1116000061

IV. SUPPORT COST ESTIMATE SUMMARY

Run a Support Cost Estimate Summary report (D11 Project Management Support onramp) for component data.

| 5/28/19) | and after; effective | 2, 2.0% for FY23 | d (3.2% for FY20-2 | Escalate | | |
|-----------------|--|--|--|---|-----------------|------------------|
| Total \$ | CON | RW | PS&E | PA&ED | | Total b |
| | es a company of a single company of a company | AMERICAN AND STREET | | NATIONAL AND CONTRACTOR AND CONTRACT | Expended | < 2015 |
| | erani kanan ka | | | | Expended | 2016 |
| | ar anning summer summer | | | | Expended | 2017 |
| \$81,90 | | | | \$81,900 | Expended | 2018 |
| \$724,35 | ele salari salarayaka dalar wasar | eganatus per egana de angres que ser operar e que s | | \$724,353 | Expended | 2019 |
| \$1,062,44 | | \$5,511 | \$584,040 | \$355,969 \$116,929 | Expended ETC | 2020 |
| \$1,619,86 | Carrieron (Carrieron) | \$8,745 | \$1,611,120 | | Expended ETC | 2021 |
| \$1,020,46 | \$666,200 | \$9,479 | \$344,785 | e de alemantes de la composició de la comp | ETC ETC | 2022 |
| \$2,241,86 | \$2,229,806 | \$12,061 | | ndo de començación de contrata en en en | ETC | 2023 |
| \$1,948,00 | \$1,942,246 | \$5,757 | KIJAN BUMAN BUMAN KATAN MARANGAN | | ETC ETC | 2024 |
| \$369,46 | \$368,362 | \$1,102 | | Samaria 2 Usarra — Addar Sanosa e ar 1 — 1 | ETC ETC | 2025 |
| \$12,48 | \$11,988 | \$496 | | | ETC ETC | 2026 |
| | | CISC THE TEXAMO CHINED TO HAVE | 90-100-11-0-2-1-1-1-1-1-1-1-1-1-1-1-1-1-1 | YARISTOOTISCOOTISC TEACHERS | ETC ETC | 2027 |
| | 1155 - 1500 ±1150 12150 935 1500 9300 93 | | t is provided to the pulp | | ETC ETC | 2028 |
| | | and the same of the public terror and a posterior | | | ETC | 2029 |
| | N. Masse Shaaretaterson | NOTE: STREET, NOTE: AND SECURE | | CTC0-110-126-04C1-0110-124-124C-06-02-02 | EXCENDED ETC | 2030 |
| | | 0.1717.0.000.000.000.000.000.000.000.000 | er (e.g.) (1000) (1100) (1100) (1100) (1100) | | ETC | 2031 |
| | 4 - 854 - 565 CHA VOREN BASINES (1804 | Norman encount de transmisse de la transmisse | BUTTONIA STATE STA | HEXIST REST, \$500 DELEGE POR EXT. 1405 SEC. 1005 L. 18 | ETC ETC | 2032 |
| | \$2.000.000g10000a301-c40500 | 7. (177. H. 1. S.S. VIII 200 - C. C. C. C. C. VIII 14. CO. U. V. C. M. | | o de l'Arthur e de la la la la la companya de la c | Expended ETC | 2033 |
| - WISCHIELD CO. | | | | indicates and section in the control of the control | ETC Expressed | 2034 |
| | | t that the control type are made properties | AND AND SAND SAND SAND SAND SAND SAND SA | \$1000 Dec 19. \$1500 in the \$2.00 and in \$2.00 and \$1.00 and \$2.00 | ETC ETC | > 2035 |
| \$9,080,849 | \$5,218,602 | \$43,151 | \$2,539,945 | \$1,279,151 | | EAC (Expend |
| \$7,840,000 | \$3,863,000 | \$53,000 | \$2,541,000 | \$1,383,000 | get (PRSM) | Approved Bud |
| -\$1,240,849 | -\$1,355,602 | \$9,849 | \$1,055 | \$103,849 | | Difference (Bu |
| 116% | 135% | 81% | 100% | 92% | AC / Budget) | Budget Ratio (E. |
| 23% | 13% | 0% | 6% | 3% | AC / Cap Cost) | ipport Ratio (EA |

| | Total Capital Cost: Total Support Ratio: | \$3 | 9,734,000 23% |
|--|---|-----|------------------|
| PRSM workplan hours/costs verified against approved MWA: Office Chief - Erwin Gojuangco | | 2/4 | 2020 Date |
| Approved by: Program Project Management - Clint Pea | ace | 214 | 2020 Pate |

| SHOPP Project - Accomplishment - Performance Measures - Benefits | | | | | | | | | |
|---|--|---------------------------------------|-----------------|--------------------|-----------------|-------------------------------|--------------|-------------------|--|
| District: 11 Tool ID: 17031 Project ID: 1116000061 EA: 42380 Co-Rte-PM: SD-125-13/22.3 (Primary Location) | | | | | | | | | |
| | PID WP: 07/01/15 Project Manager: Bruce Lambert | | | | | | | | |
| ✓ idge | | Safety Mobili | | . i | Sustainability | | | 7 | |
| idge | Pavement Drainage Facilitie | Safety Mobili | Roadside | omplete Streets | /Climate Change | Advance Mitigation/Mitigation | Major Damage | Green-house Gases | Relinquishment |
| | | | Performance & A | Accomplishments (P | RG) | | | | |
| | Authora Dearth | Deufermen Objective | Unit of | 0 | Assets in | Assets in | Assets in | New Asset | Comment |
| | Activity Detail | Performance Objective | Measurement | Quantity | Good Cond | Fair Cond | Poor Cond | Added | Comment |
| 1 | Bridge Preservation (201.119) | Bridge Health | SF | 139706.0 | 10463.0 | 129243.0 | | | |
| 2 | Bridge Approach Slabs (201.110, .111, .113, .322) | No Performance Objective in the SHSMP | SF | 19110.0 | | | 19110.0 | | |
| 2 | Fish Passage | No Performance Objective in the SHSMP | Yes/No | No | | | | | N |
| 1 | Number of Bridges | No Performance Objective in the SHSMP | EA | 8.0 | | | | | |
| | Mainline existing Concrete CAPM (e.g. slab replace, grinding, thin overlay, spall re | er Pavement Class I | Lane Miles | 49.5 | | 49.1 | 0.4 | | FY 21, SE=7.6, RE=0.0 |
| 6 | Existing Ramps & Connectors (201.121, .122, .120) | No Performance Objective in the SHSMP | Lane Miles | 15.73 | | | 15.73 | | |
| 7 | Existing Shoulders (201.121, .122, .120) | No Performance Objective in the SHSMP | SF | 2126933.0 | | | 2126933.0 | | |
| Q | ADA - Repair/upgrade curb ramp (201.361) | ADA Pedestrian Infrastructure | EA | 27.0 | | | 27.0 | | |
| 9 | ADA - Upgrade detectable warning surface (201.361) | No Performance Objective in the SHSMP | SQFT | 384.0 | | | 384.0 | | 4x3=12 sf detect surf area/ramp used |
| 10 | Enhanced Crosswalk Visibility (201.999) | No Performance Objective in the SHSMP | EA | 7.0 | | | 7.0 | | Add crosswalk markings |
| 11 | Is any location within the project limits Ped/Bike accessible? | No Performance Objective in the SHSMP | Yes/No | Yes | | | | | yes |
| 12 | Qualitative | No Performance Objective in the SHSMP | | | | | | | Do not expect increase oper. emissions |

MEMORANDUM

From:

UPDATE

To: William M. Nichols, Project Manager Date: September 10, 2019

File: 11-SD-94/125

Attn: Anh Nguyen, Project Engineer P.M.: R9.8/R10.6; 12.9/22.3

E.A.: 42380

DEPARTMENT OF TRANSPORTATION - District 11 Right of Way

PID: 1116000061

Alternative:

Subject: RIGHT OF WAY DATA SHEET- Pavement Rehabilitation.

Programmed Amount: \$252,000

1. R/W Cost Estimate:

| | | | | | | Current | | | |
|----|--|---|------------------|-------------|----|--------------|-------------------|------|-----------|
| | | | | | | Value | Escalation | | Escalated |
| | | | | | | Future Use | Rate | | Value |
| A) | | cluding Excess La odwill, Mitigation | nd, Fees, | | \$ | | 0 % | \$ | 0 |
| B) | Railroad | Javviii, iviinganon | | | \$ | 0 | 0 % | \$ | 0 |
| C) | Utility Relocation | on (State Share) | | | \$ | 252,000 | 0 % | \$ | 252,000 |
| D) | Utility - Advance with State Only | ce Engineering Es | timate (Encumbe | er | \$ | 0 | 0 % | \$ | 0 |
| E) | RAP and/or La | st Resort Housing | | | \$ | 0 | 0 % | \$ | 0 |
| F) | Clearance & D | Demolition | | | \$ | 0 | 0 % | \$ | 0 |
| G) | Title and Escro | w Costs | | | \$ | | 0 % | \$ | 0 |
| H) | Environmental | Permit Fees (Non | -Fed Funds only) | | \$ | 0 | 0 % | \$ | 0 |
| | Total R/W Estim (Excluding Iten | nate n #8 -Hazardous ' | Waste) | | \$ | 252,000 | Escalated | \$ | 252,000 |
| | Condemnation Design Apprec (Above two fa | | Acq. Future Valu | 0 % 20 % | Νu | umber of Yea | rs to Certificati | on | 2 |
| 2. | Parcel Data: | | | | | | | | *: |
| | Туре | Du. App | G/W App | Utilities | | | Railroad Involv | emen | ts |
| Х | · · · · · · · · · · · · · · · · · · · | · · · · · · · · · · · · · · · · · · · | , L | 14-1 | - | None | | | |
| Α | | | | 14-2 | | C & M A | greements | | |
| В | | | | 14-3 | | Service (| Contracts | - | |

| Z. F | arcer bara. | | | | | |
|-------|----------------|----------------|---------|------------------|-------------------------|---|
| | Туре | Du. App | G/W App | Utilities | Railroad Involvements | S |
| Χ | | | | U4-1 | None | |
| Α | ' ' | | | U4-2 | C & M Agreements | |
| В | | | | U4-3 | Service Contracts | |
| С | | | | U4-4 | Lic/Re/Clauses | X |
| D | × | | | U5-7 7 | Misc R/W Work | |
| | S N | | - | U5-8 | Rap Displacements | |
| | | | | U5-9 ——— | Clearance/Demolitions — | |
| Total | · | Excess Parcels | |) 0) | Construction Permits | |
| Areas | R/W Fee: | | Excess: | | | |
| | R/W Easements: | | ÷ | | | |

Entered PMCS

EVENT RW SCREEN (All Data)

1. AGRE SCREEN (Railroad Data Only)

REMARKS: Railroad is within project limits. Standard clauses and a Railroad Clearance letter will be required at PS&E. Utility impacts noted

File: P.M. E.A.: Project ID: 11-SD-94,125 R9.8/R10.6; 12.9/22.3

42380 1116000061

| 3. | Are there major items of construction contract work? Yes No _X Not determined at this time (If yes, explain.) |
|-----|---|
| 4. | Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, goodwill, etc.). |
| 5. | Is there an effect on assessed valuation? Yes NoX (If yes, explain.) |
| 6. | Are utility facilities or rights of way affected? Yes X No No Not determined at this time (If yes, explain.) SDG&E – Gas; SDG&E – Electric, City of San Diego, Helix Water District, Padre Dam – Water, AT&T – Telephone, Cox, CenturyLink (Level 3), Crown Castle, MCI – Television/Cable; County of San Diego - Stormwater |
| 7. | Are railroad facilities or rights of way affected? Yes No (If yes, explain.) Railroad is within project limits. Standard Clauses and Railroad Clearance letter will be required at PS&E. Should the project scope design or limits change, will require re-evaluation of railroad requirements. |
| | Name(s) of railroad(s) MTS |
| | When branch lines or spurs are affected, would acquisition and/or payment of damages to businesses and/or industries served by the railroad facilities be more cost effective than construction of a facility to perpetuate the rail service? (See Procedural Handbook Vol. 4a, Chap. 440 for detail.) Yes NoX (If yes, explain.) |
| 8. | Were any previously unidentified sites with hazardous wastes and/or material found? Yes* None Evident X (* If yes, attach memorandum per RWPH Vol. 1, Sec. 101.026). |
| 9. | Are RAP displacements required? Yes No _X (If yes, provide the following information.) |
| | Number of single-family Number of business/nonprofit Number of multi-family Number of farm |
| | Based on Relocation Impact Statement/Study dated, it is anticipated that sufficient housing will be available without Last Resort Housing. |
| 10. | Are there any material borrow and/or disposal sites required? Yes No _X Not determined at this time (If yes, explain.) |
| 11. | Are there any potential relinquishments and/or abandonment's? Yes NoX (If yes, explain.) |
| 12. | Are there any existing and/or potential Airspace sites? Yes NoX (If yes, explain.) |
| 13. | Indicate the anticipated Right of Way schedule and lead time requirements. (Discuss if District proposes less than formula lead time and/or if significant pressures for project advancement are anticipated.) PYPSCAN lead time Minimum Right of Way lead time requested from receipt of final maps to certification [] See attached. |

File: P.M. E.A.: Project ID: 11-SD-94,125 R9.8/R10.6; 12.9/22.3 42380

1116000061

| 14. | Is it anticipated that all Right of Way work would be performed by Caltrans staff? Yes X No (If no, explain.) |
|--------|---|
| ASSUN | PTIONS & LIMITING CONDITIONS |
| [] | The mapping did not provide sufficient detail to determine the limits of the right of way required. |
| [] | The transportation facilities have not been sufficiently designed so our estimator could determine the damages to any of the remainder parcels affected by the project. |
| [] | Additional right of way requirements are anticipated, but are not defined due to preliminary nature of early design requirements. |
| [] | See attached |
| Evalua | ions prepared by: |
| 1. R/W | Signature N/A Date / / |

2. Railroad Signature

3. Utilities Signature

4. Proj. Coord. Signature

I have personally reviewed the R/W Data Sheet and 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 complete and current.

MARK PHELAN

Interim Deputy District Director

Right of Way Division

By:

Gwendolyn Denny

Anastasia, Hunter

Christine Senteno

LAURA FARAH, CHIEF

Project Coordination / Estimating / Local Programs /

Planning & Management

Right of Way Division

Memorandum

To: Greg Gutierrez
District 11
Utility Coordinator

Date September 6, 2019

Route 11-SD-94/125
PID# 1116000061
PM R9.8/R10.6,12.9/22.3
EA 11- 423800

UTILITY RELOCATION COST ESTIMATE PROJECT DESCRIPTION:

Pavement Rehabilitation in San Diego County on Route 94 from E94/N125 separation to 0.1 mile east of Spring St UC and on Route 125 from 0.6 mile south of Spring St UC to Mission Gorge Rd

| UTILITY | DESCRIPTION OF FACILITY IN | CONFLICT COST |
|---------|--|----------------------|
| ELEC. | SDGE | \$75,000 |
| GAS | SDGE | \$65,000 |
| WATER | City of San Diego, Helix Water District, Padre | Dam \$10,000 |
| SEWER | San Diego County | \$0 |
| TELE | ATT | \$72,000 |
| T.V. | Cox / CenturyLink(Level 3), Crown Castle, MC | \$25,000 |
| OTHER | County Stormwater | \$5,000 |
| | = - | FOTAL COST \$252,000 |

>>>>>> CRITICAL UTILITY FACILITY <

A facility whose relocation could constitute 20% or more of the project relocation cost or affect the delievery schedule.

Based on project scope with 26 ADA ramps, further investigation will need to be conducted in the 1 phase and the estimate will need to be adjusted accordingly. Estimate amount is larger, noted in UMM, and recorded in Risk Register.

Michael Pedersen Design Manager Utility Engineering Utilities Engineer: Lanchi Hoang

cc: Project Engineer

Memorandum



To: MR. LEON EDMONDS

District 11 Office Engineer Office of Engineering

Attn: Dante Buenviaje

Arlene Gerstner

Fr: GWENDOLYN DENNY

District 11 Railroad Coordinator Right of Way Division – MS 310 Date: January 10, 2019

File: 11- SD - 125 PM: 13.0-22.3 EA: 42380

PID: 1116000061

Ref: 11-224 42380

Subject: Railroad Clearance – Pavement Rehabilitation

I have reviewed the plans for subject project in San Diego County in the City of La Mesa, San Diego County and determined the work does not require coordination with the railroad identified within project limits. This project is cleared for advertising.

For Railroad protection, please find attached standard clauses required for insertion in the contract special provision. Because there is no work by the railroad, the project will not require Railroad Protective Insurance.

Should the scope of this project, as it is currently proposed, change before Ready to List date, this Clearance Letter is revoked, and a new review and Clearance Letter will be required.

Attachment

cc: Mike Nichols, Project Manager

Anh Nguyen, Project Engineer

Greg Gutierrez, R/W Railroad & Utility Relocation

Christine Senteno, R/W Project Coordination

RAILROAD RELATIONS AND INSURANCE REQUIREMENTS

GENERAL

This project does not include work on the Metropolitan Transit System (MTS) railroad property, but a MTS railroad is shown on the general plan sheet within the project limits. Do not trespass on the Metropolitan Transit System railroad property on route 125.

Memorandum

Making Conservation a California Way of Life.

To: Anh Nguyen

Design Project Engineer

File: 11-SD-125

Date:

EA: 423800 P.M. 13.0/22.30

March 5, 2019

From: Farah Kushkaki

Transportation Engineer Model and Travel Forecasting

Subject: 11-423800 TRAVEL FORECAST DATA

In response to your request for Traffic Forecast Data on SR-125 (P.M. 13.0-22.30), Please see the following information:

11-SD-125 P.M. 13.0/22.30 DESIGN DESIGNATION

EXISTING YEAR 2017 11-SD-125

P.M. 13.0 EAST JCT. RTE. 94 NB ADT = 95673 NB AM/PM = 6351/6150 SB ADT = 91782 SB AM/PM = 5651/6297

P.M. 18.422 FLETCHER PARKWAY/AMAYA NB ADT = 49374 NB AM/PM = 4106/3483 SB ADT = 50938 SB AM/PM = 2941/4094

P.M. 22.172 JCT. RTE. 52 SANTEE NB ADT = 38170 NB AM/PM = 2781/2658 SB ADT = 35127 SB AM/PM = 1948/3190

P.M. 22.301 MISSION GORGE RD. NB ADT = 12339 NB AM/PM = 1098/949 SB ADT = 21459

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

SB AM/PM = 1487/1618

FUTURE YEAR 2030 11-SD-125

P.M. 13.0 EAST JCT. RTE. 94 NB ADT = 105577 NB AM/PM = 7008/6787 SB ADT = 101283 SB AM/PM = 6236/6949 D% = 51% N.B. T% = 4.40% DHV = 13736 P.M.

P.M. 18.422 FLETCHER PARKWAY/AMAYA NB ADT = 53475 NB AM/PM = 4447/3772 SB ADT = 55400 SB AM/PM = 3199/4453 D% = 50.88% S.B. T% = 4.40 % DHV = 8225 P.M.

P.M. 22.172 JCT. RTE. 52 SANTEE NB ADT = 42100 NB AM/PM = 3067/2932 SB ADT = 38130 SB AM/PM = 2114/3463 D% = 52.47% N.B. T% = 4.40 % DHV = 6395 P.M.

P.M. 22.301 MISSION GORGE RD. NB ADT = 13550 NB AM/PM = 1206/1042 SB ADT = 22800 SB AM/PM = 1580/1719 D% = 62.72% S.B. T% = 4.40 % DHV = 2786 A.M.

FUTURE YEAR 2040 11-SD-125

P.M. 13.0 EAST JCT. RTE. 94 NB ADT = 104000 NB AM/PM = 6903/6686 NB HOV = 4750 NB HOV AM/PM = 315/305 SB ADT = 100250 SB AM/PM = 6172/6878 SB HOV = 4579 SB HOV AM/PM = 282/314 D% = 51.0% N.B. T% = 4.40% DHV = 14183 P.M.

P.M. 18.422 FLETCHER PKWY/AMAYA NB ADT = 57100 NB AM/PM = 4748/4028 SB ADT = 59350 SB AM/PM = 3428/4770 D% = 51.0% S.B. T% = 4.40% DHV = 8798 P.M.

P.M. 22.172 JCT. RTE. 52 SANTEE NB ADT = 45700 NB AM/PM = 3329/3183 SB ADT = 42000 SB AM/PM = 2329/3814 D% = 52.11% N.B. T% = 4.40% DHV = 6997 P.M.

P.M. 22.301 MISSION GORGE RD. NB ADT = 14800 NB AM/PM = 1317/1138 SB ADT = 24300 SB AM/PM = 1684/1832 D% = 62.15% S.B. T% = 4.40% DHV = 3000 A.M.

FUTURE YEAR 2050 11-SD-125

P.M. 13.0 NB ADT = 107000 NB AM/PM = 7102/6879 NB HOV = 4980 NB HOV AM/PM = 330/320 SB ADT = 103200 SB AM/PM = 6354/7080 SB HOV = 4810 SB HOV AM/PM = 296/330 D% = 51.0% N.B. T% = 4.40% DHV = 14610 P.M. P.M. 18.422 NB ADT = 59600 NB AM/PM = 4956/4204 SB ADT = 63100 SB AM/PM = 3645/5071 D% = 51.43% S.B. T% = 4.40% DHV = 9275 P.M.

P.M. 22.172 NB ADT = 49200 NB AM/PM = 3584/3427 SB ADT = 46100 SB AM/PM = 2556/4186 D% = 51.63% N.B. T% = 4.40 % DHV = 7613 P.M.

P.M. 22.301 NB ADT = 16100 NB AM/PM = 1433/1238 SB ADT = 25600 SB AM/PM = 1774/1930 D% = 61.40% S.B. T% = 4.40% DHV = 3207 A.M.

FUTURE YEAR 2060 11-SD-125

P.M. 13.0 NB ADT = 110000 NB AM/PM = 7301/7072 NB HOV = 5270 NB HOV AM/PM = 349/339 SB ADT = 106500 SB AM/PM = 6557/7306 SB HOV = 5030 SB HOV AM/PM = 310/345 D% = 50.82% A.M. T% =4.40% DHV = 15062 P.M.

P.M. 18.422 NB ADT = 62100 NB AM/PM = 5164/4380 SB ADT = 66700 SB AM/PM = 3853/5360 D% = 51.79% S.B. T% = 4.40% DHV = 9740 P.M.

P.M. 22.172 NB ADT = 52700 NB AM/PM = 3839/3671 SB ADT = 49850 SB AM/PM = 2764/4527 D% = 51.39% N.B. T% = 4.40% DHV = 8198 P.M.

P.M. 22.301 NB ADT = 17400 NB AM/PM = 1549/1338 SB ADT = 26900 SB AM/PM = 1864/2028 D% = 60.72% S.B. T% = 4.40% DHV = 3413 A.M.

TI @ P.M. 13.0

20 YEAR TI: INSIDE LANES = 11.00 OUTSIDE LANES = 12.50 40 YEAR TI: INSIDE LANES = 12.00 OUTSIDE LANES = 14.00

TI @ P.M. 18.422

20 YEAR TI: INSIDE LANES = 10.00 OUTSIDE LANES = 12.00 40 YEAR TI: INSIDE LANES = 11.00 OUTSIDE LANES = 13.00

TI @ P.M. 22.172

20 YEAR TI: INSIDE LANES = 9.50 OUTSIDE LANES = 11.50 40 YEAR TI: INSIDE LANES = 10.50 OUTSIDE LANES = 12.50

TI @ 22.301

20 YEAR TI: INSIDE LANES = 9.00 OUTSIDE LANES = 10.50 40 YEAR TI: INSIDE LANES = 9.50 OUTSIDE LANES = 11.50

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

| | SD/94,125/R9.8-R10.6, 423800(11 | |
|-----------------|---|-----------------------|
| Co/Rte/KP | 12.9-22.3 EA 16000061) Alternativ | |
| | In San Diego County on Route 94 from E94/N125 Sepa | |
| | To 0.1 Mile East Of Spring Street Undercrossing in La I | |
| Duningt Limit | from 0.6 Mile South of Spring Street Undercrossing ne | ar La Mesa to Mission |
| Project Limit | Gorge Road in Santee. | |
| Project Descrip | | |
| - | truction Schedule November 2021 | |
| 1) Publ | ic Information | |
| | a. Brochures and Mailers | \$ |
| | b. Press Release | |
| | c. Paid Advertising | \$10,000 |
| | d. Public Information Center/Kiosk | \$ |
| | e. Public Meeting/Speakers Bureau | |
| | f. Telephone Hotline | |
| | g. Internet | |
| | h. Others Construction Bulletins | \$3,500 |
| 2) Mot | orists Information Strategies | |
| | a. Changeable Message Signs (Fixed) | \$ |
| | b. Changeable Message Signs (Portable) | \$30,000 |
| | c. Ground Mounted Signs | \$ |
| | d. Highway Advisory Radio | \$ |
| | e. Caltrans Highway Information Network (CHIN) | |
| | f. Others | \$ |
| 3) Incid | dent Management | |
| - / | a. Construction Zone Enhanced Enforcement | |
| | Program (COZEEP) | \$440,000 |
| | b. Freeway Service Patrol | \$ |
| | c. Traffic Management Team | |
| | d. Helicopter Surveillance | \$ |
| | e. Traffic Surveillance Stations | |
| | (Loop Detector and CCTV) | \$ |
| | f. Others | \$ |

| L ESTIMATED COST OF TMP ELEMENTS = | \$483,500 |
|--|-----------|
| e. Others | \$ |
| a. Application of New Technology | \$ |
| 7) Other Strategies | |
| e. Others | \$ |
| d. Parking Restrictions | · |
| c. Traffic Control Officers | \$ |
| b. Street Improvement (widening, traffic signal etc) | \$ |
| a. Add Capacity to Freeway Connector | \$ |
| 5) Alternative Route Strategies | |
| h. Others | \$ |
| g. Ramp Metering (Modify Existing) | \$ |
| f. Ramp Metering (Temporary Installation) | \$ |
| e. Telecommute | |
| d. Variable Work Hours | Ψ |
| c. Rideshare Incentives | \$ |
| b. Park and Ride Lots | \$ |
| a. HOV Lanes/Ramps (New or Convert) | \$ |
| i) Demand Management | Ψ |
| j. Others | \$ |
| i. Moveable Barrier | \$ |
| h. Incentive and Disincentive Clause | \$ |
| g. Connector and Ramp Closures | φ |
| f. Reduced Speed Zone | <u>Ф</u> |
| e. Truck Traffic Restrictions | ¢ |
| c. Total Facility Closure d. Contra Flow | |
| b. Reversible Lanes | |
| a. Lane Closure Chart | |

Project Notes:

Assumptions/ Comments:

- 1. Entire project will take approximately 350 working days to construct.
- 2. Current dollar values used. Inflation was not factored into the estimate.
- 3. Traffic Control/Maintain Traffic costs were not provided. Please consult with the OE or Construction office for this estimate.
- 4. Portable CMS specified for this project by this estimate are designated for congestion relief as outlined by DD-60. Portable CMS required for other purposes should be included under other specifications; cost per unit is now \$5,000 with 6 units estimated to be needed.
- 5. The COZEEP specified for this project by this estimate is designated for congestion relief as outlined by DD-60. The COZEEP required for other purposes should be included under other specifications.
- 6. If work goes smoothly then this could be a low cost PAC. News release will be sent for each time there is connector-toconnector closure. Newspaper ads/Radio ads may be needed if work starts to causes major delays on the freeway. Notification should be sent to the CA Trucking Association and emergency services. Social media messages will be sent at least one to two times a week.
- 7. Whenever feasible close coordination with signal and ramp metering staff is critical and highly recommended to maximize the throughput within the closure area.
- 8. Goals and objectives of this TMP are to:
- Reduce traffic delay or time spent in the queue to less than 15 minutes.
- Maintain traffic flow throughout the corridor and the surrounding areas.
- Provide a safe environment for the work force and motoring public.
- Minimize impacts to local businesses.

Note 1: As outlined in Deputy Directive 60, this TMP is a living document, subject to change as required by changing circumstances. If there is material change to the project scope which will affect the function or adequacy of the TMP, then changes to the TMP must be addressed. If traffic conditions at the project site demonstrate that TMP elements need to be adjusted to adequately address congestion, then the TMP shall be altered accordingly.

Note 2: Hospitals with emergency services and fire stations that may require access through work zones at all hours should be accommodated. Schools, major venues, shopping malls, and other heavily utilized areas should also be notified of construction activities that may impact their services.

| PREPARED BY | Ajmal Zulali (619) 688-3251 | DATE | 12/02/2019 | |
|-------------|--------------------------------|------|------------|--|
| APPROVED BY | Karina Cantero-Angel | DATE | 12/02/2019 | |

| Di | st-County-Route: | 11-SD-94, 125 | | | | | | | |
|---|--|-------------------------|-----------|---------------|--------|--|--|--|--|
| Po | st Mile Limits: | R9.8/R10.6, 12.9/2 | 22.3 | | | | | | |
| Ту | pe of Work: | CAPM-PAVEMENT F | REHABILIT | ATION | | | | | |
| Pr | oject ID (EA): | 1116000061 (423 | 800) | | | | | | |
| <i>Caltrans</i> Pr | ogram Identificatior | : SHOPP 20.10.201. | .121 | | | | | | |
| Ph | ase: 🔲 PID | | PA/ED | □ P | S&E | | | | |
| | | | | | | | | | |
| Regional Water Quality Control Bo | oard(s): <u>San Di</u> | ego RWQCB (Region | 9) | | | | | | |
| | | | | | | | | | |
| Does the project disturb 5 or | | | | s 🗌 | No 🛛 | | | | |
| Does the project disturb 1 or Rainfall Erosivity Waiver? | r more acres of soil | and not qualify for the | e Ye | s 🗆 | No 🛛 | | | | |
| 3. Is the project required to imp | | | Ye | s 🗌 | No 🛛 | | | | |
| Does the project impact exist | ting Treatment BMF | es? | Ye | s 🗌 | No 🛛 | | | | |
| If the answer to any of the preceding questions is "Yes", prepare a Long Form – Stormwater Data Report. Unless otherwise agreed upon by the District/Regional Design Stormwater Coordinator. Total Disturbed Soil Area: 0.92 Acre New Impervious Surface: 0.94 Acre Estimated Const. Start Date: 03/03/2022 Estimated Const. Completion Date: 05/22/24 Risk Level: RL 1 RL 2 RL 3 Not Applicable ⊠ Is MWELO applicable? Yes No ⊠ This Short Form – Stormwater Data Report has been prepared under the direction of the | | | | | | | | | |
| following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E only. | | | | | | | | | |
| | Caha | · luaf | | 11/13 | 3/2019 | | | | |
| | Anh Nguyen Reg | stered Project Engine | oor . | 11/10 | Date | | | | |
| | Ann Ngayon, Nogi | stored i roject Englis | | | Date | | | | |
| | I have reviewed the stormwater quality design issues and find this report to be complete, current, and accurate: | | | | | | | | |
| | 111 | | | | | | | | |
| | 111 12 | | | nging reserve | | | | | |
| [Stamp Required at PS&E only] | 010 | | | 11/13 | 3/2019 | | | | |
| | Carl Savage, Distr | ict SW Branch Chief | | | Date | | | | |

D11 Financials for 42380 SHOPP - Escalated

Project: 11-42380, 1116000061

These are NOT offical financial figures.

NICHOLS, WILLIAM M, SD-125-12.9/22.3, REHABILITATE PAVEMENT BY GRINDING AND REPLACING CONCRETE SLABS AND COLD PLANE AND OVERLAY SHOULDERS WITH RUBBERIZED HOT MIX ASPHALT (RHMA-G)

Effective: Budget: 1/28/20 Expended (E-FIS): 1/28/20 ETC (PRSM): 01/28/2020

Details: Budgets Expenditures by Phase ETC Details Support Cost Estimate Summary (11 Page Estimate) Escalation Info

Original Project(s): 42380

| | PA&ED | PS&E | RW | CON | RW Cap | CON Cap | Total | | Color Key | |
|-----------------------------|--|-----------|---------|------------|---------------------|----------------|------------|-------|-----------|--------|
| Financials | | | | | | | | | | |
| Approved Budget | 1,383,000 | 2,541,000 | 53,000 | 3,863,000 | 252,000 | 34,185,000 | 42,277,000 | | | |
| Expended (FIDO + EFIS) | 1,159,384 | | | | | | 1,159,384 | | | |
| - Expended / Budget | 83.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.7% | < 50% | 50-74% | ≥ 75% |
| - ETC (Escalated) | 117,523 | 2,539,945 | 43,150 | 5,218,602 | 0 | 0 | 7,919,220 | | | |
| EAC (Expended + ETC) | 1,276,907 | 2,539,945 | 43,150 | 5,218,602 | 0 | 0 | 9,078,605 | | | |
| Difference (Budget - EAC) | 106,093 | 1,055 | 9,850 | -1,355,602 | 252,000 | 34,185,000 | 33,198,395 | | | |
| EAC / Budget | 92.3% | 100.0% | 81.4% | 135.1% | 0.0% | 0.0% | 21.5% | < 80% | 80-99.9% | > 100% |
| | | | | | | | | ì | | |
| G-12 Capacity | | | | | | | | | | |
| G-12 Capacity | 338,300 | 454,100 | 205,300 | 586,300 | N/A | 3,618,500 | 5,202,500 | | | |
| G-12 Increase | 0 | 0 | 0 | 0 | N/A | 0 | 0 | | | |
| G-12 Remaining | 338,300 | 454,100 | 205,300 | 586,300 | N/A | 3,618,500 | 5,202,500 | | | |
| | PS&E: Phase not started, Capacity may change. RW: Phase not started, Capacity may change. CON: Phase not started, Capacity may change. CONCAP: Phase not started, Capacity may change. | | | | | | | | | |
| Budget Capacity | | | | | | | | | | |
| Maximum Budget Capacity | 1,721,300 | 2,995,100 | 258,300 | 4,449,300 | N/A | 37,803,500 | N/A | | | |
| EAC/Maximum Budget Capacity | 74.2% | 84.8% | 16.7% | 117.3% | N/A | 0.0% | N/A | < 80% | 80-99.9% | >100% |
| Not Included | | | | | | | | | | |
| Expended (FIDO + EFIS) | | | | | | | 296,969 | | | |
| | • | • | • | Oth | ner (PID, Misc., Ur | known) Amount: | 296,969 | | | |

| - RISK I | REGIST | ER | | Project Name: | PAVEMENT REHABILITATION NEAR LA MESA FROM 0.2 MII SEPARATION TO MISSION | LE SOUTH OF ROUTE 125/94 | DIST- EA- ID | 11- 423800 1116000061 | Project Manager | | NICHOLS, | WILLIAM M | | | | |
|----------|---------------------|--------|--------------|------------------------------|---|--|-----------------|--------------------------|--------------------|---------------|------------|---|----------|--|-------------------------|------------------------------------|
| | Risk Identification | | | | Ris | k Assessme | nt | | | Risk Response | | | | | | |
| Status | ID# | Туре | Category | Title | Risk Statement | Current status/assumptions | Probability | Cost Impact | Cost Score | Time Impact | Time Score | Rationale | Strategy | Response Actions | Risk Owner | Updated |
| Active | 1 | Threat | Design | Utilities | ADA ramp location may differ from the existing footprint and utility relocation may be needed. Exact utilities locations are not known due to As-built not received from utility owners and not being able to polthole exact locations in this phase. This will cause additional cost and delay. | Some utility relocations are known at this time. The Utility sections are aware of the ADA ramp upgrade at the locations and have included preliminary cost estimates. During the Design Phase potholing can be done to better estimate utility involvement. | 3-Moderate | 2 -Low | 6 | 4 -Moderate | 12 | Unknown utility could make it difficult to come up with the best Design. See Utility Department to get the details. | Accept | Utility listed potential relocation cost. Design ADA ramps away from utilities if not able, utilities need to be relocated. Request utility as-builts during design phase (phase 1). Combination of survey information and various wheel chair ramp alternatives will be used to meet standards. Detail cost estimate will be updated again at phase 1. Mark, Check, survey utilities, and pothole during phase 1. | Design | 3/8/2017 8/5/2019 11/18/2019 |
| Active | 2 | Threat | Design | Traffic Electrical | Exact Electical conduit locations are not known in this phase at ADA. | The Traffic Electrical deparment are aware of the ADA ramp upgrade at the locations and have included preliminary cost estimates. Electrical design will be done and cost estimate will be updated during design phase. | 3-Moderate | 2 -Low | 6 | 2 -Low | 6 | Unknown conduit could make it difficult to come up with the best Design. See Traffic Electrical department to get the details | Accept | Traffic Electrical listed potential relocation cost. Combination of survey information and various wheel chair ramp alternatives will be used to meet standards. Detail cost estimate will be updated again at phase 1. | Design | 11/18/2019 |
| Active | 3 | Threat | Design | Drainage | As a result of no survey data at this stage, preliminary drainage design for inlets were done from field reviews and as-builts. Hydraulics has preliminary studies and designs done without survey data. Without appropriate survey data, the disturbed area might increase. There are two locations (on layouts 9 and 24) that will be upgraded due to safety and another for riser replacement. Furthermore, as a result of new MBGR post layout and dike standards, this may cause certain drainage spillways to be reconstructed. | Hydraulic Section done, preliminary drainage design on locations and is not a major work. | 2-Low | 2 -Low | 4 | 2 -Low | 4 | Hydraulics assumes there will be no need for grading around the inlet riser to be replaced at this time. Without survey data it is possible that minor grading/clearing maybe necessary to make the riser inlet more efficient. Without survey data and final footprint of MBGR we can not predict if AC spillways will need to be reconstructed. | Avoid | With Survey Data in the Design Phase this risk will be reduced or eliminated. Coordination with Design and the Hydraulic section is needed during the next phases. No survey data for phase 0, but no change is on exiting drainage design (just replace riser at one location and put fence around an open junction for safety). | Design/ Construction | 4/25/2017 8/1/2019 |
| Active | 4 | Threat | Construction | Drainage | 5ft excavation at PM 20.67 and PM 21.56 may be impact culverts. This will cause additional construction cost and construction time. | | 3-Moderate | 1 -Very Low | 3 | 1 -Very Low | 3 | Existing drainage systems are located on the project's area. | Mitigate | During construction at PM 20.67 and PM 21.56, replacement culverts need to be onsite if the existing culverts are damaged during the excavation operation. The cost of the pipes will be included in the cost estimate, so they can be available if needed. RE will be informed about this. | Construction | 8/14/2019 |
| Active | 5 | Threat | Design | Shoulder backing | As a result of no survey data, the installation of MGS, dike, safety edges may require more shoulder backing material due to erosion. | Shoulder backing was estimated and added to project estimate. | 2-Low | 2 -Low | 4 | 2 -Low | 4 | no survey data during predesign to accurately estimate. | Avoid | Survey information during the Design phase will help eliminate this threat and the cost for this item will be updated accordingly. | Design | 3/8/2017 |
| Active | 6 | Threat | Construction | Additional Slab Replacements | The field conditions at the year of construction (2022) might be different, causing a potential increase of the number of slabs that need to be replaced. | Future conditions of current slabs might be deteriorated with the use. | 2-Low | 2 -Low | 4 | 2 -Low | 4 | Field adjustment. | Mitigate | Phase 0 cost based on Pave-M reports and field investigation. No more updated for quantity are in PS&E phase. During Constructions, RE will address this risk with CCOs. | Construction | 8/2/2019 |
| Active | 7 | Threat | Design | Unidentified staging area | If staging areas are not cleared for the contractor to use, it will result in highter bids. | A staging area are cleared during this phase (PA&ED). | 2-Low | 2 -Low | 4 | 2 -Low | 4 | After Enviromental Study, staging won't disturb any soil area. | Avoid | Design and Environmental will work together again to clear a staging area in design phase. | Design | 3/8/2017 8/1/2019 |

ATTACHMENT P

Memorandum

To: ANH-NGUYET NGUYEN (MS 220)

Project Engineer

Design

Date: March 6, 2019

File: 11-SD-94,125

PM R9.8/R10.6,12.9/22.3

EA 11-423800 EFIS 1116000061

From: DEPARTMENT OF TRANSPORTATION - DISTRICT 11

PAVEMENT ENGINEERING SECTION

Subject: PAVEMENT REHABILITATION RECOMMENDATIONS

In accordance with your request, the following pavement rehabilitation strategies for slab and lane replacement.

EXISTING STRUCTURAL SECTIONS

PM 13.0/15.1

SD-125 Main Lane 1

0.70' PCC

0.35' ACB

1.00' AS

SD-125 Main Lanes 2 & 3

0.67' PCC

0.33' Cement Treated Subgrade

0.50' Select Material

SB-125 Outside Shoulder

0.25' AC

0.42' AB - Class 2

0.83' Select Material

SB-125 Inside Shoulder

0.35' AC

0.40' AB

1.30' AS

PM 15.1/16.1

SD-125 Main Lane 1

0.70-0.75' PCC

0.25' ATPB (with edge drain system)

0.50' AB

0.75-0.80' AS

SD-125 Main Lanes 2, 3, & 4

0.75' PCC

0.25' ATPB (with edge drain system)

0.50' AB

0.75' AS

SB-125 Inside & Outside Shoulder

0.30' AC

0.40' AB

1.55 & var. AS

PM 16.1/22.4

SD-125 Main Lanes

0.75' PCC

0.25' ATPB (with edge drain system)

0.25' ACB

0.85' AB

SB-125 Outside Shoulder

0.30' AC

1.80' AB - Class 2

SB-125 Inside Shoulder

0.20' AC

1.90' AB - Class 2

PAVEMENT REHABILIATION STRATEGIES

INDIVIDUAL SLAB REPLACEMENT

ISR (RSC) = Individual Slab Replacement (Rapid Strength Concrete) LCBRS = Lean Concrete Base Rapid Setting

CTPB-RS = Cement Treated Base - Rapid Setting

PM 13.0/15.1

SD-125 Main Lanes 1, 2, & 3

0.70' ISR (RSC)

0.35' LCBRS

PM 15.1/16.1

SD-125 Main Lanes 1, 2, 3, & 4

0.75' ISR (RSC)

0.25' CTPB-RS (maintain existing edge drain system)

PM 16.1/22.4

SD-125 Main Lanes 1, 2, 3, & 4

0.75' ISR (RSC)

0.25' CTPB-RS (maintain existing edge drain system)

LANE REPLACEMENT

(HDM Table 623.1E - Rigid Pavement Catalog)

JPCP - Jointed Plain Concrete Pavement

CRCP - Continuously Reinforced Concrete Pavement

PPCP - Precast Panel Concrete Panel

CTPB - Cement Treated Permeable Base

HMA-A - Hot Mixed Asphalt, Type A

RHMA-G - Rubberized Hot Mix Asphalt, Gap-Graded

PM 13.0/15.1.

MAINLANES 1, 2, 3 & 4 AND OUTSIDE SHOULDER REPLACEMENT RECOMMENDATIONS

40-yr TI = 14.0, RV = 10-40 With lateral support (with outside concrete shoulder)

| JPCP Alternative | CRCP Alternative | PPCP Alternative* |
|----------------------|----------------------|----------------------|
| 0.85 ft. JPCP | 0.80 ft. CRCP | 0.85 ft. PPCP |
| 0.25 ft. HMA-A | 0.25 ft. HMA-A | 0.25 ft. HMA-A |
| 0.65 ft. AB-Class II | 0.65 ft. AB-Class II | 0.65 ft. AB-Class II |

*Per CT Highway Design Manual, Index 621.3 Precast Panel Concrete Pavement (PPCP), PPCP is currently used on an experimental basis in California and must follow the procedures for experimental projects and special designs discussed in Topic 606.

MAINLANES 1, 3 or 4 REPLACEMENT RECOMMENDATIONS.

40-yr TI = 14.0, RV = 10-40 Without lateral support (with outside HMA shoulder)

| JPCP Alternative | CRCP Alternative | PPCP Alternative* |
|----------------------|-------------------------|----------------------|
| 0.95 ft. JPCP | 0.90 ft. CRCP | 0.95 ft. PPCP |
| 0.25 ft. HMA-A | 0.25 ft. HMA-A | 0.25 ft. HMA-A |
| 0.65 ft. AB-Class II | 0.65 ft. AB-Class II | 0.55 ft. AB-Class II |

Per HDM, Chapter 600, will be used when lane is adjacent to HMA shoulder. Outside lane will be 14 feet wide and inside lane will be 13 feet wide when shoulder is HMA.

HMA OUTSIDE SHOULDER REPLACEMENT STRUCTURAL SECTION . RECOMMENDATIONS

If HMA outside shoulder is selected, adjacent rigid lane will be 14' wide.

| Alternative 1. | Alternative 2 |
|----------------------|----------------------|
| 0.20 ft. RHMA-G | 0.20 ft. RHMA-G |
| 0.20 ft. HMA-A | 0.20 ft. HMA-A |
| 1.35 ft. AB-Class II | 0.85 ft. AB-Class II |
| | 0.55 ft. AS-Class IV |

PM 15.1/22.3

MAINLANES 1, 2, 3 & 4 AND OUTSIDE SHOULDER REPLACEMENT RECOMMENDATIONS

40-yr TI = 14.0, RV = 10-40 With lateral support (with outside concrete shoulder)

| JPCP Alternative | CRCP Alternative | PPCP Alternative* |
|----------------------|-------------------------|----------------------|
| 0.85 ft. JPCP | 0.80 ft. CRCP | 0.85 ft. PPCP |
| 0.15 ft. CTPB | 0.20 ft. CTPB | 0.15 ft. CTPB |
| 0.25 ft. HMA-A | 0.25 ft. HMA-A | 0.25 ft. HMA-A |
| 0.65 ft. AB-Class II | 0.65 ft. AB-Class II | 0.65 ft. AB-Class II |

*Per CT Highway Design Manual, Index 621.3 Precast Panel Concrete Pavement (PPCP), PPCP is currently used on an experimental basis in California and must follow the procedures for experimental projects and special designs discussed in Topic 606.

MAINLANES 1, 3 or 4 REPLACEMENT RECOMMENDATIONS

40-yr TI = 14.0, RV = 10-40 Without lateral support (with outside HMA shoulder)

For PM 15.1/22.3, due to the 40-year TI = 14.0, using a HMA shoulder is not an option because of the Treated Permeable Base (TPB) layer in the existing TW structural section. The HDM requires that the TPB layer be maintained across the drainage layer plane in order the drainage patterns for the subsurface drainage water to drain freely into the edge drain system. (HDM Table 623.1 Note 4, Topics 625.2, 650, and 653)

SHOULDER PAVEMENT REHABILITATION

PM 13.0/15.1

SB-125 Outside Shoulder

Existing = 0.25' AC

Rehab Strategy:

Cold plane existing 0.15' Overlay 0.15' RHMA-G

SB-125 Inside Shoulder

Existing = 0.35' AC

Rehab Strategy:

Cold plane existing 0.15' Overlay 0.15' RHMA-G

PM 15.1/16.1

SB-125 Inside & Outside Shoulder

Existing = 0.30' AC

Rehab Strategy:

Cold plane existing 0.15' Overlay 0.15' RHMA-G

PM 16.1/22.4

SB-125 Outside Shoulder

Existing = 0.30' AC

Rehab Strategy:

Cold plane existing 0.15' Overlay 0.15' RHMA-G

SB-125 Inside Shoulder

Existing = 0.20' AC

Rehab Strategy:

Cold plane existing 0.20' Overlay 0.20' RHMA-G

DESIGN NOTES

- 1) When existing edge drain systems are shown in the original as built plans for this project, they will be replaced using the 2018 Std Plans P50 P53.
- 2) Refer to HDM Chapter 650 "Pavement Drainage" for design information regarding the pavement structural section drainage system.
- 3) See attachment for HQ Memorandum "Crumb Rubber Usage in Hot Mix Asphalt (HMA) Pavements", dated February 10, 2015, for RHMA mandated usage requirements.

If you have questions with regards to this memorandum, please contact me at 858-467-4056 or FAX at 858-467-4063.

David Evans

District Pavement Engineer District 11 Materials Lab



Memorandum

Serious drought. Help Save Water!

To:

DIRECTOR

CHIEF DEPUTY DIRECTOR DEPUTY DIRECTORS DISTRICT DIRECTORS DIVISION CHIEFS Date:

February 10, 2015

File:

Crumb Rubber Usage in HMA Pavements

From:

KARKA SUTLIFF Deputy Director Project Delivery

STEVE TAKIGAWA

Deputy Director
Maintenance and Operations

Subject: Crumb Rubber Usage in Hot Mix Asphalt (HMA) Pavements

Public Resources Code §42703 requires Caltrans to use 11.58 pounds of crumb rubber modifier (CRM) per metric ton of total asphalt paving material placed for calendar year 2013 and beyond. The 11.58 pounds of CRM per metric ton equates to the requirement that Caltrans must use CRM in 35 percent of the total hot mix asphalt (HMA) placed statewide.

The "2013 Crumb Rubber Report" notes that Caltrans did not meet the goal of 35 percent usage of the rubberized HMA (RHMA) when compared with HMA. Caltrans achieved a statewide total of 22.9 percent RHMA usage in 2013 (see Attachment "C").

To ensure that Caltrans increases RHMA usage to meet the legislative mandate, all HMA projects shall be screened for the appropriate application of RHMA. Updated interim guidance for RHMA usage is attached (see Attachment "A").

If a project qualifies for RHMA usage, and the district proposes <u>not</u> to use RHMA, the project will need an exception signed by the District Director (see Attachment "B"). This requirement for use of RHMA will be mandatory for projects with a ready-to-list milestone date after April 1, 2015.

We encourage each district director to monitor RHMA planned usage vs. actual tonnage placed throughout the calendar year. For questions regarding crumb rubber usage, contact Sri Balasubramanian at (916) 274-6194 or via email to balasubramanian@dot.ca.gov, or Chuck Suszko at (916) 798-6029 or via email to chuck.suszko@dot.ca.gov.

Attachment "A" - Interim Crumb Rubber Modifier Guidance

Attachment "B" - Crumb Rubber Usage Reporting

Attachment "C" - 2013 RHMA Usage by District

ATTACHMENT A - Interim Crumb Rubber Modifier Guidance

The Highway Design Manual (HDM) Chapter 630, "Flexible Pavement," is undergoing a significant update, to be published in Spring of 2015. Until the update is published, the following guidance shall be used:

RHMA is the default pavement surface course. It shall be specified <u>unless</u> any of the following criteria are present:

- When HMA project quantities are 1,000 tons or less, or stage-construction operations require less than 1,000 tons of HMA per stage. This is due to the increased costs associated with mobilizing an asphalt rubber blending plant. (Note: The 1,000-ton minimum does not apply in greater Los Angeles/Inland Empire areas due to existing HMA production plants that have full time RHMA blending capability on site.)
- When ambient temperatures at the time of RHMA placement will be below 45
 degrees Fahrenheit. (Note: Capital and HM projects should be delivered during
 seasons of the year when ambient temperatures are conducive to placing RHMA
 within specified parameters for its use.)
- Where the roadway elevation is above 3,000 feet.
- When HMA is used as a concrete pavement asphalt base or bond-breaker.

If RHMA will not be used due to factors <u>not noted</u> above (availability, constructability, environmental factors, and/or cost), the decision must be documented.

The Maintenance Technical Advisory Guide (MTAG), Volume I, Flexible Pavement Preservation, Chapter 3, "Treatment Selection," will be revised to state:

"When RHMA is an acceptable pavement strategy, RHMA-G must be used unless it is found to be inappropriate for use due to availability, constructability, environmental factors, and/or cost. See Highway Design Manual, Chapter 630, "Flexible Pavement," for inappropriate use of RHMA and documentation requirements."

Exceptions for not using RHMA on capital projects must be recommended by the Deputy District Director for Design. Exceptions for not using RHMA on maintenance projects must be recommended by the Deputy District Director for Maintenance. All exceptions, for both capital and maintenance projects, must be approved by the District Director. Approved exception documentation must be forwarded to the State Pavement Engineer.

Documentation for all flexible pavement projects not using RHMA must:

- Be based on this memo or on the guidance in the HDM for inappropriate use;
- Have exceptions approved by the District Director;
- Be provided in the project scoping document (Project Initiation Document [PID], or Project Report [PR]);
- Submitted to Pavement Program, Office of Planning and Programming, Attention Crumb Rubber Reporting; and,
- Included in the Ready To List (RTL) submittal.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability" Successful use of RHMA requires adequate ambient temperature and additional measures during placement, to ensure adequate compaction.

The following apply to projects where the placement of RHMA will need to occur when the ambient temperatures will be:

- 55°F or above Section 39 of the standard specifications allows for placement of RHMA above ambient temperature of 55°F and requires the use of a Material Transfer Vehicle (MTV).
- 50°F to 54.9°F Use special provision (39-3 for RHMA-G or 39-4 for RHMA-O or RHMA-O-HB) that includes, in addition to use of MTV by the Standard Specifications, the requirement to use warm mix additive technology
- 45°F to 49.9 °F Request from the Pavement Program a non-standard special provision (NSSP) for RHMA. The NSSP for RHMA includes, in addition to the use of MTV required by the Standard Specifications, requirements for the use of:
 - 1. Warm mix additive technology
 - 2. End dumps that deposit the RHMA directly into the MTV
 - Intelligent Compaction (no limitation on minimum quantity of RHMA)

Less than 45°F - Suspend placement of RHMA until the required temperature is reached.

Where RHMA cannot be used, an appropriate Performance Graded-Modified (PG-M) asphalt binder must be considered as an alternative. PG-M may contain 10 percent minimum CRM which counts towards the Caltrans annual requirement of CRM usage.

During construction ensure RHMA usage as designed. Review the contractors' Critical Path Schedule (CPM) to determine if the planned time of year for RHMA placement will comply with the temperature requirements for RHMA. If the schedule on CPM shows RHMA placement will occur at temperatures lower than what is specified in the contract for RHMA, consider adding by change order the lower temperature requirements for RHMA (but no lower than 45°F) or suspending the work until temperatures are adequate. Change Orders to remove RHMA from contracts must have concurrence of the District Director and approval from HQ Construction.

Attachment C: 2013 District Rubberized Hot Mix Asphalt Usage

| Total Tons MMA (bons) RHMA (bons) | 23 98% 23 98% 30 99% 30 99% 30 99% 30 175% 30 |
|--|--|
| CAPM 112.679 49.097 83.623 66.544 134.296 72.151 62.145 65.272 63.748 65.025 10.72 Cont. 10.1016 3322 9.773 66.725 0.0 0 0 0.009% 61.727 61.7207 61.72 | 29.37% 20.37% 36.42% 36.42% 36.42% 36.42% 37.96% 38.40% 38 |
| Rehab 10.105 332 9.773 96.72% 0 0 0 0 0 0.00% 61.72% 61.787 Coreft 30.171 9 0.00% 61.787 61.787 10.00% 61.787 61.787 10.00% 61.787 10.00% 61.787 10.00% 61.787 61.787 10.00% 61.787 61.787 10.00% 61.787 61.787 10.00% 61.787 61.787 10.00% 61.787 61.787 10.00% 61.787 61.787 10.00% 61.787 61.787 10.00% 61.787 10.0 | 0 00% 0 00% 16.129 156 |
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| Combined 266,042 65,546 19,186 82,777 24,285 119,567 96,646 44,191 109,736 148,038 36,72 Mart 173,355 130,519 42,836 42,711 12,407 42,477 52,020 63,455 63,455 63,455 63,455 63,455 63,455 63,455 63,455 63,455 63,455 63,455 63,455 63,455 63,455 63,455 63,457 63, | 16.12% 150.00% 33.40% 34.40% 3 |
| Marri 173.355 130.519 278.36 247.71 132.497 40.477 92.020 69.455 69.371 68.514 0.774 | 34.759 100.00% 110.00% 11.24% 11.24% 11.24% 12.25% 12.25% 13.34% 12.25% 13.34% |
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| Rehald 353.437 343.437 0 0.00% 453.223 413.223 0 0.00% 153.025 101.924 51.15 Octoor 59.000 51.807 11.284 12.12% 45.809 27.815 20.944 43.01% 52.213 50.700 6.45 101.924 51.15 Octoor 59.000 51.808 12.12% 45.809 27.815 20.944 43.01% 52.213 50.700 6.45 101.924 51.15 Octoor 59.000 51.94 51.15 Octoor 59.000 51.15 Octoor 59.00 | 33.40% 33.40% 46.21% |
| Combined 198,000 61,007 11,264 12,125 48,000 27,515 20,934 43,075 57,213 50,760 64,5 | 11 249 23.441 46 227 72.961 0.007 18.711 43.471 |
| D2 Combined 736,502 GBA,A55 536,507 172,710 GBS,339 SB2,346 153,878 153,878 153,878 213,878 200,878 | 33.4414 46.221 72.9674 10.001 45.7171 22.021 7.4444 9.811 14.001 10.001 |
| Maint 61.864 60.109 27.244 35.105 42.309 28.941 13.418 31.889 107.564 54.827 64.94 | 46.22** 72.96*6 72.96*6 72.96*6 72.96*6 73.96*6 74.71*6 74.71*6 75.71* |
| Main 61.884 60.109 273.444 275.414 35.10% 42.209 28.941 13.418 31.68% 107.546 54.627 44.94 | 46.22** 72.96*6 72.96*6 72.96*6 72.96*6 73.96*6 74.71*6 74.71*6 75.71* |
| CAPM 499.099 223.644 279.418 55.191 371.193 124.625 249.589 66.479 198.704 65.501 122.77 Renab 605.5405 521.991 83.546 138.0% 425.429 302.531 122.877 29.6077 39.6077 39.6072 321.237 55.565 14.72% 425.429 302.531 122.877 29.6077 39.6072 321.237 55.565 14.72% 425.4792 86.921 38.37% 198.672 113.699 201.77 D3 Cembined 1.545.375 1.566.881 438.234 28.27% 1.874.699 409.886 473.884 44.899 428.598 233.899 198.89 Malaid 61.467 54.529 28.689 28.679 1.874.699 122.73 24.247 14.72% 19.6072 17.609 122.73 12.409 12.609 122.73 12.609 1 | 72,961 0,000 1,000 |
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| D3 Continued S.ASS.275 1.968.091 338.296 28.273 1.974.006 473.396 44.899 428.996 233.297 198.97 Maint S.F.ASS.0 54.580 26.886 23.00% 149.696 126.273 23.483 77.7% 7.441 4.134 3.3 CAPM 286.040 139.516 148.422 51.19% 216.835 199.597 16.838 7.77% 7.441 4.134 3.3 Renab 227.175 120.115 07.060 47.13% 24.805 13.12 22.744 94.55% 296.036 296.036 Over 360.556 351.800 38.753 2.43% 496.282 296.822 220.853 22.45% 34.1300 394.402 42.3 D4 Combined 983.946 646.114 289.133 30.27% 888.515 697.133 183.249 23.82% 812.489 747.55% 645. D4 Amain 170.300 148.119 22.611 13.55% 15.71% 7.331 8.380 53.54% 32.82% 747.55% 645. CAPM 104.865 104.865 0 0.00% 128.87% 128.87% 128.87% 0 0.00% 2.57% 2.57% Cheen 107.800 107.800 0 0.00% 128.87% 128.82% 0 0.00% 2.57% 2.57% D5 Combined 677.200 107.800 0 0.00% 13.00% 13.282 2.280 2.280 0 0.00% 2.57% 2.57% D6 Combined 677.200 107.800 0 0.00% 128.87% 128 | 45.471 61 22.029 71 45.449 81 9.871 82 7.381 71 48.011 72 0.007 73 7.241 77 37.241 79 2.037 |
| Maint 61,465 54,586 26,862 33,076 149,606 126,273 23,483 15,605 67,100 67,900 198,10 CAPM 286,061 135,616 146,432 51,198 216,535 199,997 16,536 7,776 7,776 7,457 4,155 3,33 Rehab 227,175 120,115 107,000 47,136 24,000 7,312 22,744 84,556 296,008 265,008 Over 300,556 351,803 87,53 2,474 492,828 309,832 120,190 24,547 431,800 399,862 Over 300,556 351,803 87,53 2,474 492,828 309,832 120,190 24,547 431,800 399,862 42,3 Over 176,930 664,114 228,131 30,277 868,455 677,933 83,360 33,475 32,478 464,474 431,800 399,862 42,3 Over 176,930 104,810 104,805 0 0,000 13,576 42,900 2,800 2,800 3,800 53,345 32,862 17,081 15,7 CAPM 104,806 104,805 0 0,000 13,576 42,900 2,800 2,800 0 0,000 2,579 2,579 Other 107,800 107,800 0 3,000 13,824 132,825 0 0,000 2,579 2,579 Other 107,800 107,800 0 3,000 132,804 132,805 0 0,000 2,579 2,579 Other 107,800 107,800 0 3,000 132,804 132,805 0 0,000 2,579 2,579 Other 107,800 107,800 0 3,000 138,804 32,805 0 0,000 2,579 2,579 Other 107,800 107,800 0 3,000 138,804 138,805 0 3,000 132,376 138,370 13 | 22 02* 7 44 44* 9 0 000 8 9.51* 7 48,01* 0 0.00 0 0 |
| CAPM 280.049 136.619 146.432 51 197 216.235 199.997 16.838 7.77% 7.441 4.134 3.3 Renab 227 175 120.115 107.000 47 13% 240.000 1.312 22.449 94.55% 286.000 286.038 Over 360.556 351.600 8.753 2.43% 469.828 369.632 120.196 24.54% 431.800 389.662 42.3 Over 360.556 351.600 8.753 2.43% 469.828 369.632 120.196 24.54% 431.800 389.662 42.3 Over 360.556 351.600 8.753 2.43% 469.828 369.632 120.196 24.54% 431.800 389.662 42.3 Over 360.556 351.600 8.753 2.43% 469.828 369.632 120.196 24.54% 431.800 389.662 42.3 Over 360.556 351.600 8.753 30.27% 888.815 67.153 183.24% 38.82% 57.2574 64.8 Over 360.556 361 146.815 10.6.865 10.00% 128.879 128.879 0.600% 1.933 1.33 | 24.449 0 0.009 8 9.811 2 7.56 1 48.011 0 0.001 0 0.001 0 0.001 1 2.71 7 32.24 0 14.83 9 2.03 |
| Renab 227,175 120,115 107,000 47,135 24,005 1,312 22,744 94,555 266,038 266,038 265,038 26 | 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| Other 360,556 351,803 8.753 2.434 456,825 36,632 120,196 24,544 431,806 388,462 423, 304 565,286 568,2 | 9,811 8 7,98 1 48,011 0 0,007 0 0,007 0 0,007 1 7,71 7 37,24 0 14,83 9 2,03 |
| Discreptional | 7.30 1 48.01 0 0.00 0 0.00 0 0.00 7.71 7 37.24 0 14.83 9 2.03 |
| Maint 170,930 148,119 22,411 13,35h 15,711 7,331 8,380 53,34h 32,852 17,881 15,7 | 1 48,011 0 0.001 0 0.001 0 0.001 7 37 24 0 14,83 9 2,03 |
| CAPM 104.865 104.885 C 0.00% 128.879 128.879 C 0.00% 1,933 1,933 Rehab 5.7567 50.011 37.576 42.90% 2.580 0 0.00% 1,533 1,933 Other 107.800 107.800 0 0.00% 132.824 132.825 0 0.00% 167.488 167.488 Other 107.800 107.800 0 0.00% 132.824 132.825 0 0.00% 167.488 167.488 Other 107.800 107.800 107.800 0 0.00% 132.824 132.825 0 0.00% 167.488 157.488 132.825 0 0.00% 167.800 187 | 0.007 0.007 0.007 0.007 7.71 7. 37.24 0.14.83 9. 2.03 |
| Rehab 87.587 50.011 37.576 42.90% 2.580 2.580 0 0.00% 2.579 2.579 Other 107.800 0 0 0.00% 132.804 132.804 0 0.00% 167.488 167.488 Di Cerebind 47.200 470.816 (43.877 12.874 132.824 0 0.00% 167.488 167.488 Maint 217.400 72.034 410.816 (43.877 12.874 132.834 132.828 2.808 12.808 12.808 132.7888 132.788 132.788 132.7888 132.7888 132.7888 132.7888 132.7888 132.7888 132.7888 | 0 0.00 0 0.00 1 7.71 7 57.24 0 14.83 9 2.03 |
| Other 107,800 107,800 0 3,00% 132,824 132,826 0 0,00% 167,168 | 0.007 7.71 7.57.24 0 14.83 9 2.03 |
| 06 Combined 471,200 471,201 410,816 63,887 12,828 388,833 271,822 8,366 2,978 294,511 183,748 13,7 | 7.71 7 37.24 0 14.83 9 2.03 |
| Mairi 217.4901 72.034 145.459 68.88% 778.989 475.73 132.376 73.576, 153.830 122.575 72.1 CAPM 229.470 104.581 145.459 68.42% 163.207 163.207 0 0 0.076, 56.154 47.824 8.3 Rehab 210.716 210.718 0 0 0.076, 203.404 189.026 14.307 76.76% 70.756 69.376 14.50 0 0.076, 203.404 189.026 14.307 76.76% 69.376 14.50 0 0.076, 203.404 189.026 14.307 76.76% 69.376 14.50 0 0.076, 203.404 189.026 14.307 76.76% 69.376 15.57 | 7 37.24° 0 14.83° 9 2.03° |
| CAPM 229,470 104,581 174,888 54,475 163,207 163,207 0 0.00% 561,54 478,74 83,74 83,74 84,7 | 9 2.03 |
| Rehab 210.718 210.718 0 0.00% 203.404 189.026 14.380 7.874 76.58 69.319 1.4 Other 478.468 749.468 0 0.00% 353.746 353.748 0 0.00% 165.755 D6 Contributed 1,133.139 685.719 270.348 238.82% 980.347 789.849 14.129 18.1576 510.339 484.724 81.9 Marri 61.959 0 64.196 100.00% 72.311 4.651 67.600 93.57% 56.176 12.29 56.9 CAPM 396.233 61.355 317.339 79.59% 155.159 58.320 68.769 62.38% 32.965 32.965 78.239 78.500 79.50 | 9 2.03 |
| Other 478,459 478,450 Q 0.00% 359,744 359,745 Q 0.00% 155,745 P | |
| OS Combined 1,138,138 655,795 278,348 28,86% 698,347 758,485 146,730 16,179 516,333 436,374 61,5 Marri 84 195 0 86,4 195 100,00% 72,311 4,851 67,860 95,57% 56,174 1,255 56,5 CAPM 398,733 81,355 317,339 7259% 155,199 56,5370 98,238% 2,38% 2,39% 22,96% Rehab 365,266 210,014 156,251 42,66% 56,907 54,61% 5,289 8,87% 19,238 | 90 0.041 |
| Marrix 94 1951 0 64 196 100,007% 72,317 4,851 67,860 93 57% 54,178 1,228 56,9 | 41 4.00 |
| Marri 84 155 0 6 64 195 100.00% 72 311 4 851 67 860 93.5% 54 178 1235 56.9 CAPM 368 733 81,365 317,338 79.5% 155,159 58,370 96,789 82,38% 52,985 52,946 52,966 Rehab 366 260 210,014 156,251 74,605 56,907 54,619 5,289 8,876 12,295 19,238 79,239 600 0000 40,052 33,709 12,343 32,605 164,750 110,006 11,65% 44,150 36,656 8,5 67 Cerebrood 81,349 20,319 560,157 54,349 18,340 20,319 57,329 61,072 61,349 14,150 71,329 71,329 44,150 36,650 8,5 68,650 144,750 11,240 11, | 2 15.57 |
| CAPM 298 733 81,365 317,338 79,59% 155,159 58,370 96,789 82,38% 32,916 32,916 29,916 20,916 2 | 2 97.88 |
| Rehab 366.266 210.014 156.251 42.66% 56.907 54.619 5.289 8.87% 15.236 15.236 20.236 Orner 40.052 33.709 12.343 26.80% 165.350 144.750 15.066 11.65% 44.150 35.655 8.5 OT Cemberod 88.3349 325.1198 570,377 45.85% 45.124 382.396 382.397 44.150 35.655 8.5 OT Cemberod 88.3369 325.1198 570,377 45.124 45.124 382.396 382.397 44.150 35.65% 44.150 35.655 8.5 OT Cemberod 88.349 325.1198 570,377 45.124 37.104 | 0.00 |
| One 48,052 33.709 12.343 28.80% 163.839 144.700 19.086 11.65% 44.180 58.655 8.5 OT Center 182,367 71.329 578,127 (5.87) 452.24 382.30 144.700 19.086 11.65% 44.180 58.655 8.5 Nam 132.307 71.329 61.022 48.129 212.347 141.215 71.33 33.50% 244.700 117.700 127.4 CAPM 125,967 8.461 177.507 93.29% 113.082 113.082 0 0.00% 598.105 415.224 185.1 Renata 5.227 2.448 2.779 53.17% 61.065 0 0.00% 598.105 41.50.00 0 0.00% 598.105 | 0 0.00 |
| 07 Centhred 88.346 325,119 \$70,127 \$3.011 451,214 262,700 108,620 41,872 154,491 88,044 65,0 Marrie 132,397 71,575 61,072 451,975 212,347 141,215 71,133 33,5575 244,757 117,769 127,4 CAPM 125,662 8,461 117,550 (83,284, 11),082 0 0,0074 598,165 415,224 180,3 Renab 5,227 2,448 2,779 53,17% 61,060 0 0,0074 101,010 75,262 25,7 | |
| Nam 132.307 71.325 61.022 46.125 212.347 141.215 71.33 33.505 244.757 117.760 127.4 CAPM 125.667 8.451 117.507 63.265 113.052 113.012 0 0.055 596.165 415.224 160.1 Renab 5.227 2.448 2.779 53.17% 67.060 0 0.060 0 0.001 00.00 73.202 23.7 | |
| CAPM 125,962 8.461 117,520 63,28% 113,082 113,082 0 0,09% 596,165 415,224 180,5 Renab 5,227 2,448 2,779 53,17% 61,066 61,066 0 0,09% 101,006 75,262 25,7 | |
| Renab 5.227 2.448 2,779 53.17% 61.066 61.066 0 0.00% 101.006 75.262 25.7 | |
| | |
| | 0.00 |
| | |
| DS Combined 436,276 237,865 182,476 43,42% 437,863 356,561 81,363 18.57% 1,662,564 734,865 234, | |
| Marif 62.657 11.213 51.644 62.16% 36.953 10.503 28.450 73.04% 78.492 72.642 5.6 | |
| CAPM 36,530 23,922 12,608 34.51% 0 0 0 0.00% 0 0 | 0 0.00 |
| Rehab 19,600 19,600 0 0,00% 16,716 0 0,00% 0 0 | 0 0.00 |
| Other 6,123 6,123 0 0,00% 9,902 9,902 6 0,00% 6,678 6,678 | 0.00 |
| 09 Combined 125,510 50,859 64,252 51,36% 65,571 37,121 28,488 43,505 83,160 73,528 5.0 | |
| Maint 206,654 31,621 175,933 64,709 146,675 27,363 118,312 61,225 77,770 27,672 59,6 | |
| CAPM 115.566 72.952 42.614 36.87% 45.737 29.807 15.930 34.89% 0 0 | 0.00 |
| Rehab 83,741 83,644 97 0.12% 296,160 175,418 120,732 40,77% 88,670 58,409 10.2 | |
| Other 34,974 26,010 6,964 25,63% 96,578 79,978 16,600 17,19% 309,723 307,897 1,1 | |
| D10 Combined 440,834 214,220 226,708 51.42% 804,141 312,506 271,575 48.40% 458,163 383,978 62 | 13.83 |
| Marri 77,665 30,172 47,493 61 15% 90,393 39,292 51,101 56 53% 25,625 25,625 | 0 0.00 |
| CAPM 110,269 0 110,269 100,09% 42,016 275 41,743 99,35% 45,219 19,055 26 | 54 57.80 |
| Renat 20,837 20,837 0 0.00% 67,405 4,386 63,017 93,49% 36,430 30,706 5. | |
| | 06 0.82 |
| 011 Combined 448,144 290,382 157,762 25,39% 439,231 263,371 156,842 35,40% 265,822 173,120 32. | |
| Marri 112,564 1,398 111,166 98,76% 50,044 3 50,041 99,99% 5,602 2,267 3 | |
| CAPM 0 0 0.00 52.249 5.062 47.187 90.31% 43.588 79 43. | |
| Renab 9 0 0 0 050% 0 6 0 0 00% | 0 0.00 |
| | 63 6.3 |
| | |
| D12 Combined 149,664 29,846 111,846 78.50% 304,766 202,696 102,676 33.49% 137,616 85,266 52 | 101 38.0 |
| Maint 1,437,386 610,437 826,349 57 53% 1,166,031 488,292 677,739 58,1210 1,047,099 606,492 440, | |
| CAPM 2.126.531 839.186 1,287.345 60.54% 1.473.456 945,235 527.201 35.78% 1,032.859 611.852 421 | 97 42.0 |
| Rehab 2,000,231 1,603,145 397,086 19,85% 1,625,945 1,270,887 350,058 21,60% 816,761 725,340 90 | 97 42.0 77 40.7 |
| | 97 42.0 77 40.7 22 11.4 |
| Statemids 7.522,362 4.912,281 2,616,671 34.70% 4,333,678 4,485,727 1,847,951 28.18% 4,578,257 3,531,312 1,846 | 97 42.0 77 40.7 22 11.4 46 5.4 |

| | 3-YR Ave | rage | |
|------------------------------|---|---|------------------|
| Total Tons HN | A Bonsties | (MA (tons) | % |
| 48.0811 | 24.749 | 23.331 | 48.53% |
| 103,641 | 55,411 | 48,230 | 46.54% |
| 48,081 103,641 23,964 | 20,708 | 23,331 48,230 3,258 | 46.54% 13.59% |
| 29,011 | 25.299 | 3,712 | 12.80% |
| 204,607 | 20,299 128,186 76,437 27,158 309,528 53,467 485,580 | 78,531 55,304 | 35.36% |
| 131,741 | 76,437 | 55,304 31,289 17,035 12,903 116,532 | 41.98% |
| 58,447 | 27,158 | 31,289 | 53.53% |
| 58,447 326,563 66,371 | 309,526 | 17,035 | 5.22% |
| 66,371 | 53,467 | 12,903 | 19.44% |
| 583,121] | 495,590 | | 19.50% |
| 68,592 | | 27.369 | 39.90% |
| 346,179 | 131.257 | 214,922 | 62 08% |
| 359,398 | 281,533 | 68.865 | 19.65% |
| 250,470 | 193,243 | 57,228 | 22.85% |
| 1.015.048 105.088 | 047,256 | 300,384 | 38.27% |
| 106.088 | 62,905 | 23,164 | 21.85% |
| 170,108 | 114,583 | 55,526 | 32.64% |
| 179,089 | 135,621 | 43,268 | 24.16% 13.36% |
| 427,403 882,668 | 370,305 | 57,096 | 13.36% |
| | 793,014 | 179,675 | 20 25% |
| 73,164 | 57,510 | 15,654 | 21.40% |
| 78,565 | 57,510 78,565 | Q. | 0.00% 40.51% |
| 30,918 | 18,393 | 12,525 | 40.51% |
| 135,924 | 135,924 | 0 | 6,00% |
| 318,572 | 290,303 | 28,179 | 8.85% |
| 197,005 | 50.354 | 116,651 | 59.21% |
| 149,610 161,627 | 105,204 | 44,406 | 29.68% |
| 161,627 | 156,354 | 5.273 | 3.26% |
| 344,666 | 344,640 | 26 | 0.01% |
| 352,967 | 690,592 | 100,355 | 12.59% |
| 71.561 | 1,962 | 69,599 | 97.26% |
| 195,603 | 57,561 54,624 71,371 | 138,042 53,847 13,311 274,798 | 70.57% |
| 146,470 | 94,624 | 53,847 | 36.27% |
| 146,470 84,682 500,317 | 71,371 | 13,311 | 15.72% |
| 500,317 | 225,816 | 274,798 | 54.93% |
| 198,499 | 109,943 | 86,556 | 44.05% |
| 278,410 55,766 | 178,922 | 99,487 | 35.73% |
| 55,766 | 46,259 | 9,508 | 17.05% |
| 111,690 642,366 | 107,934 | 3,756 | 3.36% |
| 642,366 | 443,058 | 199,307 | 31.03% |
| 60,101 | 31,519 | 28.581 | 47.56% |
| 12,177 12,106 7,568 | 7 974 | 4.203 | 34.51% |
| 12.105 | 12.105 7.568 | 0 | 0.00% |
| 7,568 | 7.566 | O. | 0.00% |
| 91,950 | 50,160 | 32,764 | 35.05% |
| 145,366 | 28,885 | 114,481 | 79.85% |
| 53,768 149,520 | 34,253 | 19,515 | 36.23% |
| 149,520 | 105,824 | 43,697 | 29.22% |
| 147,092 | 137,961 | 9,130 | 6.21% |
| 493,740 | 300,923 | 186,823 | 37.84% |
| 64,561 | 31,696 | 32,865 | 50 90% |
| 65,835 | 6,443 18,644 | 59,392 | 98.21% |
| 41,557 | 18,644 | 22.913 269 | 55.14% |
| 192,446 | 192,177 | 269 | 0.141 |
| 394,399 | 248,961 | 115,430 | 31.585 |
| 56,077 | 1,223 | 54,854 | 97.82% |
| 31,939 | 1.711 | 35,229 | 94.649 |
| . 0 | G | 0 | 0.005 |
| 106,343 | 102,645 | 3,698 | 3,481 |
| 194,355 | 105,578 | 38,761 | 45.681 |
| 1,216,835 | 568,407 799,041 | 648,428 | 53.299 |
| 1,544,282 | 799,041 | 745,241 | 48.265 |
| 1,479,979 | 1,199,791 | 280,189 161,131 | 18,931 |
| 1.903.668 | 1,742.535 | 161,131 | 8.467 |
| 6,144,762 | 4,309,774 | 1,834,969 | 29.861 |

Note: Total Tons of All Project Types (Maint, CAPM, Rehab, and Other) as recorded in the Caltrans Major Construction Payment & Information System each Calendar Year Program Breakdown

Numi -All projects in the 20.50. #6 Maintenance category (Maintenance Funded)

(AAPI: All projects in the 20.10.201.121 (CAPM) category (CAPMISHOPP Funded)

Ranab -All projects in the 28.10.201.102.122.125 category (SHOPP Funded)

Other All other program's projects not listed already above (Safety, Landscape,STIP, Protective Betterment, etc.) (SHOPP and STIP Funded)

Project Milestones for 42380 (All Milestones)

PRSM Milestone Data as of 1/28/20 2:20 AM

| EA | Project | Cty | Rte | Description | PM |
|--------|---|-------|-----|---|--------------------|
| 42380 | 1116000061 | SD | 125 | REHABILITATE PAVEMENT BY GRINDING AND REPLACING CONCRETE SLABS AND COLD PLANE AND OVERLAY SHOULDERS WITH RUBBERIZED HOT MIX ASPHALT (RHMA-G) | NICHOLS, WILLIAM M |
| | | | | Milestones | |
| Code | | | De | scription | Date |
| K.M000 | IDENTIFY NEED | | | | 10/12/15 A |
| K.M010 | APPROVE PID | | | | 6/07/17 A |
| 0.M015 | PROGRAM PROJE | СТ | | | 6/07/18 A |
| 0.M040 | BEGIN PROJECT | | | | 10/09/18 A |
| 0.M020 | BEGIN ENVIRONM | ENTAL | | | 1/15/19 A |
| 0.M160 | APPROVE FED | | | | 11/14/19 A |
| 0.M200 | PA&ED | | | | 1/31/20 |
| 0.K205 | PROGRAM PS&E SUPPORT | | | 3/25/20 | |
| 1.M210 | BEGIN DESIGN | | | 4/09/20 | |
| 1.M220 | GEO BASE MAP | | | 5/20/20 | |
| 1.M224 | RIGHT OF WAY REQUIREMENTS | | | 5/21/20 | |
| 1.M215 | BEGIN STRUCTURE | | | 5/21/20 | |
| 2.M225 | REGULAR RIGHT OF WAY | | | 5/21/20 | |
| 1.M221 | RECEIVE COMPLETE BRIDGE SITE DATA | | | 5/22/20 | |
| 1.M313 | 60% CONST REVIEW COMPLETED | | | 11/13/20 | |
| 1.M315 | 95% CONST REVIEW COMPLETED | | | 1/22/21 | |
| 1.M275 | GENERAL PLANS | | | | 1/22/21 |
| 1.M377 | PS&E TO DOE | | | | 4/06/21 |
| 1.M378 | DRAFT STRUCTURES PS&E | | | | 4/06/21 |
| 1.M300 | CIRCULATE PLANS IN DISTRICT | | | 5/18/21 | |
| 1.M360 | ENV REEVAL | | | 6/22/21 | |
| 2.M410 | RIGHT OF WAY CERTIFICATION | | | 6/22/21 | |
| 1.M380 | PROJECT PS&E | | | | 6/29/21 |
| 1.M460 | READY TO LIST | | | | 8/17/21 |
| 1.M475 | CONSTRUCTION CONTRACT PACKAGE SUBMITTED TO DES-OE FOR ADVERTISEMENT | | | 8/31/21 | |
| 1.M480 | HEADQUARTERS ADVERTISE | | | 9/13/21 | |
| 1.M470 | FUND ALLOCATION | | | 10/18/21 | |

| | Milestones | | | | |
|--------|----------------------------------|----------|--|--|--|
| Code | Description | Date | | | |
| 1.M490 | BIDS OPEN | 11/01/21 | | | |
| 1.M495 | AWARD | 12/07/21 | | | |
| 1.M500 | APPROVE CONTRACT | 1/07/22 | | | |
| 3.K510 | FIRST WORKING DAY | 3/04/22 | | | |
| 3.K590 | BEGIN PLANT ESTABLISHMENT PERIOD | 5/16/23 | | | |
| 3.M600 | CONTRACT ACCEPTANCE | 5/14/24 | | | |
| 3.M650 | PROJECT CLOSEOUT INITIATED | 5/14/24 | | | |
| 3.M700 | FINAL REPORT | 3/25/25 | | | |
| 3.M800 | END PROJECT EXPENDITURES | 7/10/26 | | | |
| 3.M900 | FINAL PROJECT CLOSEOUT | 4/07/28 | | | |



Setting Standards of Excellence in Public Service

Administration Office 7811 University Avenue La Mesa, California 91942-0427

619-466-0585 helix@helixwater.org hwd.com

July 1, 2019

Thin Bui Caltrans D11, MS 340 4050 Taylor Street San Diego, CA 92110

RE:

Project EA:

11-423800

District-County-Route:

11-SD-94, 125

Project ID:

11-16000061

Description:

Rehabilitation

Dear Mr. Bui:

Helix Water District does not currently have any limitations on the availability of potable water necessary to complete the construction of the referenced project.

The district has adopted a drought management plan, which enables Helix to manage water use and availability as necessary to enable effective water supply planning and assure adequate water supplies. The plan includes permanent water use efficiency measures that support the efficient use of water at all times. Additionally, the plan includes four drought levels with progressive restrictions on water use during times of declared water shortages or declared water shortage emergencies. Permanent water use efficiency measures include:

- 1) Do not wash down paved surfaces, including but not limited to sidewalks, driveways, parking lots, tennis courts or patios, unless required for public safety or sanitation.
- Eliminate runoff from irrigation on to hardscape, streets, structures or adjacent properties. Water waste caused by overspray from sprinklers or low head drainage is prohibited.
- 3) Do not water for at least 48 hours after rain.
- 4) Do not water turf on public street medians.
- 5) Use recirculated water in ornamental fountains and water features.
- 6) Wash vehicles using a hose with a positive shutoff nozzle and a bucket, and avoid washing vehicles during hot conditions when additional water is required.
- 7) Restaurants and other food service establishments may serve water upon request only.
- 8) Hotels, motels and other commercial lodging establishments must offer guests the option of not laundering towels and linens daily.

Board of Directors

Kathleen Coates Hedberg, President Daniel H. McMillan, Vice President Joel A. Scalzitti, Division 5 DeAna R. Verbeke, Division 2 Mark Gracyk, Division 3

ATTACHMENT S

A Drought Response Level 3 condition is referred to as a Drought Critical condition and applies when consumer demand reductions of 40 percent or more are required. Under a declared Drought Response Level 3, Helix's drought management plan states that the district may implement restrictions whereby no new potable water service shall be provided, no new temporary meters or permanent meters shall be provided and no statement of availability shall be issued, except under the following circumstances:

- 1) A valid, unexpired building permit has been issued; or
- 2) The project is necessary to protect the public's health, safety or welfare

As of today, the district has not enacted any of its four drought levels and there are no limitations on the availability of water service.

Caltrans and/or the construction contractor working on behalf of Caltrans will be responsible for all costs associated with obtaining water service or temporary construction meter(s) and water usage within district boundaries during construction. Water service or temporary construction meter applications can be obtained from the district's administration office located at 7811 University Avenue, La Mesa.

Additional information is available on our website at hwd.com.

Sincerely,

Aneld A. Anub, P.E. Associate Engineer

cc:

Michelle Curtis, HWD

Tim Ross, HWD



GEOTECHNICAL DESIGN REPORT

STATE ROUTE 125 DISTRESSED PAVEMENT AT FOUR LOCATIONS

11-SD-125-PM 12.9/22.3

EA 11-42380 EFIS 1116000061

July 23, 2019

Prepared By:

OFFICE OF GEOTECHNICAL DESIGN-SOUTH, BRANCH-B 7177 OPPORTUNITY ROAD SAN DIEGO, CA 92111

Memorandum

Making conservation A California way of life.

To:

MIKE NICHOLS

PROJECT MANAGER OFFICE OF DESIGN DISTRICT 11 Date: July 23, 2019

File: 11-SD-125-PM 12.9/22.3

EA 11-42380 EFIS 1116000061

From:

JEFF TESAR

Engineering Geologist

Office of Geotechnical Design South, Branch-B

Subject: GEOTECHNICAL DESIGN REPORT: STATE ROUTE 125 DISTRESSED PAVEMENT AT FOUR LOCATIONS.

Pursuant to your request, the Office of Geotechnical Design South (OGDS), Branch-B has prepared this Geotechnical Design Report (GDR) for the distressed pavement at four locations on State Route 125, in San Diego County, California.

This GDR documents the prevailing site conditions and provides specific recommendations for the design and construction of project features. The report defines the geotechnical conditions as evaluated from archived data field reconnaissance and subsurface investigation.

OGDS staff will be available for further assistance. Should you have any questions or comments regarding this report, please contact Jeff Tesar at (858) 467-2716.



Jeff Tesar, C.E.G. Engineering Geologist OGDS Branch B (858) 467-2716



Appendices:

- Table 1, Location, Existing Condition, Geology/Subsurface Soil Conditions, Conclusions and Recommendations
- 2) Aerial Photo
- 3) Boring Records
- 4) Boring Locations

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Geotechnical Archives GeoDOG

1.0 INTRODUCTION

This Geotechnical Design Report (GDR) has been prepared by the Office of Geotechnical Design-South (OGDS) Branch-B to remediate distressed pavement at four locations on State Route 125 (SR-125). The four sections of distressed pavement are located along SR-125, between post mile (PM) 12.9 and PM 22.3, in San Diego County, California, hereafter referred to as the project.

The purpose of this GDR is to document subsurface geotechnical conditions, provide engineering evaluation of site conditions, and provide recommendations relevant to the design and construction of the project features. This report establishes a geotechnical baseline to be used in assessing the existence and scope of changed site conditions. The geotechnical information, evaluation, recommendations, and advisories contained in this GDR supersede any information that may have been previously conveyed through correspondences or documents concerning the project features addressed herein, including our District Preliminary Geotechnical Report issued on March 19, 2019.

This GDR is based on site reconnaissance, archive research, subsurface exploration, and engineering analyses. This GDR was prepared in general accordance with the guidelines set forth in the Caltrans; Guidelines for Preparing Geotechnical Design Reports, March 2019.

Project layouts and plans showing the distressed pavement locations were provided by Caltrans District 11 Office of Design. All units referenced in this document are United States (US) Customary units, unless otherwise noted. All elevations referenced in this report are in feet and based on the North American Vertical Datum of 1988 (NAVD 88).

2.0 EXISTING FACILITIES AND PROPOSED IMPROVEMENTS

From PM 12.9 through 22.3, SR-125 provides south-north movement of traffic through a segment of the San Diego County. Within the project limits, SR-125 is an urban multilane freeway. SR-125 roadway is paved with Portland cement concrete (PCC) and includes PCC and asphalt concrete (AC) paved shoulders of variable width. Locally, relatively short sections of this freeway are overlaid with AC. Existing facilities along the project area include bridges, road embankments, retaining walls, sound walls, guardrails, buried and overhead utilities, traffic signs, and drainage features.

The project area is generally level with elevation oscillating between 410 to 710-feet above mean sea level. Within the project limits, the freeway is bounded to the east and west by variable topography consisting of knolls, hills valleys, canyons, and arroyos.

The project proposes to rehabilitate distressed PCC pavement at four locations. These locations are described in Appendix 1, and depicted in Appendix 2, Aerial Photos. District 11 Pavement Engineering Branch will provide pavement structural section recommendations.

3.0 GEOTECHNICAL EXPLORATION

A surface and subsurface investigations were conducted to help characterize the soil conditions present within the project limits.

3.1 Drilling and Sampling

At Locations 1 and 2 (PM 13.5 and 14.36) no evidence was found to relate the distressed pavement to a geotechnical issue. No subsurface investigation was conducted at Locations 1 and 2.

A subsurface exploration (drilling) was conducted at Locations 3 and 4 (PM 20.67 and 21.56) where the distressed pavement is affected by subsurface soil conditions. Two borings were conducted at each location. Exploratory borings were developed utilizing hollow stem auger drilling rig. They were drilled to a depth of 21.5 feet below ground surface. Standard Penetration Tests (SPT) were performed at variable intervals. Boring Records are presented in Appendix 3. Boring locations are presented in Appendix 4.

Bulk, SPT (1.4"), and California Modified (2.5" lined with 2-inch brass rings) samples were obtained during the subsurface investigation.

4.0 GEOLOGY

4.1 Regional Geology

The project site lies within the Coastal Plain Region of the Peninsular Ranges Geomorphic Province of California. This province is bounded by the Transverse Ranges Province to the north and the Colorado Desert Province to the east. The Coastal Plain Region is an area characterized by interbedded marine and nonmarine sedimentary rock units deposited over the last 75 million years. The sedimentary rocks are underlain by plutonic crystalline rocks typically composed of granite and granodiorite and the Santiago Peak Volcanics.

4.2 Site Geology

Soils at locations of the distressed pavement consist of engineered fills underlain by bedrock consisting of metamorphic rocks or sedimentary formation. Descriptions of the geology for each location are presented in Appendix 1, Table 1.

4.2.1 Lithology

The following materials are found within the project limits.

Engineered Fill

Engineered fill is material placed according to engineering practices during the construction of the highway, road embankments, bridge abutments, and culverts. Engineered fill consists of clays clayey sands and sands with gravels. Engineered fill exists at all four locations.

Metamorphic Rocks Bedrock

Metavolcanic rocks bedrock consists of metasedimentary and/or metavolcanic units. They are characterized by generally mildly metamorphosed volcanic, volcanoclastic, and sedimentary rocks with variable degrees of weathering by depth. Volcanic rocks range from basalt to rhyolite but are predominantly andesite and dacite.

Friars Formation

Consists of nonmarine and lagoonal claystone and sandstone. The claystone is composed of montmorillonite and kaolinite. The sandstone is typically massive, and poorly indurated. This formation is inherently unstable and known to be susceptible to landsliding. In addition, materials derived from this formation are known to perform poorly when utilized as engineered fill.

4.3 Faulting and Seismicity

The project is in a seismically active region influenced by the San Andreas Fault system located at the boundary between the North American Plate and the Pacific Plate. Seismically, the Elsinore Fault Zone and the Newport-Inglewood-Rose Canyon Fault Zones also impact the project location.

No fault lies at the project location. However, the project location will be impacted by the closest regional active Newport-Inglewood-Rose Canyon Fault Zone (Silver Strand Section – Downtown Graben Fault.) The fault identification is 410 and it is capable of producing a Maximum Magnitude seismic event of 6.8 on the Richter Scale. It is located 10 miles to the south from the project location, and it is anticipated to generate Peak Ground Acceleration of 0.22-g (Caltrans ARS Online Tool).

5.0 GEOTECHNICAL CONDITIONS

The following section describes geotechnical conditions including: groundwater, seismic hazards, and excavation characteristics.

5.1 Subsurface Soil Conditions

For each project location subsurface soil conditions are presented in Table 1.

5.2 Groundwater

In borings drilled for the Locations 3 and 4, groundwater was not encountered. In addition, log of test borings from the bridges built near the locations of the distressed pavements did not intercept groundwater. Groundwater will not impact the proposed project. Perched ground water may be encounter during the construction phase of this project

5.3 Corrosion

Corrosion sampling and testing was not performed for this project.

5.4 Seismic Hazards

Surface Fault Rupture Potential

Using the California Geological Survey (CGS) Fault Activity Map of California web tool, the locations of distressed pavement are not within any Alquist-Priolo Earthquake Fault Zone (AP EFZ) or within 1,000 feet of any unzoned faults that has been active within Halocene time (the past 10,000 to 15,000 years). There is no surface rupture potential at the project location.

Liquefaction / Lateral Spreading Potential

Typically, liquefaction occurs in areas where groundwater is less than 50 feet from the surface and where the soils are predominantly comprised of poorly consolidated fine sands, silty sands, and

non-plastic silts. Due to the clayey nature of the subsurface soils and dense nature of their underlying residual soils and formation rock or formations, the potential for soil liquefaction due to strong ground shaking at the proposed locations is considered negligible.

6.0 **RECOMMENDATIONS**

No evidence was found to relate the distressed pavement to a geotechnical issue at Locations 1 and 2 (PM 13.50 and 14.50). This conclusion is explained in Table 1.

Recommendations for the mitigation of the distressed pavement at Locations 3 and 4 (PM 20.67 and 21.56) that relate to the geotechnical issue are presented in Table 1.

7.0 DESIGN ADVISORIES

Should project design features vary significantly from those described in this report, an addendum to this GDR will be prepared by OGDS Branch B to address the geotechnical considerations related to those features.

8.0 CONSTRUCTION CONSIDERATIONS

The on-site soils may generally be excavated with conventional heavy grading equipment. Excavation methods should be capable of excavating through hard subgrade material.

9.0 REFERENCES

Caltrans, Geotechnical Manual, Updated August 2018

Caltrans, Seismic Design Criteria Version 1.7, April 2013

Caltrans, Soil and Rock Logging, Classification and Presentation Manual, 2010 with Erratum Sheet updated August 2018

Caltrans, ARS Online Version 2.3.09

Caltrans, May 2018, GDR for SR-125 Outer Separation Barrier and Guardrail Replacement.

Caltrans, September 2014, GDR for the Investigation of the Distressed Pavement on SR-125 North from the Jamacha Road Undercrossing.

Caltrans, California Seismic Hazard Map, by Mualchin, 1996.

Caltrans As-Builts, Project EA and Year: 11-146614 (1989), 11-046874 (1990), 11-010734, 11-010724

Caltrans; Memorandum for SR-125; Pavement Rehabilitation Recommendations, March 6, 2019.

Caltrans, DPGDR, State Route 125 Distressed Pavement at Four Locations, March 19, 2019.

Jenkins, Strand, 1962, Geology of California

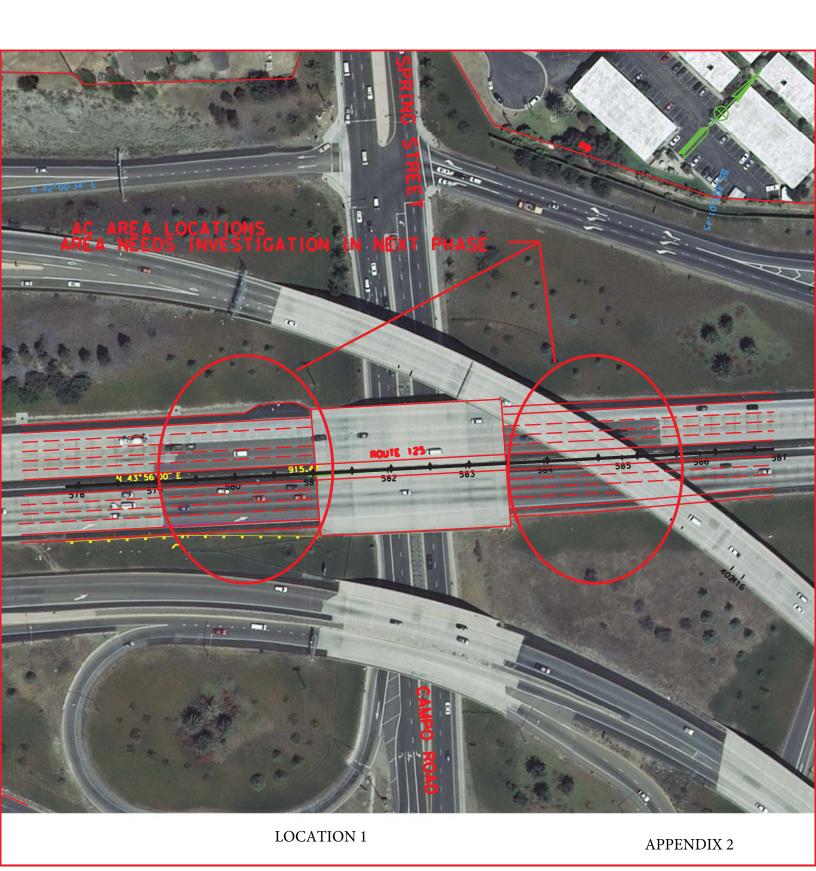
California Division of Mines and Geology, 1965, Geologic Map of California, Santa Ana Sheet.

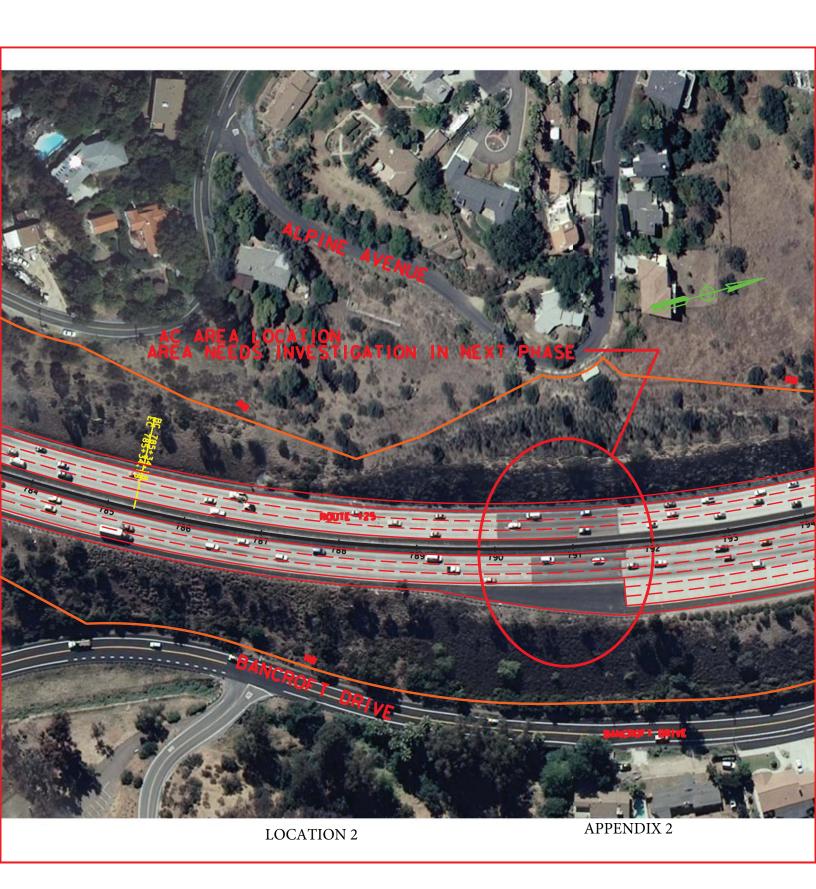
California Division of Mines and Geology, 1975, Geology of the La Mesa Quadrangle, San Diego County, California.

APPENDIX 1

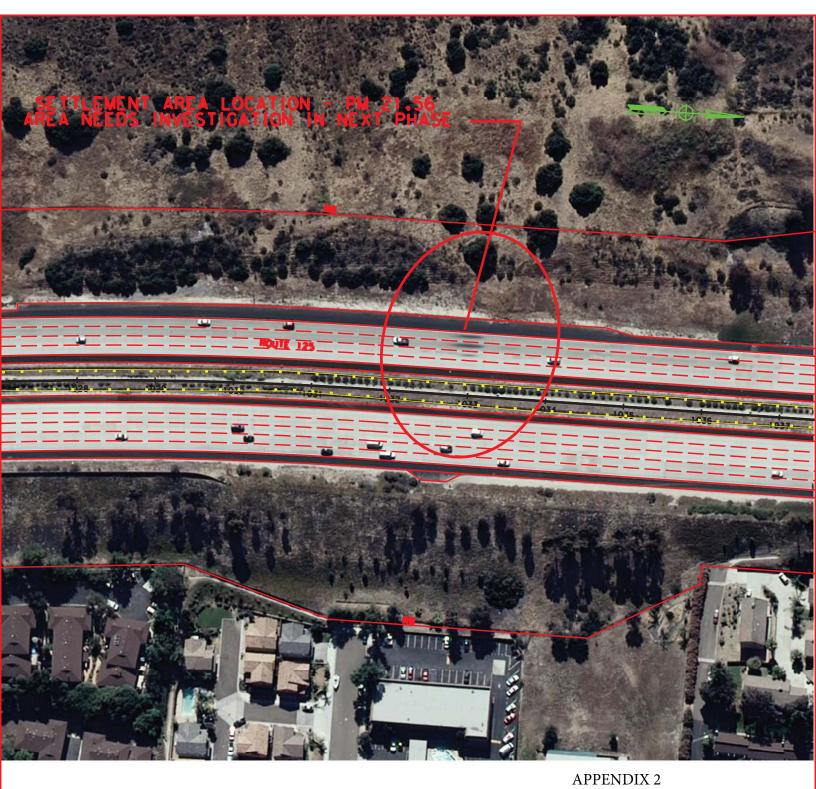
Table 1, Location, Existing Condition, Geology/Subsurface Soil Conditions, Conclusions and Recommendations

| | Post | | | |
|------------|-------|---|---|--|
| Location | Mile | Existing Condition | Geology/Subsurface Soil Conditions | Conclusions and Recommendations |
| Location 1 | 13.50 | Sections of NB and SB traveled ways approximately 200-feet in length adjacent to the north and south deck of the Spring Street Undercrossing are PCC paved over with AC. The AC overlays on each side of the bridge are deteriorated. The AC overlays have been patched. No evidence of ground settlement was observed. | Fill layer consisting of Poorly-graded SAND with some fine GRAVEL. The fill is underlain by the Jurassic/Cretaceous Metamorphic bedrock. Bedrock consists of massive fine to coarse grained rocks with variable degrees of weathering. Weathering generally decreases with depth. | No evidence was found to relate the distressed AC overlays to a geotechnical issue. According to the as built plans from 1989, the AC overlays were placed on the PCC to compensate for elevation differentials between top of the deck of the Spring Street Undercrossing and PCC pavement. Over time, the AC overlays have deteriorated. Consideration should be given to replacing the structural sections to eliminate the elevation differentials between the bridge deck and the PCC pavement. Contact the District 11 Pavement Engineering Branch regarding pavement structural section recommendations. |
| Location 2 | 14.36 | A section of the NB traveled way approximately 115-feet in length and a section of the SB traveled way approximately 160 in length are PCC paved over with AC. Both AC overlays are deteriorated. The AC overlays have been patched. No evidence of ground settlement was observed. | Fill layer consisting of Poorly-graded SAND with some coarse and fine GRAVEL. This fill is underlain by the Jurassic/Cretaceous Metamorphic bedrock. Bedrock consists of massive fine to coarse grained rocks with variable degrees of weathering. Weathering generally decreases with depth. | No evidence was found to relate the distressed AC overlays to a geotechnical issue. According to the as built plans from 1990, the AC overlays were placed on the PCC to compensate for elevation differentials. Over time the AC overlays have deteriorated. Contact the District 11 Pavement Engineering Branch regarding pavement structural section recommendations. |
| Location 3 | 20.67 | An approximately 80-foot long and 40-foot wide section of the AC paved SB-125 and the offramp from SB-125 to Grossmont College Drive has settled to a maximum depth of approximately 10-inches. | Fill layer consisting of a mixture of SANDY Lean CLAY and CLAYEY SAND derived from the nearby cuts into the Friars Formation. This fill layer is underlain by the bedrock consisting of the Friars Formation. | At Locations3 and 4, the distressed pavement is underlain by a layer fill consisting of plastic clayey materials derived from the Friars Formation. The distress of the pavement relates to the differential settlement of the fill materials that underlain the pavement. It is recommended that at Locations 3 and 4, the existing unsuitable soils be removed and replaced with granular materials. These soils should be removed to a depth of 5.0 foot below the pavement surface. A standard geosynthetic material, Biaxial Geofabric, conforming to Caltrans Standard Specifications 96-1.02 P should be placed at 1.0-foot vertical intervals, starting from the bottom of the excavation, and the excavation should be backfilled with Class 2 Aggregate Subbase compacted to 95 % of relative compaction. |
| Location 4 | 21.56 | A dip exists along an approximately 60-foot long section of PCC paved lanes 2, 3, and 4 and the AC paved shoulder. The dip is approximately 3-inches deep. | Fill layer consisting of a mixture of SANDY Lean CLAY, CLAYEY SAND, and GRAVEL derived from the nearby cuts into the Friars Formation. This fill layer is underlain by the bedrock consisting of the Friars Formation. | |









LOCATION 4

OFFICE FILTER:

PROJECT NUMBER: 20193985.001A

KIf gint master 2019

gINT FILE:

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OFFICE FILTER: SAN DIEGO

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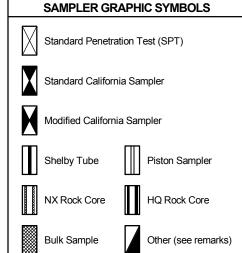
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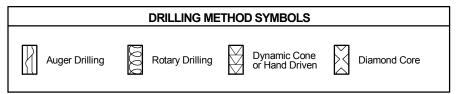
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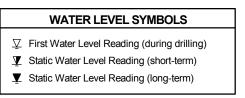
| _ | 1 | GROUP SYMBO | | | |
|--------------------|----------|--|---------------------------|----------|--|
| phic | / Symbol | Group Names | Graphic | / Symbol | Group Names |
| ; ; | GW | Well-graded GRAVEL Well-graded GRAVEL with SAND Poorly graded GRAVEL | | CL | Lean CLAY Lean CLAY with SAND Lean CLAY with GRAVEL SANDY lean CLAY SANDY lean CLAY with GRAVEL |
| 000 | GP | Poorly graded GRAVEL with SAND | | | GRAVELLY lean CLAY GRAVELLY lean CLAY with SAND |
| | GW-GM | Well-graded GRAVEL with SILT Well-graded GRAVEL with SILT and SAND | | CL-ML | SILTY CLAY SILTY CLAY with SAND SILTY CLAY with GRAVEL SANDY SILTY CLAY |
| | GW-GC | Well-graded GRAVEL with CLAY (or SILTY CLAY) Well-graded GRAVEL with CLAY and SAND (or SILTY CLAY and SAND) | | GL-IVIL | SANDY SILTY CLAY with GRAVEL GRAVELLY SILTY CLAY GRAVELLY SILTY CLAY with SAND |
| 00000 | GP-GM | Poorly graded GRAVEL with SILT Poorly graded GRAVEL with SILT and SAND | | ML | SILT SILT with SAND SILT with GRAVEL SANDY SILT |
| | GP-GC | Poorly graded GRAVEL with CLAY (or SILTY CLAY) Poorly graded GRAVEL with CLAY and SAND (or SILTY CLAY and SAND) | | IVIL | SANDY SILT with GRAVEL GRAVELLY SILT GRAVELLY SILT with SAND |
| 00000 | GM | SILTY GRAVEL SILTY GRAVEL with SAND | | OL | ORGANIC lean CLAY ORGANIC lean CLAY with SAND ORGANIC lean CLAY with GRAVEL SANDY ORGANIC lean CLAY |
| | GC | CLAYEY GRAVEL CLAYEY GRAVEL with SAND | | | SANDY ORGANIC lean CLAY with GRAVEL GRAVELLY ORGANIC lean CLAY GRAVELLY ORGANIC lean CLAY with SAND |
| | GC-GM | SILTY, CLAYEY GRAVEL SILTY, CLAYEY GRAVEL with SAND | | OL | ORGANIC SILT ORGANIC SILT with SAND ORGANIC SILT with GRAVEL SANDY ORGANIC SILT |
| | sw | Well-graded SAND Well-graded SAND with GRAVEL | $\langle \rangle \rangle$ | <u> </u> | SANDY ORGANIC SILT with GRAVEL GRAVELLY ORGANIC SILT GRAVELLY ORGANIC SILT with SAND |
| | SP | Poorly graded SAND Poorly graded SAND with GRAVEL | | СН | Fat CLAY Fat CLAY with SAND Fat CLAY with GRAVEL SANDY fat CLAY |
| | SW-SM | Well-graded SAND with SILT Well-graded SAND with SILT and GRAVEL | | | SANDY fat CLAY with GRAVEL GRAVELLY fat CLAY GRAVELLY fat CLAY with SAND |
| | sw-sc | Well-graded SAND with CLAY (or SILTY CLAY) Well-graded SAND with CLAY and GRAVEL (or SILTY CLAY and GRAVEL) | | МН | Elastic SILT Elastic SILT with SAND Elastic SILT with GRAVEL SANDY elastic SILT |
| | SP-SM | Poorly graded SAND with SILT Poorly graded SAND with SILT and GRAVEL | | | SANDY elastic SILT with GRAVEL GRAVELLY elastic SILT GRAVELLY elastic SILT with SAND |
| | SP-SC | Poorly graded SAND with CLAY (or SILTY CLAY) Poorly graded SAND with CLAY and GRAVEL (or SILTY CLAY and GRAVEL) | | ОН | ORGANIC fat CLAY ORGANIC fat CLAY with SAND ORGANIC fat CLAY with GRAVEL SANDY ORGANIC fat CLAY |
| | SM | SILTY SAND SILTY SAND with GRAVEL | | | SANDY ORGANIC fat CLAY with GRAVEL GRAVELLY ORGANIC fat CLAY GRAVELLY ORGANIC fat CLAY with SAND |
| | sc | CLAYEY SAND with GRAVEL | | ОН | ORGANIC elastic SILT ORGANIC elastic SILT with SAND ORGANIC elastic SILT with GRAVEL SANDY elastic ELASTIC SILT |
| | SC-SM | SILTY, CLAYEY SAND SILTY, CLAYEY SAND with GRAVEL | | | SANDY ORGANIC elastic SILT with GRAVEL GRAVELLY ORGANIC elastic SILT GRAVELLY ORGANIC elastic SILT with SAND |
| 77. 77. 77. 77. | PT | PEAT | | OL/OH | ORGANIC SOIL ORGANIC SOIL with SAND ORGANIC SOIL with GRAVEL SANDY ORGANIC SOIL |
| Š | | COBBLES COBBLES and BOULDERS BOULDERS | | | SANDY ORGANIC SOIL with GRAVEL GRAVELLY ORGANIC SOIL GRAVELLY ORGANIC SOIL with SAND |

| | FIELD AND LABORATORY TESTS |
|----|--|
| С | Consolidation (ASTM D 2435-04) |
| CL | Collapse Potential (ASTM D 5333-03) |
| CP | Compaction Curve (CTM 216 - 06) |
| CR | Corrosion, Sulfates, Chlorides (CTM 643 - 99; CTM 417 - 06; CTM 422 - 06) |
| CU | Consolidated Undrained Triaxial (ASTM D 4767-02) |
| DS | Direct Shear (ASTM D 3080-04) |
| EI | Expansion Index (ASTM D 4829-03) |
| M | Moisture Content (ASTM D 2216-05) |
| ОС | Organic Content (ASTM D 2974-07) |
| Р | Permeability (CTM 220 - 05) |
| PA | Particle Size Analysis (ASTM D 422-63 [2002]) |
| PI | Liquid Limit, Plastic Limit, Plasticity Index (AASHTO T 89-02, AASHTO T 90-00) |
| PL | Point Load Index (ASTM D 5731-05) |
| PM | Pressure Meter |
| PP | Pocket Penetrometer |
| R | R-Value (CTM 301 - 00) |
| SE | Sand Equivalent (CTM 217 - 99) |
| SG | Specific Gravity (AASHTO T 100-06) |
| SL | Shrinkage Limit (ASTM D 427-04) |
| SW | Swell Potential (ASTM D 4546-03) |
| TV | Pocket Torvane |
| UC | Unconfined Compression - Soil (ASTM D 2166-06) Unconfined Compression - Rock (ASTM D 2938-95) |
| UU | Unconsolidated Undrained Triaxial (ASTM D 2850-03) |
| | |



UW Unit Weight (ASTM D 4767-04)VS Vane Shear (AASHTO T 223-96 [2004])







Department of Transportation Division of Engineering Services Geotechnical Services REPORT TITLE

BORING RECORD LEGEND

DIST. COUNTY ROUTE POSTMILE

11 San Diego SR-125

PROJECT OR BRIDGE NAME

SR-125 DISTRESS PAVEMENT AT FOUR LOCTIONS

BRIDGE NUMBER PREPARED BY DATE SHEET 6-14-19 1 of 3

EA 11-42380

| APPARENT DENSITY OF COHESIONLESS SOILS | | | |
|--|--|--|--|
| Descriptor | SPT N ₆₀ - Value (blows / foot) | | |
| Very Loose | 0 - 4 | | |
| Loose | 5 - 10 | | |
| Medium Dense | 11 - 30 | | |
| Dense | 31 - 50 | | |
| Very Dense | > 50 | | |

| MOISTURE | | | |
|---------------------|---|--|--|
| Descriptor Criteria | | | |
| Dry | Absence of moisture, dusty, dry to the touch | | |
| Moist | Damp but no visible water | | |
| Wet | Visible free water, usually soil is below water table | | |

| PERCENT OR PROPORTION OF SOILS | | | |
|--------------------------------|--|--|--|
| Descriptor Criteria | | | |
| Trace | Particles are present but estimated to be less than 5% | | |
| Few | 5 to 10% | | |
| Little | 15 to 25% | | |
| Some | 30 to 45% | | |
| Mostly | 50 to 100% | | |

| SOIL PARTICLE SIZE | | | | | |
|--------------------|--------|-------------------------------|--|--|--|
| Descriptor | | Size | | | |
| Boulder | | > 12 inches | | | |
| Cobble | | 3 to 12 inches | | | |
| Gravel | Coarse | 3/4 inch to 3 inches | | | |
| Gravei | Fine | No. 4 Sieve to 3/4 inch | | | |
| | Coarse | No. 10 Sieve to No. 4 Sieve | | | |
| Sand | Medium | No. 40 Sieve to No. 10 Sieve | | | |
| | Fine | No. 200 Sieve to No. 40 Sieve | | | |
| Silt and Clay | | Passing No. 200 Sieve | | | |

| PLASTICITY OF FINE-GRAINED SOILS | | | | |
|----------------------------------|--|--|--|--|
| Descriptor | Criteria | | | |
| Nonplastic | A 1/8-inch thread cannot be rolled at any water content. | | | |
| Low | The thread can barely be rolled, and the lump cannot be formed when drier than the plastic limit. | | | |
| Medium | The thread is easy to roll, and not much time is required to reach the plastic limit; it cannot be rerolled after reaching the plastic limit. The lump crumbles when drier than the plastic limit. | | | |
| High | It takes considerable time rolling and kneading to reach the plastic limit. The thread can be rerolled several times after reaching the plastic limit. The lump can be formed without crumbling when drier than the plastic limit. | | | |

| CEMENTATION | | | |
|-------------|---|--|--|
| Descriptor | Criteria | | |
| Weak | Crumbles or breaks with handling or little finger pressure. | | |
| Moderate | Crumbles or breaks with considerable finger pressure. | | |
| Strong | Will not crumble or break with finger pressure. | | |

NOTE: This legend sheet provides descriptors and associated criteria for required soil description components only. Refer to Caltrans Soil and Rock Logging, Classification, and Presentation Manual (2010), Section 2, for tables of additional soil description components and discussion of soil description and identification.



Department of Transportation
Division of Engineering Services
Geotechnical Services

REPORT TITLE

BORING RECORD LEGEND

DIST. COUNTY ROUTE POSTMILE EA 11-42380

PROJECT OR BRIDGE NAME

SR-125 DISTRESS PAVEMENT AT FOUR LOCATIONS

BRIDGE NUMBER PREPARED BY DATE SHEET
St 6-14-19 2 of 3

| BEDDING SPACING | | | | |
|---|---|--|--|--|
| Descriptor | Thickness or Spacing | | | |
| Massive Very thickly bedded Thickly bedded Moderately bedded Thinly bedded Very thinly bedded Laminated | > 10 ft 3 to 10 ft 1 to 3 ft 3-5/8 inches to 1 ft 1-1/4 to 3-5/8 inches 3/8 inch to 1-1/4 inches < 3/8 inch | | | |

| | CK | | | | | | | | |
|-------------------------|---|--|--|--|---|---|--|--|--|
| | Diagnostic Features Chemical Weathering-Discoloration-Oxidation Mechanical Weathering Texture and Solutioning | | | | | | | | |
| | | | | | | | | | |
| Descriptor | Body of Rock | Fracture Surfaces | and Grain Boundary Conditions | Texture | Solutioning | General Characteristics | | | |
| Fresh | No discoloration, not oxidized | No discoloration or oxidation | No separation, intact (tight) | No change | No solutioning | Hammer rings when crystalline rocks are struck. | | | |
| Slightly Weathered | Discoloration or oxidation is limited to surface of, or short distance from, fractures; some feldspar crystals are dull | Minor to complete discoloration or oxidation of most surfaces | No visible separation, intact (tight) | Preserved | Minor leaching of some soluble minerals may be noted | Hammer rings when crystalline rocks are struck. Body of rock not weakened. | | | |
| Moderately Weathered | Discoloration or oxidation extends from fractures usually throughout, Fe-Mg minerals are "rusty"; feldspar crystals are "doudy" | All fracture surfaces are discolored or oxidized | Partial separation of boundaries visible | Generally preserved | Soluble minerals may be mostly leached | Hammer does not ring when rock is struck. Body of rock is slightly weakened. | | | |
| Intensely Weathered | Discoloration or oxidation throughout; all feldspars and Fe-Mg minerals are altered to clay to some extent; or chemical alteration produces in situ disaggregation (refer to grain boundary conditions) | All fracture surfaces are discolored or oxidized; surfaces are friable | Partial separation, rock is friable; in semi-arid conditions, granitics are disaggregated | Altered by chemical disintegration such as via hydration or argillation | Leaching of soluble minerals may be complete | Dull sound when struck with hammer; usually can be broken with moderate to heavy manual pressure or by light hammer blow without reference to planes of weakness such as incipient or hairline fractures or veinlets. Rock is significantly weakened. | | | |
| Decomposed | Discolored of oxidized throughout, but resistant minerals such as quartz may be unaltered; all feldspars and Fe-Mg minerals are completely altered to clay | | Complete separation of grain boundaries (disaggregated) | Resembles a soil; partial or complete remnant rock structure may be preserved; leaching of soluble minerals usually complete | | Can be granulated by hand. Resistant minerals such as quartz may be present as "stringers" or "dikes". | | | |

Note: Combination descriptors (such as "slightly weathered to fresh") are used where equal distribution of both weathering characteristics is present over significant intervals or where characteristics present are "in between" the diagnostic feature. However, combination descriptors should not be used where significant identifiable zones can be delineated. Only two adjacent descriptors shall be combined. "Very intensely weathered" is the combination descriptor for "decomposed to intensely weathered".

| RELATIVE STRENGTH OF INTACT ROCK | | | | | | |
|----------------------------------|--|--|--|--|--|--|
| Descriptor | Uniaxial Compressive Strength (psi) | | | | | |
| Extremely Strong | > 30,000 | | | | | |
| Very Strong | 14,500 - 30,000 | | | | | |
| Strong | 7,000 - 14,500 | | | | | |
| Medium Strong | 3,500 - 7,000 | | | | | |
| Weak | 700 - 3,500 | | | | | |
| Very Weak | 150 - 700 | | | | | |
| Extremely Weak | < 150 | | | | | |

| Mileriely Strong | > 30,000 |
|------------------|-----------------|
| ery Strong | 14,500 - 30,000 |
| strong | 7,000 - 14,500 |
| ledium Strong | 3,500 - 7,000 |
| Veak | 700 - 3,500 |
| 'ery Weak | 150 - 700 |
| xtremely Weak | < 150 |
| | |

| CORE RECOVERY CALCULATION | (%) |
|--|---------|
| Σ Length of the recovered core pieces (in.) | _ v 100 |
| Total length of core run (in.) | - X 100 |

| RQD CALCULATION (%) | |
|--|-------|
| Σ Length of intact core pieces > 4 in. Total length of core run (in.) | x 100 |

| ROCK HARDNESS | | | | | | | |
|--------------------|---|--|--|--|--|--|--|
| Descriptor | Criteria | | | | | | |
| Extremely Hard | Specimen cannot be scratched with pocket knife or sharp pick; can only be chipped with repeated heavy hammer blows | | | | | | |
| Very hard | Specimen cannot be scratched with pocket knife or sharp pick; breaks with repeated heavy hammer blows | | | | | | |
| Hard | Specimen can be scratched with pocket knife or sharp pick with heavy pressure; heavy hammer blows required to break specimen | | | | | | |
| Moderately Hard | Specimen can be scratched with pocket knife or sharp pick with light or moderate pressure; breaks with moderate hammer blows | | | | | | |
| Moderately Soft | Specimen can be grooved 1/6 in. with pocket knife or sharp pick with moderate or heavy pressure; breaks with light hammer blow or heavy hand pressure | | | | | | |
| Soft | Specimen can be grooved or gouged with pocket knife or sharp pick with light pressure, breaks with light to moderate hand pressure | | | | | | |
| Very Soft | Specimen can be readily indented, grooved, or gouged with fingernail, or carved with pocket knife; breaks with light hand pressure | | | | | | |

| FRACTURE DENSITY | | | | | | |
|--------------------------|--|--|--|--|--|--|
| Descriptor Criteria | | | | | | |
| Unfractured | No fractures | | | | | |
| Very Slightly Fractured | Lengths greater 3 ft | | | | | |
| Slightly Fractured | Lengths from 1 to 3 ft, few lengths outside that range | | | | | |
| Moderately Fractured | Lengths mostly in range of 4 in. to 1 ft, with most lengths about 8 in. | | | | | |
| Intensely Fractured | Lengths average from 1 in. to 4 in. with scattered fragmented intervals with lengths less than 4 in. | | | | | |
| Very Intensely Fractured | Mostly chips and fragments with few scattered short core lengths | | | | | |



Department of Transportation Division of Engineering Services **Geotechnical Services**

| | REPORT TITLE | | | | | | | | | | |
|---|--|-------------|-------------|----------|---------|---------|--|--|--|--|--|
| | BORING RECORD LEGEND | | | | | | | | | | |
| | DIST. | COUNTY | | POSTMILE | EA | | | | | | |
| | 11 | San Dieg | o SR-125 | | 1.1 | 1-42380 | | | | | |
| | | CT OR BRIDG | | | | | | | | | |
| | SR-125 DISTRESS PAVEMENT AT FOUR LOCATIONS | | | | | | | | | | |
| Ī | BRIDGE | NUMBER | PREPARED BY | | DATE | SHEET | | | | | |
| | | | St | | 6-14-19 | 3 of 3 | | | | | |

gINT FILE: KIf_gint_master_2019 gINT TEMPLATE: E:KLF_STANDARD_GINT_LIBRARY

PROJECT NUMBER: 20193985.001A ARY 2019.GLB [CLIENT_CALTRANS BR KEY P3_ROCK(CT LOGO)]



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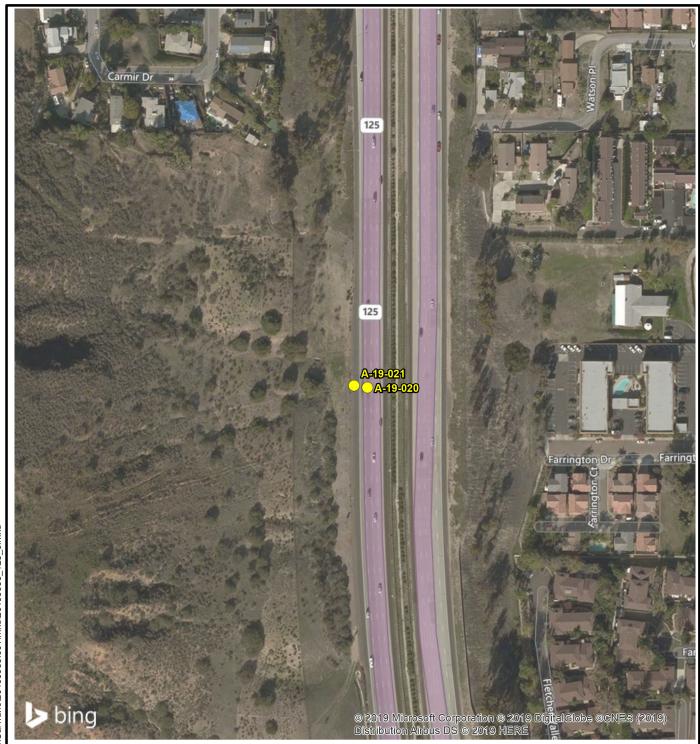


BORING LOCATION

LEGEND



| | PROJECT EA. | 11-42380 | | FIGURE |
|---|---------------------------|-----------|---|--------|
| | DRAWN: | 7/16/2019 | LOCATION 3 (PM 20.67) | |
| , | DRAWN BY: | JP | | |
| | CHECKED BY: | ST | SR-125 DISTRESSED PAVEMENT | |
| | FILE NAME: 20193985_12 | 5_5.MXD | CALTRANS DISTRICT 11 SAN DIEGO, CALIFORNIA | |



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BORING LOCATION 1 100 200 400



| | PROJECT EA. | 11-42380 | | FIGURE |
|---|---------------------------|-----------|---|--------|
| | DRAWN: | 7/16/2019 | LOCATION 3 (PM 21.56) | |
| , | DRAWN BY: | JP | | |
| | CHECKED BY: | ST | SR-125 DISTRESSED PAVEMENT | |
| | FILE NAME: 20193985_12 | 5_6.MXD | CALTRANS DISTRICT 11 SAN DIEGO, CALIFORNIA | |

LEGEND

SHOPP Project Performance Output Sheet

| District - County - Rte - (PM) | PPNO | EA | Program Code | Fiscal Year | Progra | Programmed Construction \$ | | | \$ 34,185,000.00 |
|---|----------------|----------|---------------------|----------------|----------|----------------------------|------------------|---------|-----------------------------|
| 11-SD-94, 125 - (R9.8/R10.6, 12.9/22.3) | 1257 | 42380 | 121 | 2021/2022 | Progra | mmed R | /W \$ | | \$ 250,000.00 |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | ACCT. | Quant | ity of Perfo | rmance Uni | its | | Perforn | nance | PERFORMANCE |
| PROGRAM | CODE 20.XX. | Ten Year | PID | PA &ED | RTL | CCA | After Constru | ıction | units |
| 101 | | Plan | 0/07/47 | 11/18/2019 | | | Constr | 1011011 | 4 |
| Approval Date Construction Cost (\$1,000) | 4 | \$0 | 6/07/17 \$34,200 | \$35,757 | 1 | - | | | |
| Right of Way Cost (\$1,000) | | \$0 | \$252 | \$252 | | <u> </u> | 1 | | |
| EMERGENCY | | 7 | V | Ų | | | | | |
| Major Damage Restoration | 201.130 | | | | | | | | Locations |
| COLLISION REDUCTION | 201.100 | | | | | | | | Locations |
| Safety Improvements | 201.010 | | | | | | | | Fatal & Injury Collision |
| Collision Severity Reduction | 201.010 | | | | | | <u> </u> | | Fatal & Injury Collision |
| Median Barrier Upgrade | 201.013 | | | | 1 | - | <u> </u> | | Fatal & Injury Collision |
| | 201.020 | | | | | | | | ratar & Injury Comsion |
| MANDATES | 004 100 | | | | | | | | 0 (") |
| Relinquishments | 201.160 | | | | | | <u> </u> | | Centerline Miles |
| Noise Attenuation for Schools | 201.270 | | | | } | | <u> </u> | | Locations |
| Railroad | 201.325 | | | | - | | - | | Locations |
| Hazardous Waste Mitigation Storm Water | 201.330 | | | | - | | - | | Locations |
| | 201.335 | | | | ļ | - | <u> </u> | | Locations |
| ADA Compliance SHOPP TEA | 201.361 | | | | ļ | - | <u> </u> | | Locations |
| | 201.730 | | | | | | | | Locations |
| BRIDGE | | | | | | | | | |
| Bridge Rehabilitation | 201.110 | | 8 | 2 | | | | | Bridges |
| Bridge Preservation | 201.115 | | | | | | | | Bridges |
| Bridge Scour Mitigation | 201.111 | | | | | | | | Bridges |
| Bridge Rail Replacement/Upgrade | 201.112 | | | | | | | | Feet |
| Bridge Seismic Restoration | 201.113 | | | | | | | | Bridges |
| Bridge Widening Trans Permit Requirements for | 201.114 | | | | | | <u> </u> | | Bridges |
| · | 201.322 | | | | | | | | Bridges |
| ROADWAY | | | | | | | | | |
| Roadway Rehabilitation | 201.120 | | 40.5 | 40.5 | | | | | Project Lane Miles, Retired |
| Pavement Preservation | 201.121 | | 49.5 | 49.5 | | | | | Lane Miles |
| Long-Life Pavement Corridors | 201.125 | | | | | | <u> </u> | | Lane Miles |
| Roadway Protective Betterment | 201.150 | | 1 | 2 | | | | | Locations |
| Drainage System Restoration | 201.151 | | l | 2 | | | | | Culverts |
| Signs and Lighting Rehabilitation | 201.170 | | | | | | | | Signs |
| MOBILITY | | | | | | | | | |
| Operational Improvements | 201.310 | | | | ļ | | | | Million Veh. Hr / yr |
| Transportation Management | 201.315 | | | | <u> </u> | | | | Million Veh. Hr / yr |
| Truck Inspection & WIM Facilities | 201.321 | | | | | | | | Locations |
| ROADSIDE | | | | | | | | | |
| Highway Planting Restoration | 201.210 | | | | | | | | Acres |
| Roadside Safety Improvements | 201.235 | | | | | | | | Locations |
| Roadside Enhancement | 201.240 | | | | | | | | Locations |
| Beautification and Modernization | 201.245 | | | | | | | | Centerline Miles |
| Safety Roadside Rest Area | 201.250 | | | | | | | | Locations |
| New Safety Roadside Rest Areas | 201.260 | | | | | | | | Locations |
| FACILITIES | | | | | | | | | |
| Equipment Facilities | 201.351 | | | | | | | | Facilities |
| Maintenance Facilities | 201.352 | | | | | | | | Facilities |
| Office Buildings | 201.353 | | | | | | | | Facilities |
| Materials Lab | 201.354 | | | | | | | | Facilities |

| Additional Performance Units | | | | | | |
|------------------------------|--|----|----|--|--|------------|
| ADA Components | | 27 | 27 | | | Curb Ramps |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

Memorandum

Making Conservation a California Way of Life.

To: MIKE NICHOLS

Senior Transportation Engineer

District 11 Design

San Diego

Project: 1116000061

Date:

EA 11-42380

July 26, 2019

SD-125, PM 13/22.3 CA-125_Approach Slabs Br No. 57-1046R, 57-0308

From: HOWARD NG

Branch Chief

Office of Bridge Design, South

Branch 20

Subject: Preliminary Cost Estimate for CA-125 Approach Slabs

HNg

Bridge Design Branch 20 has prepared a Structure APS Cost Estimate update for rehabilitation work on CA-125 as requested by District 11 in an email dated July 19th, 2019. The email has requested us to revise the scope of work at Chatham Street UC and Spring Street UC.

The estimated construction cost, including 10% time-related overhead, 10% mobilization, and 25% contingencies is as follows:

| Structure Name | <u>Bridge No.</u> | Est | timated Cost |
|-------------------|-------------------|---------------------|--------------|
| Chatham Street UC | 57-1046R | | \$1,100 |
| Spring Street UC | 57-0308 | | \$220,000 |
| | | Grand Total: | \$221,100 |

This structure cost estimate was prepared based on the following assumptions:

- 1. Lane closure will be required. Traffic handling cost to be determined by District.
- 2. No environmental and working day constraints has been assumed based on current project information provided.
- 3. Fletcher Parkway OH, S125-EB Connector OC, Grossmont Blvd UC, Navajo Road UC, S125-W8/Grossmont Center Drive OC, and Lemon Avenue UC bridge works have been removed from this updated APS cost estimate as requested per email discussion on December 11th, 2018 and previously on Jan 12, 2017 with district project engineers.

The rehabilitation work on Chatham Street UC (57-1046R) includes unsound concrete removal and placing rapid setting concrete to patch the right bridge.

The rehabilitation work for Spring Street UC (57-0308) is for methacrylate treatment, joint seal replacement, and securing soffit access openings for the southeast and southwest corners of the

bridge (abutment 1). For unsound concrete removal and rapid setting concrete patch, we assume the quantity to be 1% of the bridge area (including approach slabs) with a depth of 3in. Additionally, we are assuming that the joint seals between the approach and sleeper slabs will be replaced along with the joint seals at EB and BB.

If you have any questions or if you need additional information regarding this cost estimate, please contact Patrick Khanh at (909) 595 7048 or myself at (909) 598-6367.

ATTACHMENT V

DISTRICT 11 COS SUPPORT ESTIMATE INCREASE REQUEST

PROJECT ID <u>11-1600-0061</u>

DISTRICT/EA <u>11-42380</u> **PGM Doc.** <u>SHOPP</u> **PGM Del FY** <u>21/22</u> **PROG CODE** <u>20.XX.201.121</u>

CURRENT PHASE: PA&ED Cty Rte PM

SD 125 13.0/22.3

Project Description (legal):

Near La Mesa and in Santee, from 0.2 mile south of Route 125/94 Separation to Mission Gorge Road.

Describe the Work:

Rehabilitate pavement by replacing concrete slabs; cold plane and overlay shoulders, ramps, and connectors with Rubberized Hot Mix Asphalt; Metal Beam Guardrail upgrades to Midwest Guardrail Systems; reconstruction of 27 curb ramps; and reconstruction of structure approach slabs.

FUNDING Change (\$'s in 1,000's)

| | EXISTING (Programmed) | | PROPOSED | | PERCENT CHANGE FROM EXISTING | |
|---------|--------------------------|--------------|---------------|--------------|---------------------------------|--------------|
| | <u>Value</u> | <u>FY</u> | <u>Value</u> | <u>FY</u> | <u>Value</u> | Value % |
| PA&ED | \$ 1,383 | <u>17/18</u> | \$ 1,383 | <u>17/18</u> | \$ - | 0.0% |
| PS&E | \$ 2,541 | <u>19/20</u> | \$ 2,541 | <u>19/20</u> | <u>\$</u> | 0.0% |
| R/W SUP | \$ 53.0 | <u>19/20</u> | <u>\$ 53</u> | <u>19/20</u> | <u>\$</u> | 0.0% |
| CON SUP | \$ 3,863 | <u>21/22</u> | \$ 5,218 | 21/22 | \$ 1,355 | <u>35.1%</u> |
| R/W CAP | <u>\$ 252</u> | <u>21/22</u> | <u>\$ 252</u> | <u>21/22</u> | <u>\$</u> | 0.0% |
| CON CAP | <u>\$ 34,185</u> | <u>21/22</u> | \$ 39,479 | 21/22 | \$ 5,294 | <u>15.5%</u> |

1) WHAT CHANGED FROM ORIGINAL ASSUMPTIONS?

• Reduction in the Construction Monthly Progress Pay Estimates.

The contractors average monthly progress pay estimate, based on 240 working days, is projected to be \$3.5 million. This amount of work limits the number of contractors who can bid on the project and more than likely increase the contractor's bids. Increasing the number of working days to 350 will reduce the monthly pay estimate to \$2.5 million.

• Reduction in Construction Support cost.

The estimate for Construction Support is \$6.1 million for 350 working days. The support estimate includes 35 Contract Change Order days, and 170 non-working days for weather or controlling operation suspension. Construction is anticipating asphalt concrete paving to be the controlling operation. Rubberized Hot Mix Asphalt-Gap Graded requires ambient air temperature of at least 55 degrees F and a surface temperature of at least 60 degrees F.

DISTRICT 11 COS SUPPORT ESTIMATE INCREASE REQUEST PROJECT ID 11-1600-0061 DISTRICT/EA 11-42380 DIAGE DA & ED.

PHASE PA&ED

Suspending the contract from during the first winter season, November 1st through May 31st, due to low ambient air temperatures reduces the construction staffing required for the project. Minimal staffing for stormwater and inspection, construction administration, and field safety reviews will continue at a reduced amount of time. Suspending the project due to low ambient air temperatures is projected to reduce support cost to \$5,218,602.

• Reduction in Plant Establishment Days and Type

The project proposes to reduce the Plant Establishment (PE) days from 250 days to 125 days. In addition, Type 2 plant establishment period with starting after all planting work has been completed, except for plant establishment work, and performed during the contract 350 working days. The District Landscape Architect concurs with proposed Type 2 PE and 125 days.

• Increase in Construction Capital Cost

The current Total Capital Cost estimate of \$39,732,000 is 15.5% above the programmed amount. The Construction Capital estimate is within 20% of the programmed amount. The District is not requesting additional construction funding at this time. The project is still in the PAED phase and the Engineer's Estimate is preliminary with a 20% contingency. During design additional information will be known and a more detailed estimate will be prepared. It is anticipated that a 1st constructability review will be conducted in November of 2020 and a 2nd constructability review in January of 2021 providing an opportunity for updated estimates. Construction is anticipated in March of 2022.

| | EXISTING DAYS (Programmed) | PROPOSED DAYS | PERCENT CHANGE |
|--------------------------|----------------------------|------------------|-------------------|
| Working Days | 240 | 350 | 45.8% |
| Construction | | | |
| Change Orders | N/A | 35 | |
| Non-Working Weather Days | N/A | 21 | |
| Suspension | N/A | 145 | |
| Plant Establishment | 250 ¹ | 125 ² | -50% |
| Total | 490 | 551 | |

- 1. Type 1 Plant Establishment
- 2. Type 2 Plant Establishment included in the Working Days

DISTRICT 11 COS SUPPORT ESTIMATE INCREASE REQUEST PROJECT ID 11-1600-0061 DISTRICT/EA 11-42380 PHASE PA&ED

Primary Asset Information

(for Pavement, Bridge, Culvert, or TMS)

| Primary Asset: | Pavement(201.120,201.121,201.122,201.125) |
|----------------|---|
| Units: | Lane-miles |

| | Value | Units | |
|------------|-------|---------------------|--|
| Programmed | 49.5 | Lane miles(201.121) | |
| Proposed | 49.5 | Lane miles(201.121) | |
| Change | 0.0 | Lane miles(201.121) | |

DISCUSSION

A meeting on November 18, 2019 with Design and Construction reviewed the project schedule and support cost resources. The project proposes to increase the construction support cost from \$3,863,000 to \$5,218,602. The Construction Support to Total Capital Cost ratio will increase from 11.3% to 13.2%. Constructions Phase 3 Work Agreement support ratio is in line for this type of project. The work agreement takes into consideration night time lane closures to perform most of the construction operations. The project design manager submitted the proposed increase in Construction Support, at the December 19, 2019 meeting, to Design, Construction, Program/Project Management and Executive Management. It was determined to evaluate the construction support cost by suspending the construction contract during winter months. Construction staffing during the winter months will be needed for safety, stormwater inspection, monthly progress pay estimates and working days.

Furthermore, Construction and Design identified construction support cost savings by changing the landscape PE to Type 2 and reducing the PE to 125 days. The team also identified a potential saving with bench mark inspection. Construction concurred the construction of the curb ramps could use bench marked inspection if the pre and post survey by the contractor is added to the contract bid items and specifications. The pre and post inspection is normally added when the slopes of the designed curb ramps are within the DIB 82-06 (Pedestrian Accessibility Guidelines for Highway Projects) slopes but are greater than the slopes shown in the standard plans. The risk to the department is low by utilizing pre and post surveys for the curb ramp construction. There is an extended closure identified at the north end of the project. It has been determined a 55-hour closure is required to reconstruct 3 locations where the pavement has settled. The reconstruction includes over-excavation to correct subgrade settlement. The design team will use the closure to replace additional PCC panels within the closure limits. There is a construction support savings by using the closure to replace PCC panels that would otherwise require multiple night closures to replace.

If the added construction support funding is not available the design team will reduce the scope of the project by removing the median and outside shoulder rehabilitation, comprised of cold plane and overlays, and upgrading Metal Beam Guardrail to Midwest Guardrail System. This work will DISTRICT 11 COS SUPPORT ESTIMATE INCREASE REQUEST PROJECT ID 11-1600-0061
DISTRICT/EA 11-42380
PHASE PA&ED

need to be reprogrammed into a new project.

OPTIONS to CONSIDER:

- Reduction in Plant Establishment (Type II)
- Reduction in Construction Inspection resources
 - o Bench Mark Inspection
- Reduction in Construction Consultant resources
- Reduction in Functional Unit resources
- Extended Closures
- Scope Reduction
- Risk Register

2) RECOMMENDATION

It is recommended the additional \$1,355,602 Phase 3 Construction Support cost be approved.

For PPM Use

Does the request require a PCR?
Will the request utilize District Variance?

If Yes, is there enough capacity?



3) LESSONS LEARNED

Identify any pertinent information that could assist future project teams

The scope of the construction support needs to be analyzed in the Project Development phase.

DISTRICT 11 COS SUPPORT ESTIMATE INCREASE REQUEST PROJECT ID 11-1600-0061 DISTRICT/EA 11-42380 PHASE PA&ED Recommend Approval By: W. MICHAEL NICHOLS, Project Manager, Design Concurred By: 1/29/20 Date EVERETTOWNSEND, District Division Chief, Construction ROSS CATHER District Division Chief, Design Approved By: Recommend for approval: Approved By: CLINT PEACE, Branch Chief, Project Management Support SEE NOTE BELOW Approved By: Signature Not Required: Recommend for approval: 1-29-2020 Date Deputy District Director, Program/Project Management PENDING SHOPP ASSET COMM. APPROJAL TOTAL MEQUEST OF P-11 PROJECTS EXCESS Approved By: Signature Not Required: Date DONNA BERRY, Acting Chief Deputy what can be constructed within the Programmed amount? The FCR will

needs to address all cost increases beyond pragrammed values. Using the 120% at this point in the will raise ATT flags. Project Pending Stopp Asset Committee approval.

Rev. 12/02/2019

ATTACHMENT W