ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
SBD/RIV 62 Mill & Overlay (EA 08-1E840)

Resolution SHOPP-P-1819-04B
(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 *SBD/RIV 62 Mill & Overlay (EA 08-1E840)*, effective on, OCTOBER 17, 2018 (will be completed by CTC), is made by and between the California Transportation 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 *SBD/RIV 62 Mill & Overlay (EA 08-1E840)*, 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 policies, and program 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 Exhibit B. 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

SBD/RIV 62 MILL & OVERLAY (EA 1E840)

Resolution SHOPP-P-1819-04B

John Bulinski — 08/08/18

John Bulinski — Date

District Director

California Department of Transportation
(Project Applicant/ Implementing Agency)

Laurie Berman — 9-5-18

Laurie Berman — Date

Director

California Department of Transportation

Susan Bransen — 10/26/18

Susan Bransen — 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 AGREEMENT

Date:	08/07/18 01:27:13 PM

District	EA	Project ID	PPNO	Project Manager
08	1E840	0814000113	0023C	HADIPOUR, ELAHEH

County	Route	Begin Postmile	End Postmile	Implementing Agency	
RIV	62	R 6.7	9.2	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

RIV 62 MILL & OVERLAY

Location/Description

In and near Yucca Valley and Twentynine Palms, from north of Indian Avenue to Utah Trail; also in San Bernardino County (PM 0.0/15.1 and PM 29.3/33.6). Pavement rehabilitation. (G13 Contingency)

Legislative Districts

Assembly:	56	Senate:	31	Congressional:	45

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement	4	82	0		86	Lane-miles
Programmed Condition	Pavement	86	0	0		86	Lane-miles

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	06/28/16	
Right of Way Certification Milestone		12/16/19
Ready to List for Advertisement Milestone		03/16/20
Begin Construction Milestone (Approve Contract)		01/15/21

FUNDING

Component	Fiscal Year	SHOPP					Total
PA&ED	17/18	1,450					1,450
PS&E	17/18	3,500					3,500
RW Support	17/18	1,110					1,110
Const Support	19/20	4,520					4,520
RW Capital	19/20	2,209					2,209
Const Capital	19/20	35,355					35,355
Total		48,144					48,144

08-Riv 62 PM R6.7/9.2
08-SBd-62 PM 0.0/15.1, 29.3/33.6
(EA 1E840) - Project No. 0814000113-PPNO 0023C
HA22-201.121
June 2016

Capital Preventive Maintenance (CAPM)
Project Report

For Project Approval

On Route 62, Near Yucca Valley and 29 Palms

Between North Indian Canyon Drive

And Utah Trail

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:

REBECCA GUIRADO, Deputy District Director, Right of Way

APPROVAL RECOMMENDED:

ELAHEH HADIPOUR,
Project Manager

DAVID BRICKER
Deputy District Director, Environmental Planning

CHRISTY CONNORS,
Deputy Director, Design

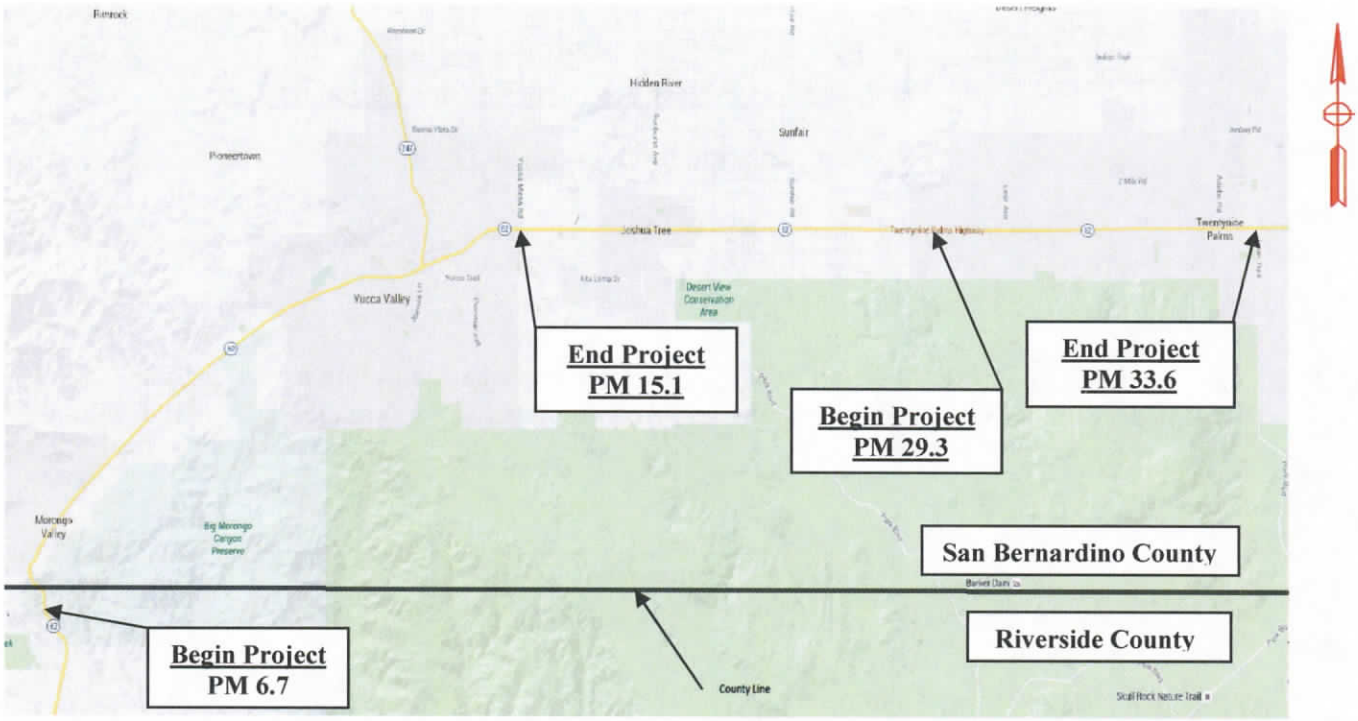
CATALINO A. PINING III
Deputy District Director, Traffic Operations

APPROVED:

JOHN BULINSKI, District Director

6/28/16
Date

Vicinity Map



This supplemental 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.

06/22/2016

KHONDOKAR KARIM
Registered Civil Engineer

Date

I, TRAN HOANG, confirm that the information provided in this report is current /accurate and is ready to be circulated for final signatures.

6-22-16

TRAN HOANG, Office Chief (Acting)
Design C

Date

Table of Contents

1. INTRODUCTION

A Capital Preventive Maintenance (CAPM) Project Initiation Document was approved on June 17, 2014 and is currently programmed for $35,355,000 in the 2016 State Highway Operation & Protection Program (SHOPP) (see Attachment C). This CAPM Project Report has been prepared to re-evaluate the proposed pavement strategy, update Right of Way Data Sheet (RWDS), revise project costs, document approval of Environmental Document and obtain project approval.

This project is located on State Route 62 (SR-62), in Riverside County from 0.25 mile north of North Indian Canyon road at Post Mile (PM R6.7) to San Bernardino County Line (PM 9.2) and in San Bernardino County from PM 0.0 to 15.1 & PM 29.3 to 33.6. The project scope includes mill and overlay of the travelled way and shoulders in both directions and several turnouts, perform digouts, upgrade existing guard rails, replace asphalt concrete dikes, upgrade existing drainage grates to render them bike friendly and replace existing curb ramps to meet current American Disability Act (ADA) standards. The estimated construction cost is $35,354,749. The expected funding source is the Pavement Preservation Program (201.121) for delivery in the 2017/18 Fiscal Year (FY).

On November 20, 2013, a Project Initiation Proposal (PIP) Number 4090 was approved by the Deputy District Director of Program/Project Management (see Attachment D). A Project Change Request (PCR) has been approved on May 18, 2016 in order to increase capital costs and extend FY delivery to 2018.

This project has been assigned to Category 5, in accordance with Chapter 8, Section 5 of the Project Development Procedure Manual (PDPM). The project does not increase traffic capacity and has minimal social, economic and environmental significance (see Attachment L).

Project Limits	*District 8 / Riv-62 Post Mile R6.7/ 9.2*	*District 8 / SBd-62 Post Mile 0.0/15.1,Post Mile 29.3/33.6*
	Current Cost Estimate:	
Capital Outlay Support	$9,070,000	
Capital Outlay Construction	$35,354,749	
Capital Outlay Right of Way	$2,208,688	
Funding Source	*State Highway Operation & protection Program (SHOPP); Pavement Preservation Program (201.121)*	
Funding Year	2018	
Type of Facility	*4-lane conventional highway*	
Number of Structures	0	
SHOPP Project Output	*85.5 Lane Miles*	
Environmental Determination or Document	Categorical Exemption/Categorical Exclusion (CE/CE)	
Legal Description	*In Riverside and San Bernardino Counties on State Route 62 near Yucca Valley between North Indian Canyon Drive and Utah Trail.*	
Project Development Category	*Category 5 (Attachment L)*	

2. RECOMMENDATION

It is recommended that this CAPM Project Report be approved and authority to be granted to proceed with the preparation of Plans, Specifications and Estimate (PS&E) to preserve and extend the life of the pavement and improve ride quality.

3. PURPOSE AND NEED

Purpose:

The purpose of this project is to preserve and extend the life of the existing pavement and improve ride quality. In addition to pavement improvement curb ramps, dikes and metal beam guardrails will also be upgraded.

Need:

The Pavement within the project limits is exhibiting minor distress and unacceptable ride quality, which if left uncorrected, will deteriorate to a major roadway rehabilitation need.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

4A. Roadway Geometric Information

Facility Location	Through Traffic Lanes			Paved Shoulder Width		Bridge Approach Slab Work	
PM	Number of Lanes	Lane Width(ft)	(Flexible, Rigid, or Composite)	Inside (ft)	Outside (ft)	(Y/N)	#Slabs
Riv-R6.7/9.2 SBd-0.0/0.8	4	12	AC	1	4-10	N	N/A
SBd-0.8/11.7	4	12	AC	0	2-8	N	N/A
SBd-11.7/12.4	4	12	AC	1	8-10	N	N/A
SBd-12.4/15.1	4	12	AC	0	8-10	N	N/A
SBd-29.3/33.6	4/2	12	AC	0	1-6	N	N/A

Within Post Mile R6.7 to Post Mile 9.2, in Riverside County and Post Miles 0.0/8.5 in San Bernardino County, State Route 62 is a four-lane divided highway in a rural rolling and mountainous area. From Post Mile 8.5 to Post Mile 15.1, the State highway is in residential and commercial areas, in a rural-urban setting and has both mountainous and level terrain. The urban area contains left-turn pockets, medians, sidewalks and ADA curb ramps. From Post Miles 29.3 to Post Miles 33.6, the road is in an urban area and level. All existing lanes and turnouts are paved with asphalt concrete or rubberized asphalt concrete.

4B. Condition of Existing Facility

1) Traveled Way Data

A summary of 2009 PCS/PMS for SR-62 within project limit is shown in Table-1 below:

Table-1

Asphalt Concrete Pavement	
PMS Category	9
Priority Classification	0.3
International Roughness Index (IRI)	116/141
Alligator B Cracking	4.2
Patching %	1.93
Rutting	No
Raveling	No
Bleeding	No

2) Pedestrian Facility Data

A field review was conducted by the District 8 Design Team and also by Caltrans District 4 Design Group in late December of 2015. The District 8 ADA Coordinator concurred with the finding that 130 existing non-standard wheelchair ramps will be upgraded to current standards. A list of non-standard curb ramp inventory list has been attached with this report (see Attachment K).

3) Digout Locations

At the following locations, existing pavement is exhibiting additional distress and may not be able to withstand the cold planing procedures. In such cases, pavement should be excavated and base/subgrade re-compacted, as needed. These digout locations are listed below in Table-2:

Table-2

EASTBOUND	WESTBOUND
PM SBd 0.0-0.80, Lanes #1 & #2	PM SBd 0.0-0.80, Lanes #1 & #2
PM SBd 0.80-2.50, Lane #2	PM SBd 0.91-1.01, Lane #2
PM SBd 3.00-3.50, Lane #2	PM SBd 1.7-2.63 Lane #2
PM SBd 3.50-3.60, Lane #1	PM SBd 3.55- 4.00 Lane #2
PM SBd 4.36-4.49, Lane #2	PM SBd 1.7-2.63 Lane #2
PM SBd 5.00-6.00, Lane #2	PM SBd 4.36-4.49 Lane #2
PM SBd 6.20-6.60, Lane #2	PM SBd 4.66-4.80 Lane #2
PM SBd 6.60-7.00, Lane #2	PM SBd 4.80-5.20 Lane #2
PM SBd 7.30-7.60, Lane #2	PM SBd 5.70-5.74 Lane #2
PM SBd 9.60-9.70, Lane #2	PM SBd 5.80-6.50 Lane #2
PM SBd 9.76-9.85, Lane #2	PM SBd 7.00-8.50 Lane #1
PM SBd 9.85-10.04, Lane #2	PM SBd 9.50-9.60 Lane #2

PM SBd 10.32-10.35, Lane #2	PM SBd 10.50-10.60 Lanes #1 & #2
PM SBd 11.40-11.70, Lanes #1 & #2	PM SBd 12.16-12.40 Lanes #1 &#2
PM SBd 11.7-12.10, Lanes #1 & #2	PM SBd 12.40-12.60 Lane #2
PM SBd 12.30-12.80, Lanes #1 & #2	PM SBd 12.60-13.58 Lane #2
PM SBd 12.96-13.58, Lanes #1 & #2	PM SBd 13.56-15.10 Lanes #1 &#2
PM SBd 13.58-14.00, Lanes #1 & #2	PM SBd 30.98-31.08, Lanes #1
PM SBd 14.00-15.10, Lanes #1 & #2	PM SBd 31.20-31.70, Lane #2
PM SBd 31.03-31.26, Lane #2	PM SBd 31.91-32.89, Lane #2
PM SBd 31.32-31.38, Lane #2	PM SBd 33.19-33.38, Lane #2
PM SBd 33.50-33.60, Lane #2	

4C. Traffic Data

Per the request of Caltrans via a memo, dated August 5, 2015 from Deputy District Director of Design, this project will not include traffic forecasting data. The scope of this project does not propose to increase the capacity or improve the operation of a facility to carry traffic, as such forecasted traffic information is not needed.

5. CORRIDOR AND SYSTEM COORDINATION

SR-62 begins at Interstate 10 (I-10) near Whitewater and ends east of Earp at the Arizona State Line. Generally, an east/west route, it parallels I-10 (I-10 is to the south). At the State Line, SR-62 joins with Arizona State Route 95, a north/south route. SR-62 is a four-lane divided expressway from the junction with I-10 to 0.8 miles east of the Riverside/ San Bernardino County Line, from 0.8 miles east of the Riverside/San Bernardino County Line to Sherwood Road immediately east of Yucca Valley, SR-62 is a four-lane divided conventional highway. From Sherwood Road to Adobe Road, in Twentynine Palms, SR-62 is a four-lane undivided conventional highway. From Adobe Road to the Arizona State Line, SR-62 is a two-lane conventional highway.

SR-62 traverses unincorporated portions of Northern Riverside County and Southern San Bernardino County. The route serves the Unincorporated Communities of Morongo Valley, Joshua tree and Earp, the Town of Yucca Valley, the City of Twentynine Palms and the United States Marine Corps Air / Ground Combat Training Center in Twentynine Palms. SR-62 is 151.9 miles in length and lies entirely within District 8.

SR-62, classified in the Interregional Road System (IRRS) as an "Other Priority Route", from I-10 (PM Riv-0.0) to Lear Avenue in Twentynine Palms (PM SBd-27.7), is designated as part of the National Highway System (NHS). Under the NHS, SR-62 is included in the Strategic Highway Corridor Network (STRAHNET) as a connector. It is also included in the Federal Surface Transportation Assistance Act (STAA) network for oversized trucks and designated as a State Highway Terminal Access Route.

The following project is being planned within the project limits:

Project EA 0Q160 (Project ID 0800020294) is a Streamlined Oversight Project (SOP) proposes to install 8-foot shoulders, raised medians, sidewalks curb and gutters, curb ramps, bus turnouts and dedicated left-turn lanes within PM 30.70 to 32.68. The Ready-To-List (RTL) date for this project is scheduled for June 4, 2018.

6. ALTERNATIVES

6A. CAPM Strategy: Mill and Overlay

Alternative 1 - Mill 0.20 feet and Overlay with 0.20 feet Rubberized Hot-Mix Asphalt-Gap Graded (RHMA-G) (Only Alternative)

With this alternative, it is proposed to cold plane the existing pavement to a depth of 0.20 feet and overlay all lanes and shoulder. In areas where 0.20 feet is not sufficient to eliminate pavement distress (see Table-2), pavement will be excavated to a minimum depth of 0.40 feet and re-compacted, as necessary before paving to the appropriate depth with Hot-Mix Asphalt (HMA) Type A and 0.20' of RHMA-G (see Attachment I).

Life Cycle Cost Analysis (LCCA)

Based on the latest CAPM guidelines, projects no longer require a LCCA to be completed and approved.

Enhancements

The following non-pavement work will be included as part of this CAPM project:

- Existing guardrails will be upgraded to the latest 2015 standard and metal post guardrail connection with concrete barrier or bridge barrier with vegetation control added where possible. Crash cushions and end treatments will be modified or replaced, as required to meet the latest safety standards.
- Dikes will be upgraded according to the appropriate standard.
- Existing drainage grates will be upgraded and replaced with bicycle friendly grates, as needed. Also, bicycle-shared markings and signs will be placed where at least 5 feet of shoulder width is present.
- Traffic striping and loop detectors will be replaced within the limits of the paving.
- Tapered edge will be placed on all traversable edges of the pavement, per Caltrans Highway Design Manual. No shoulder backing will be provide due to environmental concerns.
- Existing curb ramps will be upgraded to meet current ADA standards.

6B. Environmental Compliance

The project is Categorically Exempt under Class (1) of the State CEQA Guidelines. Under Caltrans' assumption of responsibility pursuant to 23 U.S.C. 326, this project has

been determined eligible for a 23 CFR USC 326 Categorical Exclusion (CE) in compliance with NEPA. The Categorical Exemption/Categorical Exclusion (CE/CE) was signed on June 21, 2016 (Attachment F)

6C. Hazardous Waste disposal site

Based on the Initial Site Assessment (ISA) checklist, dated October 9, 2015, it has been determined that the proposed project appears to have low-risk of potential hazardous waste involvement within the project limits (see Attachment E).

6D. Other Agencies Involved

This project may require a use permit from the Bureau of Land Management (BLM) because the Railway and Government Lands information sheet indicates there is BLM one parcel within the project limits.

6E. Material and/or Disposal Site Need and Availability

Materials disposal will be the responsibility of the contractor.

6F. Roadside Design and Management

Scope of this project includes upgrading of existing Metal Beam Guardrails to Midwest Guardrail System, milling

6G. Right of Way and Utility Issues

All construction work will be completed within the existing right of way and due to lack of survey data, additional right of way take is unknown at this time. Several temporary construction easements (TCE) will be issued. The environmental offsite mitigation and/or project permit fees are included in the Right of Way Estimate. The current Right of Way Data Sheet was issued on June 15, 2016 (see Attachment H).

There are no known utility conflicts within the project limits and existing utilities will be protected in place or relocated, if necessary. To positively identify the utilities, potholing will be performed during the PS&E phase.

6H. Railroad Involvement

There is no railroad involvement with this project; therefore, there are no railroad facilities or right of way affected.

6I. Recycled Materials

Contractor will be responsible for disposal and recycling of material, as required.

6J. Local and Regional Input

Local or regional input is not anticipated because this project has minimal social, economic and environmental significance. There is no known opposition to the proposed project from local agencies and/or the general public.

6K. Storm Water Data Report

This project will comply with the requirements of the national Pollutant Discharge Elimination System (NPDES) Statewide Storm Water permit (Order No. 2012-0011-DWQ, NPDES No. CAS000003). The Caltrans Storm Water Quality Handbook- Project Planning and Design Guide was used to determine feasibility of incorporating treatment Best Management Practice (BMP). A Storm Water Data Report (SWDR) has been prepared for this project and is included with this report (see Attachment G). Some project–specific and minimum required temporary construction BMPs have been identified and will be finalized in the SWDR at PS&E phase.

6L. What are the Consequences of Not Doing this Entire Project?

Continuing deterioration of existing pavement would require major roadway rehabilitation at substantial additional cost.

7. TRANSPORTATION MANAGEMENT

7A. Transportation Management Plan

A preliminary Transportation Management Plan (TMP) has been prepared (see, Attachment J) to identify traffic control measures to be implemented during construction of proposed improvements. The primary objective of TMP is to develop the scope and cost for the potential strategies to be used to maintain safe traffic movement through construction zone, as well as minimize traffic delays.

A detailed TMP will be prepared during the final design phase, which includes Traffic Control, Construction Zone Enhanced Enforcement Program (COZEEP) and Public Awareness Campaign (PAC). The cost of the TMP strategies are estimated to be $124,500 and is included in the total project cost estimate.

7B. Vehicle Detection Systems

Traffic Monitoring Station loops located at SBd PM 12.40 & PM 33.20 will be replaced or relocated as required.

8. PROJECT ESTIMATE

The following table provides the cost estimate breakdown for the project. A detailed cost estimate will be prepared at PS&E phase:

Core Work	Quantity		Cost
Travelled Way Pavement	85.5	Lane-miles	$9,832,500
Shoulder Pavement	43.8	Lane-miles	$3,066,000
Digouts (asphalt pavement)	20,000	Ton	$5,000,000
Turnout	750	Ton	$185,000
Rumble Strips	1	Lump Sum	$295,000
Replace Drainage Inlet Grates	1	Lump Sum	$100,000
Upgrade existing MBGR to MGS	8,350	Feet	$417,500
Upgrade existing Dikes	84,832	Feet	$1,272,480
Traffic Delineation	6,95,041	Feet	$495,201
Replace Electrical Loop Detectors	1	Lump Sum	$2,400,000
Traffic Control	1	Lump Sum	$427,500
ADA Curb Ramps	130	Each	$780,000
Core Costs Sub Total			$24,271,181

Supplemental Work	Quantity		Cost
Road Sign	1	Lump Sum	$5,000
Storm Water	1	Lump Sum	$300,000
Traffic Control for Incidental Work	1	Lump Sum	$140,000
Traffic Management Plan	1	Lump Sum	$124,500
Mobilization	1	Lump Sum	$2,400,000
Time Related Overhead	1	Lump Sum	$2,400,000
Maintaining Existing Electrical System	1	Lump Sum	$2,500,000
Incidental Costs Subtotal			$7,869,500
Sum of Subtotals			$32,140,681
10% Contingency			$3,214,068
Total Construction Cost			$35,354,749

Right of Way	Does the project Include?(Yes/No)	Cost
Utilities	Yes	$878,000
Railroad Agreements	No	$0
Right of Way Acquisition	Yes	$1,110,000
Environmental Mitigation	Yes	$220,688
Total Right of Way Cost		$2,208,688

TOTAL CAPITAL COST: $35,354,749

9. FUNDING / PROGRAMING

This project is currently programed on the 2016 SHOPP under the 201.121 Pavement Preservation Program for delivery on the 2017/2018 Fiscal Year. It has been determined that this project is eligible for Federal-aid funding. A PCR is in the process to ask for additional fund due to increase in R/W capital cost. The total programmed and current estimated costs by component and fiscal year are shown in the following table.

Fund Source	Fiscal Year Estimate	
20.20.201.010	Programmed (18/19)	Current Estimate
Component	In thousands of dollars ($ 1,000)	
PA&ED Support	$1,450	$1,450
PS&E Support	$2,800	$2,800
Right-of-Way Support	$300	$300
Construction Support	$4,520	$4,520
Total Support	$9,070	$9,070
Right-of-Way	200	$2,208
Construction	$35,355	$35,354
Total Capital	$35,555	$37,562
Total	$44,425	$46,632

Support Cost ratio 19.5 %

10. DELIVERY SCHEDULE

Major Milestone	Target Date
M200 PA&ED	06/29/2016
M377 PS&E to DOE	10/20/2017
M410 R/W Certification	03/01/2018
M460 RTL	04/16/2018
M480 Advertise	09/10/2018
M495 Award	12/10/2018
M500 Approve Construction	03/04/2019
M600 Construction Acceptance	09/08/2020
M800 End Project	09/07/2021

11. RISKS

The project development team reviewed the project and identified the following three (3) specific high-risk and risk mitigation strategies (see Attachment M):

1. Lack of timely survey data will delay the delivery schedule.
2. Unknown Right of Way (R/W) involvement will increase project cost.
3. Preparation of R/W appraisal maps will be delayed due to lack of survey data.

12. FHWA COORDINATION

This Project Report has been reviewed by Caltrans FHWA Liaison, Anthony Ng on 05/10/2016 and is eligible for federal aid funding. State Route 62 is off the Federal Interstate System and is exempt from federal approval for design.

13. PROJECT REVIEWS

District Program Advisor	Mike Ristic	Date: 05/10/2016
District Maintenance	Jian Lan	Date: 05/10/2016
Project Manager	Elaheh Hadipour	Date: 05/10/2016
FHWA/Design Liaison	Anthony Ng	Date: 05/10/2016
Materials	Bruce Kean	Date: 05/10/2016
Environmental	Aaron Burton	Date: 05/10/2016
Design Safety	Jason Collado	Date: 05/10/2016
Traffic Design	Mario Amancio	Date: 05/10/2016
Independent Quality Assurance	Hamid Khorram	Date: 05/10/2016
Traffic Safety	Kevin Chen	Date: 06/15/2016
Design	George Morhig	Date: 06/15/2016

14. PROJECT PERSONNEL

Elaheh Hadipour, Project Manager	Phone: (909) 383-6723
Khondokar Karim, Project Engineer	Phone: (909) 889-8640
Hung Pham, Staff Engineer	Phone: (909) 889-3859
Tran Hoang, Senior Transportation Engineer	Phone: (909) 383-4638
Aaron Burton, Senior Environmental Planner	Phone: (909) 383-2841
Mike Ristic, District Maintenance	Phone: (909) 383-1026

15. ATTACHMENTS

A. Location Map (Title Sheet)
B. Typical Cross-Sections
C. Capital Preventive Maintenance Project Initiation Document
D. Project Initiation Proposal (PIP)
E. Initial Site Assessment (ISA)
F. Environmental Certification (CE/CE)
G. Storm Water Data Report (SWDR) (Cover page)
H. Right of Way Data Sheet
I. Pavement Condition Survey Inventory/Materials Report
J. Transportation Management Plan
K. List of Non-Standard ADA curb ramps
L. Project Category Assignment
M. Risk Register

ATTACHMENT A

Location Map – Title Sheet

INDEX OF PLANS

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

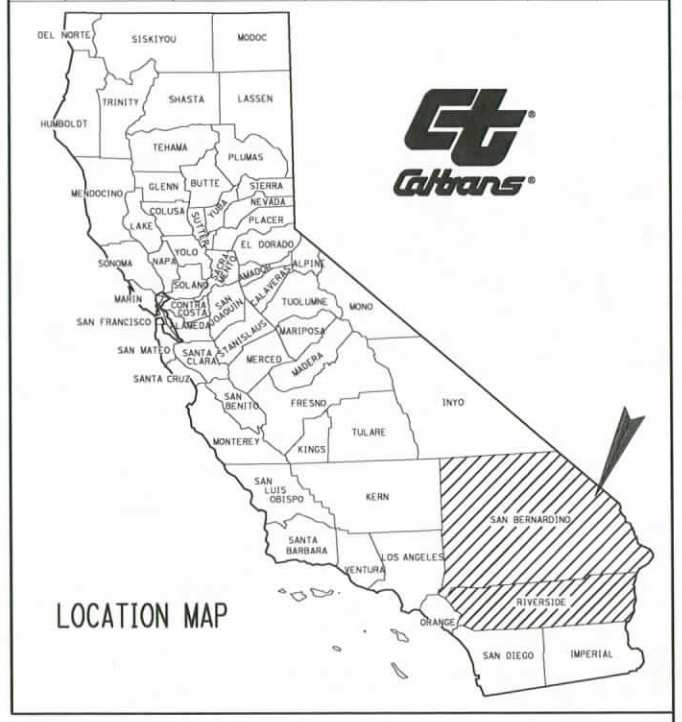
PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

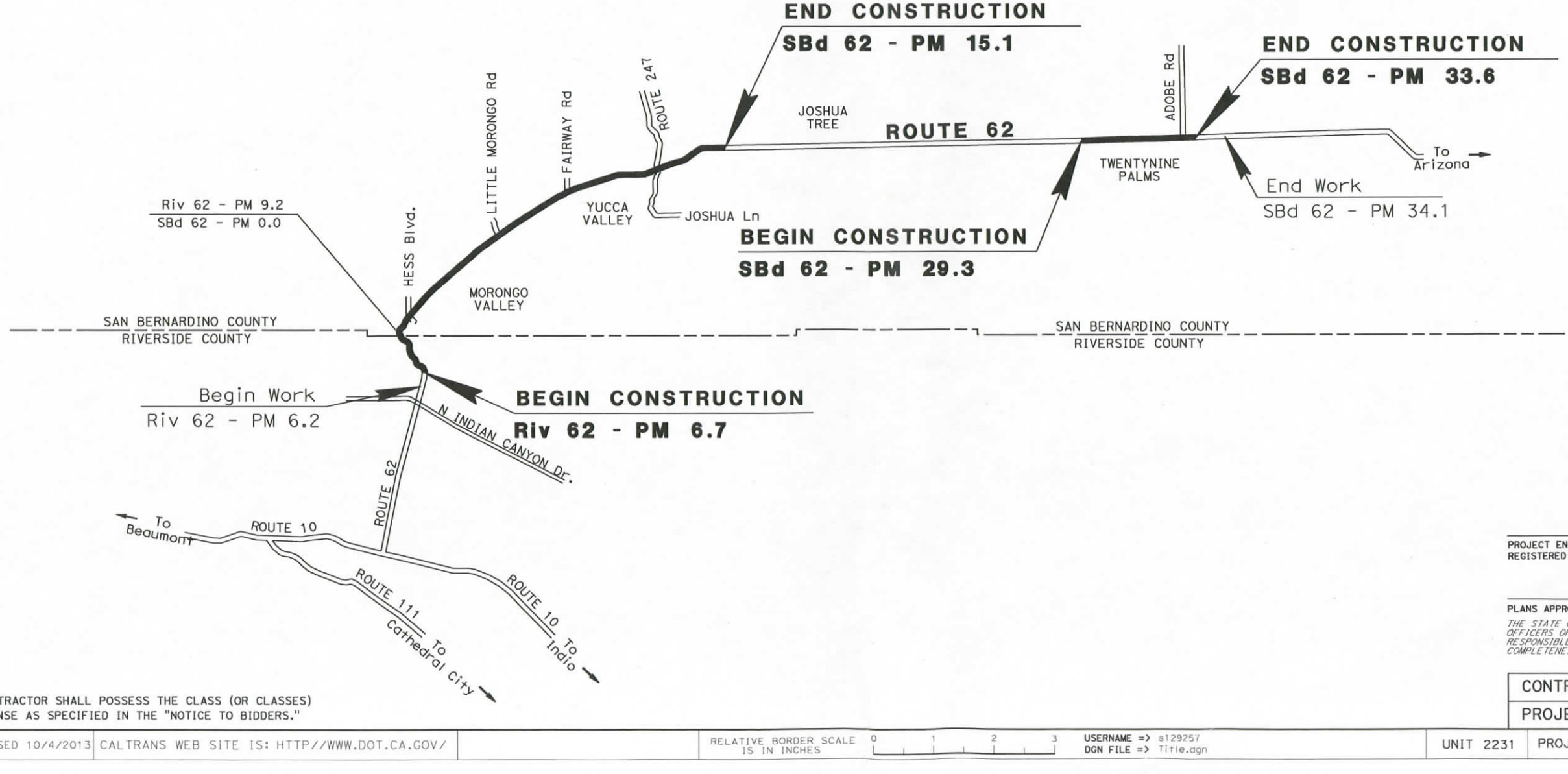
IN RIVERSIDE AND SAN BERNARDINO COUNTIES
ON ROUTE 62 FROM 0.2 MILE
NORTH OF INDIAN CANYON DRIVE IN MORONGO VALLEY TO 0.1 MILE
EAST OF ADOBE ROAD IN TWENTYNINE PALMS

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2015

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	RIV SBd	62	6.7 / 9.2 0.0/15.1,29.3/33.6		



LOCATION MAP



THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

PROJECT MANAGER

DESIGN MANAGER

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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

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

CONTRACT No.	08-1E840
PROJECT ID	0814000113

LAST REVISION 07-24-15 DATE PLOTTED => 21-JUN-2016 TIME PLOTTED => 11:16

BORDER LAST REVISED 10/4/2013 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s129257 DGN FILE => Title.dgn | UNIT 2231 | PROJECT NUMBER & PHASE 08140001131

ATTACHMENT B

Typical Cross-Sections

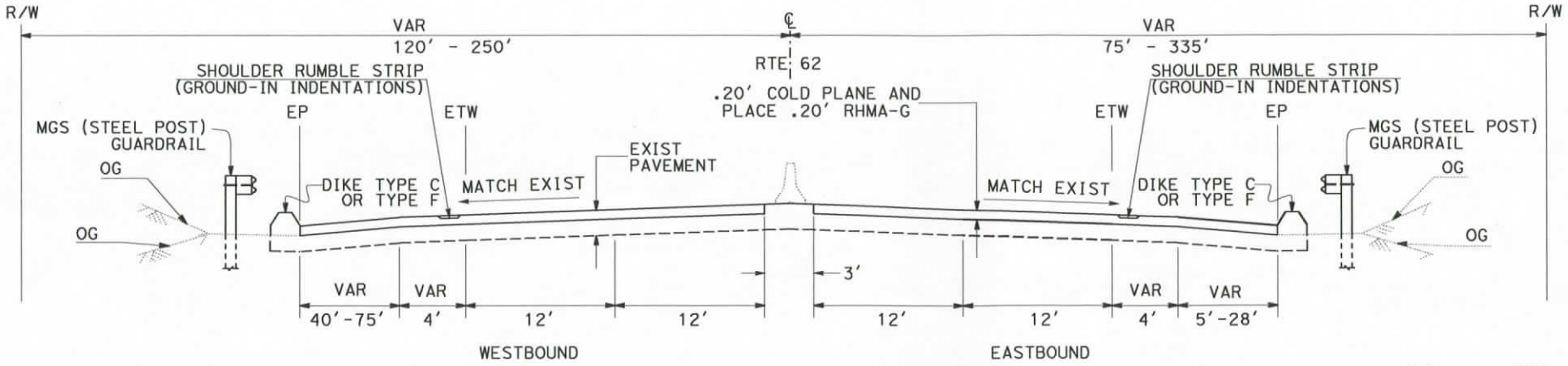
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	62	R6.7/9.2		
	SBd	62	0.0/15.1		
			29.3/33.6		

REGISTERED CIVIL ENGINEER DATE

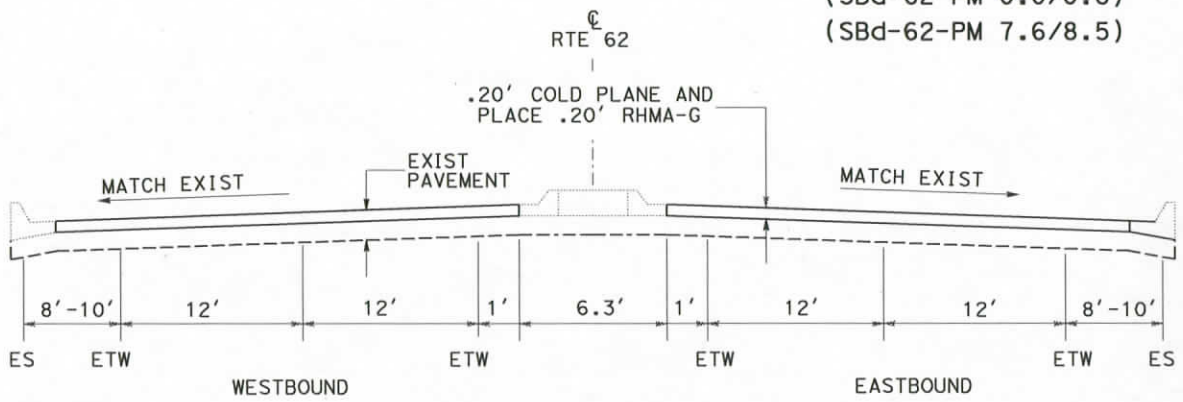
PLANS APPROVAL DATE

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

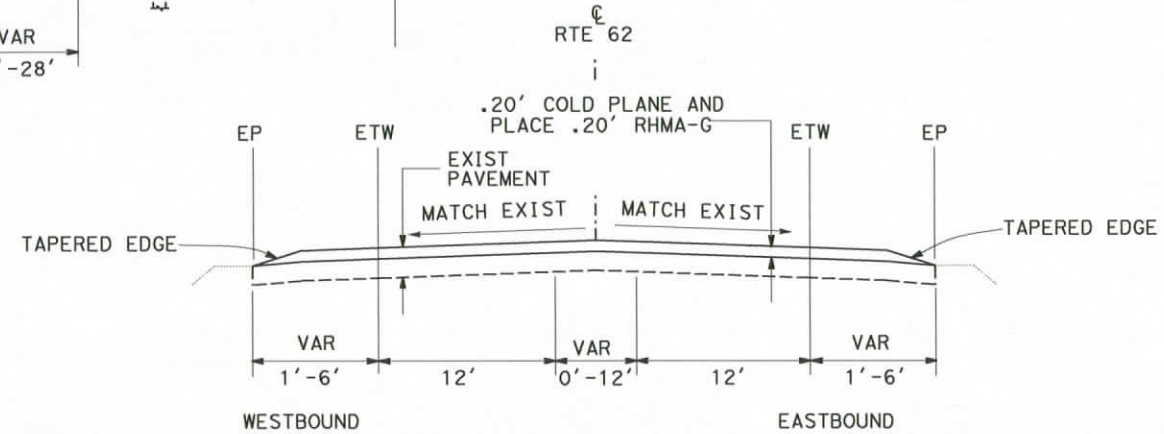
REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA



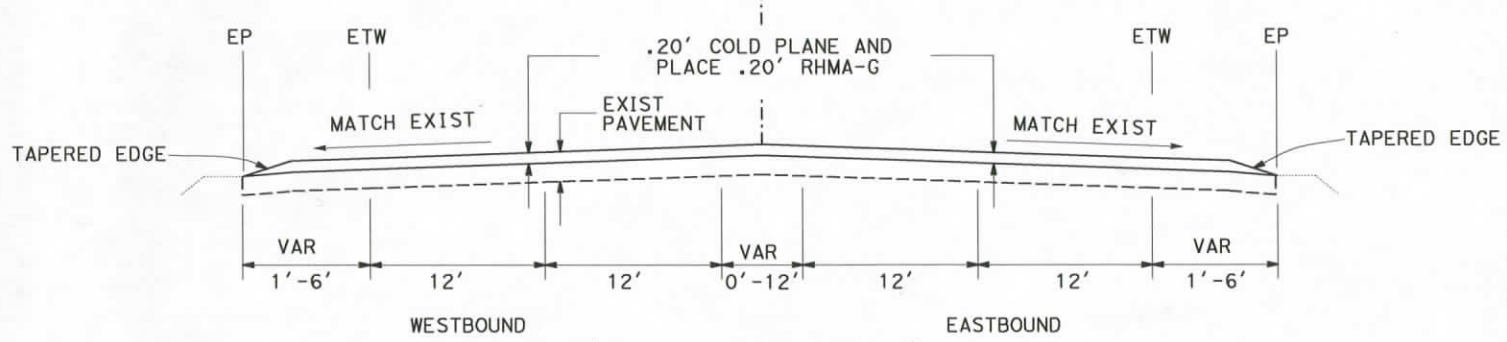
(Riv-62-PM R6.9/9.2)
(SBd-62-PM 0.0/0.8)
(SBd-62-PM 7.6/8.5)



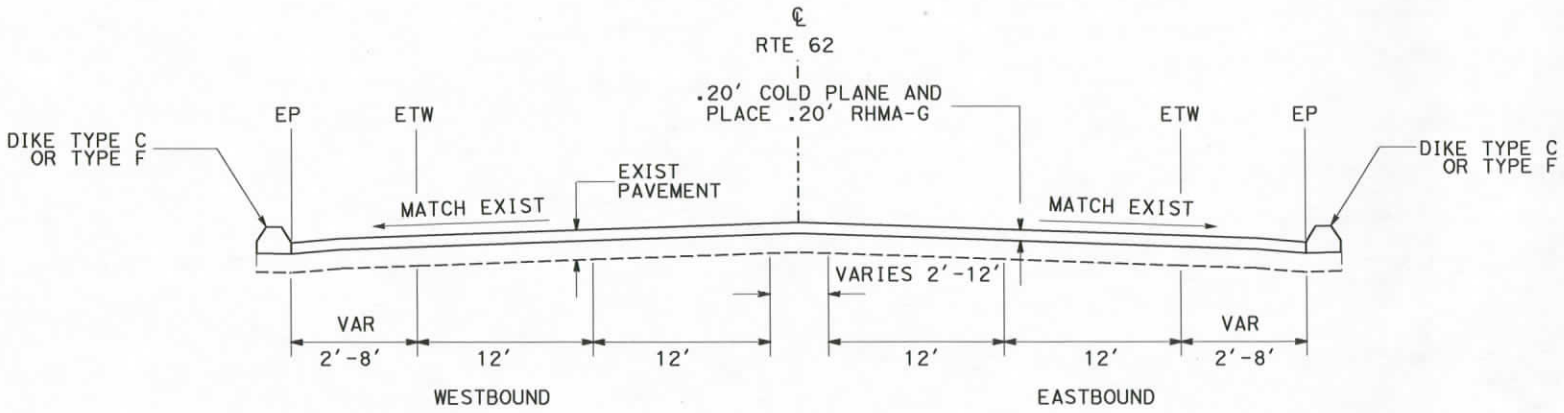
(SBd-62 PM 11.7/12.4)



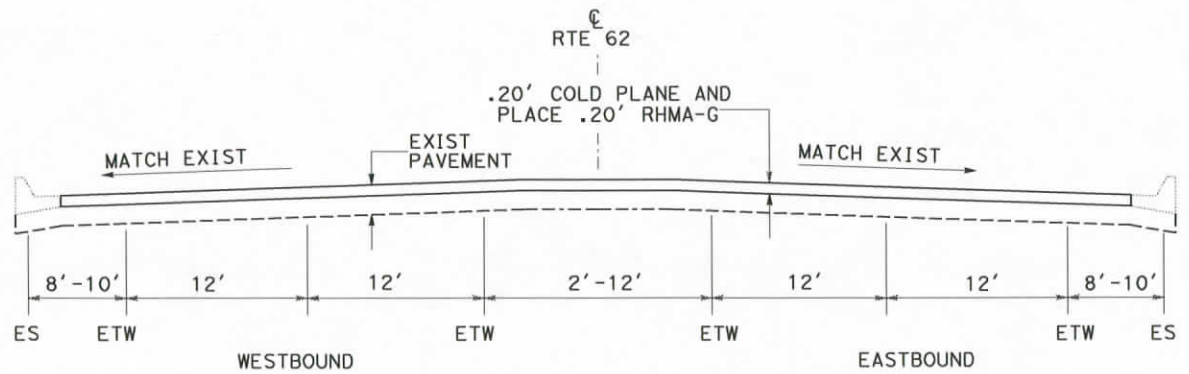
(SBd-62 PM 33.4/33.6)



(SBd-62 PM 29.3/33.4)



(SBd-62-PM 0.8/7.6)
(SBd-62-PM 8.5/11.7)



(SBd-62-PM 12.4/15.1)

TYPICAL CROSS SECTIONS

NO SCALE **X-1**

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED => 22-JUN-2016 | TIME PLOTTED => 15:34

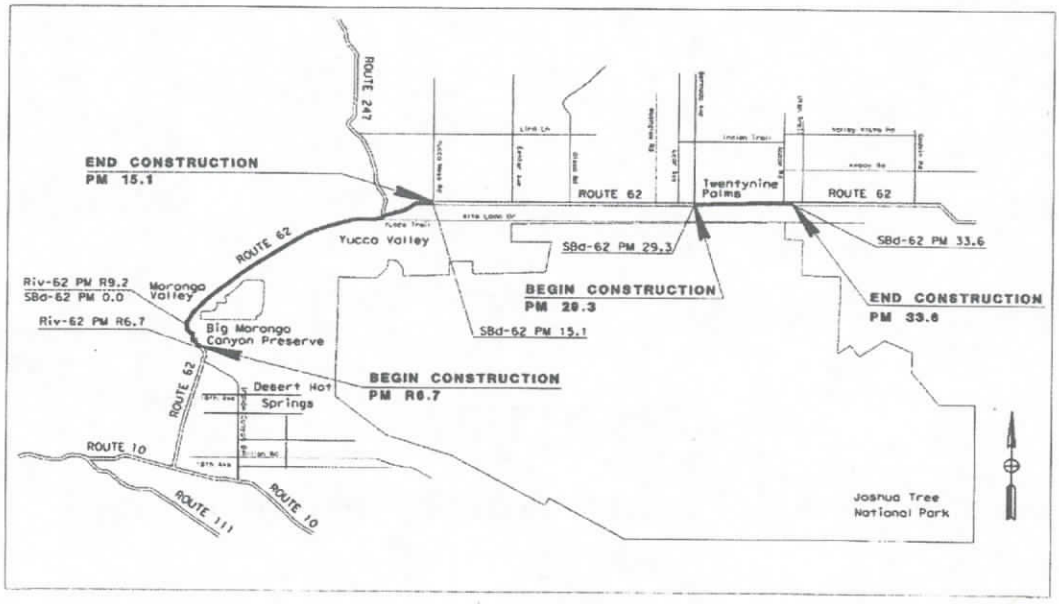
BORDER LAST REVISED 7/2/2010 | USERNAME => s129257 | DGN FILE => 0814000113ca001.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2231 | PROJECT NUMBER & PHASE 08140001130

ATTACHMENT C

Capital Maintenance Project Initiation Document (Cover Page)

08-Riv-62 PM R6.7/9.2
08-SBd-62 PM 0.0/15.1, 29.3/33.6
(EA 1E840)
Project No. 0814000113
HA22 201.121
June 2014

Capital Preventive Maintenance Project (CAPM)
Project Initiation Document to
Request Programming in the 2014 SHOPP



In Riverside and San Bernardino Counties on State Route 62 near Yucca Valley between North Indian Canyon Drive and Utah Trail.

APPROVAL RECOMMENDED:

FOR
MICHAEL RISTIC, District Program Manager

APPROVAL RECOMMENDED:

HONG M. VAN, Project Manager

APPROVED:

BASEM E. MUALLEM, P.E., District Director

6/17/14
Date

ATTACHMENT D

Project Initiation Proposal (PIP)

STATE OF CALIFORNIA — PROJECT INITIATION PROPOSAL (PIP) — DEPT OF TRANSPORTATION
PROGRAM MGMT. — CAPITAL OUTLAY AND MAINTENANCE (HM) PROJECTS
Revised March 2011

RECEIVED
2013 NOV 19 PM 1:44
PROGRAM/PROJECT MGMT.

DATE REC IN: 2013 NOV 19 PM 1:44 | Project ID #: 0814000113 | E.A.: 1E8406 | PIP NO.: 4090

A. Originating Office

Senior / Branch Chief	Mike Ristic	Date	10/29/2013
Contact	Angela Ho	Telephone Number	(909)383-1026
		Telephone Number	(909)383-1490

LOCATION: Riv-62- R6.7/9.2 (Co-Rte-Post Mile)

Near Yucca Valley 0.3 mile north of N Indian Canyon Rd to San Bernardino Co line (SBd-62-0.0/15.1.) Also SBd-62-29.3/33.6 in/near 29 Palms (Geographic)

ISSUE:

The above locations have been identified as a candidate for pavement preservation.

PROPOSAL/SOLUTION(S):

Mill and overlay existing pavement. One PID should be prepared for the above three locations.

AGREEMENT REQUIRED: YES: | NO: x | AGENCY:

PERFORMANCE MEASURES: NUMBER: 110 | DESCRIPTOR: LM

EXPECTED ENVIRONMENTAL DOCUMENT: CE/CE

PRELIMINARY ESTIMATE

CONST: Roadwork = $33,000,000 | Structures = $0 | Total = $33,000,000

State Share = $33,000,000 | Local Share = 0

R/W: Acquisition = $10,000 | Utilities = $0 | Total = $10,000

State Share = | Local Share =

TOTAL PROJECT COST: (CONST + R/W): $33,010,000

B. PROGRAM MANAGEMENT ONLY: PROGRAM CODE: 201.121 | PMCS CODE: HA22

Proposed Funding: SHOPP | FY: END

Project Type: Major: X | Minor: | Permit: | Maintenance (HM):

Project Manager: HONG VAN. | Functional Manager: Matthew Maestas

Comments:

For Review: No District Review Required

For Approval:

PID / PR TYPE: CAPM- PR | Reviewed by: R. YOUSSEF | Date: 11/19/13

C. FINAL DISPOSITION BY DDD:

Project: Approved as Submitted: ✓ | Rejected: | Approved With Conditions (See Comments):

COMMENTS: Potential Candidate for 2014 SHOPP. Need PID by 6/1/14

for ✓ DDD Program/Project Management
DDD Maintenance

Date: 11/20/13

ATTACHMENT E

Initial Site Assessment (ISA)

INITIAL SITE ASSESSMENT (ISA) CHECKLIST UPDATE

DATE: 06/22/16

PROJECT INFORMATION

District **08** County **SBd Riv** Route **62** Post Mile **0.0/15.1, 29.3/33.6 R6.7/9.2** E.A **1E840** PN **0814000113**

Description of Work: It is proposed to preserve and extend the life of the existing pavement and improve ride quality. In addition, AC dikes, ADA ramps and MBGR will be upgraded.

Project Engineer **Khodokar Karim** Telephone **909-889-8640**

Environmental Coordinator **Julie Lugaro** Telephone **909-806-3969**

DATE ISA NEEDED **ASAP**

Attach the project location map and an aerial photo to this checklist to show the location of proposed R/W and all known and/or potential hazardous waste sites.

1. Project Features: New R/W? **NO** Excavation? **YES** Railroad Involvement? **NO**
   Structure Demolition/Modification? **NO** Utility Relocation? **NO**
2. Project Setting: Rural - Urban - X
   Current Land Uses: HWY
   adjacent Land Uses:
   Residential, Commercial, Light Industry, Agriculture
   (Industrial light industry, commercial, agriculture, residential, other)
3. Check Federal, State, and local environmental and health regulatory agency records as necessary to see if any known hazardous waste site is in or near the project area. If a known site is identified, show its location on the attached map and attach additional sheets as needed to provide all information available pertinent to the proposed project. IS PROJECT
4. AFFECTING SITES LISTED ON CORTESE LIST? **NO** IF YES, DESCRIBE SITE:
5. Conduct Field Inspection **PHOTOLOG** Date **06/20/16**

Storage Structures/Pipelines:				**Contamination: (spills, leaks, illegal dumping, etc)**		**Hazardous Materials: (asbestos, lead, etc.)**	
UST's	**NO**			Surface Staining	**NO**	Buildings	**NO**
Surface tanks	**NO**			Oil Sheen	**NO**	Sprayed-on Fireproofing	**NO**
Sumps	**NO**	Ponds	**NO**	Odors	**NO**	Pipe Wrap	**NO**
Drums	**NO**	Basins	**NO**	Vegetation damage	**NO**	Friable Tile	**NO**
Transformers	**NO**			Other		Acoustical Plaster	**NO**
Landfill	**NO**					Serpentine	**NO**
Other						Paint **TBD**	Other

Other comments and/or observations

Include SSP7-1.02K(6)(j)(iii) for Lead Compliance Plan in the PS&E package.
14-11.12 Remove Yellow Traffic Stripe and Pavement Markings with hazardous waste Residue
14-11.14 For the removal and disposal Treated Wood Waste such as sign posts and guardrail posts
36-4 Residue Containing Lead from Paint & Thermoplastic
84-9.03C Remove Traffic Stripes and Pavement Marking Containing Lead
Per project Engineer, there is no new Right of Way, and no Bridge work.

ISA DETERMINATION:

Does the project have potential hazardous waste involvement? **LOW RISK**

If there is known or potential hazardous waste involvement, is additional ISA work needed before task orders can be prepared for the Preliminary Site Investigation? **NO** If yes, explain, and give estimate of additional time required:

ISA CONDUCTED BY: Laleh Modrek **DATE:** **06/22/16**

LALEH MODREK, ENV. ENG. MS-824
DISTRICT 08 HAZARDOUS WASTE COORDINATOR (RIV)
(909) 388-7146

ATTACHMENT F

Environmental Certification (CE/CE)

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

08-Riv & SBd -62	Various	1E840	
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

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

Caltrans proposes to preserve and extend the life of the existing pavement and improve ride quality on State Route 62 (SR-62) from Post Miles (PM), 6.7 to 9.2 (Segment 1) in Riverside County and PM 0.0 to 15.1 (Segment 2) & 29.3 to 33.6 (Segment 3) in San Bernardino County. In addition, Asphalt Concrete (AC) dikes, Americans with Disabilities Act (ADA) curb ramps, and Metal Beam Guard Railing (MBGR) will be upgraded. Work will occur in and near Yucca Valley 0.3 miles north of Indian Canyon Rd. to Riv/SBd County Line and in the City of 29 Palms in Riv. Co. Work will take place within State Right of Way (ROW).

CEQA COMPLIANCE *(for State Projects only)*

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

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

CALTRANS CEQA DETERMINATION (Check one)

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

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

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

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

Kurt Heidelberg		EIAHEH HADIPOUR	
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
Signature	Date 6/20/16	Signature Elaheh Hadipour	Date 6-21-16

NEPA COMPLIANCE

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

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

CALTRANS NEPA DETERMINATION (Check one)

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

- ☒ **23 CFR 771.117(c): activity (c)(_26_)**
- ☐ **23 CFR 771.117(d): activity (d)(___)**
- ☐ **Activity ___ listed in Appendix A of the MOU between FHWA and the State**

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

Kurt Heidelberg		EIAHEH HADIPOUR	
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
Signature	Date 6/20/16	Signature Elaheh Hadipour	Date 6-21-16

Date of Categorical Exclusion Checklist completion: 6-20-16 Date of ECR or equivalent : 6-20-16

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

AIR

- The Contractor must implement and follow Fugitive Dust Control Best Management Practices (BMP's). Standard Specifications 2010: Section 14-9: Air Quality

- Implement and follow Erosion Control and Air Quality Best Management Practices (BMP's). Standard Specifications 2010: Section 14-9: Air Quality, Section 13: Water Pollution Control and Section 21: Erosion Control.

NOISE

- The contractor shall comply with all local sound control and noise level rules, regulations and ordinances that apply to any work performed pursuant to contract. Standard Specifications 2010: Section 14-8.02: Noise and Vibration.

- Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommend by the manufacturer. No internal combustion engine shall be operated on the project without the muffler. Standard Specifications 2010: Section 14-8.02: Noise and Vibration.

HAZARDOUS WASTE

Include the No Test Data non Standard SSP7-1.02K(6)(j)(iii) for Lead Compliance Plan in the PS&E package along with the approval from HQs.

If the project will remove yellow or white traffic stripe, and Treated Wood Waste include one or more of the following standard special provisions (SSPs) in the PS&E package.

14-11.07 Remove Yellow Traffic Stripe and Pavement Markings with hazardous waste Residue
14-11.09 Treated Wood Waste
15-1.03B- Residue Containing Lead from Paint & Thermoplastic
15-2.02C(2) Remove Traffic Stripes and Pavement Marking Containing Lead

CULTURAL STUDIES

CR-1: If buried cultural resources are encountered during construction, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.

CR-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle

Duff, DEBC: (909)383-6933 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.

BIOLOGICAL STUDIES

BIO-1 Bird Protection:
According to the Migratory Bird Treaty Act (MBTA), migratory birds, their nests, and their eggs are protected under it. As a result timing of construction activities will consider construction windows for seasonal requirements of breeding birds and migratory non-resident species. Habitat clearing, if applicable, will be avoided during species active breeding season defined as February 15 to September 1.

BIO-2 Species Protection:
The project footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.

BIO-3 Invasive Species:

Executive Order 13112 requires that each federal agency whose actions may affect the status of invasive species shall, to the extent practicable, prevent the introduction of invasive species. In addition, the agency shall provide for the control of invasive species to minimize the economic, ecological, and human health impacts.

BIO-4 Tortoise Protection:

- Tortoise pre-construction survey will take place prior to project construction on SR-62, in suitable habitat.
- Due to the potential presence of listed and sensitive species within the habitat surrounding the project limits, temporary desert tortoise exclusionary fencing shall be installed surrounding contractor yards, water tanks, staging and storage areas, vehicle and equipment parking and maintenance areas and both onsite and offsite batch plants, prior to the onset of construction activities.
- Beyond the project boundaries, no vegetation disturbance will be allowed. Litter control measures will be implemented. Litter will be contained in containers to prevent attracting common ravens or other potential predators of the desert tortoise. Workers are prohibited from feeding all wildlife.
- If project vehicles or equipment are required to park or stage off pavement, they are restricted to disturbed areas in the right of way only, including the shoulders.
- Whenever project vehicles are parked outside of a fence that is intended to preclude entry by desert tortoises, workers will check under the vehicle before moving it. If a desert tortoise is beneath the vehicle, the worker will notify the authorized biologist or an approved desert tortoise monitor to relocate the tortoise. If an authorized biologist is not present on-site, the Resident Engineer or supervisor must notify an authorized biologist. Workers will not be allowed to capture, handle, or relocate tortoises.

08-Riv & SBd -62	Various	1E840	
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

- If a desert tortoise is beneath the vehicle, the worker will notify the authorized biologist or an approved desert tortoise monitor to relocate the tortoise. If an authorized biologist is not present on-site, the Resident Engineer or supervisor must notify an authorized biologist. Workers will not be allowed to capture, handle, or relocate tortoises. Any such handling must be reported as described in the Reporting Requirements section of this biological opinion.

- Caltrans biologists or construction monitors will monitor the project for compliance with the avoidance and minimization measures listed above.

- Desert tortoise training will be conducted for all project personnel. All appropriate desert tortoise avoidance and minimization measures discussed in the training will be followed for the duration of the project. If at any time a desert tortoise is observed in the project area, the Resident Engineer will cease operations immediately and will contact the Caltrans biology unit. Desert tortoises will be allowed to leave the project area under their own accord.

- No firearms or pets, including dogs, will be allowed within the work area. Firearms carried by authorized security and law enforcement personnel and working dogs under the control of a handler will be exempt from this protective measure.

- If a Desert tortoise is found in the work area, work shall stop, the tortoise will be allowed to leave on its own accord. If it is necessary to relocate a DT, consultation and coordination with USFWS and CDFW will be initiated.

BIO-5 Water Pollution Control:

- Cement/concrete or washing thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic-life, resulting from project related activities, shall be prevented from contaminating the soil and/or entering washes or culverts that cross the project area.

- No equipment maintenance/parking or fueling shall be done within or near any stream, harbor or channel margin, including drainages and washes, where petroleum products or other pollutants from equipment shall enter these areas under any flow condition.

- Excess materials, debris and trash shall be controlled on site and removed as soon as possible.

- No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete or washings thereof, oil or petroleum products or other organic or earthen material from any construction or associated activity of whatever nature shall be allowed to enter into or be placed where it may be washed by rainfall or runoff into washes or culverts that cross the project area.

NO PERMITS ARE REQUIRED FOR THIS PROJECT

ATTACHMENT G

Storm Water Data Report (SWDR) (Cover Page)

Dist-County-Route: 08-Riv -62 and 08-SBd -62
Post Mile Limits: Riv 62 = 6.7/9.5, SBd 62 = 0.0/15.1 & 29.2/33.6
Project Type: Replace AC Dikes, Curb Ramps, Upgrade Guardrail
Project ID (EA): 0814000113 (EA 1E8400)
Program Identification: 201.121 (HA22)
Phase: ☐ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Colorado River Basin (Region 7)

1.	Does the project disturb 5 or more acres of soil?	Yes ☐	No ☒
2.	Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver?	Yes ☐	No ☒
3.	Is the project required to implement Treatment BMPs?	Yes ☐	No ☒
4.	Does the project impact existing Treatment BMPs?	Yes ☐	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: 0.95 acres New Impervious Surface: 0.42 acres
Estimated Const. Start Date: 03/04/2019 Estimated Const. Completion Date: 09/08/2019
Risk Level: RL 1 ☒ RL 2 ☐ RL 3 ☐ Not Applicable ☐

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.

5/31/16

KHONDOKAR KARIM, Registered Project Engineer *Date*

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

[Stamp Required at PS&E only]

6-2-2016

PATRICK J. HALLY, District/Regional Design SW Coordinator or Designee *Date*

ATTACHMENT H

Right of Way Data Sheet

Date: **REVISED JUNE 15,2016
* REVISED MAY 18, 2016
April 27, 2016 08-Riv-62 PM R6.7/9.2
08-SBd-62 PM 0.0/15.1 & 29.2/33.6
CAPM Project Report Cold Plane and Overlay
EA 1E840 PN # 0814000113

To: TRAN HOANG

From: DAVID CHAVEZ,
R/W Project Delivery

Subject: Current Estimated Right of Way Costs

We have completed an updated ROW data sheet for estimate of the right of way costs for the above-referenced project based on maps we received from you April 27, 2016 and the following assumptions and limiting conditions:

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

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

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

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

Right of Way Lead Time will require a minimum of 23 months after we begin receiving final right of way requirements (PYPSCAN node No. 224), necessary environmental clearance has been obtained, and freeway agreements have been approved. From the date of receipt of final right of way requirements (PYPSCAN node No. 225), we will require a minimum of 12 months prior to the date of certification of the project. Either of these actions may reflect adversely on the District's other programs or our public image generally.

*TOTAL PROJECT HOURS FOR R/W: 31,406

*NOTE: THESE HOURS ARE PRELIMINARY BASED ON THE INFORMATION PROVIDED WITH THE DATA SHEET REQUEST. HOURS ARE SUBJECT TO CHANGE AS NEW INFORMATION IS PROVIDED.

*Added estimated budget for 94 Parcels.

** Added CVCC Mitigation before construction

Attachments:
[XX] Right of Way Data Sheet
[XX] Utility Information Sheet
[XX] Railroad Information Sheet

EVNT RW	6/15
COST RW1 – 6	6/15
TEXT TI	
SCAN	6/15
CLASS	
AGRE	
TPRC	

Date: **REVISED JUNE 15,2016
* REVISED MAY 18, 2016
April 27, 2016 08-Riv-62 PM R6.7/9.2
08-SBd-62 PM 0.0/15.1 & 29.2/33.6
CAPM Project Report Cold Plane and Overlay
EA 1E840 PN # 0814000113

1. Right of Way Cost Estimate:

				Value
A.	Acquisition, including Excess Lands Damages, Goodwill, Major Rehabilitation, and Environmental Permits to Enter 94 TCE parcels @ Nominal		$	705,000.00
B.	Acquisition of Offsite Mitigation. **(Based on PID)** {0.05*(2.5/21.8)*35,000,000 = $200,688.00}	CVCC Mitigation	$	220,688.00
C.	Utility - Relocation (State share)		$	872,000.00
	- Potholing $6,000.00		$	6,000.00
D.	RAP		$	0.00
E.	Clearance/Demolition		$	0.00
F.	Title and Escrow Fees		$	141,000.00
G.	Project Permit Fees		$	10,000.00
H.	Condemnation Costs		$	254,000.00
I.	**Total R/W Estimate:**		**$**	**2,208,688.00**
J.	Construction Contract Work		$	0.00

1a. Real Property Services:

A.	Routine Maintenance (Object Code 058)	$	0.00
B.	Advertising Costs (Object Code 039)	$	0.00
C.	Utility Costs (Object Code 002)	$	0.00
D.	Total Real Property Services Estimate:	$	0.00

2. Anticipated Pypscan Date of Right of Way Certification_____

3. Parcel Data:

Type	Dual/Appr	Utility Involvement
X ____	____	U4-1____
A ____	____	-2 3
B 94	____	-3 ____
C ____	____	-4 ____
D ____	____	U5-7 5
E xxxx		-8____
F xxxx		-9 3

Total 94

RR Involvement	NO
C&M Agreement	0
Svc Contract	0
OE Clearances	0
Clauses	0
LIC/ROE	0
Government Lands	Yes
Number of Parcels	1
Misc. R/W Work	Yes
RAP Displacement	0
Clear/Demo	0
Const Permits	0
Condemnation	28
Permits to Enter-ENV	0

Areas: Right of Way: S.F. 5050 (TCE's only)
Excess: S.F. 0
No. Excess Land Parcels: 0

Date: **REVISED JUNE 15,2016
* REVISED MAY 18, 2016
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4. Are there major items of construction contract work?
Yes ___ No _X_ (If yes, explain.)

5. Provide a general description of the right of way and excess lands required (zoning, use, major Improvements, critical or sensitive parcels, etc.). **No right of way required.** _____

Type and Number of Parcels:
Fee 0
Partial 0
Full 0
Easements 94
Temporary 94
Permanent 0

Note: 101 TCE's needed on 94 APN' preliminary identified as affected (Some parcels have multiple tce's) tce' est. at 50 sq. ea. All at Nominal value.

6. Is there an effect on assessed valuation?
Yes ___ Not Significant ___ No _X_ (If yes, explain.)

7. Are utility facilities or rights of way affected?
Yes No **X** (If "Yes," attach Utility Information Sheet, Exhibit 4-EX-5.)
The following checked items may seriously impact lead time for utility relocation:
☐ Longitudinal policy conflict(s)
☐ Environmental concerns impacting acquisition of potential easements
☐ Power lines operating in excess of 50 KV and substations
(See attached Exhibit 4-EX-5 for explanation.)

8. Are railroad facilities or rights of way affected? Yes ____No _X_
(If yes, attach Railroad Information Sheet, Exhibit 4-EX-6.)

9. Were any previously unidentified sites with hazardous waste and/or material?
Found? Yes ___ None Evident _X_ (If yes, attach memorandum per Procedural Handbook Chapter 4, Section 4.01.10.00.)

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

No. of single family ____ No. of business/nonprofit _____

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

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

11. Are there material borrow and/or disposal sites required?
Yes ___ No _X_(If yes, explain.)

12. Are there potential relinquishments and/or abandonments?
Yes ___ No _X_(If yes, explain.)

13. Are there existing and/or potential Airspace sites?
Yes ___ No _X_ (If yes, explain.)

14. Indicate the anticipated Right of Way schedule and lead time requirements.
(Discuss if District proposes less than PMCS lead time and/or if significant pressures for project Advancement are anticipate
PYPSCAN lead time (from Maps to R/W to project certification) 23 months.

15. Is it anticipated that all Right of Way work will be performed by CALTRANS staff?

Revised June. 15, 2016

Date:* **REVISED MAY 18, 2016**
April 27, 2016 08-Riv-62 PM R6.7/9.2
08-SBd-62 PM 0.0/15.1 & 29.2/33.6
CAPM Project Report Cold Plane and Overlay
EA 1E840 **PN # 0814000113**

Evaluations prepared by:

Right of Way: Name DAVID ADAMS Date 6/6/16

Railroad: Name DAVID BUZON Date 6/6/2016

Utilities: Name _____ Date 6-7-16

Government Lands: Name ANTHONY RIZZI Date 6/6/16

Property Management: Name JACKIE WILLIAMS Date 6-8-16

Reviewed By:

DAVID R. CHAVEZ,
Project Coordination
District 8, Right of Way

Date 6/7/16

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

REBECCA GUIRADO,
Deputy District Director
Right of Way

Date 6-7-16

cc: Program Manager
Project Manager

Revised June 15, 2016

Date:* **REVISED MAY 18, 2016**
April 27, 2016 08-Riv-62 PM R6.7/9.2
08-SBd-62 PM 0.0/15.1 & 29.2/33.6
CAPM Project Report Cold Plane and Overlay
EA 1E840 **PN # 0814000113**

RAILROAD AND GOVERNMENT LANDS INFORMATION SHEET

1. Describe railroad facilities or rights of way affected.

   NONE

2. When branch lines or spurs are affected, would acquisition and/or payment of damages to Businesses and/or industries served by the railroad facility be more cost effective than Construction of a facility to perpetuate the rail service? Yes ___ No__X__(If yes, explain.)

3. Discuss types of agreements and rights required from the railroads. Are grade crossings requiring Service contracts, or grade separations requiring construction and maintenance agreements Involved?

   NONE

4. Remarks (non-operating railroad right of way involved?):

   N/A

5. Is Government Lands involved? Yes X No ___
   If yes, number of parcels 1
   Agency Name and Explanation: BLM, Temporary easements required

6. PMCS Input Information

RR Involvement	NO
C&M Agreement	0
SVC Contract	0
OE Clearances	0
Clauses	0
LIC/RE	0
Government Lands	Yes
Number parcels	1

Prepared By: _____ Date: 5/31/2016
DAVID BUZON
Right of Way Railroad Coordinator

Prepared By: _____ Date: 5/31/16
ANTHONY RIZZI
Right of Way Government Lands Coordinator

This utility estimate was prepared using "project specific" data and unit values. This information is not to be utilized for the updating or preparation of this, or any other Right of Way Cost Report or Utility Information Sheet.

08-RIV-62 PM 6.7/9.5
08-SBd-62 PM 0.00/15.1, 29.2/33.6
EA 1E840K PR# 0814000113

UTILITY INFORMATION SHEET

1. Name of utility companies involved in project:

   SC GAS, TWENTYNINE PALMS WATER, SC EDISON – 29 PALMS, TIME WARNER CABLE – YUCCA VALLEY, VERIZON – YUCCA VALLEY, HIGH DESERT WATER, SC GAS BEAUMONT – TRANSMISSION, JOSHUA BASIN WATER, SAN BERNARDINO COUNTY AREA 64, GOLDEN STATE WATER - MORONGO VALLEY

2. Types of facilities and agreements required:
   Water, Electric

3. Is any facility a longitudinal encroachment in existing or proposed access controlled right of way?
   N/A

4. Additional information concerning utility involvements on this project, i.e., long lead time materials, growing or species seasons, customer service seasons (no transmission tower relocations in summer).

   Design has indicated that the proposed scope of this project is to preserve and extend the life of the existing pavement and improve ride quality on State Route 62 (SR-62). In addition, asphalt concrete (AC dikes, American with Disabilities Act (ADA) curb rams and existing guardrail will be upgraded to Midwest guardrail System (MSGS). Temporary Construction Easement (TCE) may be needed in some locations.

   The fact this project will require excavation beyond 6 inches will require a utility search and potholing to ensure the positive location of existing underground facilities before design can begin construction. Relocation costs are as follows:

Utility Poles		**$780,000.00**
Fire Hydrants		**$80,000.00**
Man Hole Adjustments		**$12,000.00**
	Total	**$872,000.00**

   ***Based on unconfirmed easement and prior right information, liability has not been determined at this time, and is subject to verification. It is estimated that the State assumes 100% liability, therefore, substantially increasing the current estimate below. This estimate is based on a "most probable worst case scenario". Should it be determined that the utility are installed without prior rights, then the cost to the State for their relocation is reduced and this data sheet will have to be revised.**

   Design must provide the Utility Engineering Workgroup (UEW) with geometric base maps and a written request for utility verification [see Design Task D282 (220.D)]. The UEW will then contact all appropriate Utility Owners (UO's) for verifications and corrections. The UEW will then provide Design with the updated information and/or UO As-Builts and Design can then prepare accurate utility location maps or U-Sheets. Design will then determine all utility conflicts that require positive location and/or relocation [see Design Task D283 (220.D)].

5. Right of Way Cost Estimate Phase 0 funding:
   Potholing costs: Potholes 12 @ $500.00 per Pothole (Vacuum Extraction and Probing) **$6,000.00**

6. PMCS input information:
   Total estimated cost of State's obligation for utility relocation on this project:

(Phase 9 funding) $ 872,000.00

Utility Involvement

U4-1		**U5-7**	5
-2	3	**-8**	
-3		**-9**	3
-4			

Prepared By Tanisha Barfield **Date:** 6/3/2016
TANISHA BARFIELD
Right of Way Utility Estimator

Revised June 15, 2016

Date:* **REVISED MAY 18, 2016**
April 27, 2016 08-Riv-62 PM R6.7/9.2
08-SBd-62 PM 0.0/15.1 & 29.2/33.6
CAPM Project Report Cold Plane and Overlay
EA 1E840 **PN # 0814000113**

PROPERTY MANAGEMENT/EXCESS LAND INFORMATIONAL SHEET

WBS CODE	WBS ACTIVITY	NUMBER OF PARCELS	HOURS	COST
	PROPERTY MANAGEMENT		**NOT APPLICABLE**	
195.40.05	Fair Market Rent Determinations (Residential)			
195.40.10	Fair Market Rent Determinations (Non-Residential)			
195.40.15	Regular Rental Property Management			
195.40.20	Property Maintenance and Rehabilitation (Rental Property)			
195.40.25	Property Maintenance and Rehabilitation (Non-Rental Property)			
195.40.30	Hazardous Waste and Hazardous Materials			
195.40.35	Transfer of Property to Clearance Status			
270.25.03	Secure Lease for Resident Engineer's Office Space or Trailer			
		Subtotal		
	EXCESS LAND		**NOT APPLICABLE**	
195.45.05	Excess Land Inventory			
195.45.10	Excess Land Appraisal and Public Sale Estimate			
195.45.15	Excess Land Inventory ("Roberti Bill")			
195.45.20	Excess Land Sales to $15,000			
195.45.25	Excess Land Sales from $15,001 to $500,000			
195.45.30	Excess Land Sales over $500,000			
195.45.35	CTC and AAC Coordination			
		Subtotal		
		TOTAL HOURS (ONLY)		

Jackie Williams

JACKIE WILLIAMS
Property Management
Excess Land

Date: 6-3-16

Right of Way Workplan Breakdown: Date Prepared 18-May-16

EA: 1G840 0 Date of Data Sheet: 5/10/2016

Utility Portion of DS Total $0 Project Coordinator: DAVID R CHAVEZ

R/W Data Sheet Total $1,110,000 Project Manager: TRAN HOANG

08.400- WBS Description	WBS 10.1 RW Codes	Hours Needed		Hours if	OVERSIGHT HOURS		
PROJECT MANAGEMENT - PID COMPONENT	0.100.05	25	2%		100.05	25	
PROJECT MANAGEMENT - PA & ED	0.100.10	25	2%		100.10	25	
PROJECT MANAGEMENT - PS&E	0.100.15	25	2%		100.15	25	
PROJECT MANAGEMENT - CONSTRUCTION	0.100.20	25	2%		100.20	25	
PROJECT MANAGEMENT - RIGHT OF WAY	0.100.25	1156	92%	1256	100.25	1156	
INITIAL ALTERNATIVES DEVELOPMENT	1.150.10	27	60%				
ALTERNATIVES ANALYSIS	1.150.15	13	30%				
APPROVED PID [PSR PSSR ETC]	1.150.25	4	10%	45			
ENGINEERING STUDIES	2.160.10	24	40%		160.10	1	
DRAFT PROJECT REPORT	2.160.15	24	40%		160.15	1	
ENVIRONMENTAL STUDY REQUEST [ESR]	2.160.30	12	20%	61	160.30	1	
GENERAL ENVIRONMENTAL STUDIES	2.165.10	41	50%		165.10	2	
DRAFT ENVIRONMENTAL DOCUMENT	2.165.25	41	50%	81	165.25	2	
RAILROAD AGREEMENTS	2.170.15	0	100%		170.15	0	
PUBLIC HEARING	2.175.10	0	100%		175.10	0	
FINAL PROJECT REPORT	2.180.05	2	50%		180.05	0	
FINAL ENVIRONMENTAL DOCUMENT	2.180.10	2	50%	4	180.10	0	
UPDATED PROJECT INFORMATION	3.185.05	29	45%		185.05	1	
ENGINEERING REPORTS	3.185.20	6	10%		185.20	0	
RIGHT OF WAY REQUIREMENTS MAPS	3.185.25	29	45%	65	185.25	1	
PROPERTY MANAGEMENT	4.195.40	0	100%				
EXCESS LAND	4.195.45	0	100%				
APPROVED UTILITY RELOCATION PLAN	4.200.15	18	15%		200.15	1	
UTILITY RELOCATION PACKAGE	4.200.20	61	50%		200.20	3	
UTILITY RELOCATION MANAGEMENT	4.200.25	30	25%		200.25	2	
UTILITY CLOSE OUT	4.200.30	12	10%	122	200.30	1	
RAILROAD AGREEMENTS	3.205.15	3	100%		205.15	0	
PARCEL AND PROJECT DOCUMENTATION	4.225.50	0	5%		225.50	0	
RIGHT OF WAY APPRAISALS	4.225.60	12056	p8	95%			
RIGHT OF WAY ACQUISITION	4.225.65	8439	p15,p30				
RIGHT OF WAY RELOCATION ASSISTANCE	4.225.70	0	p21,p37				
RIGHT OF WAY CLEARANCE	4.225.75	0	p24				
RIGHT OF WAY CONDEMNATION	4.225.80	1069	p27	21563			
DRAFT SPECIFICATIONS	3.230.35	0	50%		230.35	0	
UPDATED PROJECT INFORMATION FOR PS&E PACKAGE	3.230.60	0	50%	0	230.60	0	
ENVIRONMENTAL MITIGATION	3.235.05	0	50%		235.05	0	
DETAILED SITE INVESTIGATION FOR HAZARDOUS WASTE	3.235.10	0	50%	0	235.10	0	
PARCEL AND PROJECT DOCUMENTATION	4.245.50	0	5%		245.50	0	
RIGHT OF WAY APPRAISALS	4.245.60	0	s8	95%			
RIGHT OF WAY ACQUISITION	4.245.65	3617	s15				
RIGHT OF WAY RELOCATION ASSISTANCE	4.245.70	0	s21				
RIGHT OF WAY CLEARANCE	4.245.75	0	s24				
RIGHT OF WAY CONDEMNATION	4.245.80	4275	s27, s30	7892			
CIRCULATED & REVIEWED DRAFT DISTRICT PS&E PACKAGE	3.255.05	31	10%		255.05	2	
UPDATED PS&E PACKAGE	3.255.10	47	15%		255.10	2	
RIGHT OF WAY CERTIFICATION DOCUMENT	3.255.65	157	50%		255.65	8	
UPGRADED/UPDATED RIGHT OF WAY CERTIFICATION DOCUMENT	3.255.75	79	25%	314	255.75	4	
CONSTRUCTION ENGINEERING WORK	5.270.20	0	100%		270.20	0	
FUNTIONAL SUPPORT	5.285.10	0	100%		285.10	0	
TECHNICAL SUPPORT	5.290.35	0	100%		290.35	0	
RW Support Costs	Total Hours	31406		PY 17.76		1289	0.73

Updated February 2014

ATTACHMENT I

Pavement Condition Survey Inventory/Materials Report

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Serious drought,
Help save water!

To: **George Morhig,**
Office Chief,
Design C

Date: **June 17, 2015**

File No: **08-Riv, SBd-62**
PM R 6.7/9.2, 0.0/15.1,
29.3/33.6
EA 08-1E840
0814000113
Cold Plane & Overlay

From: **DEPARTMENT OF TRANSPORTATION**
Bruce W. Kean
District 8 Materials Engineer

Subject: **Materials Report**

This Materials Report was prepared per your request of April 14, 2015. Information contained herein was based on an analysis of historical data for other past projects within the project limits, the documentation that accompanied your request, and followed the requirements for Materials Report in Topic 114 and pavement design specified in Chapter 600 of the Caltrans Highway Design Manual (Sixth Edition).

1.0 GENERAL

1.1 Proposed Improvements

This project proposes to mill and overlay State Route (SR) 62 to provide a smoother ride and preserve the pavement. A Capital Preventative Maintenance Project Report (CapM PR) was written to request programming for this project. The report proposed mill and overlay of 0.25' for all lanes, shoulders and turnouts within three segments. Segments 1 and 2 are contiguous, only separated by the county line. The three segments where work will be done are the following:

Segment 1: Riv-62 PM R 6.7 - PM 9.2	N. Indian Canyon Dr. to SBd Co. Line
Segment 2: SBd-62 PM 0.0 - PM 15.1	SBd Co. Line to Yucca Mesa Rd.
Segment 3: SBd-62 PM 29.3- PM 33.6	Bermuda Ave. to Palm View Ave.

Please note: There are some locations where the AC pavement may be only 0.30' or even less. These locations are recommended for digouts and are discussed below in Section 1.5.1 iGPR Section Thickness and Composition, and Section 3.2 Replace Asphalt Concrete Surfacing – Digouts.

1.2 Existing Facilities

Within the project limits, SR-62 has four mixed flow lanes (two lanes in each direction,) with the exception of east of Maricopa Dr. in Segment 3 where there is one lane in each direction. All

lanes and shoulders are Asphalt Concrete (AC) pavement. Most of the San Bernardino County segments have a two way left turn lane or striped median, some side streets have left turn pockets, some areas have curb medians and east of Mesquite Springs Rd. (PM 33.4) there is no median. Between about Riv. PM 6.87 and just south of Hess Blvd (about PM 0.78) in SBd Co. there is a concrete median barrier. In Segment 2, there is also a concrete median barrier between Yucca Park Rd (PM 7.6) and Shaftner Ave. (PM 8.53). For about 5 miles west of this concrete barrier (PM 2.3 to PM 7.6), there are temporary plastic channelizers in the median. All lanes are 12 feet wide and existing shoulders vary from 1 foot to 10 feet wide. Portions of Segments 2 and 3 have concrete curbs, but Segment 1 has only AC dike.

Only Segment 2 has curb medians; the locations are the following: between Fairway Dr. (PM 8.7) and Pinion Dr. (PM 9.0), Kickapoo Trail (PM 9.8) and Palm Ave.(PM 11.3), between Barberry Ave (PM 12.0) and Route 247 (PM 12.4), one location west of Warren Vista Dr, (PM 12.9) and between Avalon Ave. (PM 14.1) and Hermosa Ave. (PM 14.5) Currently there are also plastic channelizers in the median between Yucca Park Rd. (PM 7.6)

Other projects that will be constructed (or have recently been completed) within the project limits include the following:

<u>RIV 1st segment PM 6.7/9.2</u>

0R5903 PM 6.7-6.87 Install Thrie Beam in median both dir. Constr scheduled to complete 4/20/15, (date not actual.)

0R7501 PM 6.9-9.23 Install med barrier markers & rumble strips on outside shoulder. Constr. completed 5/14/15.

1F0001 PM 6.92-9.16 Install new MGS Guardrail (previously none.) constr scheduled for June 2015.

<u>SBD 2nd Segment PM 0.0/15.1</u>

1A7903 Raised Curb Medians PM 9.6-12.2 Construction Compl. Scheduled for 7/31/15. State & Local.

0L6903 Streamlined Oversight Project (SOP) Raised Curb Median & widen. PM 10.8-11.4 Constr. Compl. Scheduled for 5/29/15, not actual.

0Q1300 Raised Curb Medians PM 1.9-7.7 sched begin constr 2/2/17.

<u>SBD 3rd Segment PM 29.3/33.6</u>

0N5401 ADA sidewalk and curb ramps PM 32.7-33.54 sched begin constr. 6/23/15.

0Q1601 SOP widening PM 30.7-32.9 54 sched begin constr 9/30/16.

1E9200 FCO by 29 Palms Install Traffic Signal @ Encelia PM 30.6 CCA 9/15/15

1E960G FCO by 29 Palms Install Traffic Signal @ Lear Ave. PM 27.6 CCA 9/20/16

<u>Other projects:</u>

0Q7303 SBd PM 15.1/29.3 Mill & overlay with digouts. This project was completed 11/13/13, for the area between the end of Segment 2 and the start of Segment 3.

359100 SBd PM 13.6/18.5 this project for AC overlay is inactive, PM states it has been replaced by this project.

49180 Riv PM 0.0/6.7 this project was completed 10/8/14, and provided pavement rehabilitation for the south end of 62 south of this project's limits.

0E1113 PM 29.7/30.2 LTL Widen Shoulders HMA overlay complete 2/17/12.

0E1103 PM 29.2/29.7 TWLTL & shoulder, complete 7/2009.

1.3 Climate

All three segments of this project are located in a Desert Region, specifically the Mojave Desert, which has scant rainfall and occasional thunderstorms. The average annual rainfall is approximately 5 inches with a majority of the precipitation occurring between November and March and also in August. Annual precipitation ranges from a low of 2 inches up to a high of 8 inches. Temperatures vary between day and night and from winter to summer; the temperature ranges between 17^{0}F (-8.3^{0}C) and 112^{0}F (44.4^{0}C). Average annual wind speeds in Yucca Valley range from 0 to 46 mph with gusts up to 63 mph.

1.4 Geology, Terrain, Soil

This project area lies in the counties of Riverside and San Bernardino near Joshua Tree National Park and between the cities of Desert Hot Springs and Twenty Nine Palms. The terrain in Riverside County is mountainous as the route cuts through the San Bernardino Mountains. In San Bernardino County, SR-62 is located in a valley bordered by the Little San Bernardino Mountains to the south and the Bullion Mountains to the north.

The elevation of the project rises from about 1,800 feet above sea level at the beginning of Segment 1, up to a high of approximately 3,525 feet in Segment 2 (just west of Fairway Dr.) The remainder of the project slopes downhill to 1,950 feet at the east end of Segment 3. The elevations of each segment are:

Segment 1: Riv-62 PM R 6.7 - PM 9.2	1800 ft. to 2390 ft
Segment 2: SBd-62 PM 0.0 - PM 15.1	2390 ft. to 3140 ft.
Segment 3: SBd-62 PM 29.3- PM 33.6	2435 ft. to 1950 ft.

In Riverside County, the Web Soil Survey shows the area of Segment 1 as 72% rock outcropping, 14% gravelly sand (Carsitas, 0-9 % slopes) and 2% fine sand (Myoma, 0-15% slopes) with 6% riverbed (also gravelly sand).

Unfortunately, the Web Soil Survey had no data for the remainder of SR-62.

There are some active seismic faults along SR-62. Just north of N. Indian Canyon Dr. the Mission Creek Fault (Late Quaternary Age) crosses SR-26 and meets the North Branch of the San Andreas Fault (Holocene Age, more recent than Late Quaternary but not in historical times).

At about the San Bernardino/Riverside County line, the Morongo Fault (Holocene Age) begins and follows the path of SR-62 up to Yucca Valley, where it joins the Pinto Mountain Fault (also Holocene Age). At this point there was activity in 1992. The Pinto Mountain Fault continues east alongside SR-62 to Twenty-nine Palms. The Johnson Valley Fault, running north-south, crosses SR-62 at Route 247. The entire length of the Johnson Valley Fault is considered active.

1.5 Existing Structural Sections

1.5.1 Ground Penetrating Radar (iGPR Software)

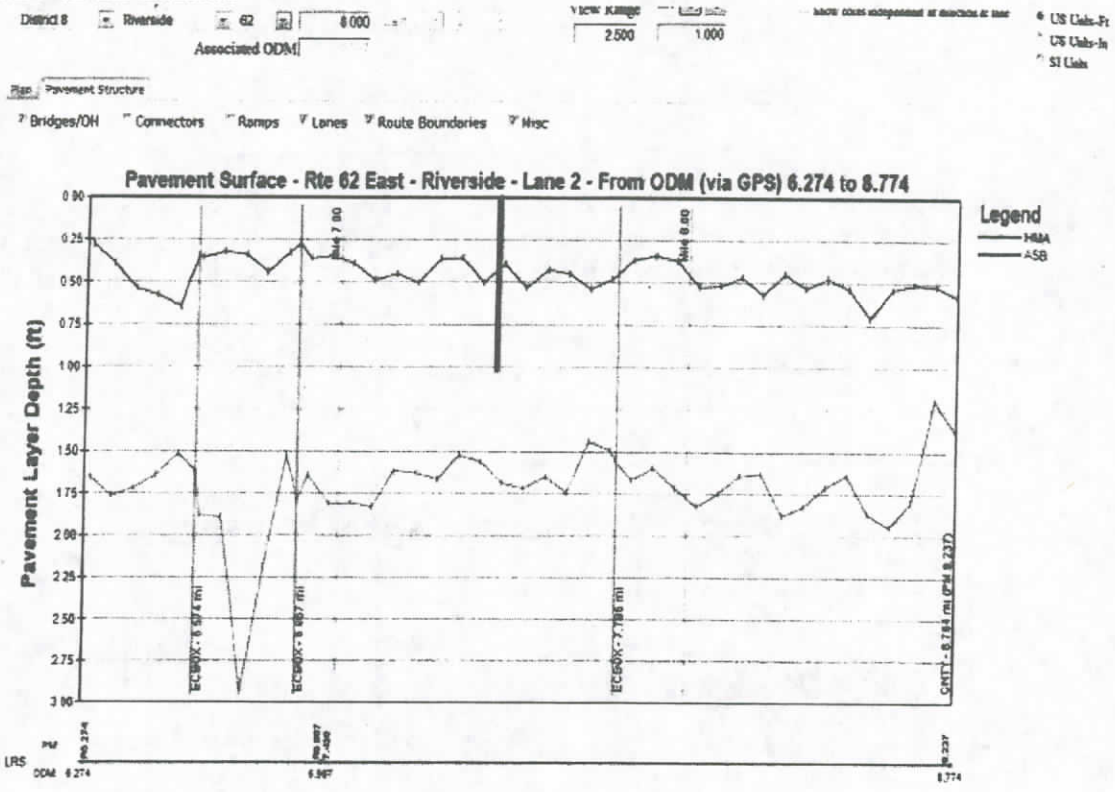
A software tool for determining materials used and the depth of layers on existing roadway by ground penetrating radar is available for many lanes of freeway throughout California. Use of the

software results in a location map and a graph of pavement depth. The software is available at this website: http://www.ucprc.ucdavis.edu/iGPR/

For SR-62, the only data available was for eastbound (EB) lanes, and in Riverside County, only the EB #2 lane was available. The locations where the thinnest AC pavement is found are the following:

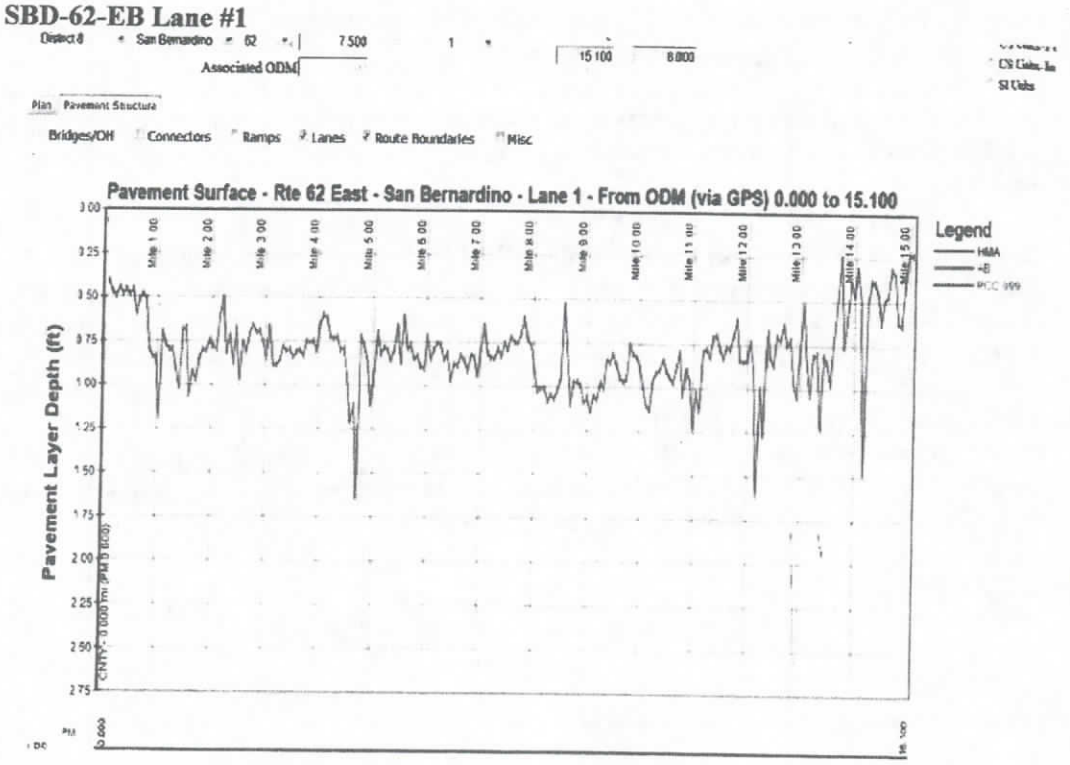
Segment 1 – In the Riverside section of the EB #2 lane (graph below), most pavement shows at least 0.40' with the exception of the following locations. The thinnest paving is reported to be at the call box at PM R 6.87, showing a depth of slightly more than 0.25'. This would be an excellent candidate for a digout location. In order to achieve the 0.40' depth for the digout, a small quantity of excavation will be required, and then compaction of the subgrade. Additionally, the pavement east of the call box at PM 6.57 may be as thin as 0.35' and following three locations show an AC depth of 0.37': from PM R 6.87 to R 6.72, approximately PM 7.59 and PM 7.89. A core taken in the #2 lane at about PM 8.0 shows 0.39' AC over ASB at least as deep as 0.62, although the iGPR shows about 1 foot ASB.

RIV-62-EB Lane #2

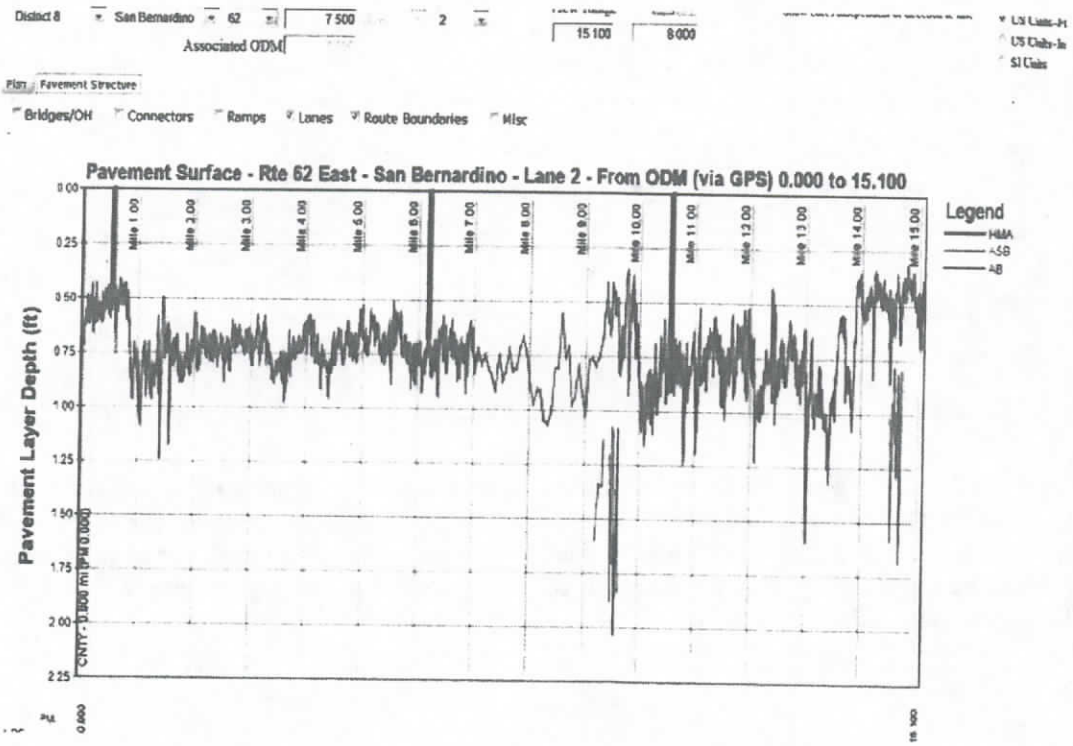


Segment 2 – SBd PM 0.0/15.1 – All of the AC in the EB #1 lane (graph below) is about 0.50' or more, with the exception of PM 15.0 and PM 15.19, two good locations for digouts. The pavement at PM 15.0 shows AC pavement 0.22' in depth, and at PM 15.19 only slightly more at 0.26'. Two other nearby locations have an AC depth of 0.30' one at approximately PM 14.1 and the other at approximately PM 14.62.

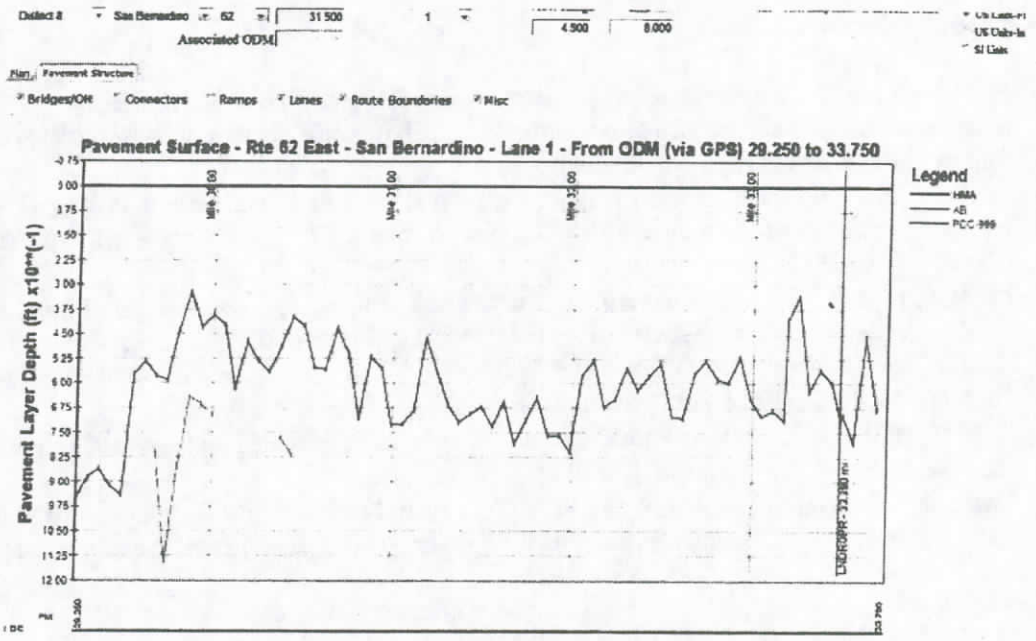
SBD-62-EB Lane #1



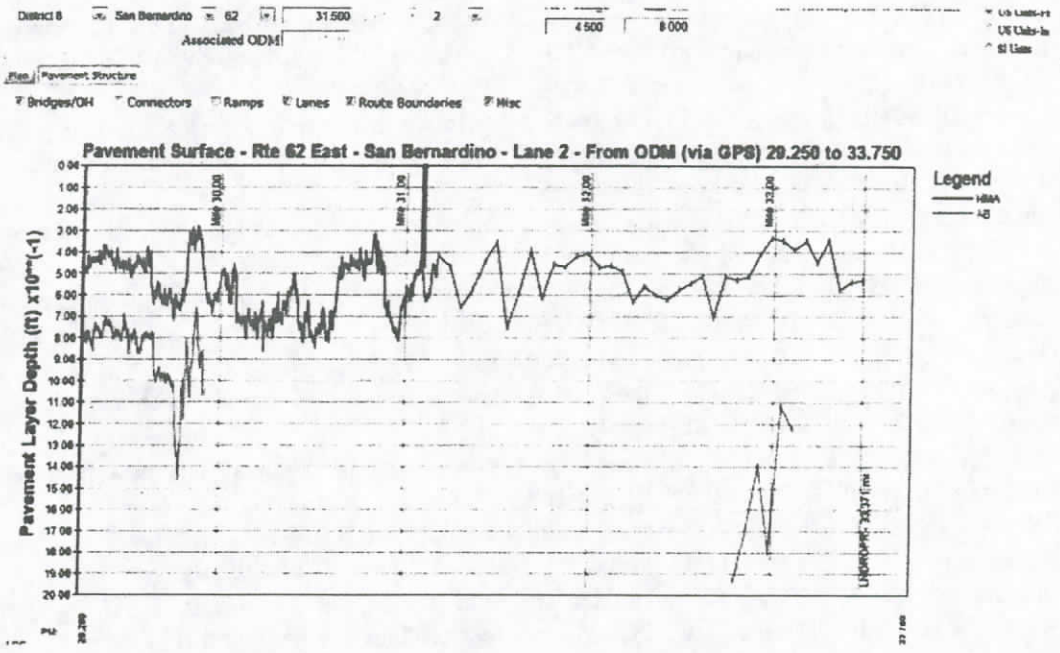
In Segment 2, Lane 2 – Nearly the same is true for EB lane 2 (graph below). Most pavement 0.40' or more in depth except for one location with AC that is 0.31' at approximately PM 14.8. There are also a few locations with AC of 0.35' from about PM 9.75-9.79, PM 14.23 and about PM 14.89.



Segment 3 – SBd PM 29.3/33.6- All pavement in the EB #1 lane (graph below) appears to be 0.45' or more with the following exceptions: PM 29.87 shows a depth of about 0.31', PM 33.25 shows a depth of about 0.32' AC and PM 30.0 and 30.45 both show about 0.39' AC.



Segment 3, Lane 2 (graph below) appears to have an overall depth of about 0.40' or more. The following locations have an AC depth of between 0.29' and 0.40'. A candidate for a digout will be from PM 29.80 to 29.87 where the AC depth appears to be 0.29' to 0.30', and another at PM 30.8 with AC of 0.31'. Three spot locations between PM 32.96 and 33.3 where AC depth is between 0.33' to 0.35'. At approximately PM 31.49 AC depth is 0.34'.



There was no iGPR data for westbound SR-62.

1.5.2 As-Built Plans

Segment 1 – Riv PM 6.7/9.2

- In 1950, (PM 7.6/8.0) two existing curves were realigned. Two 11-foot lanes and 3-foot outside shoulders were constructed with 0.25' Bituminous Surface Treatment over 0.75' Imported Base. (Map Files No. 4200R).
- In 1962, (PM 7.0/9.2) there was realignment and widening to 4 lanes with 0.04' Open Graded Asphalt Concrete (OGAC) over 0.25' AC Type B over 0.67' Concrete Treated Base (CTB) Class B. (08-02982).
- In 1966, (PM 0.4/7.2) the southern end of 62 was realigned and constructed of 0.04' Open Graded Asphalt Concrete (OGAC) over 0.25' AC Type B over 0.67' Concrete Treated Base (CTB) Class B over 0.67 AS Class 2 (08-02983).
- February 15, 1978, (PM 6.7/9.2) overlay with 0.08' AC Type B (08-19383).
- In 1985, (PM R6.7/9.2) the concrete median barrier was constructed and any unpaved median received 0.25' AC Type B. (08-26800).
- Two subsequent projects (48440 and 0H610) also cold planed and overlaid 0.10' RHMA-G and 0.20' RHMA-G respectively, and this location has also received at least one seal coat.

According to the as-built plans the total section of Segment 1 is at least 0.20' RHMA-G over 0.17' AC Type B over 0.67' CTB Class B. Between PM 6.7 and 7.0 there is also 0.67' AS Class 2 beneath the CTB.

Segment 2 – SBd PM 0.0/15.1

- In 1962, (PM 0.0/1.8) the existing AC pavement was reconstructed with 0.04' OGAC over 0.25' AC Type B over 0.67' CTB Class B (08-02982).
- In 1965, (PM 2.6/8.7) six sections were reconstructed to correct vertical curves and one was widened. The new pavement consists of 0.04' OGAC over 0.25' RMAS over 0.50' AB Class 3 (08-07810).
- March 21, 1966, (PM 12.7/15.1) four sections were reconstructed to correct vertical curves and one was widened for a median. The new pavement consists of 0.04' OGAC over 0.25' RMAS over 0.50' AB Class 3 (08-08980).
- June 3, 1971, (PM 1.0/7.3) the roadway was widened to 4 lanes. The new pavement consists of 0.04' OGAC over 0.25' RMAS over 0.50' AB Class 3 (08-12470).
- August 1, 1973, (PM 8.6/9.8) the roadway was widened to 4 lanes. The new pavement consists of 0.04' OGAC over 0.25' RMAS (08-16610).
- October 12, 1973, (PM 0.7/7.4) overlay with 0.08' OGAC (08-15884).
- August 23, 1973, (PM 11.36/11.9 the roadway was widened to 4 lanes. The new pavement consists of 0.25' AC Type B. (08-17380).
- June 7, 1976, (PM 12.4/15.1) the roadway was widened to 4 lanes. The new pavement consists of 0.04' OGAC over 0.25' RMAS (08-15721).
- February 15, 1978, (PM 0.0/1.0) overlay with 0.08' AC Type B (08-19383).
- November 7, 1978, (PM 7.6/11.1) overlay with 0.08' AC Type B (08-20550).
- November 23, 1994, (PM 9.6/13.6) widen and cold plane 0.08', overlay 0.35' AC Type A. Widening varies 0.15' to 0.35' AC Type A, spot locations up to 1.0' (80-00011)

- August 31, 1998, (PM 13.6/15.1) overlay with 0.06' OGAC (08-44590).
- December 20, 1999, (PM 9.6/13.6) overlay with 0.08' OGAC (08-48050).
- June 1, 2001, (PM 15.0/15.1) overlay with 0.08' OGAC (08-49930).
- August 6, 2001, (PM 0.8/9.6) the existing AC pavement was cold planed 0.10', and 0.05' OGAC over 0.25' AC Type A was placed (08-35901).
- December 31, 2001, (0.0/1.3) cold plane and overlay of 0.20' RHMA-G.
- November 1, 2006 (same PM, 0.8/9.6): The existing AC pavement was widened on one or both sides and 8-foot shoulders constructed. New traveled way varied between 0 and 13 feet. Structural sections were 0.65' AC Type A over 0.85' AB class 2 for traveled way and 0.40' AC Type A over 0.45' AB class 2 for shoulders (08-35902). Existing pavement was cold planed 0.08' and overlaid with 0.15' AC Type A except between PM 7.1 and 9.6 where it was cold planed 0.08' and overlaid 0.40'.
- This location has also received at least two seal coat.

According to the as-built plans the total section of Segment 1 is at least 0.60' AC except for between PM 13 and 15 where it may be as thin as 0.35' AC over 0.50' AB. Below PM 8.7 there should also be 0.50' AB beneath the AC. Between about PM 8.7 and 13.0 the AC appears to have no base.

Segment 3 – SBd PM 29.3/33.6

- August 28, 1967, (PM 29.2/32.6) widen and correct vert. curves with 0.04' OGAC over 0.25' RMAS (08-09620).
- September 30, 1974 (PM 30.3/32.1) widen existing with 0.04' OGAC over 0.25' AC Type B, also overlay existing with 0.04' OGAC over 0.10' AC Type B (08-14350).
- November 7, 1978, (PM 32.2/33.6) overlay with 0.08' AC Type B (08-20550).
- November 15, 1979, (PM 29.3/30.4) overlay with 0.08' AC Type B (08-21490).
- September 26, 1995, (PM 30.0/30.7) widen existing with 0.65' AC Type B over native (08-32630).
- December 20, 1999, (PM 32.8/33.5) overlay with 0.08' OGAC (08-48050).
- June 1, 2001, (PM 29.3/33.6) overlay with 0.08' OGAC (08-49930).
- August 4, 2004, (PM 31.2/32.8) overlay with 0.10' OGAC (08-0E170).
- May 27, 2008, (PM 30.4/30.7) overlay with 0.10' RHMA-G (08-0K460).
- July 6, 2009, (PM 29.3/29.8) widen to 4 lanes + stripe for TWLTL with 0.65' HMA Type A over 0.60' AB Class 2 for traveled way and 0.45' HMA Type A over 0.35' AB Class 2 for shoulder (08-0E110).
- February 17, 2012, (PM 29.7/30.2) widen to 4 lanes + stripe for TWLTL with 0.65' HMA Type A over 0.60' AB Class 2 for traveled way and 0.45' HMA Type A over 0.35' AB Class 2 for shoulder (08-0E111).
- This location has also received at least two seal coats.

The original structural section for Segment 3 was typically 0.04' OGAC over 0.25' RMAS over native soil so this will probably be found in the #1 lanes, with 0.10' to 0.20' of overlay for a total of at least 0.30' AC. Some short portions of outer lanes constructed later have 0.65' AC Type A or B over 0.60 AB up to PM 30.2. Between PM 30.2 and 33.6 the outer lanes may be as thin as the #1.

1.6 Design Designation

Segment 1 –
Values listed below were obtained a from plans for project EA 49180 dated January 28, 2013.

2012 ADT = 19,900 D = 60%
2032 ADT = 39,600 T = 14%
DHV = 1,850 V = 65 MPH
Desert Region

Segment 2-
Values listed below were obtained a from plans for project EA 0Q730 dated November 13, 2013.

2012 ADT = 19,500 D = 52%
2032 ADT = 24,700 T = 8%
DHV = 2,220 V = 55 MPH
Desert Region

Segment 3-
Values listed below were obtained a from plans for project EA 0E111 dated February 17, 2012.

2008 ADT = 14,300 D = 60%
2030 ADT = 28,000 T = 4.6%
DHV = 1,400 V = 65 MPH
Desert Region

2.0 PAVEMENT DESIGN PARAMETERS

2.1 Resistance Values for Basement Soils

A Materials Report for proposed widening of SR-62 between Hess Blvd. and La Honda Way in Morongo Valley, San Bernardino County, California. Contract No. 08-359021, dated August 28, 2002 states, "… R-Values at all locations were quite high, ranging between 71 and 78."

A Soils and Aggregate Test result from SR-62 PM 29.5 dated June 25, 2007 states the R-Value result was 79. The testing was done for proposed widening project no. 08-0E1101 on SR-62 between Easy St. and Sunrise St. in Twenty-nine Palms.

A Geotechnical Report written for Encroachment Permit #08-12-N-UK-0430 (a water supply pipeline installation project,) shows a soil sample taken near PM 15.1. The R-value test result was 79.

Based on the above information, and taking into consideration a dry lake-bed north of segment 4, a Design R-value of 50 will be adequate for this Preliminary Materials Report.

2.2 Pavement Design Life

According to the CAPM guidelines and HDM Topic 603.3(2), the intent of CAPM projects is to extend the service life of pavement with minor distress by a minimum of five-years, or does not meet International Roughness Index (IRI) requirements (greater than 170 inches per mile.). If the

scope of the project changes to a RR program, pavement will be required to be designed for a longer service life (10, 20 or 40 depending on LCCA results).

3.0 FIELD REVIEW

On May 28, 2015, Joe Campbell, Maintenance Supervisor at the Yucca Valley Maintenance Yard and Susan Hess of my staff inspected the pavement for the length of the project, observing pavement condition and noting other items, such as safety devices. Over all, the pavement on SR-62 does still seem in good enough condition to warrant Capital Preventative Maintenance, with most pavement wear or damage consisting of longitudinal or transverse cracks or alligator cracking that has been patched. Most of these items will be remedied with 0.20' cold plane and 0.20' overlay of RHMA-G. Other damage has occurred as a result of a poor slurry seal in Riverside County and the southernmost area of San Bernardino County. This pavement needs to be resurfaced, as some pot holes are starting to form and there is some stripping. There are humps (vertical curves) or heaves at the access of some side streets where the pavement seems to be moving downhill, over time. In addition to the many large trucks that use this route, Joe remarked that large military vehicle traffic has been increasing recently, as some were observed during the field trip.

Recent pavement overlay jobs 49180, 0Q730 and 0L690 all look good, with the exception of where 0Q730 overlayed existing curb and gutter east of Lear (PM 27.7), leaving about 1" of curb sticking up.

Currently, there are plastic channelizer-delineators in the median of Segment 2, for a distance of 5 miles, from about PM 2.3 to PM 7.6. These are due to be replaced by curb medians and thrie beam barrier in upcoming project 0Q130 scheduled for construction in February of 2017. For ease of construction and detour opportunities, it would seem more logical for the overlay project to proceed first.

The concrete median barrier at PM 8.7 needs a new end treatment. The curb ramps near Dumosa (PM 12.2) at the Carl's Jr. parking lot entrance have had the soil wash away from beneath them, are cracked and have a large drop off to the ground beneath the outside edge. The sidewalk near Inca Trail (PM 10.05) has a similar drop off. Some existing sidewalk is too narrow. Some locations have trees in the sidewalk.

There is a large gas main east of Yucca Mesa, and another gas line on WB SR-62 which caused a drainage project to be stopped, running parallel to the roadway under the sidewalk at Kickapoo Trail (PM 9.8)

In Segment 3 there is a striped crosswalk with lights embedded in the pavement and Bott's Dots. The town would like this to remain. Recommend remove and replace.

It should be noted that drainage is the greatest problem on SR-62, one or more projects should be PIPed to possibly construct culverts for diverting some sheet flow, as it is not within the scope of this project.

4.0 PAVEMENT RECOMMENDATION

4.1 Existing Pavement - Mill and Overlay

For all lanes, shoulders, paved medians and turnouts, it is proposed to cold plane the pavement 0.20' and overlay 0.20' with RHMA-G. Digouts, or Replace Asphalt Concrete Surfacing is addressed below in Section 4.2.

Smoothness is also included in CapM mill & overlay requirements, as seen in Highway Design Manual Section 603.3 (2).

Lime treatment of aggregate may be required, as determined by testing of aggregate, during construction.

To maximize service life of the pavement we recommend, prior to the overlay, cold plane 0.20' existing pavement. Cracks wider than ¼ inch should be sealed; perform digouts for loose pavement and potholes and localized failures. Undesirable material such as bleeding seal coats or excessive crack sealant should be removed before paving. Existing thermoplastic traffic stripes and raised pavement markers should be removed. Routing cracks before applying crack sealant has been found to be beneficial. The width of the routing should be ¼ inch wider than the crack width. The depth should be equal to the width of the routing plus ¼ inch. In order to alleviate the potential bump in the overlay from the crack sealant, leave the crack sealant ¼ inch below grade to allow for expansion.

Care should be taken during the cold plane procedures, because some areas of SR-62 have just 0.35'- 0.40' of AC pavement. Over-planing may cause some overlay areas to require digouts.

Since the recently completed project 08-0L690 for widening of the mainline between Apache Trail (PM 10.3) and Palm Ave. (PM 11.4) has overlaid all lanes and shoulders with 0.17' or more of HMA Type A, this portion of roadway may be excluded from 1E840.

4.2 Replace Asphalt Concrete Surfacing – Digouts

In some areas 0.20' may not be sufficient to eliminate all pavement distress. In this case, remove and replace the existing asphalt concrete paving to 0.40'. There are some sections where the AC thickness is less than 0.40' so some minor excavation and re-compaction of base or subgrade may be required. Replace with 0.40' HMA Type A with ¾" aggregate gradation and PG 64-28M binder. This HMA will require an nSSP. Construct according to Standard Specifications Section 39, Standard Special Provision 39-2 and NSSP 39-1. Please include Item #390095 in the estimate.

Recommended areas for digout are the following:

(Segment 1)

1. Riv-62-EB In lane #2, PM R 6.57 to R 6.70 pavement is between 0.30' and 0.35'
2. PM R 6.87 showing a depth of only slightly more than 0.25'.
3. Approximately PM 7.61 where pavement is 0.34',
4. About PM 7.88 to PM 7.90, AC is 0.33' to 0.34'.

(Segment 2)

5. SBd-62-EB In lane #1, PM 14.1 has 0.30' AC, (may have been increased by widening project.)
6. PM 14.62 has 0.30' AC,
7. PM 15.0 with 0.22' AC and
8. PM 15.19, pavement slightly more than 0.26'.
9. SBd-62-EB In lane #2, PM 9.8 both sides of Kickapoo Trail have extensive alligator cracking due to ponding water.
10. PM 14.8 has AC of 0.31'.

(Segment 3)

11. SBd-62-EB In lane #1, PM 29.87 has 0.31' AC,
12. PM 33.25 has 0.32' AC.
13. SBd-62-EB In lane #2, from PM 29.8 to PM 29.87 where AC is 0.29' to 0.30',
14. PM 30.8 where AC is 0.31'.
15. PM 32.96-PM 33.3 AC is between 0.32' and 0.34',
16. PM 31.49 AC depth is 0.34'.

Please note there was no pavement information on WB 62. WB 62 between Hermosa Ave (PM 14.5) and Avalon Ave. (PM 14.1) is in very poor condition in both lanes and will no doubt result in some additional dig outs.

4.3 Shoulder Backing

Please eliminate any shoulder drop off by constructing shoulder backing at the edge of pavement. Please see the Standard Specifications Section 19-9 for more information.

5.0 MATERIALS SPECIFICATIONS FOR FLEXIBLE PAVEMENT

- Aggregate for HMA Type A should comply with the 3/4-inch grading. Layer thicknesses should be between 0.20' and 0.35'.
- Asphalt Binder for HMA Type A should be PG 64-28 M.
- An nSSP is required for the HMA Type A for digouts.
- Aggregate for RHMA Type G should comply with the 3/4-inch grading. Total thickness no greater than 0.20'.
- Asphalt Binder for RHMA Type G should be PG 64-16.
- AB shall be Class 2 conforming to Section 26 of the 2010 Standard Specifications.
- Prime Coat shall be applied to base material prior to placing hot mix asphalt concrete. If the quantity required exceeds one ton, it shall be included as a pay item in the engineer's estimate.
- Tack Coat shall be applied to the existing AC surface and between successive layers of HMA.
- Where Rumble Strips are removed in this project, they are to be replaced by grinding into the pavement surface per Standard Plan A40B.

6.0 CULVERTS & CORROSION POTENTIAL

Rehabilitation and improvements to any culverts should be considered as part of the scope of the project. As part of the rehabilitation, the native soils around these culverts will need to be

sampled to determine their corrosion potential, which are necessary to determine proper measures for culvert rehabilitation or replacement. This sampling should take place during the Design phase.

7.0 REFERENCE

- Materials Report prepared by Caltrans District 8 Materials Engineering for proposed widening of SR-62 between Hess Blvd. and La Honda Way in Morongo Valley, San Bernardino County, California. Contract No. 08-359021, dated August 28, 2002.
- Materials Report prepared by Caltrans District 8 Materials Engineering for proposed widening of SR-62 between Yucca Valley and Twenty-nine Palms, San Bernardino County, California. Contract No. 08-0R130, dated September 4, 2014.
- 1971 United States Department of Agriculture (USDA) "Soil Survey of Western Riverside County, California" and USDA Natural Resources Conservation Service Web Soil Survey, location: http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx
- USGS Geologic Hazards Science Center, Fault Activity Map http://www.quake.ca.gov/gmaps/FAM/faultactivitymap.html
- Highway Design Manual – Sixth Edition 2012, California Department of Transportation.
- CalFP Version 1.1, a computer program for HMA pavement design.
- As-builts.
- Western Regional Climate Center, Desert Research Institute. Website location: http://www.wrcc.dri.edu

If you have any questions, you may call Susan Hess of my staff at 806-3977, or I can be reached at 888-2029.

BWK:sh

ATTACHMENT J

Transportation Management Plan

For DTM use		Caltrans District 8 (Riverside & San Bernardino)	
Developer		TMP Request form & developed TMP (Ver. Sep. 2014)	

Transportation Management Plan (TMP) Data Sheet is for PID, PSR, PR and PS&E considering DTM's requirements. The validity of this TMP expires at the same time the associated LRCs expires.

The TMP Data Sheet includes background & signature, TMP elements & TMP estimate

Requester: *Complete section (A) & (B) of this page only*

Requester: Submit separate request for each roadway (Type the information in the cells with yellow background ONLY)

Please note that

Project shall not be certified without the approval of the Lane Requirement Charts (LRCs) & the TMP by the DTM

(A) Requester's info.			
1-Date of request	4/19/2016	**2**-Department	
3-Full name	Karim Khondokar	**4**- Phone No.	909-889-8640
5-E-mail address	karim.khondokar@dot.ca.gov		
6-Project Manager's name	Elaheh Hadipour		
7-Project Manager's E-mail	elaheh.hadipour@dot.ca.gov		

(B) Project information					
		1-EA#/ID#	1E8401/08 1400 0113		
2-County/Route	SBd and Riv/62		**3**-phase/sub object		
4-Post mile (From-To)	Riv 62 PM 6.7/9.5 & SBd 62 PM 0.0/15.1 & 29.2/33.6				
5-Short description of job	Preserve and extend the life of existing pavement and improve ride quality.				
Construction period per WPS					
6-Estimated start date	03/29/19	**8**-# of working days	285		
7-Estimated end date	03/30/21	**9**-Estimated Proj. cost	$ 35,355,000		

10- Requester: Use section (H), in the bottom of the page, to add any other information that helps developing the TMP

11- Documents to send → *Requester: Please attach the location map in jpeg/pdf format to your E-mail*

12- If hard copies are requested, Send or bring them to the DTM office located on the south side of 11th. Floor, Attn: Al Afaneh. Questions: call 383-6262

13- E-mail the request to: al_afaneh@dot.ca.gov

Following is for DTM use >>>>>>>>>>> Developer: Fill info in green cells only

C) BACKGROUND INFORMATION				Date request received		Job assigned to	
# of working days	285						
Estimated Project cost ($)	35,355,000	Per E-mail dated					
TMP estimate($)	**$124,500**	Equal to	**0.35%**	Of the project cost			

D) IMPACT	High	Medium	Low	NA	Developer: (*Briefly, explain the high impact/mitigation):*
State Hwy.		x			
Local road		x			
Ramp/connector				x	

E) Developer: Complete the info					
Developed by	John H. Lee	Original signed by:	John H. Lee	Date	4/19/2016
Title	Transportation Engineer				
E-mail	John_h_lee@dot.ca.gov				
Phone/Fax	(909) 806-3902/383-1068				

F) Approved by		Original signed by:	Al Afaneh	Date	04/19/16
Name:	Al Afaneh				
Title	District Traffic Manager				
E-mail	al_k_afaneh@dot.ca.gov				
Phone/Fax	383 6262/383 1068				

G) District's info:		
Department of Transportation		
District:	8	
Address:	464 W. Fourth St., San Bernardino, Ca., 92401-1400	
Operations, DTM, MS >>>>	1150	

H) Remarks:	

TMP Elements	EA #/ID#	1E8401/08 1400 0113	Date	4/19/2016

Note: An X in the check box means you need to include this in the project unless staging, material, or work hour changes eliminate the need for the item. A ? in the box means TMP anticipates this - please check into this. A blank box means the item is not needed at this time based on the information received.

		Cost
1	Public Information/Public Awareness Campaign (PAC)	$ 20,000

BEES 066063 (Traffic Management Plan-Public Information). Cost to be reduced by Public Affairs (PA) and Construction Liaison (CL) only. Show under **State Furnished** as the **total** of PA+CL.

1.1		Include Rideshare information in PA/CL project material to encourage vehicles reduction in work area
1.2	X	Brochures and Mailers
1.3	X	Media Releases (& minority media sources)
1.4		Paid Advertising
1.5		DT
1.6		Public Meetings/PAC Mtgs./Speakers Bureau (show cost also for room rental)
1.7		Hand deliver notices to vicinity
1.8		Broadcast fax service
1.9		Telephone Hotline OR
1.10		1-800-COMMUTE (The telephone number is shown on CS-Info signs) -
1.11		Visual Information (videos, slide shows, etc.)
1.12	X	Local cable TV and News
1.13		Traveler Information System (Internet)
1.14	X	Internet, E-mail
1.15		Notification to targeted groups:
		Revised Transit Schedules/maps
		Rideshare organizations
		schools
		organizations representing people with disabilities
		bicycle organizations
1.16		Include PA/CL/Consultant resources in WPS
1.17		Commercial traffic reporters/feeds - e.g. brief Traffic Information people (TIP) group
1.18		Insert SSP's
		"A representative of the Contractor, at Superintendent level or higher, and authorized to commit the Contractor, shall attend and participate in all Public Awareness Campaign meetings. Time commitment for the meeting(s) varies from two to four hours per month."
1.19		Others

Section 1 Total	$ 20,000

TMP Elements	EA #/ID#	1E8401/08 1400 0113	Date	4/19/2016

2 Traveler Information Strategies

Project team needs to coordinate with Traffic Design!

2.1 [ ] Existing Electronic Message Signs (Stationary) - list locations. See Note 5

[ ] New Installation (Stationary) - BEES 860532 CHANGEABLE MESSAGE SIGN SYSTEM - list locations. See Note 5

2.2 [ ] Portable Changeable Message Signs (PCMS).BEES 128650

These PCMS advise motorists to divert at remote advance decision points - outside the usual work limits. Unlike stationary CMS, you are allowed to use them for advance motorist information - e.g. a week ahead. Their placement may need to be cleared **environmentally** so that they can be included in plans and SSP later. They may be **in addition** to Traffic Design's PCMS for regular traffic handling in and next to a work area.

Placement Details: units to be placed in the direction of travel towards the closure at 1 mile and 1/2 mile before getting to the closure. Total No. of PCMSs needed is units for 6 months ( )= $

2.3 [x] Lane Closure Web Site
2.4 [x] Caltrans Highway Information Network (CHIN)
2.5 [ ] Radar Speed Message Sign (Specter sign) BEES 066064 (approx. EA @ $30,000)
2.6 [ ] Bicycle and pedestrian information, e.g. Detour maps
2.7 [ ] Others

Section 2 Total	$ -

3 Incident Management

3.1 CHP's Construction or Maintenance Zone Enhanced Enforcement Program – COZEEP or MAZEEP. BEES 066062 - show under "State or Agency furnished" in the Cost Estimate.

Make sure to consider the LC hours and add CHP driving time to/from their office

Day COZEEP: To protect active closures

# of days	hours/day	CHP vehicles	# of officers.	Rate/Hr.		
110	10	1	1	$ 95	$	104,500

Night COZEEP: To protect active closures

# of nights		hours/night	CHP vehicles	# of officers. Nights need 2	Rate/Hr.		
		0	1	1	$ 95	$	-

3.2 BLANK

3.3 **Freeway Service Patrol (FSP) for Construction (CFSP)** $/hr./truck $55

TMP Elements	EA #/ID#	1E8401/08 1400 0113	Date	4/19/2016

BEES 066065 - show under "State or Agency furnished" in the Cost Estimate

Short duration or remote area CFSP usually is bid with much higher hourly rates. If enhancement of program FSP feasible, CFSP could tie into the lower long-term FSP rates.

	# of trucks	# of days	Hours per day	
A For service within the regular FSP hours				$0
For service outside the regular FSP hours				
B Extended Peak hour coverage				$0
C Night support during structure freeway closures and major traffic shifts				$0
D Weekend support				$0

Local agency (SAFE) support 8% $0

8% of truck cost

CFSP CHP support 5% $0

5% of truck cost only if within regular FSP and area

Equipment/Supplies 10% $0

% of truck cost unless more detail available

Consult with the Inland Empire division of CHP or the border division in the southern Riverside county to select the method which is acceptable for the B,C,D that are outside the regular FSP hours or area.

Method 1

CFSP/CHP support 20% $0

20% of truck cost or

CFSP Dispatcher @

# of days		# of nights	hours	# of FSP	Rate	# of FSP vehicles	
			0		$45		$ -
			0				

CFSP CHP Officers (See Cozeep rate)

# of days		# of nights	hours	# of officers	Rate	# of CHP vehicles	
0		0	0	1	45	0	$ -
0		0	0	2	0	0	$ -

TMP Elements	EA #/ID#	1E8401/08 1400 0113	Date	4/19/2016

- [ ] Cooperative Agreement or Task Order with SAFE
  for $0
- [ ] Task Order with CHP (State-wide Master Agreement for FSP support).
  for $0
  Contact District FSP Coordinator for task orders.
- [ ] Service Contract
- [ ] Local Agency will arrange CFSP with SAFE
- [ ] Local Agency will arrange CFSP administration with CHP

3.3 Total $0

Section 3 Total	$ 104,500

4 Construction Strategies

Contact DTM, at 909-383-6262, to get Delay Calculations, Lane Requirement Charts (LRC), Table Z and Special events list. Inform DTM of any concerns/commitments Re special LC days, times, seasons, events; environmental restrictions; if work may be affected by snow and low or high temperatures. E.g. desert heat may delay AC dig out curing which may increase traffic impact when vehicles overheat in the queue; etc. IF traffic volumes vary significantly between seasons, consider 2 sets of LRCs to avoid CCOs.

4.1 This TMP presumes that work is planned as below. If different, TMP needs to be revised. The Lead Project Engineer is responsible to include all appropriate closure charts.

- [x] Off peak
- [ ] Night
- [?] Weekend

4.2

- [ ] Flagging
- [x] Shoulder
- [x] Lane
- [?] Street
- [ ] Ramp
- [ ] Connector*
- [ ] Extended Weekend Closures*
- [ ] Total Facility Closures*

*Consult with TMP developer and the DTM regarding Cozeep & other costs. Show your detour and traffic diversion plans.

CAUTION: If the Lane Requirement Chart (LRC) for full mainline closures, of one or both directions on a highway or freeway, does not show the maximum number of allowable closures, the PSE cannot be certified by DTM/TMP.

4.3 [x] Coordinate with adjacent construction and planned projects - also on detour routes.
Use SSP 07-850

4.4 [ ] BEES 066008 Incentives/Disincentives

4.5 [ ] Strictly enforce Constr. Progress Schedule (CPM)

4.6 [ ] Include Specification 12-4.03_A0

TMP Elements	EA #/ID#	1E8401/08 1400 0113	Date	4/19/2016

BEES 066022 (Traffic) Right of Way delay. Show in supplemental work. If State (or agency) denies an approved closure or orders the contractor an earlier pick up, this shall be used to pay damages, e.g. for AC cold load, etc.

4.7 ☐ 10-Min. Delay Penalty — Contact DTM at 909-838-6262 for 10 Min. Delay penalty Calculations. Note that Delay Penalty is different from the R/W Delay shown above!

4.8 ☐ Others

Section 4 Total	$ -

5 Demand Management (DM)

Project team needs to coordinate with RCTC/SANBAG/CVAG

Traffic diversion may increase available work hours.

5.1 ☐ A coop will be executed - mentioned in PSR or PR.

☐ Instead of a coop, 15% is added to the cost of DM elements since the payment to the local agency will be routed through the contractor.

☐ Instead of a coop, the local agency will make their own arrangements with RCTC/SANBAG.

☐ PA/CL or local agency need to inform commuters through RCTC/SANBAG. Funds part of PA/CL.

5.2 ☐ HOV Lanes/Ramps (New or Convert)

5.3 ☐ Park-and-Ride Lots

☐ Leased spaces (Sponsored spaces may be feasible in exchange for signs and print coverage)

5.4 ☐ Parking Management/Pricing (Coordination with local agency is required)

5.5 ☐ BEES 066067 Rideshare Promotion

5.6 Rideshare Incentives -

Section 5 Total	$ -

6 Alternate Route Strategies

Caution - signed detours may require environmental clearance. Traffic diversion may increase available work hours. Please work with Traffic Design.

6.1 ☐ Add Capacity to Freeway connector

6.2 ☐ Ramp Closures

6.3 ☐ Temporary Highway Lanes or Shoulder Use

6.4 ☐ Parking Restrictions

6.5 ☐ Street Improvements

☐ State R/W - Signals, Widen, etc.

☐ Local R/W - Signals, Widen, etc. Coop or Permit may be needed

6.6 ☐ Local Street USE - Coop or Permit may be needed

6.7 ☐ Traffic Control Officers (see 3.1 Cozeep)

6.8 ☐ Signed detour - using State routes

6.9 ☐ Signed detour - using local streets and roads

6.10 ☐ Adjust signals

6.11 ☐ Temporary bicycle or pedestrian facilities

6.12 ☐ Others

Section 6 Total	$ -

7 Other Strategies

TMP Elements	EA #/ID#	1E8401/08 1400 0113	Date	4/19/2016

7.1 ☐ Application of new technology
7.2 ☐ Innovative products
7.3 ☐ Others

Section 7 Total	$ -

TMP Estimate

	EA#/ID#	*1E8401/08 1400 0113*	*Date*	*4/19/2016*

TMP developer: Amounts under the cost column will automatically be copied from the TMP elements

TMP Elements	Cost
1. Public Information	$20,000
2. Motorist Information Strategies	$0
3. Incident Management	$104,500
4. Construction Strategies	$0
5. Demand Management (DM)	$0
6. Alternate Route Strategies	$0
7. Other Strategies	$0
Total TMP Estimate	$ 124,500

Form developed by Saleh Yadegari

ATTACHMENT K

List of Non-Standard ADA curb ramps

EA 1E840

ADA CURB Ramp Inventory

EA - 1E840		Route 62	SEG-1:	RIV PM 6.7 - 9.2
			SEG-2:	SBD PM 0.0-15.1
			SEG-3:	SBD PM 29.3 - 33.6
No.	SBD PM / State PM	Street	Location of Curb ramps	Number of CR to be upgraded
	BEG Segment-01	RIV PM 6.7		
1	RIV R6.425/6.425	Kolbe Rd & N Indian Canyon Dr		
	END Segment-01	RIV PM 9.2	Sub total	0
	BEG Segment-02	SBD PM 0.0		
2		Canyon House Rd & Hess Blvd		
3		Matzenen Dr		
4	SBD 0.932 / 9.706	Adeline Way	NE	1
			NW	1
5	SBD 1.018 / 9.792	Rosella Dr	NW	1
			NE	1
6	SBD 1.1 / 9.874	Paradise Ave	NW	1
7	SBD 1.186 / 9.96	San Jacinto St	SE	1
			SW	1
8	SBD 1.239 / 10.013	Senilis Ave	SW	1
			SE	1
			NE	1
			NW	1
9	SBD 1.378 / 10.152	Park Ave	NE	1
			NW	1
10	SBD 1.405 / 10.179	Park Ave	SW (A)	1
			SW (B)	1
			SE	1
11	SBD 1.524 / 10.298	Coronado Dr	NW	1
12	SBD 1.565 / 10.339	Mountain View Dr & West St	SW	1
13		Valve Dr		
14		East Dr		
15		Maccele Rd East		

EA 1E840

ADA CURB Ramp Inventory

EA - 1E840		Route 62	SEG-1:	RIV PM 6.7 - 9.2
			SEG-2:	SBD PM 0.0-15.1
			SEG-3:	SBD PM 29.3 - 33.6
No.	**SBD PM / State PM**	**Street**	**Location of Curb ramps**	**Number of CR to be upgraded**
16		Valley View Rd		
17		Lobo Rd		
18		N Star Trail		
19		Palo Verde Rd		
20		Oak Dr		
21		Encelia Trail (Rt) - Big Morongo (Lt)		
22		Sams Trail		
23		Fox Trail		
24		Warren Martin Rd (Rt)- Green Trail (Lt)		
25		Livingston Dr		
26		Rawson Dr		
27		Elm St		
28		Fobes Rd		
29		Padre Rd		
30		Lanning Ln		
31		Piedras Trail		
32		Navajo Trail		
33		Bella Vista Dr		
34		Sundown Trail		
35		Desert Willow Trail		
36		Ramona Trail		
37		T-Circle Dr		
38		Little Morongo Rd 1		
39		Little Morongo Rd 2		
40		Rose Eden Dr		
41		Ole St		
42		S Samel Rd		
43		Highland Rd		
44		School Dr		
45		Scholl Dr		
46		Hoopa Rd		
47		Yucca Park Rd		
48		Shaftner Ave		
49		Fairway Dr		
50		Pinon Dr		
51	SBD 9.29 / 18.064	**Camino Del Cielo Trail**	SW	1
			NE	1
			NW	1
52		La Honda Way		
53		Chemehuevi Way		
54		Katje Way		
55	SBD 9.813 / 18.587	**Kickapoo Trail**	SW	1
			SE	1
			NE	1

EA 1E840

ADA CURB Ramp Inventory

EA - 1E840		Route 62	SEG-1:	RIV PM 6.7 - 9.2
			SEG-2:	SBD PM 0.0-15.1
			SEG-3:	SBD PM 29.3 - 33.6
No.	**SBD PM / State PM**	**Street**	**Location of Curb ramps**	**Number of CR to be upgraded**
			NW	1
56	SBD 10.052 / 18.826	Inca Trail		
57	SBD 10.146 / 18.92	Hopi Trail		
58	SBD 10.227 / 19.001	Warmego Trail		
59	SBD 10.256 / 19.039	Gerronimo Trail		
60	SBD 10.35 / 19.124	Fox Trail		
61	SBD 10.438 / 19.212	**Elk Trail**	SW	1
			SE	1
			NE	1
			NW	1
62	SBD 10.527 / 19.301	**Deer Trail** (Right) - **Pioneertown Rd** (Left)	SW (A)	1
			SW (B)	1
			SE	1
			NE	1
			NW	1
63	SBD 10.615 / 19.389	**Cherokee Trail**	R - L	
			NE	1
			NW	1
			SE	1
			SW	1
64		Bannock Trail		
65	SBD 10.81 / 19.584	**Apache Trail** (Right) - **Yucca Trail** (Left)	SW	1
			SE	1
66	SBD 10.9 / 19.674	**Acoma Trail** (Right) - **Mohawk Trail** (Left)	SW	1
			SE	1
			NE	1
			NW	1
67		Scarvan Rd		
68	SBD 11.073 / 19.847	**Church St**	SW	1
			SE	1
69	SBD 11.254 / 20.028	**Cholla Ave**	NE	1
70	SBD 11.362 / 20.136	**Palm Ave** (Right)	SE	1
71	SBD 11.382 / 20.156	**Palm Ave** (Left)	NE	1
			NW	1
72	SBD 11.636 / 20.41	Grand Ave		
73	SBD 11.757 / 20.531	Trojan Way		
74	SBD 11.904 / 20.678	Sage Ave		
75	SBD 12.032 / 20.806	Barberry Ave		

EA 1E840

ADA CURB Ramp Inventory

EA - 1E840		Route 62	SEG-1:	RIV PM 6.7 - 9.2
			SEG-2:	SBD PM 0.0-15.1
			SEG-3:	SBD PM 29.3 - 33.6
No.	SBD PM / State PM	Street	Location of Curb ramps	Number of CR to be upgraded
76	SBD 12.032 / 20.806	Dumosa Ave		
77	SBD 12.404 / 21.178	Joshua Ln (Right) Route 247 (Left)	SW	1
			SE	1
			NE	1
			NW	1
78	SBD 12.641 / 21.415	Airway Ave	SW	2
			SE	1
			NE	1
			NW	2
79	SBD 12.96 / 21.734	Warren Vista Dr	SE	1
			NE	1
			NW	1
80	SBD 13.053 / 21.827	Dryden Ave		
81	SBD 13.155 / 21.929	Hilton Ave	SW	1
			SE	1
82	SBD 13.246 / 22.02	Hilton Rd	SW	1
			SE	1
			NE	1
			NW	1
83	SBD 13.541 / 22.315	Balsa Ave	SW	1
			NE	1
			NW	1
84		Hanford Ave		
85		Prescott Ave		
86	SBD 14.098 / 22.872	Avalon Ave	SW	1
			SE	1
			NE	1
87		Hermosa Ave		
88		Indio Ave		
89		Richard Dr		
90		Linda Lee Dr		
91		Ronald Dr		
92		Ruth Dr		
93		Marvin Dr		

EA 1E840

ADA CURB Ramp Inventory

EA - 1E840		Route 62	SEG-1:	RIV PM 6.7 - 9.2
			SEG-2:	SBD PM 0.0-15.1
			SEG-3:	SBD PM 29.3 - 33.6
No.	**SBD PM / State PM**	**Street**	**Location of Curb ramps**	**Number of CR to be upgraded**
94	SBD 15.115 / 23.889	**Yucca Messa Rd (Left) - La Contenta (Right)**	SW	1
			SE	1
			NE	1
			NW	1
		Memorial Dr (Rt) - Olympi	SE (2)	
		Olympic Rd	NE (3)	
		Sherwood Rd	NW (4)	
		Torres Ave	R	
		Sunny Vista Blvd	L & R	
		Juniper Rd	L & R	
		Saddleback Rd	L & R	
		Sunnyhill Rd	R	
		Outpost Rd	L & R	
		Hallee Rd	L	
		Hillview Rd	R	
		Sunset Rd	L & R	
		Veterans Way	L & R	
		Park Blvd	L & R	
		Center St	L	
		El Reposo St	L & R	
		Grand View Cir	R	
		Valley View Cir (Rt)-Valley	R - L	
		Mountain View Cir (Rt)-Moutain View St (Lt)		
		Sunburst Cir (Rt)-Sunburst	R - L	
		Bonair Rd	R	
		Border Ave	R	
		Neptune Ave	L & R	
		Center Ave	L & R	
		Rice Ave	L & R	
		White Feather Rd	R	
	END Segment-02	**SBD PM 15.1**	**Sub total**	**79**
	BEG Segment-03	**SBD PM 29.3**		
99	SBD 29.31 / 38.084	Bermuda Ave		
100		Barranca St		
101		Valley View Rd		
102		Easy St		
103		El Camino Rd		
104		Noels Knoll Rd		
105		Via Allegra		
106		Carodean Rd		
107		Hillcrest Dr		
108		Sunrise Ave		

EA 1E840

ADA CURB Ramp Inventory

EA - 1E840		Route 62	SEG-1:	RIV PM 6.7 - 9.2
			SEG-2:	SBD PM 0.0-15.1
			SEG-3:	SBD PM 29.3 - 33.6
No.	SBD PM / State PM	Street	Location of Curb ramps	Number of CR to be upgraded
109		Painted Hill Ave		
110		Panorama Ave		
111	SBD 30.693 / 39.467	Encelia Ave		
112		Lupine Ave		
113	SBD 31.034 / 39.808	**Mojave Ave**	SW	1
			SE	1
114	SBD 31.089 / 39.863	**Cahuilla Ave**	SW	1
			SE	1
115	SBD 31.144 / 39.918	**Mariposa Ave**	SW	1
			SE	1
			NW	1
116	SBD 31.201 / 39.975	**Morongo Rd**	SW	1
			SE	1
117	SBD 31.272 / 40.046	**Manzanita Ave** (Right)	SW	1
			SE	1
118	SBD 31.272 / 40.046	**Larrea Ave** (Left)	NE	1
			NW	1
119	SBD 31.325 / 40.099	**Eucalyptus Ave**	SW	1
120	SBD 31.38 / 40.154	Estrella Ave		
121	SBD 31.461 / 40.235	**Alpine Ave**	SE	1
122		El Sol Ave		
123		La Luna Ave		
124		El Rey Ave		
125		La Buena Tierra Ave		
126		Mission		
127		Star Dune		
128		Fortynine Palms Ave		
129		Juniper Ave		
130		Datura Ave		
131	SBD 32.024 / 40.798	**Stardune Ave**	NW	1
132		Rose Ellen Ave		
133		Clare Ave		
134		Mesquite Spring Rd		
135		Margot Ave		
136		Hillside Ave		
137		Bulion Ave		
138		Pine Ave		
139		Oasis Ave		

EA 1E840

ADA CURB Ramp Inventory

EA - 1E840		Route 62	SEG-1:	RIV PM 6.7 - 9.2
			SEG-2:	SBD PM 0.0-15.1
			SEG-3:	SBD PM 29.3 - 33.6
No.	SBD PM / State PM	Street	Location of Curb ramps	Number of CR to be upgraded
140	SBD 32.879 / 41.653	Split Rock Ave	SW	1
			SE	1
			NE	1
141	SBD 32.933 / 41.707	Desert Queen Ave	SW	1
			SE	1
			NE	1
			NW	1
142	SBD 32.989 / 41.763	Tamarisk Ave	SW	1
			SE	1
			NE	1
			NW	1
143	SBD 33.046 / 41.82	Yucca Ave	SW	1
			SE	1
			NE	1
			NW	1
144	SBD 33.046 / 41.82	Smoketree Ave	SW	1
			SE	1
			NE	1
			NW	1
145	SBD 33.1 / 41.874	Cholla Ave	SW	1
			SE	1
			NE	1
			NW	1
146	SBD 33.209 / 41.983	Adobe Rd	SW	1
			SE	1
			NE	1
			NW	1
147	SBD 33.266 / 42.04	Ocotillo Ave	NE	1
			NW	1
148	SBD 33.32 / 42.094	Palo Verde Ave	NE	1
			NW	1

EA 1E840

ADA CURB Ramp Inventory

EA - 1E840		Route 62	SEG-1:	RIV PM 6.7 - 9.2
			SEG-2:	SBD PM 0.0-15.1
			SEG-3:	SBD PM 29.3 - 33.6
No.	**SBD PM / State PM**	**Street**	**Location of Curb ramps**	**Number of CR to be upgraded**
149	SBD 33.338 / 42.112	National Park Dr	SE	1
			NE	1
			NW	1
150		Mesquite Ave		
151		West Ct		
152		East Ct		
153	SBD 33.544 / 42.318	Cienega Dr	SW	1
154	SBD 33.601 / 42.375	Athol Ave		
155		Palm View Ave	L	
156		Desert Knoll Ave		
157		Cedar Dr	L	
158		Marine Ave	L	
159		Utah Trail		
160		N Star Ave	R	
161		Araby Ave		
162		Shaerman Hoyt Ave	R	
163		Persia Ave	R	
164		Sahara Ave	R	
165		Wilshire Ave	R	
166		Singing Sands Rd	L	
167		Isleta Rd	L	
168		Gorgonio Dr	L	
169		Bullion Moutain Rd		
170		Charlotte Rd	L	
171		Primrose Ln	L	
172		Mojave Rd		
	END Segment-03	**SBD PM 33.6**	**Sub total**	**51**
			TOTAL	**130**

ATTACHMENT L

Project Category Assignment

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Serious Drought.
Help Save Water!

To: CHRISTY CONNORS
Deputy District Director
Design, MS 1267

Date: September 29, 2015

File: 08-Riv-62 PM 6.2/7.92
08-SBd-62 PM 0.1/15.1 &
PM 29.3/33.6
(EA 1E840)
Project No. 0814000113
Program 201.121

M.B.Hariya

From: MANOJ HARIYA
Office Chief (Acting)
Design C, MS 1020

Subject: **REQUEST FOR A CATEGORY 5 APPROVAL**

In accordance with Chapter 8, Section 5 of the Project Development Procedures Manual, your approval is requested to assign the above-mentioned project to a Category 5.

Design C is preparing a Project Report for the above-referenced project. The proposed project scope includes: Preserving and extending the life of the existing pavement and improving ride quality on State Road 62. In addition, Asphalt Concrete (AC) dikes, American with Disabilities Act (ADA) curb ramps and Metal Beam Guard Railing (MBGR) will be upgraded.

The Category 5 is recommended based on the following project considerations:

1. The project will not require additional right of way.
2. The project will not increase traffic capacity of highway.
3. The project will not require route adoption or freeway agreement.
4. The project is of minimal economic, social or environmental significance.
5. The project is determined to be Categorical Exemption/Categorical Exclusion (CE/CE).

Approved By: _____ 10/1/15
CHRISTY CONNORS
Deputy District Director
Design

Date

Hung Pham / df

ATTACHMENT M

Risk Register

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM

PPM-0001 (REV 07/2013)

The risk register is to be approved and signed-off by the District Deputies* listed below for all scalability levels. By signing this form, you are certifying that you have reviewed the risks documented in the register and agree that they have been managed to the extent possible by the PDT.

Project Information ☒ Capital Project ☐ Major Maintenance Project (Check One) Total Estimated Cost: $37,755,000.00

Project ID/District-EA: ID: 0814000113 EA: 08-1E840 Riv/SBd-62 In and near Yucca Valley and 29 Palms

Project Description: Between North Indian Canyon Dr. and Utah Trail. Mill & Overlay

Project Manager (PM): Elaheh Hadipour

Project Risk Manager (For Risk Level 3 Projects): _____

☐ No Risk Register Certification Required - - Check box if project is less than $1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittal, and RE Handoff File (as applicable).

Project Manager Signature _____ Date: _____

PID (Recommended for Capital Projects Only excluding Minor Projects)

Project Manager _____ Date: _____

Deputy District Director, Planning _____ Date: _____

Deputy District Director*, Design** _____ Date: _____

Deputy District Director, Project Management _____ Date: _____

PA&ED (Required for Capital Projects Only)

Project Manager Elaheh Hadipour Date: 06/02/2016

Deputy District Director*, Environmental _____ Date: 6/8/16

Deputy District Director*, Design** _____ Date: 6/7/16

Deputy District Director, Project Management _____ Date: 6/2/16

Prior to PS&E (Required for Capital Projects and Major Maintenance Projects)

Project Manager _____ Date: _____

Deputy District Director*, Design** _____ Date: _____

Deputy District Director*, Construction _____ Date: _____

Deputy District Director*, Right of Way _____ Date: _____

Deputy District Director*, Environmental _____ Date: _____

Deputy District Director, Project Management** _____ Date: _____

RE File Hand-off (Recommended for Capital Projects and Major Maintenance Projects)

Project Manager _____ Date: _____

Deputy District Director*, Design** _____ Date: _____

Deputy District Director*, Construction _____ Date: _____

Deputy District Director, Project Management** _____ Date: _____

*or the respective Project Delivery Division Chief signatures in the North Region or Central Region

**or Deputy District Director, Maintenance signature for HM Projects designed by the District Maintenance Division

(0814000113) EA 1E840 Riv-62 Mill & Overlay Near Yucca Valley 0.3Mi N/O Indian Cnyn Rd to SBD Co Line - ACTIVE RISK REGISTER

RBS: Construction — Poor Quality of Roadway Base

Risk Type & ID: Risk 003 — Status: Active — Date Retired: — Updated: 6-07-2016 — Owner: Essi Mohammadi

Description: As a result of poor quality of the road base Material, more dig-outs than it was originally expected may occur, which would lead to an increase in the project cost.

Response Options: Provide Supplemental funds during design phase.

Risk Rating (Lvl 1):

Event Probability: Low (From 10% to 19%)

Range:	Optimistic	Most Likely	Pessimistic	Risk Priority Zone
Capital Cost:	$ 354,000		$ 1,768,000	L
Support Cost:				
Development Delay:				
Construction Delay:				

Assumptions / Current Status:

Assessment Notes:

RBS: Construction — Winter Construction Shutdowns

Risk Type & ID: Risk 005 — Status: Active — Date Retired: — Updated: 6-07-2016 — Owner: Essi Mohammadi

Description: As a result of low temperatures during winter time, a winter construction shut down may be needed, which would lead to delaying the construction schedule.

Response Options: Doing the overlay during day time could avoid this delay. If not possible, to push the construction start time to early spring or revise the construction schedule to include the shut down period.

Risk Rating (Lvl 1):

Event Probability:	Low (From 10% to 19%)			
Range:	Optimistic	Most Likely	Pessimistic	Risk Priority Zone
Capital Cost:				
Support Cost:				
Development Delay:	0 Days		0 Days	L
Construction Delay:				
Assumptions / Current Status:				
Assessment Notes:				

RBS: Design Non-standard Sidewalk

Risk Type & ID: Risk 008 Status: Active Date Retired: Updated: 6-07-2016 Owner: George Morhig

Description: As a result of a field visit by Design unit, it was discovered that some of the sidewalks within the project limits are non-standard. Reconstruction of sidewalks are not in the scope of this CAPM project but in order to upgrade the ADA ramps it may be necessary. If work is needed on the sidewalks, this may lead to an increase in support resources and construction cost.

Response Options: When the survey data is received, Design will make the determination if reconstruction of any sidewalks are needed. Additional funds will be requested if needed.

Risk Rating (Lvl 1):				
Event Probability:	Moderate (From 20% to 39%)			
Range:	Optimistic	Most Likely	Pessimistic	Risk Priority Zone
Capital Cost:	$ 354,000		$ 1,768,000	L
Support Cost:				
Development Delay:				
Construction				

Delay:

Assumptions / Current Status:

Assessment Notes:

RBS: Design Design Exceptions

Risk Type & ID: Risk 010 Status: Active Date Retired: Updated: 6-07-2016 Owner: George Morhig

Description: Because of non standard ADA ramps, there is a possibility that Fact Sheets will need to be prepared and approved for this project. This could delay the project's schedule.

Response Options: Early determination of these non standard features and early coordination with ADA coordinator is required.

Risk Rating (Lvl 1):

Event Probability: Very Low (From 0% to 9%)

Range:	Optimistic	Most Likely	Pessimistic	Risk Priority Zone
Capital Cost:				
Support Cost:				
Development Delay:	0 Days		0 Days	L
Construction Delay:				

Assumptions / Current Status:

Assessment Notes:

RBS: R/W BLM land

Risk Type & ID: Risk 009 Status: Active Date Retired: Updated: 5-26-2016 Owner: David R Chavez

Description: Because the project limits are within BLM land, this coordination could impact the environmental study, take longer than anticipated and impact the project schedule and support costs.

Response Options: Early coordination is needed between Environmental Planning and BLM to meet PA&ED date. Following PA&ED, Right of Way will coordinate with BLM Land Agent for their review and concurrence of the project.

Risk Rating (Lvl 1):

Event Probability: Low (From 10% to 19%)

Range:	Optimistic	Most Likely	Pessimistic	Risk Priority Zone
Capital Cost:	$ 354,000		$ 1,768,000	L
Support Cost:				
Development Delay:	0 Days		0 Days	L
Construction Delay:				

Assumptions / Current Status:

Assessment Notes:

RBS: R/W Delay of R/W Data Sheet

Risk Type & ID: Risk 012 Status: Active Date Retired: Updated: 6-07-2016 Owner: David R Chavez

Description: The R/W involvement is unknown due to the lack of survey data at this time and the possible changes in their involvement could impact the project schedule and cost.

Response Options: An updated R/W Data Sheet needs to be prepared after survey data is received.

Risk Rating (Lvl 1):

Event Probability: High (From 40% to 59%)

Range:	Optimistic	Most Likely	Pessimistic	Risk Priority Zone
Capital Cost:	$ 354,000		$ 1,768,000	M
Support Cost:	$ 255,000		$ 510,000	H
Development Delay:	0 Days		0 Days	H
Construction Delay:				

Assumptions / Current Status:

Assessment Notes:

RBS: Surveys Lack of Survey Data

Risk Type & ID: Risk 007 Status: Active Date Retired: Updated: 6-07-2016 Owner: Tim Savage

Description: Because there is a lack of timely survey data needed to design the project, this may delay the beginning of design and impact the PS&E milestone.

Response Options: In order to expedite the process, the surveys will be performed by a consulting firm. The additional funds were requested via PCR and was approved in May 2016.

Risk Rating (Lvl 1):

Event Probability: High (From 40% to 59%)

Range:	Optimistic	Most Likely	Pessimistic	Risk Priority Zone
Capital Cost:	$ 354,000		$ 1,768,000	M
Support Cost:				
Development Delay:	0 Days		0 Days	H
Construction Delay:				

Assumptions / Current Status: Accept

Assessment Notes:

RBS: Surveys R/W Appraisal Maps

Risk Type & ID: Risk 017 Status: Active Date Retired: Updated: 6-07-2016 Owner: Tim Savage

Description: Because of the lack of survey data the R/W requirements for the project are unknown and R/W Engineering is unable to determine estimated date to deliver R/W Appraisal Maps to begin the R/W Appraisal process. This could delay the R/W Certification, increase R/W cost and resources and delay the schedule of the project.

Response Options: The survey work is being done by an A&E contractor and will be delivered to Design by the end of August 2016.

Risk Rating (Lvl 1):

Event Probability: High (From 40% to 59%)

Range:	Optimistic	Most Likely	Pessimistic	Risk Priority Zone
Capital Cost:	$ 1,768,000		$ 3,536,000	H
Support Cost:				
Development Delay:	0 Days		0 Days	H
Construction Delay:				

Assumptions / Current Status:

Assessment Notes:

RBS: Traffic Ops Temporary Guardrail Height

Risk Type & ID: Risk 016 Status: Active Date Retired: Updated: 6-06-2016 Owner: Haissam Yahya

Description: Because grinding of 0.2 of a foot under the guard rail, this may cause the guardrail to be at an improper height and create a temporary safety issue for motorists until it is resolved.

Response Options: Design to discuss this with Traffic Safety during PS&E.

Risk Rating (Lvl 1):

Event Probability: Low (From 10% to 19%)

Range:	Optimistic	Most Likely	Pessimistic	Risk Priority Zone
Capital Cost:	$ 354,000		$ 1,768,000	L
Support Cost:				
Development Delay:				

Construction Delay:

Assumptions / Current Status:

Assessment Notes: