ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
RIV-74 Corridor Improvements (08-1H060)

Resolution SHOPP-P-1920-07B
(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 *RIV-74 Corridor Improvements (08-1H060)*, effective on, May 13, 2020 (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 *RIV-74 Corridor Improvements (08-1H060)*, 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

RIV 74 CORRIDOR IMPROVEMENTS (ASSET MANAGEMENT)

Resolution SHOPP-P-1920-07B

3/19/2020
Date

Michael D. Beauchamp
District Director
California Department of Transportation

4.28.20
Date

Toks Omishakin
Director
California Department of Transportation

7/6/20
Date

Mitch Weiss
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:	04/06/20 04:37:12 PM

District	EA	Project ID	PPNO	Project Manager
08	1H060	0816000130	3008L	MAKARY, MICHAEL B

County	Route	Begin Postmile	End Postmile	Implementing Agency	
RIV	74	34.3	45.1	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

RIV 74 CORRIDOR IMPROVEMENTS

Location/Description

In and near Hemet, from Winchester Road to Fairview Avenue. Multi-objective project to rehabilitate pavement, install fiber optic/vehicle detection stations and upgrade curb ramps to meet Americans with Disabilities Act (ADA) standards.

Legislative Districts

Assembly:	42, 67	Senate:	23, 28	Congressional:	36, 42

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement	0.1	42.6			42.7	Lane-miles
Programmed Condition	Pavement	42.7	0			42.7	Lane-miles

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	02/18/20	
Right of Way Certification Milestone		02/01/22
Ready to List for Advertisement Milestone		03/01/22
Begin Construction Milestone (Approve Contract)		12/21/22

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	18/19	3,000					3,000
PS&E	19/20	5,400					5,400
RW Support	19/20	5,074					5,074
Const Support	21/22	4,100					4,100
RW Capital	21/22	1,677					1,677
Const Capital	21/22	31,282					31,282
Total		50,533					50,533

08 - Riv - 74 – PM 34.3/45.1
EA 08-1H060 – 0816000130 –PPNO 3008L
201.999
January/2020

Project Report

For Project Approval

On Route 74

Between Winchester Road (PM 34.3)

And Fairview Avenue (PM 45.1)

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:

MICHAEL B. MAKARY, Project Manager

JAMAL ELSALEH, Deputy District Director, Design

DAVID BRICKER, Deputy District Director, Environmental Planning

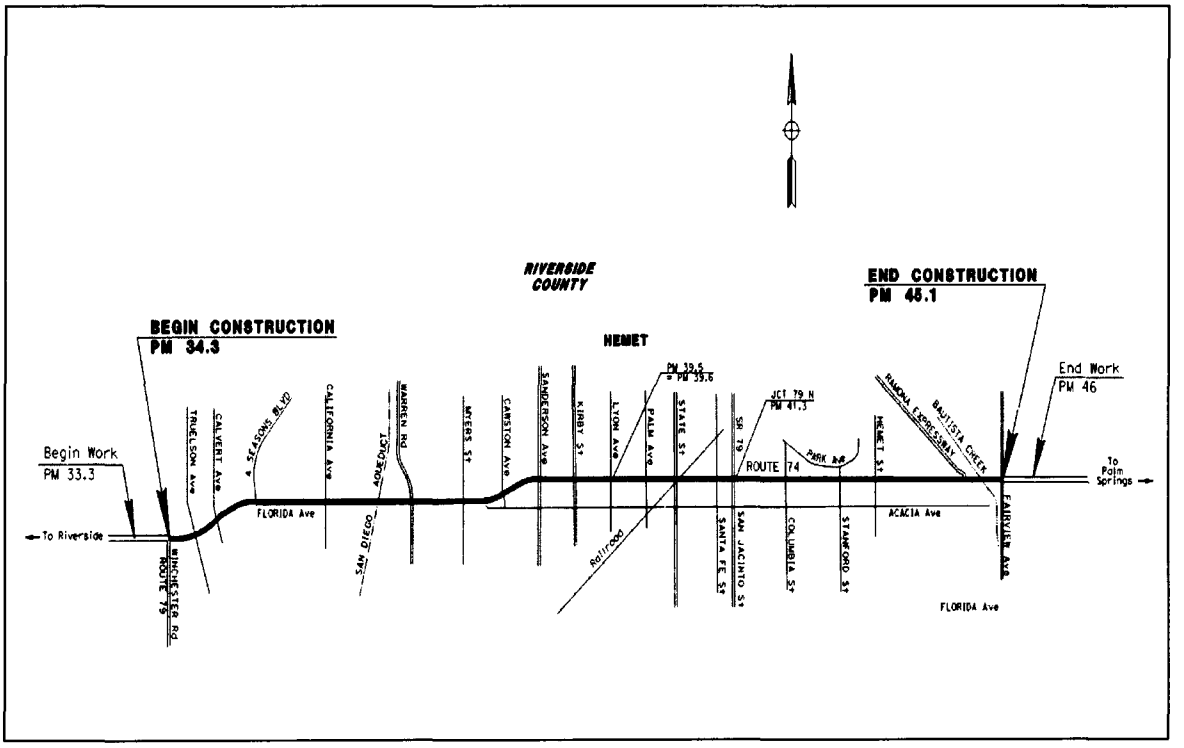
CATALINO A. PINING III, Deputy District Director, Traffic Operations

APPROVED:

MICHAEL D. BEAUCHAMP, District Director

2/18/2020
Date

Vicinity Map



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

1/15/20

REGISTERED CIVIL ENGINEER *DATE*

CONCURRED BY:

1-16/20

JASON COLLADO, Project Task Manager *DATE*

Table of Contents

1. INTRODUCTION

Project Description:

The project is located on State Route 74 (SR-74), in Riverside County and in the city of Hemet, from Winchester Road (PM 34.3) to Fairview Avenue (PM 45.1). The proposed scope of work for the project will address multi-objective priorities for overall transportation needs, combining physical assets and strategic objectives, including the following assets:

1. Pavement – Capital Preventive Maintenance (CAPM) strategy to extend life of the existing pavement and to improve ride quality by cold planing and overlaying with Rubberized Hot Mix Asphalt – Gap Graded (RHMA-G) and Hot Mix Asphalt – Type A (HMA-Type A). There is a possibility of performing digouts for damaged pavement.
2. Traffic Management System (TMS) – Upgrading and installing Intelligent Transportation System (ITS) elements for Traffic Signal Synchronization including fiber optic cable, controllers, signal timing and vehicle detection station (VDS).
3. Multi-modal Supplementary Assets – Upgrading and constructing curb ramps to meet current Americans with Disabilities Act (ADA) standards, upgrading pedestrian access by constructing sidewalk gap closure, concrete bus pads, roadside signing, pavement striping and markings as per California Manual on Uniform Traffic Control Devices (CA MUTCD) for vehicles, bicycles and pedestrians.

The project has been assigned to Category 4B, in accordance with Chapter 8, Section 5 of the Project Development Procedures Manual (PDPM). The project does not require substantial new right-of-way and does not substantially increase traffic capacity. Refer to Attachment J for the Project Development Category Approval memo.

Project Limits	08-Riv-74 PM 34.3/45.1	
Number of Alternatives	2	
	Current Cost Estimate:	**Escalated Cost Estimate:**
Capital Outlay Support	$17,786,000	$18,264,000
Capital Outlay Construction	$30,125,600	$34,170,749
Capital Outlay Right-of-Way	$1,677,103	$1,677,103
Funding Source	2018 SHOPP – 201.999	
Funding Year	2021/2022	
Type of Facility	4-lane conventional highway	
Number of Structures	0	
SHOPP Project Output	49 Lane Miles	
Environmental Determination or Document	Categorical Exemption/Categorical Exclusion (CE/CE)	
Legal Description	In Riverside County, in Hemet, from Winchester Road to Fairview Avenue.	
Project Development Category	4B	

2. RECOMMENDATION

The preferred alternative considered is the Build Alternative that will construct the proposed improvements to meet the purpose and need of the programmed project. It is recommended that this Project Report be approved for the build alternative and authority be granted to proceed to the Plans, Specifications and Estimate (PS&E) phase.

3. BACKGROUND

Project History:

Project Initiation Proposal (PIP) No. 4316, which was initiated and prepared by Caltrans District 08 Office of Planning, was approved on March 16, 2016. Subsequently, the project participated and was nominated in the SHOPP Asset Management Pilot Program to address the need for corridor improvements that include the pavement, TMS elements and multi-modal upgrades. Asset management is a key initiative within Caltrans that combines multiple programmatic assets into one project, thereby reducing support costs and increasing project coordination.

The proposed project improvements will address multi-objective priorities to meet Caltrans' mission of providing a safe, sustainable, integrated and efficient transportation system to enhance California's economy and viability along SR-74 in Riverside County and in the city of Hemet within the project limits.

The key inputs to the proposed project included an assessment of needs detailed in the following plans:

- City of Hemet's on-going Downtown Specific Plan with an overall goal of increasing economic vitality and walkability in the Downtown area.
- City of Hemet's 2030 General Plan for Circulation of truck traffic along SR-74
- City of Hemet's Circulation Element for Bikeway Facility
- Riverside Transit Agency's (RTA) Forward 10-Year Transit Plan: Market Assessment, which highlighted SR-74 as an integral transportation corridor for bus system improvements.

Additionally, the following prior project development and decision documents provide support for refining and developing the proposed scope of work for the current project:

- The Project Initiation Report (PIR) for EA 1H060 was approved on June 29, 2017, to request programming in the 2018 SHOPP program.
- A Supplemental PIR was prepared to include additional ADA elements from EA 1F590 requiring right of way acquisitions into the project scope of EA 1H060 and subsequently approved on December 27, 2017 to request programming in the 2018 SHOPP program.
- The Project Report (PR) for EA 1F590 was approved on June 13, 2018. The project proposes to upgrade the curb ramps, sidewalks and driveways that do not require right of way acquisitions to current ADA standards; along SR-74 in Riverside County from Warren Road (PM 36.9) to Soboba Street (PM 43.6) in the city of Hemet. In the PA&ED and PS&E phase for the 1F590 project, curb

ramp and sidewalk locations were added to 1H060 from 1F590 based on the detailed design and assessed need for right-of-way acquisition. The project is in the PS&E phase and construction is expected to be completed by July 2021.

- The PR for EA 1E460 was approved on September 29, 2016, which proposes to construct a raised-curb median along SR-74 in Riverside County from 0.1 mile west of West Acacia Avenue (PM 37.7) to Ramona Expressway (PM 44.7) in and near the city of Hemet. The scope of this project includes constructing left-turn lanes to replace the existing two-way-left-turn lane (TWLTL) defined by striping, shoulder widening at specific locations, upgrading curb ramps to current ADA standards and traffic control devices. The project is currently under construction with a target construction completion date of May 2020.
- EA 1F600 proposes to upgrade and construct the northwest (NW), northeast (NE) and southwest (SW) corner curb ramp locations at the intersection of SR-74 and San Jacinto Avenue (SR-79). These locations are deleted from the proposed scope of this project.

Refer to Attachment H for related Project Development and Decision Documents.

Community Interaction:

As part of the stakeholder engagement, Caltrans District 8 Planning department collaborated with the City of Hemet and Acacia Middle School (Hemet Unified School District) in the project nomination preparation process. The City of Hemet sent the Department a letter of support, dated August 10, 2015, for this project. Also, the City of Hemet and RTA participated in several focus meetings during the project initiation document phase. Coordination with the City of Hemet and community stakeholders will continue throughout the project phases.

Catalino Pining, Caltrans' ambassador to the City of Hemet, along with Michael Makary, the Project Manager, held an outreach meeting on December 17, 2019, to keep the city informed of current and upcoming projects within the city limits. The City of Hemet representatives are already part of the Project Development Team (PDT) and are invited to the monthly PDT meetings for the project.

Refer to Attachment I for the City of Hemet's Letter of Support.

Existing Facility:

SR-74 within the project limits is an east-west, urban, four-lane undivided conventional highway with 12 feet wide lanes and in general 8 feet wide outside shoulders. Opposing traffic is separated by 12 feet wide TWLTL median. The highway grade line is relatively flat, and the horizontal alignment is mostly tangential with posted speed limits varying from 35 miles per hour (mph) to 55 mph. By the time this project goes to construction, the TWLTL will be converted to a raised curb median. Current projects in construction, EA 1E460 and 0N670, propose to install a raised curb median, reduce the lane width to 11 feet wide and upgrade several existing curb ramps to ADA standards.

4. PURPOSE AND NEED

Purpose:

The purpose of this project is to preserve and extend the life of existing pavement; to upgrade the TMS elements for traffic signal synchronization; and to provide Complete Streets elements such as curb ramps, bikeways and bus pads to stimulate multi-modal use along the corridor for bicyclists, pedestrians and transit ridership. The combination of these physical assets is expected to reduce support resources and redundancy while contributing to an improved ride quality for all road users, including automobiles, cyclists, transit riders and pedestrians with disabilities.

Need:

The condition of the pavement within the project limits exhibits minor distress with poor ride quality. There is a need to ease traffic congestion and facilitate traffic progression through the system along the route. Traffic signal synchronization will provide optimized traffic signal timing to help minimize stops, delays, reduce fuel consumption and lower air pollution emissions. The curb ramps at the corners of the intersections need to be upgraded to meet current ADA standards and Design Information Bulletin (DIB) 82-06 guidelines. RTA operates the Route 28 - Bus Line on SR-74 every day of the week. There is a need to construct concrete bus pads to provide for a highly durable roadway surface at bus stops and to prevent deformation of the asphalt pavement. Bicycle access is permitted along the entire SR-74 route, but currently bikeways are provided for only certain segments of the route. In order to ensure continuity, there is a need to provide bikeway facilities based on the available traveled way width. In view of the asphalt paving strategy, the pavement striping and markings are required to be upgraded to the latest CA MUTCD standards.

A. Problem, Deficiencies, Justification

Pavement

The District 8 – 2015 Pavement Condition Survey (PCS) indicates that the pavement within the project limits has minor pavement distress and bad ride quality. In addition, RTA Bus Line No. 28 operates along SR-74 and has several stops along the route. At such in-lane bus stops, especially at high-volume stops, there is potential for the asphalt pavement to further deteriorate and deform under the weight of buses; and due to the force and heat generated by braking buses. Thus, the proposed CAPM strategy and concrete bus pads will help extend the life of the existing pavement.

Curb Ramps

The existing curb ramps within the project limits do not meet the current ADA standards and DIB 82-06 guidelines for pedestrian facilities. Also, there are several sidewalk segments along the route which have gaps and lack continuity. EA 1F590 will address this issue by upgrading and constructing curb ramps that do not require any

additional right of way acquisition. 138 curb ramp locations and 3,610 linear feet of sidewalk that potentially requires additional right of way acquisition for the proposed improvements is included in EA 1H060 as defined by the project development and decision documents.

B. Regional and System Planning

SR-74 is an east-west interregional route that provides connectivity between Orange County and Riverside County, beginning at Interstate 5 (I-5) in San Juan Capistrano and ending at the southern Palm Desert city limits in the Coachella Valley. Within Caltrans District 8, SR-74 is primarily part of the central Riverside County as it passes through the cities of Lake Elsinore, Perris, Menifee and Hemet, and parts of unincorporated Riverside County. The areas surrounding SR-74 are made up of prime land with a high potential for future commercial and residential development.

Identify Systems

Within the project limits, SR-74 is part of the Freeway & Expressway System; the National Highway System and the Interregional Road System. As per the federal function classification, it is an 'Other Principal Arterial' and is eligible to be classified as a Scenic Highway. For truck designation, the route is categorized as a Terminal Access Route as part of the Surface Transportation Assistance Act of 1982 (STAA).

C. Traffic

Current and Forecasted Traffic Data
Documentation of traffic data is not required for this project since it does not propose to increase capacity of the existing conventional highway.

Collision Analysis
A collision analysis was conducted by the District Traffic Operations Surveillance Region B unit and the data was generated on December 17, 2019 for the project. The Caltrans Traffic Accident Surveillance and Analysis System (TASAS) – Transportation System Network data was analyzed for a three-year period from October 1, 2016 to September 30, 2019.

According to the TASAS, Traffic Selective Accident Retrieval (TSAR), and Selective Accident Rate Calculation (Table B), the higher than statewide average three-year traffic accident history rates are shown in bold.

According to the Caltrans TASAS, Traffic Selective Accident Retrieval (TSAR), and Selective Accident Rate Calculation (Table B), the three-year traffic accident history for the segment shown above resulted in the fatal, fatal plus injury, and total accident rates higher than the statewide average. The main types of collisions were Rear-end and Broadside. The primary causes of the collisions were Failure to Yield and Speeding. Currently, there are other projects in construction phase, such as 0N670 and 1E460, which aim to reduce the frequency and severity of cross median collisions.

Summary of Collision Data: 08-Riv-74-PM 34.3/45.1

Actual Rates and Average Rates (# of Accidents/Million Vehicle Miles)										
Location Route 74			**Actual Accident Rates**			**Average Rates**				
			Fatal	**Fat+Inj**	**Total**	**Fatal**	**Fat+Inj**		**Total**	
PM 34.3/45.1			**0.050**	**1.21**	**1.80**	0.017	0.53		1.25	
Type of Collisions										
Head -on	**Side-swipe**	**Rear-End**	**Broadside**		**Hit-Object**	**Over turn**	**Auto-Ped**	**Other**	**Not Stated**	
4.0%	7.8%	33.6%	32.6%		10.7%	2.4%	8.3%	0.0%	0.0%	
Primary Collision Factors										
HBD	**FTC**	**FTY**	**IT**	**ESS**	**OV**	**ID**	**OTD**	**UNK**	**FA**	**NS**
7.9%	1.0%	27.8%	12.1 %	29.3 %	20.2 %	0.0%	1.0%	0.7%	0.0%	0.0%

HBD = Influence of Alcohol
FTC = Following too close
FTY = Failure to Yield
ID = Improper Driving
IT = Improper Turn
ESS = Speeding
OV = Other Violations
NS = Not Stated
OTD = Other Than Driver
UNK = Unknown
FA = Fell Asleep

5. ALTERNATIVES

5A. Build Alternative

Only one build alternative is considered for the project. The programmable project alternative will include the following scope of work and proposed improvements detailed below.

Pavement Preservation

A CAPM strategy is proposed for the project to extend life of the existing pavement and to improve ride quality by 0.25' cold planing and overlaying with 0.15' RHMA-G over 0.10' HMA-Type A. Currently, though digout areas have not been identified, in the future, there is a possibility of performing digouts for damaged pavement.

Concrete Bus Pads

It is proposed to construct in-lane concrete bus pads for bus stop locations of RTA Bus Line No. 28 operating along SR-74. As per the RTA Bus Stop Design Guidelines manual (August 2015), the concrete bus pads should be minimum 40 feet by 12 feet. Based on Caltrans Highway Design Manual (HDM) section 626.4 (3) Bus Pads, the pavement structural section considered for the bus pads is 0.85' Jointed Plain Concrete Pavement (JPCP) over 0.5' Lean Concrete Base (LCB). The following table lists the locations for the in-lane concrete bus pads.

SR-74 Intersection – Concrete Bus Pad Location	Direction of Travel	
	EB	WB
Route 79/Winchester Rd.	1	
Truelson Ave.	1	1
Cordoba Ave.	1	
California Ave.		1
Warren Rd.	1	1
Myers St.	1	
Promenade		1
Acacia Ave.	1	
Cawston Ave.		1
Golden Village	1	1
Sanderson Ave.	1	1
Gilmore St.		1
Raymond St.	1	
Lyon Ave.	1	
Elk St.		1
Palm Ave.	1	
Tahquitz Ave.		1
Ramona St.	1	
Alessandro St.		1
State St.	1	
Buena Vista St.		1
Thompson St.	1	1
Santa Fe St.	1	1
San Jacinto St.	1	1
Girard St.	1	1
Yale St.	1	1
Columbia St.	1	1
Cornell St.	1	
Dartmouth St.	1	1
Stanford St.	1	1
Meridian St.	1	1
Hemet St.	1	1
Soboba St.	1	1
Lake St.		1
Arroyo Fairways Golf	1	
New Chicago Ave.	1	1
Ramona Exp.	1	
8th St.		1
7th St.	1	1
6th St.	1	
Fairview Ave.		1
TOTAL	**58**	

Pavement Striping and Signing

Based on the improvements made to the pavement striping and markings in prior constructed projects along SR-74 such as EA 1E460 and EA 0N670, pavement striping and signs within project limits will be replaced in kind or upgraded as per latest CA MUTCD standards.

Bicycle Facility

Based on the proposal to enhance bike safety elements along the route, it is proposed to include pavement striping, markings and signage for the proposed bikeway facility. EA 1E460 will construct the proposed bikeway facility within its project limits through a construction change order (CCO). The same pavement striping and markings will be replaced in kind during the construction of EA 1H060.

Enhanced Conspicuity Treatment for Roadside Signs

As per Statewide Memorandum dated October 18, 2018, provide enhanced conspicuity for selected pedestrian, bicycle and school zone sign posts by attaching Min 2" wide retroreflective material for full length of the sign post from the bottom of the sign panel to within six inches of the breakaway feature (to avoid interfering with the breakaway feature) or above the ground (when there is no breakaway feature).

High Visibility Pedestrian Crosswalks

High visibility "continental style" crosswalks, which consist of a series of wide stripes parallel to the curb for the length of the crossing are proposed throughout Downtown Hemet on SR-74 (Florida Avenue) from Gilbert Street to Santa Fe Street. In addition, florescent yellow-green pedestrian warning signs and rectangular rapid flash beacons (RRFB) are proposed, at un-signalized intersection crossings across SR-74 at Juanita Ave, Franklin St. and Thompson St. in downtown Hemet.

Traffic Signal Synchronization

It is proposed to upgrade and install ITS elements for Traffic Signal Synchronization including fiber optic cable, controllers, signal timing and VDS. Due to current bandwidth connectivity issues at locations within the project limits, wireless signal interconnect is not feasible for the project. Also, existing conduits are present only between Myers Street to Meridian Street and from New Chicago Avenue to Fairview Avenue. Thus, it is proposed to install new conduit for the fiber optic cable.

A new 4-inch conduit for the proposed Type D fiber optic cable will be installed by trenching in the roadway shoulder and jacking across SR-74 to interconnect the 31 signalized intersections.

Additionally, 16 PTZ Surveillance Cameras are proposed at the following intersections along the route.

- Winchester Ave – 2 nos.
- 4 Seasons Blvd – 1 no.
- California Ave – 1 no.
- Warren Rd – 1 no.
- Sanderson – 2 nos.

- Lyon Ave – 1 no.
- Palm Ave – 1 no.
- State St – 1 no.
- San Jacinto St – 2 nos.
- Columbia St – 1 no.
- Meridian St – 1 no.
- New Chicago Ave – 1 no.
- Fairview Ave – 1 no.

Curb Ramps and Sidewalk

It is proposed to upgrade and construct curb ramps and sidewalks to current ADA standards at specific locations as identified in prior project development and decision documents. Within the project limits, there are other projects such as, EA 0N670, EA 1E460 and EA 1F590, which are also ensuring the compliance of curb ramps to current ADA standards. The following table lists the curb ramp and sidewalk locations considered in this project.

SR-74 Intersection or Landmark	**Curb Ramp Location (EA) Quadrant**			
	NW	**NE**	**SW**	**SE**
Vista Pl./Route 79/Winchester Rd.	1	*n/a*	1	1
Four Seasons Blvd. *(T-intersection)*	1	1	*n/a*	*n/a*
Cordoba Ave. *(T-intersection)*	*n/a*	*n/a*	1	1
Cawston Ave.	*n/a**	*n/a**	1	1
Golden Village	*n/a**	*n/a**	1	1
Target Driveway Entrance	*n/a*	*n/a*	1	1
Sanderson Ave.	*n/a**	*n/a**	1	1
Vons Driveway Entrance	1	1	*n/a*	*n/a*
Banner Mattress Driveway Entrance	1	1	*n/a*	*n/a*
Stater Bros Driveway Entrance	*n/a*	*n/a*	1	1
Del Taco Driveway Entrance	1	1	*n/a*	*n/a*
Panera Bread Driveway Entrance	*n/a*	*n/a*	1	1
Arby's Driveway Entrance	*n/a*	*n/a*	1	1
In-n-Out Entrance	*n/a*	*n/a*	1	1
Mickey's Yogurt Entrance	*n/a*	*n/a*	1	1
Denny's Entrance	*n/a*	*n/a*	1	1
Kirby St.	*n/a**	1	*n/a**	*n/a**
Starbucks Entrance	1	1	*n/a*	*n/a*
McDonald's Entrance	*n/a*	*n/a*	1	1
Gilmore St.	1	1	1	1
Pep Boys Entrance	1	*n/a*	*n/a*	*n/a*
Raymond St. *(T-intersection)*	*n/a*	*n/a*	1	1
Lyon Ave.	1	1	1	1
Autocenter Entrance	1	1	*n/a*	*n/a*
Hamilton Ave.	*n/a***	1	1	1

SR-74 Intersection or Landmark	Curb Ramp Location (EA) Quadrant			
	NW	NE	SW	SE
Western Ave.	1	*n/a***	1	1
Palm Ave.	*n/a***	*n/a**	1	1
O'Reilly Auto Parts Entrance	*n/a*	*n/a*	1	1
Tahquitz Ave. *(T-intersection)*	1	1	*n/a*	*n/a*
Las Lunas St. *(T-intersection)*	1	1	*n/a*	*n/a*
Ramona St.	1	1	1	1
Alessandro St.	1	1	1	1
Inez St.	*n/a**	*n/a**	1	1
State St.	1	1	1	1
Harvard St.	1	1	*n/a**	*n/a***
Carmalita St.	1	1	1	1
Juanita St.	1	1	1	1
Buena Vista	1	1	1	1
Franklin St.	1	*n/a**	*n/a**	*n/a**
Thompson St.	1	1	*n/a**	*n/a**
Laursen St. *(T-intersection)*	1	1	*n/a*	*n/a*
San Jacinto St.	*n/a****	*n/a****	*n/a****	1
Girard St.	1	1	1	1
Mayflower St.	1	1	*n/a**	*n/a**
Yale St.	*n/a***	1	1	1
Columbia St.	1	1	*n/a**	*n/a**
Cornell St.	1	1	*n/a**	*n/a**
Las Flores Dr.	1	1	*n/a**	*n/a**
Dartmouth St.	1	1	1	*n/a***
Stanford St.	*n/a**	*n/a**	1	1
Hemet St.	1	1	1	1
Entrance West of New Chicago Ave.	1	1	*n/a*	*n/a*
New Chicago Ave.	1	1	1	1
Ramona Exp.	1	1	1	*n/a*
8th St. *(T-intersection)*	1	*n/a*	*n/a*	*n/a*
6th St.	1	*n/a*	*n/a*	*n/a*
Fairview Ave.	1	1	1	1
TOTAL	**138**			

*Proposed to be upgraded in 1F590
**Proposed to be upgraded in 1E460
***Proposed to be upgraded in 1F600

SR-74 Intersection or Landmark	Sidewalk Length (LF) Intersection Quadrant			
	NW	NE	SW	SE
Mayflower St.		130		
Yale St.		180		
Columbia St.	240	390		
Las Flores Dr.			450	
Hemet St.	640	330	1100	150
TOTAL	**3,610**			

Refer to Attachment C for the Preliminary Layout Plans.

A documentation Project Change Request (PCR) is being processed for the ADA satellite asset to include the required curb ramps within the project limits.

Design Standard Decisions

The Design Standard Decision Document (DSDD) which documents the following existing non-standard features was approved on 02/14/2020.

- **Existing single curb ramp serving two crossing movements**
  Within the project limits, there are existing single curb ramps at various intersections which serve pedestrian crossing the side street and SR-74. It is proposed to maintain a single curb ramp design where two curb ramps or a blended transition is required. As per HDM Index 105.5, Section (2) – Location Guidelines: For reconstruction or new construction, a curb ramp or blended transition should serve each pedestrian crossing. The curb ramps will be reconstructed as directional curb ramps oriented in the direction of pedestrian crossing the side street and designed as per current ADA standards.

- **Existing curb return radius**
  Within the project limits, there are existing curb returns that will be maintained which do not accommodate turning movements of either STAA or CA Legal design vehicle. As per HDM Index 404.4, Section (2) (b) – California Legal Design Vehicle: The California Legal Design Vehicle in Figures 404.5C and D should only be used when the STAA design vehicle is not feasible and with the concurrence from the District Truck Manager. A truck turning analysis was conducted only for designated truck route intersections as per Hemet's General Plan 2030 – Chapter 4: Circulation and where curb ramp upgrades are proposed. The analysis has led to the identification of existing nonstandard curb returns that do not accommodate either the STAA or CA Legal design vehicle turning movement.

Refer to Attachment N for Design Standard Decision Document.

5B. No Build Alternative

This alternative would not make any proposed improvements to the existing facility and would not meet the purpose and need of the project.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

According to the Initial Site Assessment (ISA) checklist, dated January 27, 2020, no special handling, management or disposal requirements are necessary for excavated or disturbed shallow soil in project area, except for arsenic impacted shallow soil. It is determined that the project has a medium risk of potential involvement of hazardous waste.

Refer to Attachment L for the Initial Site Assessment Checklist.

6B. Value Analysis

It was decided by the PDT during the 3/14/19 meeting that the Value Analysis (VA) will be deferred to the PS&E phase.

6C. Resource Conservation

In accordance with the Caltrans Recycling Program, the proposed use of RHMA-G for the pavement helps utilize waste tires in the form of a new product.

6D. Right-of-Way Issues

The proposed right of way acquisitions for the project are for the construction of the curb ramps to meet current ADA standards. Based on available R/W Requirement Maps, an updated Right of Way Data Sheet (RWDS) was prepared for the full scope of the project on January 10, 2020.

Refer to Attachment F for the Right of Way Data Sheet.

6E. Environmental Compliance

In compliance with the California Environmental Quality Act (CEQA), the project is Categorically Exempt under Class (1) of the 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 in compliance with the National Environmental Policy Act (NEPA). The Categorical Exemption/Categorical Exclusion (CE/CE) was approved and signed on September 26, 2019.

Refer to Attachment K for the Categorical Exemption/Categorical Exclusion Determination Form.

If the scope of work (including utility relocation requirements, if any) or project limits change prior to completion of the preliminary engineering (PA&ED phase), or during final design (PS&E phase) and/or during the construction phase, an Environmental Re-Evaluation will be required to confirm that the CE/CE determined remains the appropriate environmental documentation and is complete. An Environmental Certification will be required at the end of the PS&E phase, and a Certificate of Compliance (CEC) will be required following completion of construction.

6F. Air Quality Conformity

This project is listed in Table 1 of the Carbon Monoxide (CO) Protocol. Projects listed under Table 1 or Table 2 of 40 CFR 93.126 are exempt from all air emissions analyses and transportation conformity requirements do not apply on exempt projects. Thus, no air quality study is needed for this project.

6G. Title VI Considerations

Caltrans' Title VI Policy Statement and related statutes ensures that no person in the State of California shall, on the grounds of race, color, national origin, gender, sexual orientation, age, disability, socioeconomic status or religion, be excluded from participation in, be denied the benefits of or be otherwise subjected to discrimination under any program or activity it administers.

Implementation of this project will not result in any adverse impacts on minority or low-income neighborhoods, communities or groups. This project will not affect the provision of and access to transportation facilities such as public transit stops; ramped curbs at intersections; pedestrian and non-motorized trails; and continuation of access to shopping, schools, hospitals, and recreation areas. The proposed project will help extend the life of existing pavement, reduce congestion along the corridor, rebuild curb ramps to current ADA standards and maintain existing transit stops along the project.

6H. Noise Abatement Decision Report

This project is a Type III project under 23 CFR 772.7 in the Traffic Noise Analysis Protocol (TNAP). Per the TNAP, "Type III projects do not require a noise analysis." Thus, this is considered an exempt project; therefore, no noise study is needed.

6I. Life-Cycle Cost Analysis

As per Caltrans' HDM policy, a Life-Cycle Cost Analysis (LCCA) is required for all pavement projects that are done on the State Highway System, regardless of funding source, with the exceptions of HM-1, Minor A and Minor B, encroachment permit, maintenance pullout, landscaping projects and CAPM projects. The scope of work for this project includes a CAPM strategy for preservation of existing asphalt pavement by cold planing and overlaying with RHMA-G and HMA-Type A. Thus, a Life-Cycle Cost Analysis (LCCA) is not required for the proposed asphalt pavement.

7. OTHER CONSIDERATIONS AS APPROPRIATE

Route Matters
No agreements are required because no modification to the existing highway agreement, if any, is needed; no new connections are proposed with this project; and no route adoptions are required.

Permits
The project will not impact jurisdictional waters of the U.S. or State jurisdictional waters. Therefore, jurisdictional permits for waters of the U.S. or the State jurisdictional waters will not be required for this project.

Cooperative Agreement
This project will not require cooperative agreements with other agencies. Caltrans is the sole agency involved with this project.

Transportation Management Plan
A comprehensive Traffic Management Plan (TMP) will be developed in subsequent phases of the project to minimize and prevent delays to the traveling public during construction. Lane closures and temporary pedestrian access routes are expected during construction. Public Information, Motorist Information Strategies and Incident Management are recommended strategies based on the TMP data sheet dated 03/04/19.

Refer to Attachment E for the TMP Data Sheet.

Stage Construction
A detailed construction staging plan can be established, if required, in the PS&E phase.

Accommodation of Oversize Loads
For truck designation, SR-74 within the project limits from PM 34.3 to 45.1 is categorized as a Terminal Access Route as part of the Surface Transportation Assistance Act (STAA). The proposed project does not impact any of the requirements for routes within the STAA Network.

Graffiti Control
Although the project is in a graffiti-prone area, curb ramps and sidewalks are not prone to graffiti and will not require graffiti control.

Asset Management
There are 138 curb ramp locations which will be upgraded to current ADA standards and approximately 3,610 linear feet of sidewalk gap closures will be constructed.

Complete Streets
Deputy Directive 64-R2 calls for the inclusion of Complete Streets elements into all Caltrans projects. The District 8 Transportation Concept Report (TCR) indicates that, bicyclist and pedestrians are permitted within the project limits. Thus, the proposed upgrading of curb ramps, crosswalk striping as well as installing pedestrian signals will

The following Complete Streets elements are considered for the project:

- 138 curb ramp locations will be upgraded to current ADA standards and approximately 3,610 linear feet for sidewalk gap closures will be constructed.
- High visibility "continental style" crosswalks, which consist of a series of wide stripes parallel to the curb for the length of the crossing is proposed throughout Downtown Hemet on SR-74 (Florida Avenue) from Gilbert Street to Santa Fe Street. In addition, florescent yellow-green pedestrian warning signs and rectangular rapid flash beacons (RRFB)) are proposed, where applicable. These improvements aim to increase pedestrian visibility, improve pedestrian circulation, and pedestrian safety.
- Design of bikeway facility to include pavement striping, markings and signage. These improvements aim to improve bicycle circulation and safety, which would lead to a reduced bicyclist collision rate. These improvements and their tangible project benefits have been observed to address the requirements of Executive Order B-30-15 as well as being consistent with the City of Hemet's General Plan and Downtown Hemet Specific Plan (DHSP).

Coordination of Concurrent Projects

There are concurrent projects within the project limits. Coordination is required with the following projects in all phases of project development.

Project EA	SR-74 Post Mile	Description	Status	Milestone Dates
1E460	37.7 - 44.7	Construct raised curb median & left turn lanes, widen outside shoulders.	Construction phase	CCA 05/29/20
0N670	28.1 - 37.4	Construct raised curb median & left turn lanes, widen outside shoulders.	Construction phase	CCA 02/01/21
1F590	36.9 - 43.6	Construct ADA compliant curb ramps, sidewalks and driveways.	PS&E phase	RTL 10/01/19 CCA 07/01/21

Storm Water Data Report (SWDR)

The project will comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) statewide storm water permit Order No. R8-2010-0033, NPDES No. CAS618003. Since the Total Disturbed Soil Area (DSA) is 0.81 acre (less than 1 acre), a Short Form - Storm Water Data Report has been prepared for the project based on Caltrans Storm Water Quality handbook – Project Planning and Design Guide (PPDG) guidelines. A Water Pollution Control Program (WPCP) will be prepared for this project as the DSA is less than 1 acre. A Construction Site Best Management Practice (BMP) strategy will be developed at the PS&E phase when more accurate details of the construction have been developed.

Refer to Attachment D for the Storm Water Data Report – Signature Page.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

The project is currently programmed in the 2018 SHOPP under the 201.999 Program for delivery in the 2021/2022 Fiscal Year. It has been determined that this project is eligible for Federal-aid funding. The total programmed and current estimated costs by component and fiscal years are shown in the table below.

Programming

Fund Source	Fiscal Year Estimate							
20.10.201.999	Current Estimate	18/19	19/20	20/21	21/22	22/23	Total Escalated Amount	Programmed Amount
Component	In thousands of dollars ($1,000)							
PA&ED Support	3,500	3,500					3,500[G]	3,000
PS&E Support	5,400		5,400				5,400*	5,140*
Right-of-Way Support	5,074		5,074				5,074*	4,530*
Construction Support	3,812				4,290		4,290*	4,100*
Total Support	17,786						18,264	16,770
Right-of-Way	1,677				1,677		1,677**	1,267**
Construction	30,126				34,171		34,171***	31,282***
Total Capital	31,803						35,848	32,549
Grand Total	49,589						54,112	49,319

The total programmed support cost to total programmed capital cost ratio is 51.52%. The construction capital cost is escalated at a rate of 3.2% per year to estimated mid-year of construction.

[G] The difference was covered with a G-12 request.

* PS&E, R/W and Construction Support costs are higher than the programmed amount due to the additional curb ramps. Additional funding will be requested at time of allocation.

** The current R/W Capital Estimate is preliminary and, if needed, a Project Change Request (PCR) will be processed later.

*** The escalated amount is 9% over the programmed amount. Additional funding will be requested at time of allocation.

Estimate

Based on current available data and a study of the existing features, a preliminary 11-page cost estimate was prepared on January 13, 2020. The summary of the project cost estimate is as shown below.

Item	Current Year Cost	Escalated Cost
Total Roadway Cost	$30,125,600	$34,170,749
Total Structures Cost	$0	$0
Sub-total Construction Cost	$30,125,600	$34,170,749
Total Right of Way Cost	$1,677,103	$1,677,103
Total Capital Outlay Cost	**$31,802,703**	**$35,847,852**
PA&ED Support	$3,500,000	$3,500,000
PS&E Support	$5,400,000	$5,400,000
Right of Way Support	$5,074,000	$5,074,000
Construction Support	$3,812,000	$4,290,000
Total Support Cost	**$17,786,000**	**$18,264,000***

*At the time of programming, the support costs were not escalated.

Refer to Attachment G for the Preliminary Cost Estimate.

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
APPROVE PID	M010	06/09/17	06/29/17
BEGIN ENVIRONMENTAL	M020	06/13/18	06/13/18
PA & ED	M200	02/02/20	
RIGHT OF WAY REQUIREMENTS	M224	10/03/19	10/03/19
REGULAR RIGHT OF WAY	M225	03/02/20	
PS&E TO DOE	M377	11/01/21	
RIGHT OF WAY CERTIFICATION	M410	02/01/22	
READY TO LIST	M460	03/01/22	
HEADQUARTERS ADVERTISE	M480	07/01/22	
AWARD	M495	11/01/22	
APPROVE CONTRACT	M500	01/02/23	
CONTRACT ACCEPTANCE	M600	05/01/24	
END PROJECT EXPENDITURES	M800	05/01/26	
FINAL PROJECT CLOSEOUT	M900	05/01/28	

10. RISKS

Various risks in relation to the project development and construction have been identified for the project as detailed in Attachment M, and the Project Development Team (PDT) has been managing those risks.

Following is a summary of the highlighted risks.

- Change in Traffic Management Plan
- Encountering Hazardous Waste
- City of Hemet's requests
- Additional Right-of-Way Requirements and Environmental Studies
- Additional Complete Street Elements
- Deterioration of pavement and need for performing digouts
- Delay in delivery of Right-of-Way certification

Refer to Attachment M for the Risk Register.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

The PR has been reviewed by Sergio Avila, Caltrans FHWA Liaison, on 12/31/2019 and the project is eligible for federal aid funding. SR-74 is off the Federal Interstate System and is exempt from federal approval for design.

The project requires the following coordination:

City of Hemet
Riverside Transit Agency

12. PROJECT REVIEWS

Scoping team field review Amy Chan, Henry Lam, Chandana Ghanta Date 06/15/2016

District Program Advisor Mike Ristic Date 12/11/2019
District Maintenance Mike Ristic Date 12/11/2019
Headquarters Project Delivery Coordinator Luis Betancourt Date 12/11/2019
Project Manager Michael Makary Date 12/17/2019
FHWA Liaison Sergio Avila Date 12/31/2019
District Safety Review Kevin Chen Date 12/11/2019
Constructability Review Martha Santana Date 12/23/2019

13. PROJECT PERSONNEL

Name, Title	Functional Unit	Phone
Michael Makary, Project Manager	Project Management	(909) 388-2175
Jason Collado, Project Task Manager	Design X	(909) 383-4969
Mike Roberts, Design Supervisor	Parsons-Design X	(909) 230-8943
Kedar Sawant, Project Engineer	Parsons-Design X	(909) 240-8890
Renetta Cloud, Branch Chief	Environmental Studies A	(909) 383-6323
Liana Griebsch, Env. Generalist	Environmental Studies A	(909) 806-3988
Haissam Yahya, Office Chief	Traffic Operations B	(909) 383-4065
Md. Shaheed	Risk Management Coordinator	(909) 383-5953
Michael Robert, Trans. Surveyor	Surveys	(909) 383-6402
Wendy Escobar, Right of Way Agent	Right of Way Project Coordination	(909) 888-4608
Will Bridgers, Trans. Surveyor	Right of Way Engineering	(909) 806-4193

14. ATTACHMENTS (Number of Pages)

A. Title Sheet (1)
B. Typical Cross Sections (2)
C. Preliminary Layout Plans (44)
D. Storm Water Data Report – Signature Page (1)
E. TMP Data Sheet (5)
F. Right of Way Data Sheet (11)
G. Preliminary Cost Estimate (10)
H. Related Project Development Documents (3)
I. City of Hemet's Letter of Support (1)
J. Project Development Category Approval (1)
K. Categorical Exemption/Categorical Exclusion Determination Form (5)
L. Initial Site Assessment (ISA) Checklist (4)
M. Risk Register (3)
N. Design Standard Decision Document (28)
O. Project Resource and Schedule Management (PRSM) Quantities (1)

ATTACHMENT A
TITLE SHEET

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	1	

INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP

THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK

STATE OF CALIFORNIA

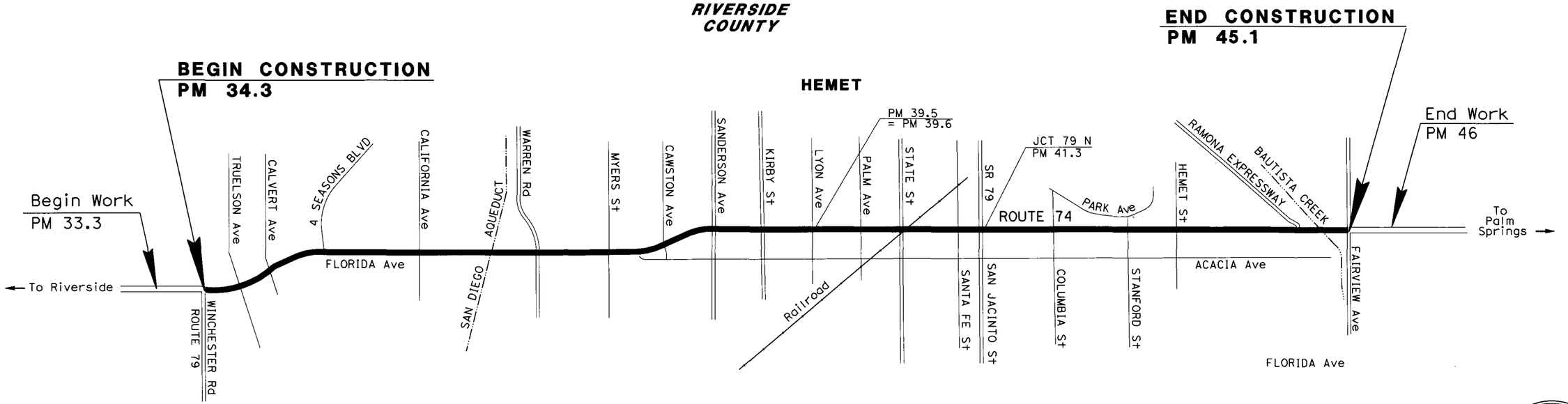
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN RIVERSIDE COUNTY
IN AND NEAR HEMET FROM WINCHESTER ROAD TO FAIRVIEW AVENUE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018



NO SCALE

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

PROJECT MANAGER: MICHAEL MAKARY

DESIGN MANAGER: JASON COLLADO

PROJECT ENGINEER _____ DATE _____
REGISTERED CIVIL ENGINEER

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

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.

CONTRACT No.	08-1H0604
PROJECT ID	0816000130

LAST REVISION _____ PLOT DATE = 10/11/2018

ATTACHMENT B
TYPICAL CROSS SECTIONS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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

NOTE:

1. FOR ACCURATE LOCATIONS OF CURB RAMPS, BUS PADS, AND SIDEWALKS SEE LAYOUT PLANS.

EXISTING STRUCTURAL SECTION

PM 34.3/37.7

(A) Exist LANE # 1
0.60' AC
0.36' PCC
Exist LANE # 2
0.60' AC
0.60' CLASS 2 AB

(B) Exist SHOULDER WIDENING
0.20' RHMA (GAP GRADED)
1.45' HMA (TYPE A)
0.50' CLASS 2 AB

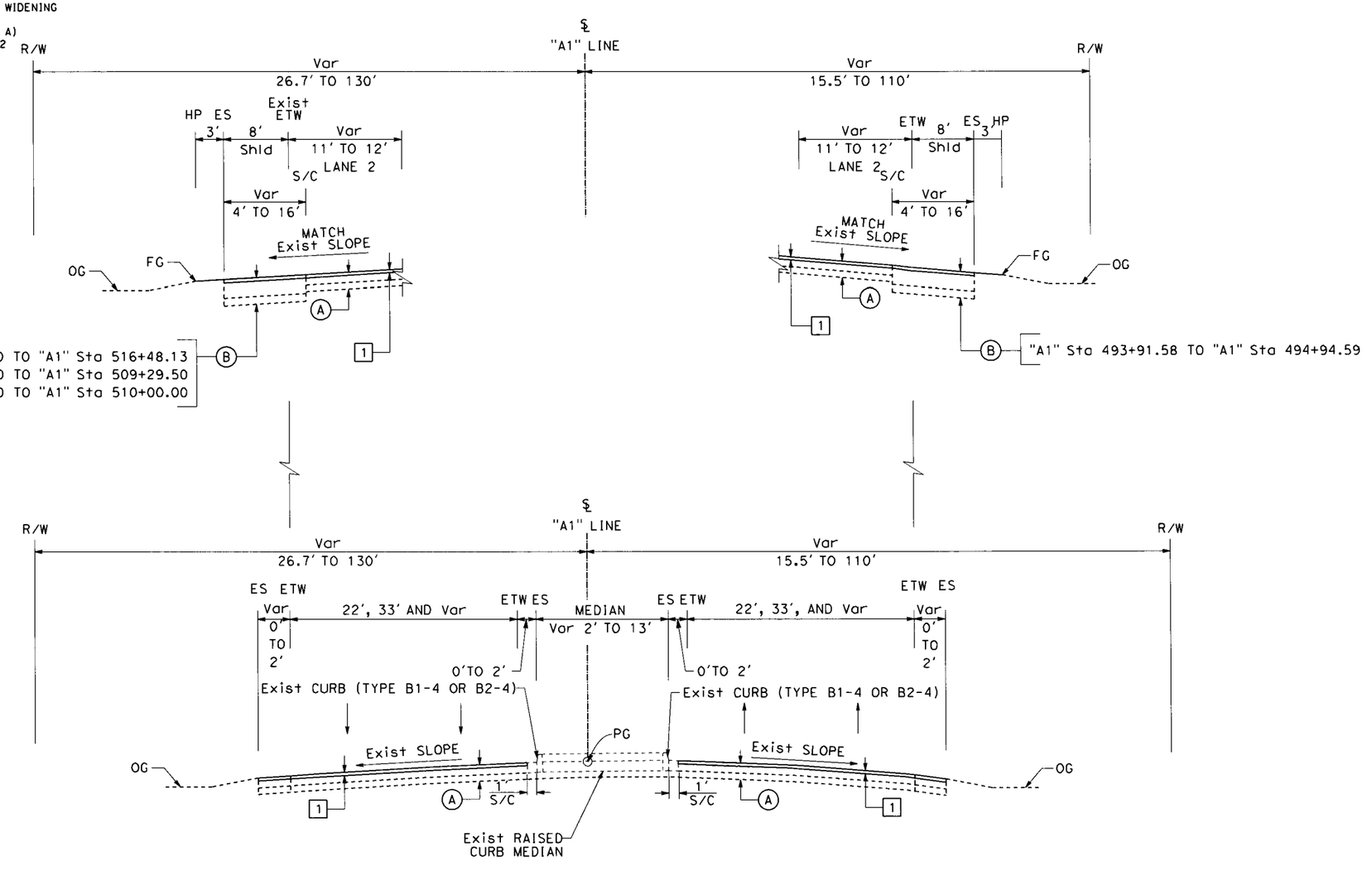
PM 37.7/45.1

(C) Exist
0.45'-1.0' AC TYPE B
0.50' AB CLASS 2

(D) Exist SHOULDER WIDENING
0.20' RHMA-G
0.50' HMA (TYPE A)
0.85' AB CLASS 2

PROPOSED STRUCTURAL SECTION

[1] 0.25' COLD PLANE AC PAVEMENT
0.15' RHMA (GAP GRADED)
0.10' HMA-A



WESTBOUND EASTBOUND

"A1" Sta 480+23 TO "A1" Sta 656+00

ROUTE 74

TYPICAL CROSS SECTIONS

NO SCALE

X-1

REVISED BY	DATE REVISED
KEDAR SAWANT	
MIKE ROBERTS	

CALCULATED-DESIGNED BY
CHECKED BY

FUNCTIONAL SUPERVISOR: JASON COLLADO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

Caltrans

SCALE=> 100.000000 +1 / in.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION DATE PLOTTED => 1/31/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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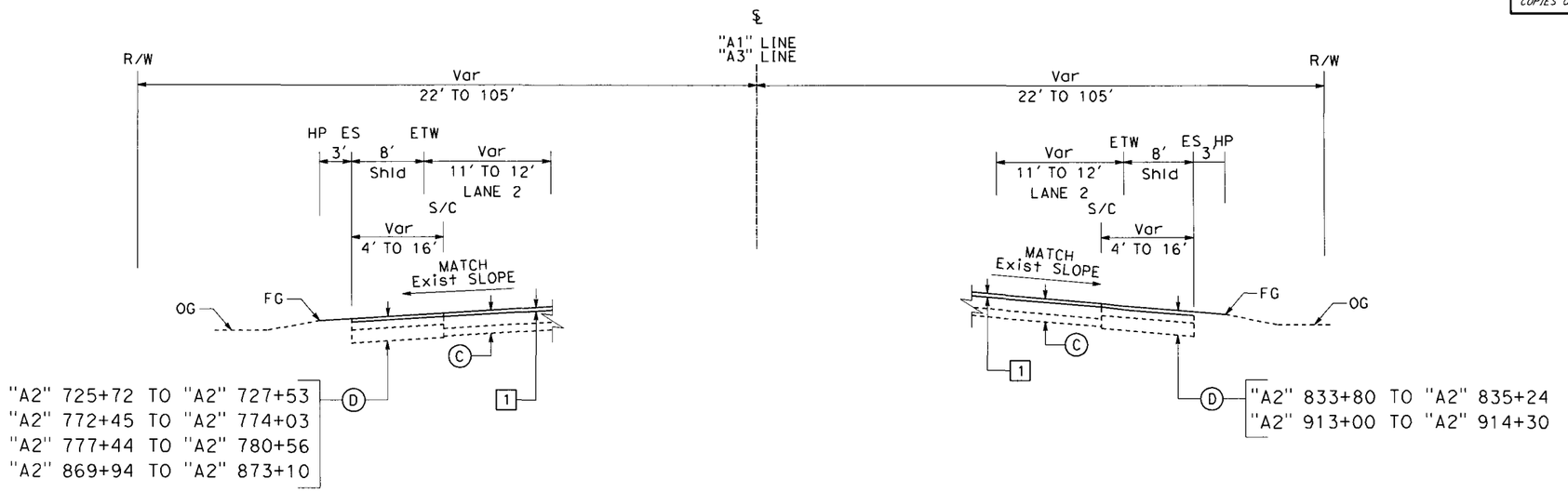
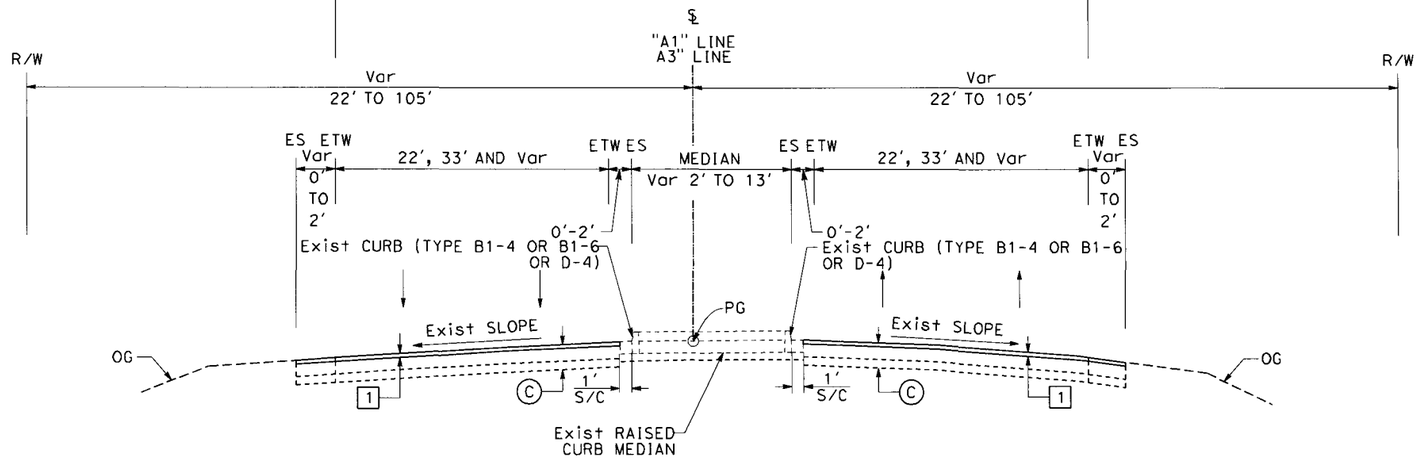
NOTE:

1. FOR ACCURATE LOCATIONS OF CURB RAMPS, BUS PADS, AND SIDEWALKS, SEE LAYOUT VIEW.





WESTBOUND EASTBOUND

"A1" 656+00 Sta TO "A3" Sta 193+97

ROUTE 74

TYPICAL CROSS SECTIONS

NO SCALE

X-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: JASON COLLADO
CALCULATED-DESIGNED BY: KEDAR SAWANT
CHECKED BY: MIKE ROBERTS
REVISED BY / DATE REVISED

SCALE=> 100.000000 +1 / in.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION | DATE PLOTTED => 1/31/2020

ATTACHMENT C
PRELIMINARY LAYOUT PLANS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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LEGEND

- PROPOSED R/W
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- FO- PROPOSED FIBER OPTIC CABLE SYSTEM
- PROPOSED BUS STOP LANDING PAD

EXISTING STRUCTURAL SECTION

PM 34.3/37.7

(A)
- Exist LANE # 1
- 0.60' AC
- 0.36' PCC
- Exist LANE # 2
- 0.60' AC
- 0.60' CLASS 2 AB

(B)
- Exist SHOULDER WIDENING
- 0.20' RHMA (GAP GRADED)
- 1.45' HMA (TYPE A)
- 0.50' CLASS 2 AB

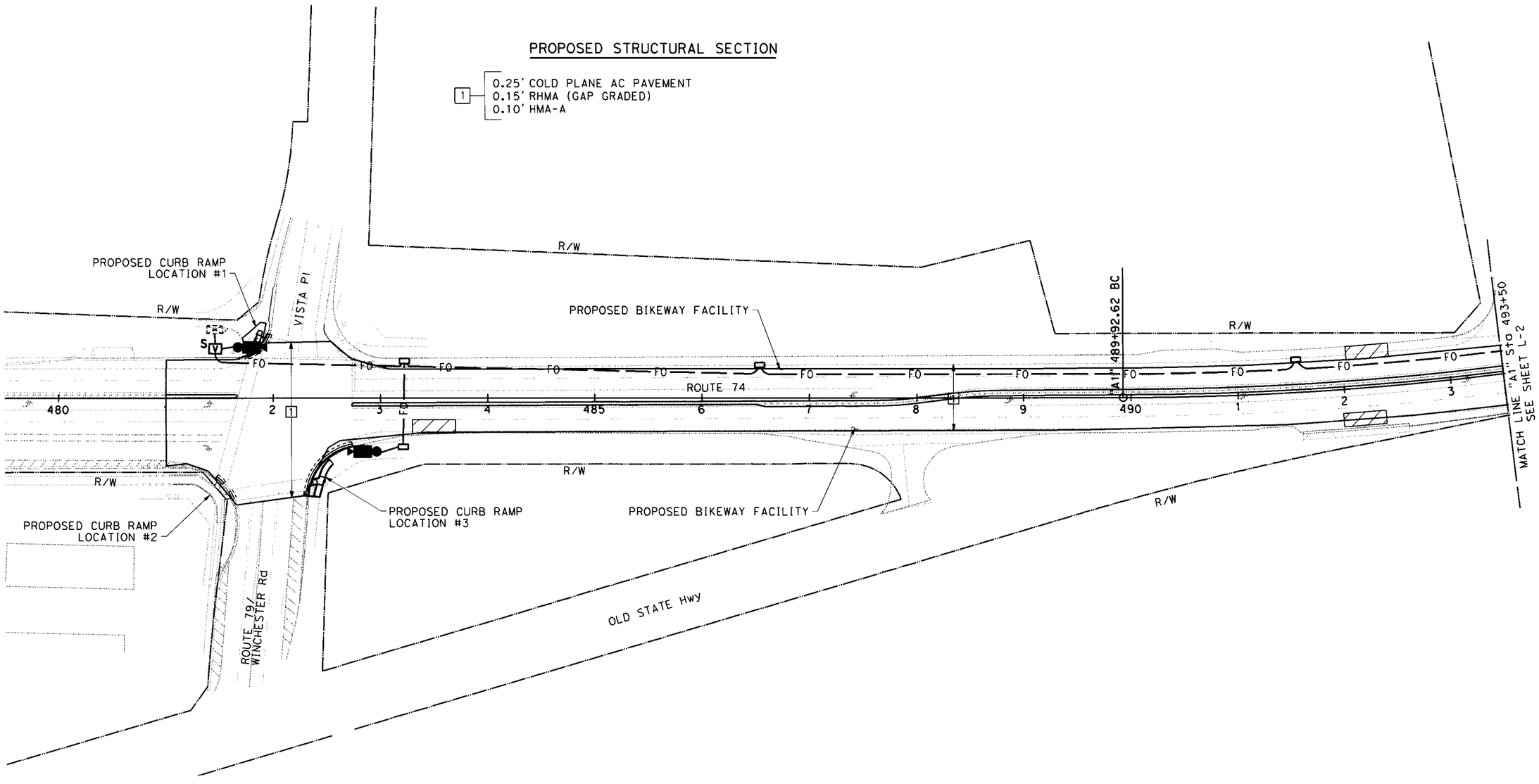
PM 37.7/45.1

(C)
- Exist
- 0.45'-1.0' AC TYPE B
- 0.50' AB CLASS 2

(D)
- Exist SHOULDER WIDENING
- 0.20' RHMA-G
- 0.50' HMA (TYPE A)
- 0.85' AB CLASS 2

PROPOSED STRUCTURAL SECTION

[1]
- 0.25' COLD PLANE AC PAVEMENT
- 0.15' RHMA (GAP GRADED)
- 0.10' HMA-A



LAYOUT

SCALE 1"=50'

L-1

REVISED BY	DATE REVISED
KEDAR SAWANT	
MIKE ROBERTS	
JASON COLLADO	

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

Caltrans

SCALE=> 1.000000 1 / in.
Driver Name => x #PLTDRV$
Pen Table => #PENTBL$

LAST REVISION DATE PLOTTED => 1/31/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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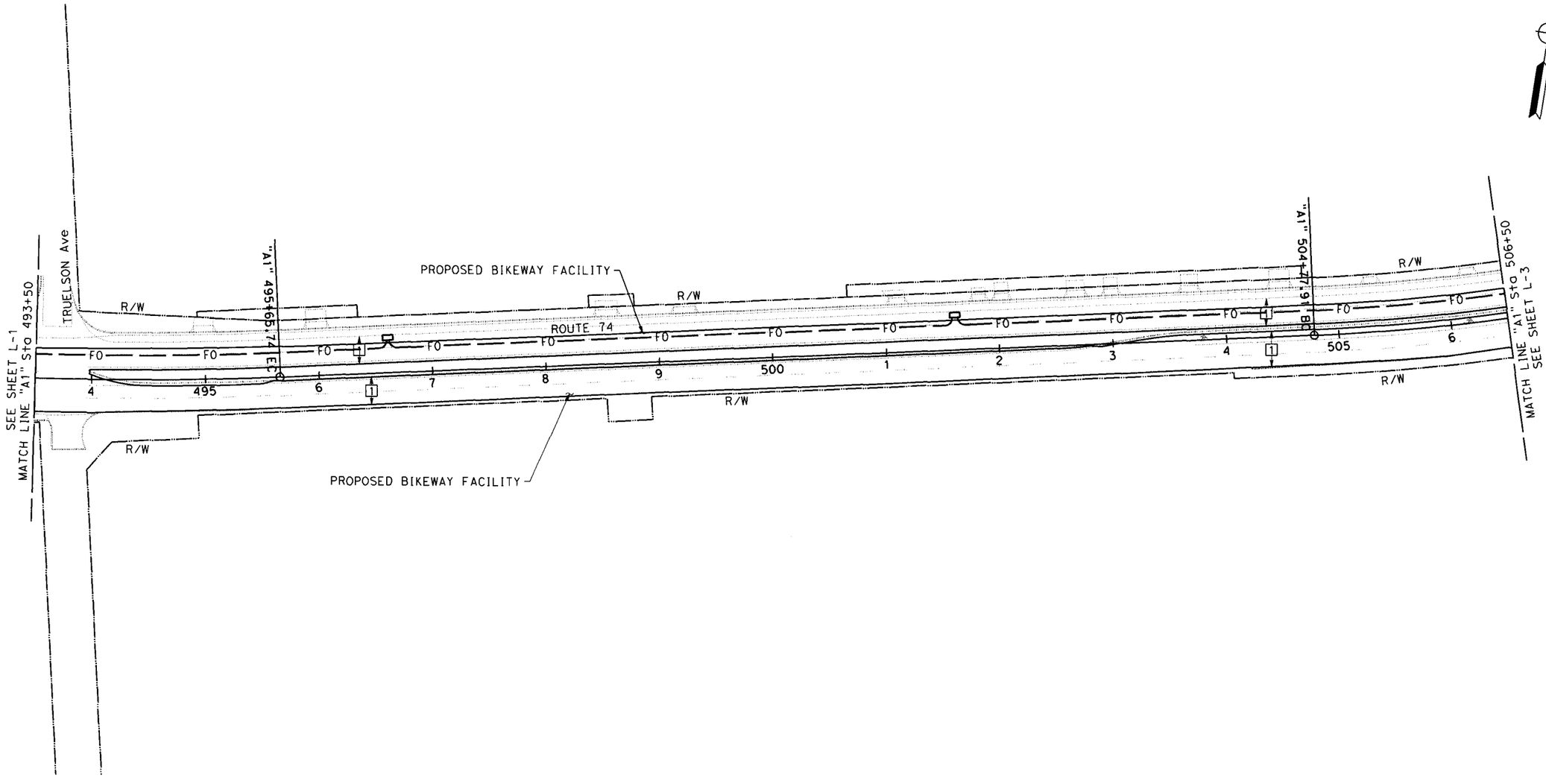

LAYOUT
SCALE 1"=50'

L-2

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

SCALE= 100.000 FT / IN.
Driver Name => $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION | DATE PLOTTED =>

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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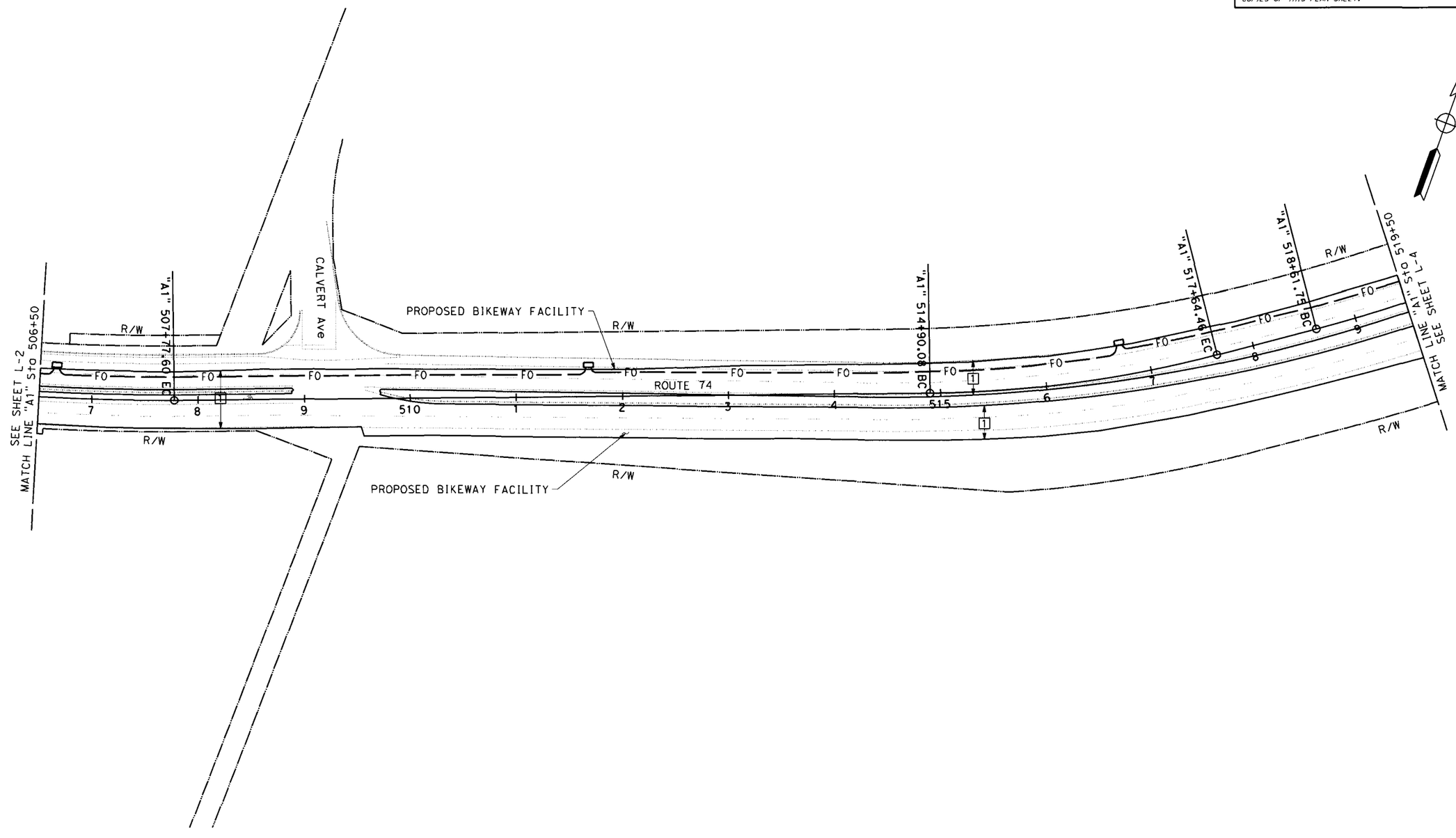

LAYOUT
SCALE 1"=50'

L-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		CALCULATED-DESIGNED BY	KEDAR SAWANT
DESIGN		CHECKED BY	MIKE ROBERTS
FUNCTIONAL SUPERVISOR	JASON COLLADO	REVISED BY	DATE REVISED

SCALE=> 100.000 ft / in.
Driver Name => $PLTDRVS$
Pen Table => $PENTBLS$

LAST REVISION | DATE PLOTTED =>

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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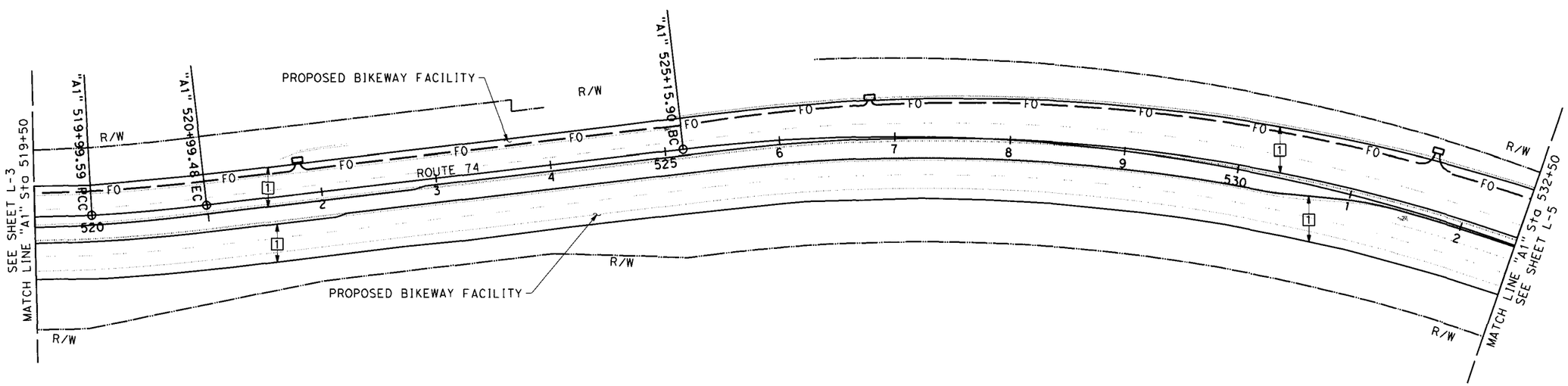

LAYOUT
SCALE 1"=50'

L-4

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		FUNCTIONAL SUPERVISOR	
DESIGN		JASON COLLADO	

SCALE=> 100.0000 in / in.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION DATE PLOTTED => 11/21/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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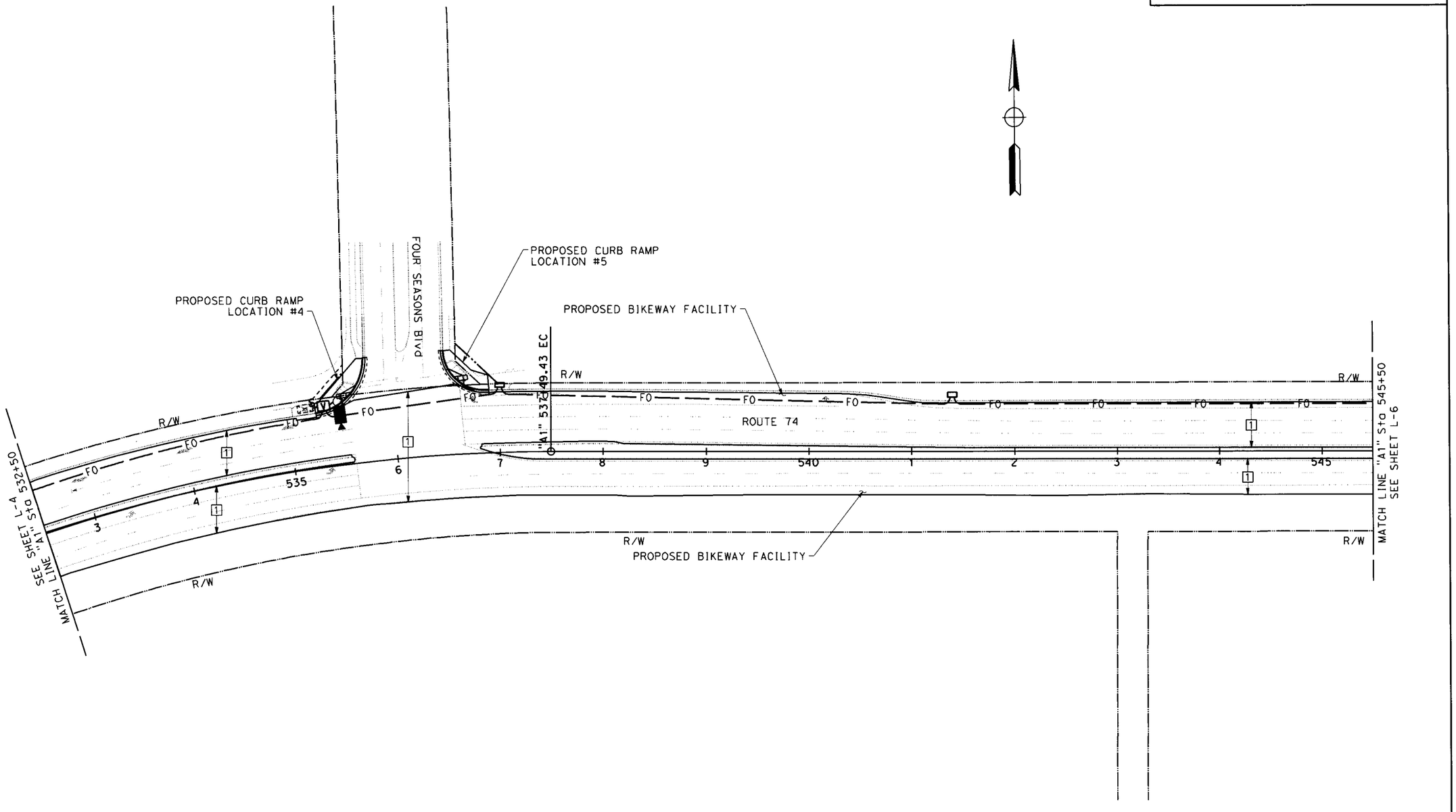

LAYOUT

SCALE 1"=50'

L-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		FUNCTIONAL SUPERVISOR	JASON COLLADO
Caltrans®	DESIGN	CALCULATED-DESIGNED BY	KEDAR SAWANT
		CHECKED BY	MIKE ROBERTS
		DATE REVISED	REVISED BY

SCALE:=> 100.0000 I / in.
Driver Name => x $PLTDRV$s
Pen Table => $PENTBL$s

LAST REVISION Date Plotted => 1/11/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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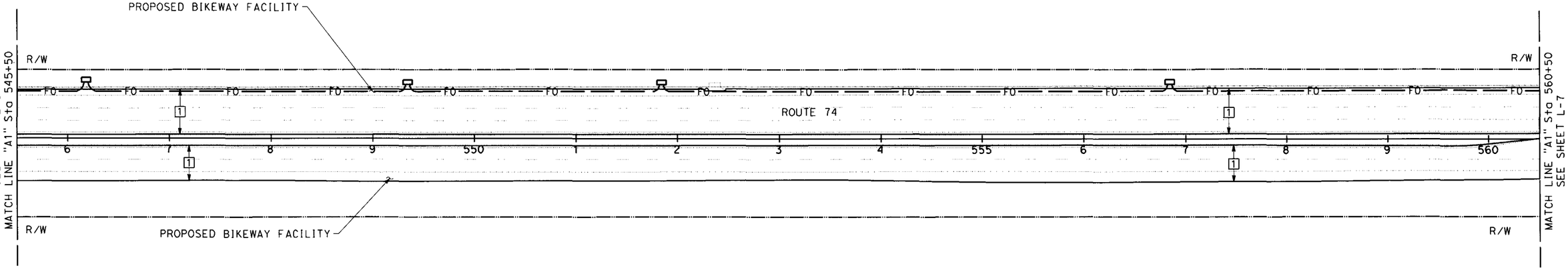

LAYOUT

SCALE 1"=50'

L-6

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY
CHECKED BY	MIKE ROBERTS	DATE REVISED
FUNCTIONAL SUPERVISOR	JASON COLLADO	
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	

Caltrans

SCALE=> 100.000 ft / in.
Driver Name => x $PLTDRVS$
Pen Table => $PENTBLS$

LAST REVISION DATE PLOTTED => 1/31/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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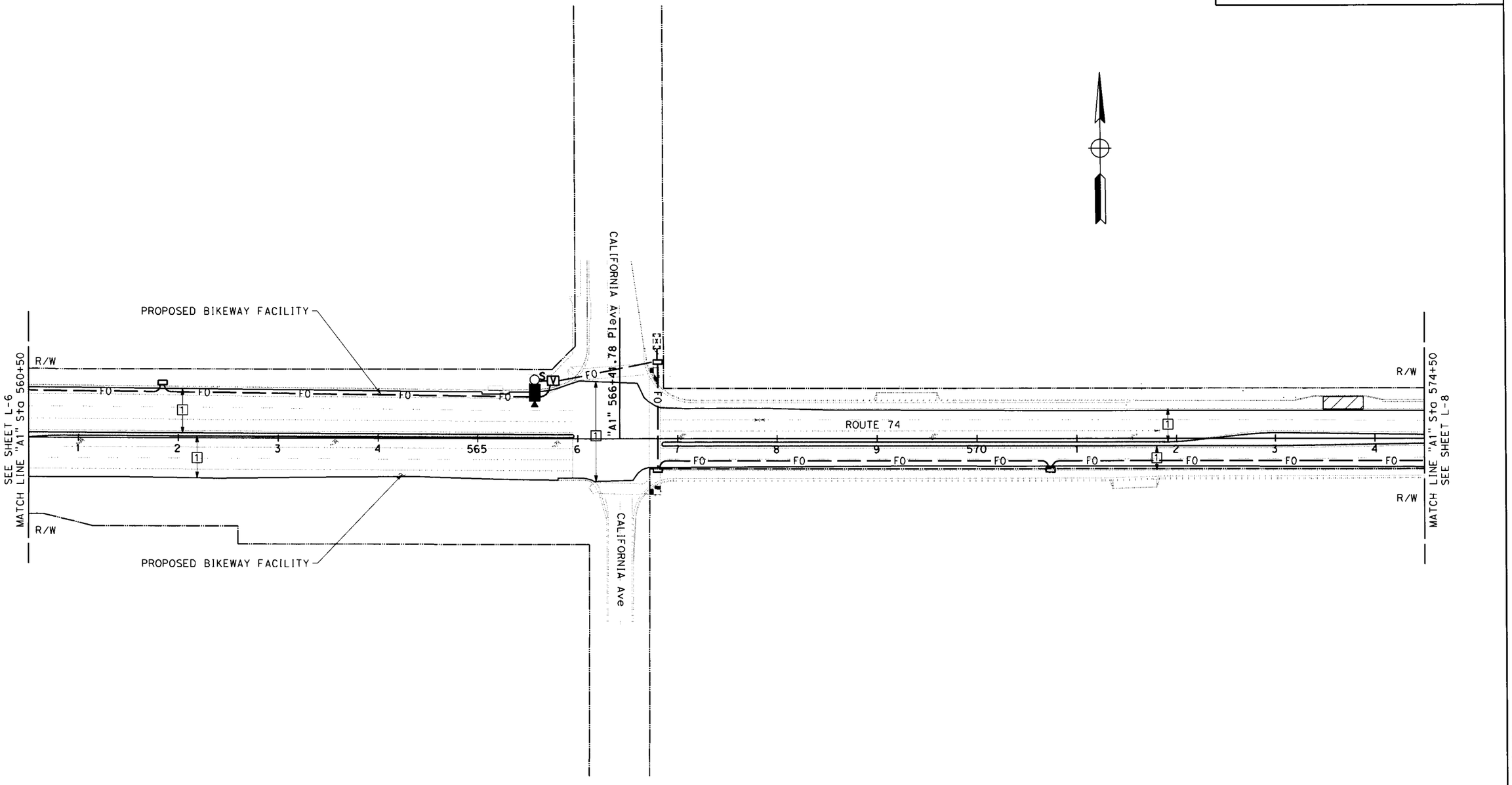

LAYOUT

SCALE 1"=50'

L-7

		REVISED BY	KEDAR SAWANT	CALCULATED-DESIGNED BY
		DATE REVISED	MIKE ROBERTS	CHECKED BY

FUNCTIONAL SUPERVISOR: JASON COLLADO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

Caltrans

SCALE=? 100.000 FT / IN.
Driver Name => $PLTDRVS$
Pen Table => $PENTBLS$

LAST REVISION DATE PLOTTED =>

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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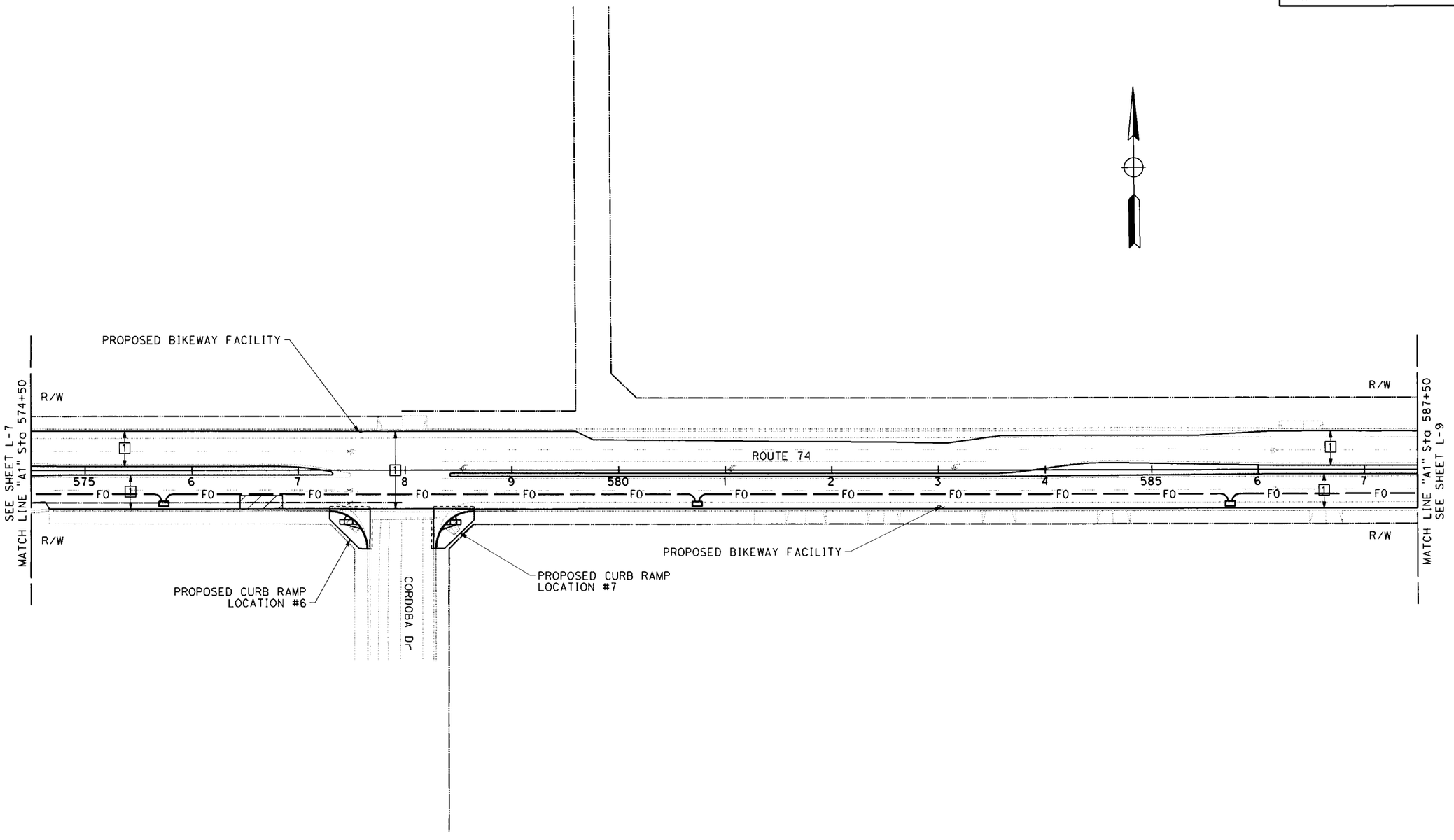

LAYOUT
SCALE 1"=50'

L-8

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY KEDAR SAWANT
CHECKED BY MIKE ROBERTS
FUNCTIONAL SUPERVISOR JASON COLLADO
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

SCALE:=> 100.0000 / in.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION | DATE PLOTTED =>1/31/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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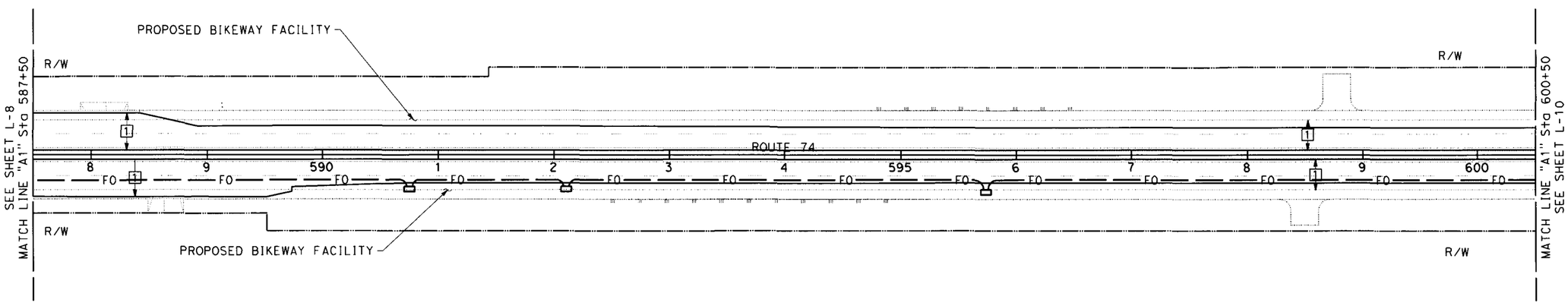

SAN DIEGO CANAL

LAYOUT
SCALE 1"=50'

L-9

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEDAR SAWANT
CHECKED BY: MIKE ROBERTS
FUNCTIONAL SUPERVISOR: JASON COLLADO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

SCALE=> 100.049 FT / in.
Driver Name => x $PLTDRV$$
Pen Table => $PENTBL$$

LAST REVISION DATE PLOTTED => 1/31/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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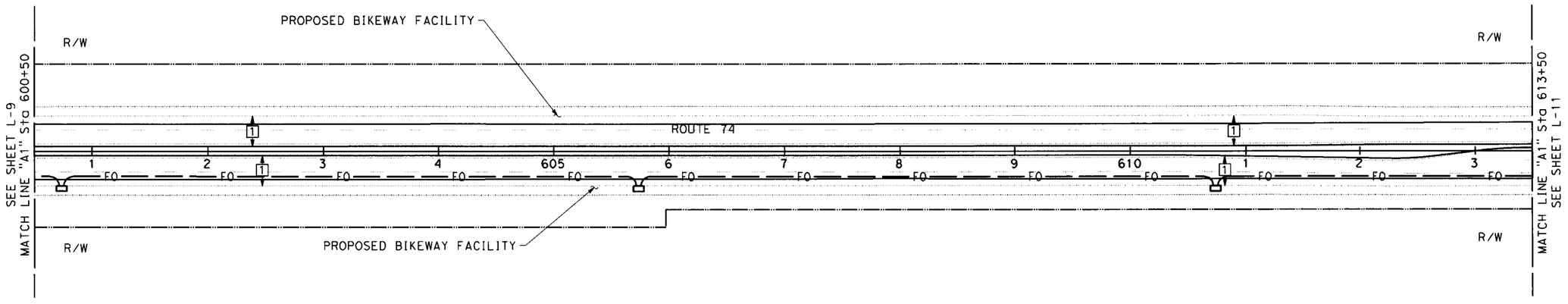

LAYOUT

SCALE 1"=50'

L-10

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	

FUNCTIONAL SUPERVISOR: JASON COLLADO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans®

DESIGN

SCALE=> 1.00,1.00 11 / in.
Driver Name => x $PLTDRVS$
Pen Table => $PENTBLS$

LAST REVISION DATE PLOTTED => 11/21/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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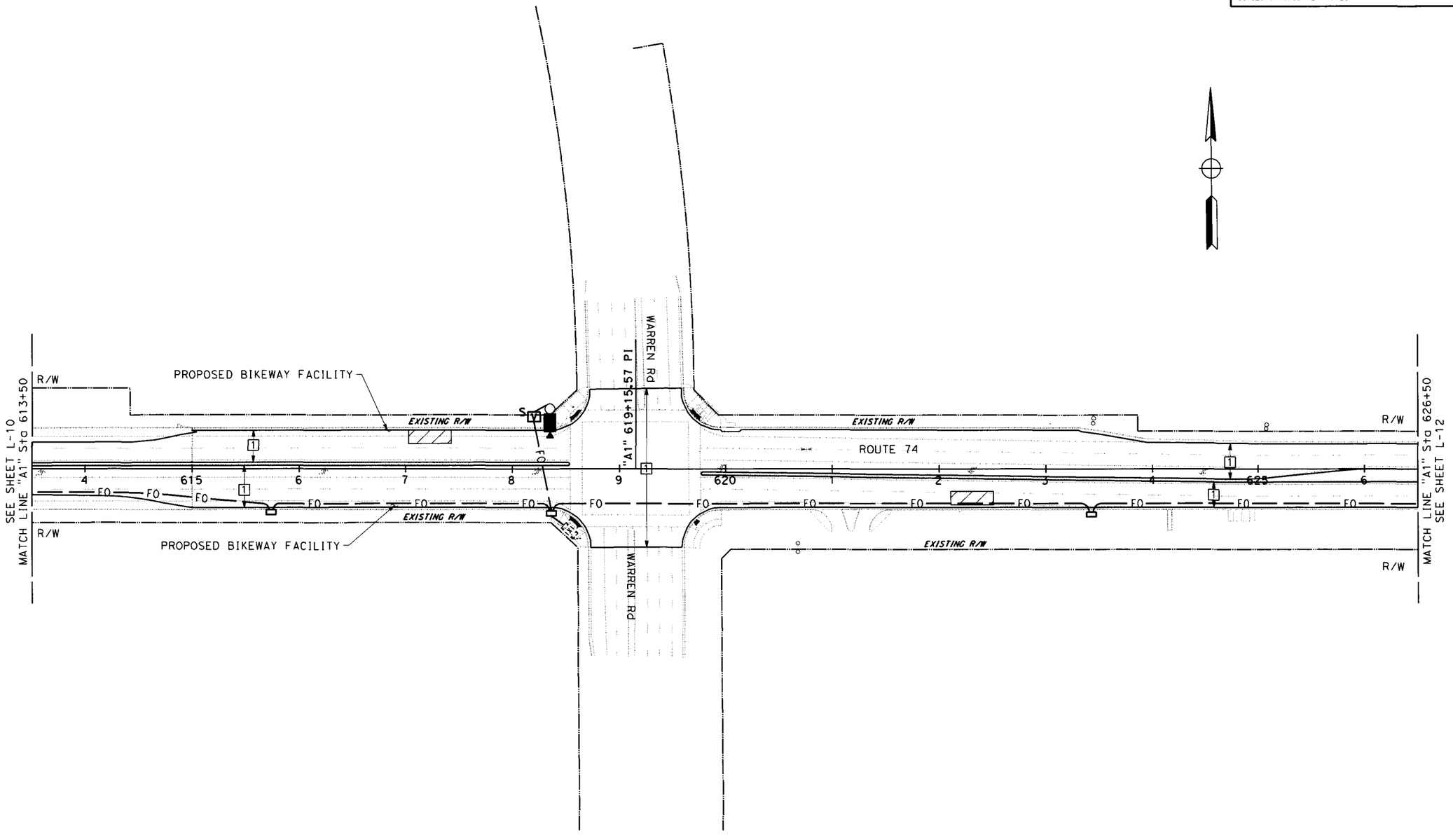

LAYOUT

SCALE 1"=50'

L-11

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		CALCULATED-DESIGNED BY	KEDAR SAWANT
DESIGN		CHECKED BY	MIKE ROBERTS
FUNCTIONAL SUPERVISOR	JASON COLLADO	REVISED BY	
		DATE REVISED	

SCALE=> 100.0000 ft / in.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION DATE PLOTTED => 11/21/2022

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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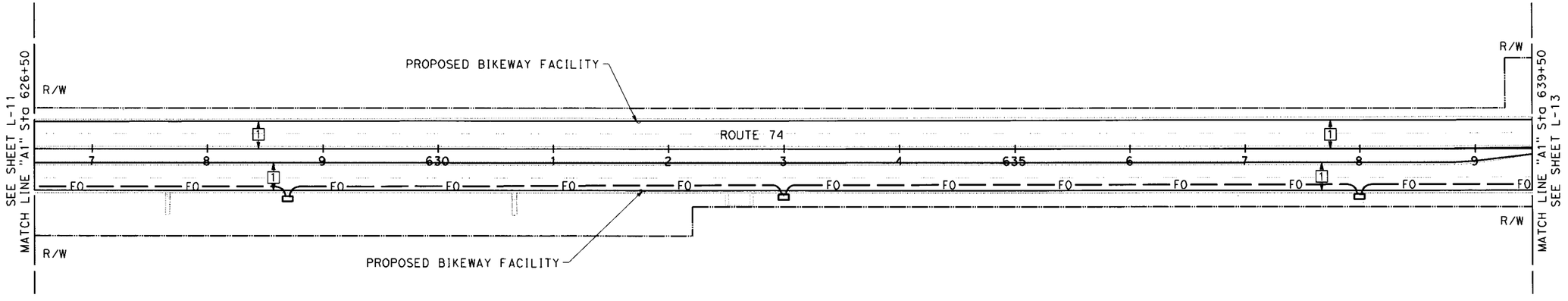

LAYOUT
SCALE 1"=50'

L-12

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEDAR SAWANT
CHECKED BY: MIKE ROBERTS
FUNCTIONAL SUPERVISOR: JASON COLLADO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

SCALE=> 100.000 I / in.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION | DATE PLOTTED => 1/31/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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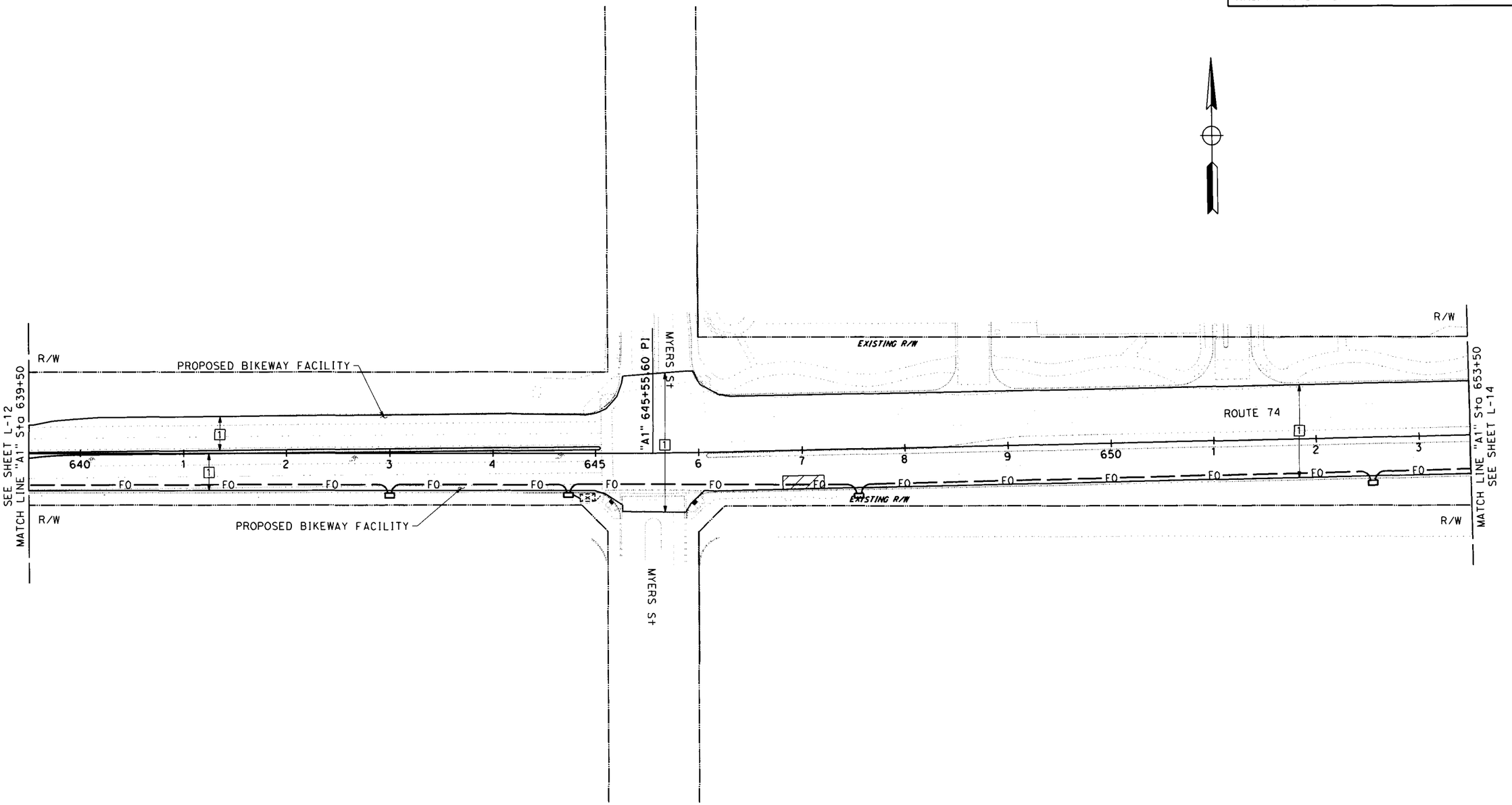

LAYOUT

SCALE 1"=50'

L-13

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEDAR SAWANT
CHECKED BY: MIKE ROBERTS
FUNCTIONAL SUPERVISOR: JASON COLLADO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

>CALE!=> 100.000 Fl / In.
Driver Name =>
Pen Table =>

LAST REVISION DATE PLOTTED =>

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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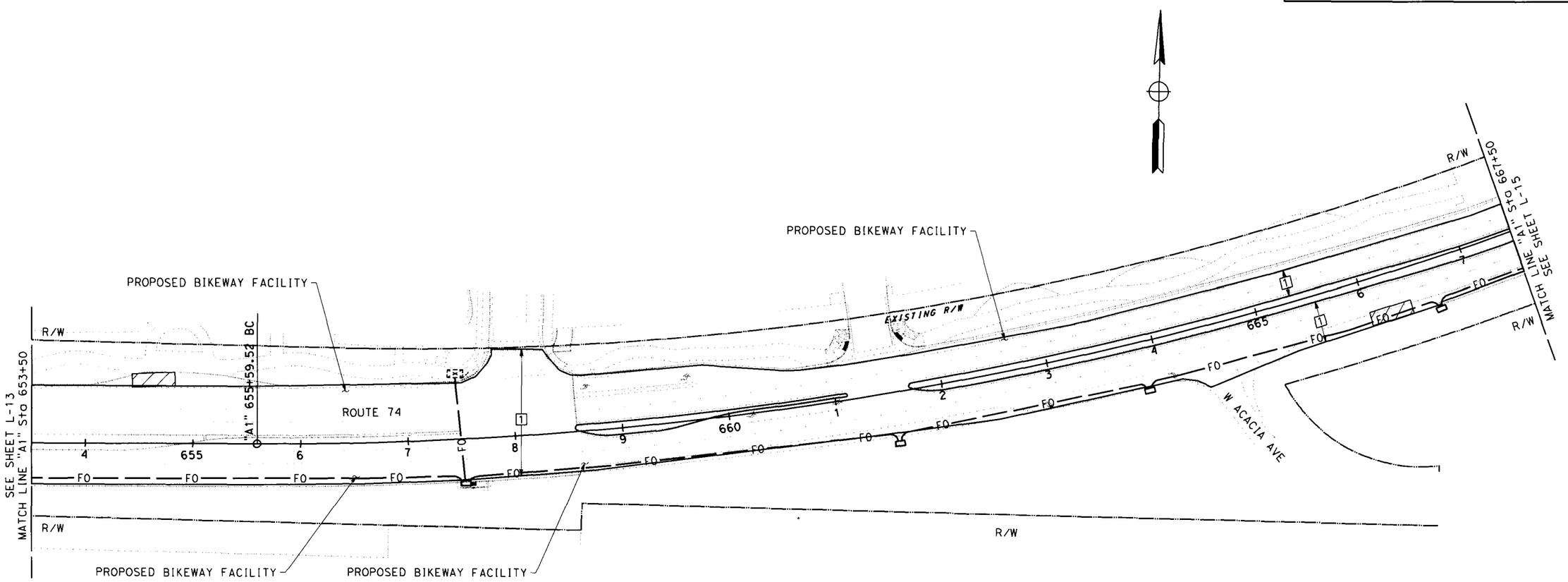

LAYOUT
SCALE 1"=50'

L-14

	REVISED BY		
	DATE REVISED		
CALCULATED-DESIGNED BY	KEDAR SAWANT		
CHECKED BY	MIKE ROBERTS		
FUNCTIONAL SUPERVISOR	JASON COLLADO		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		
Caltrans			

SCALE=> 100.000 ft / in.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION DATE PLOTTED => 11/21/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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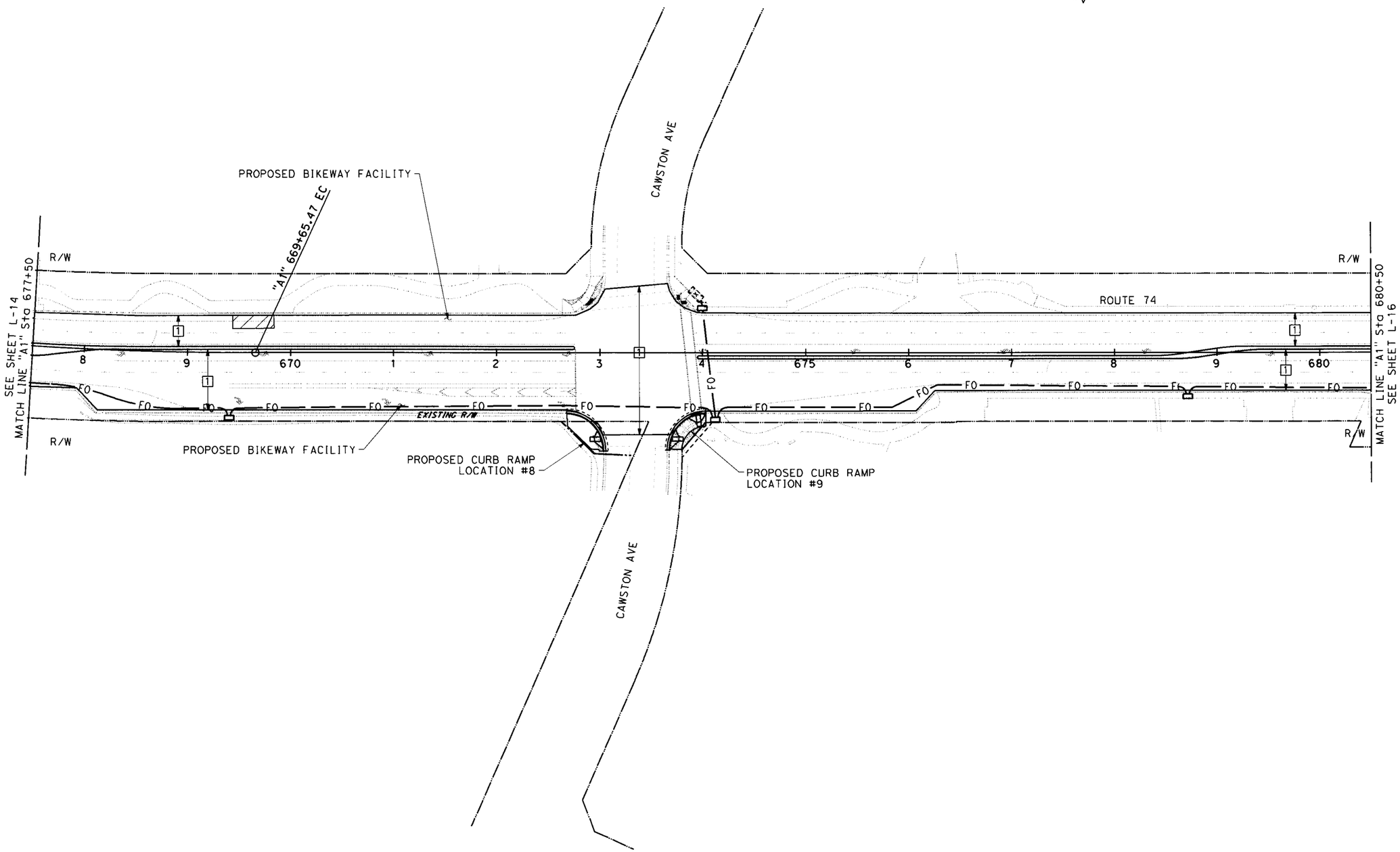

LAYOUT
SCALE 1"=50'

L-15

REVISED BY	DATE REVISED

CALCULATED- KEDAR SAWANT
DESIGNED BY
CHECKED BY MIKE ROBERTS

FUNCTIONAL SUPERVISOR JASON COLLADO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans®
DESIGN

SCALE=> 100.0000 / in.
Driver Name => x $PLTDRVS$
Pen Table => $PENTBLS$

LAST REVISION DATE PLOTTED => 1/31/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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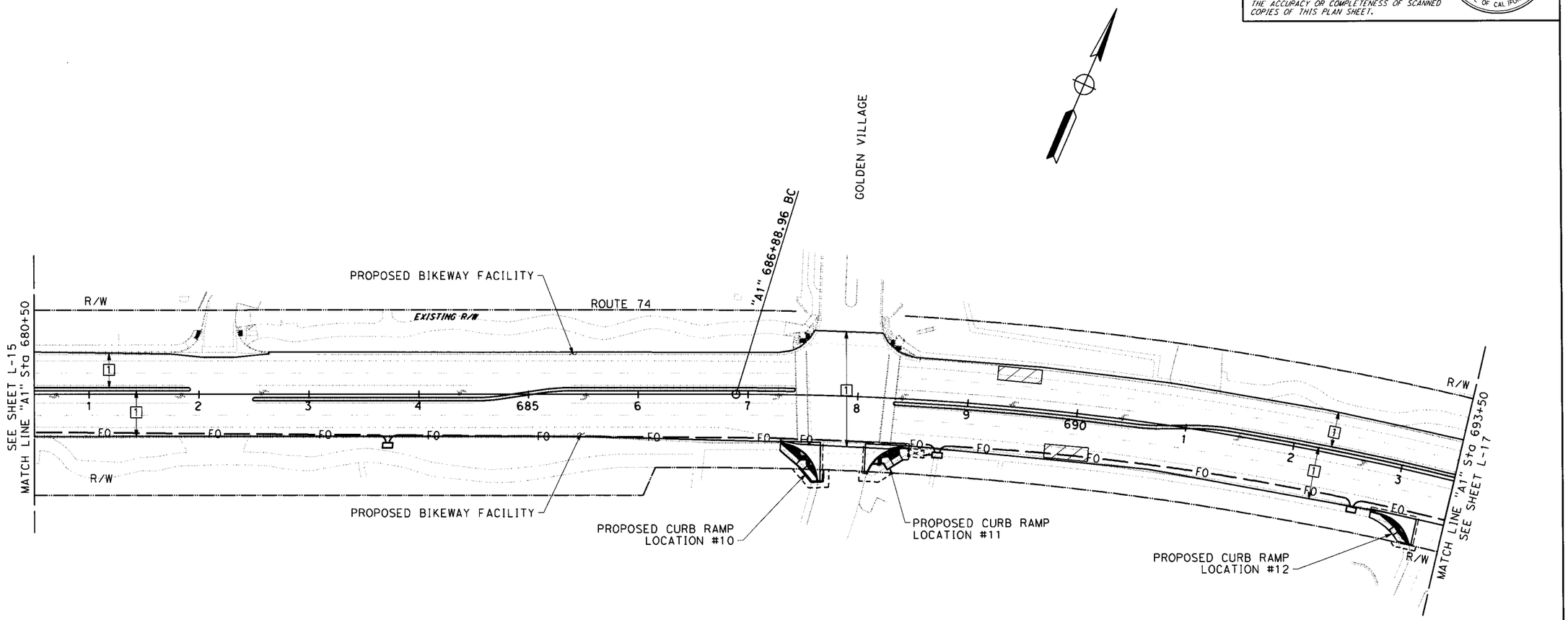

LAYOUT

SCALE 1"=50'

L-16

CALCULATED- DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

Caltrans

SCALE=> 100.000 FT / IN.
Driver Name => x $PLTDRVS$
Pen Table => $PENTBLS$

LAST REVISION DATE PLOTTED => 11/11/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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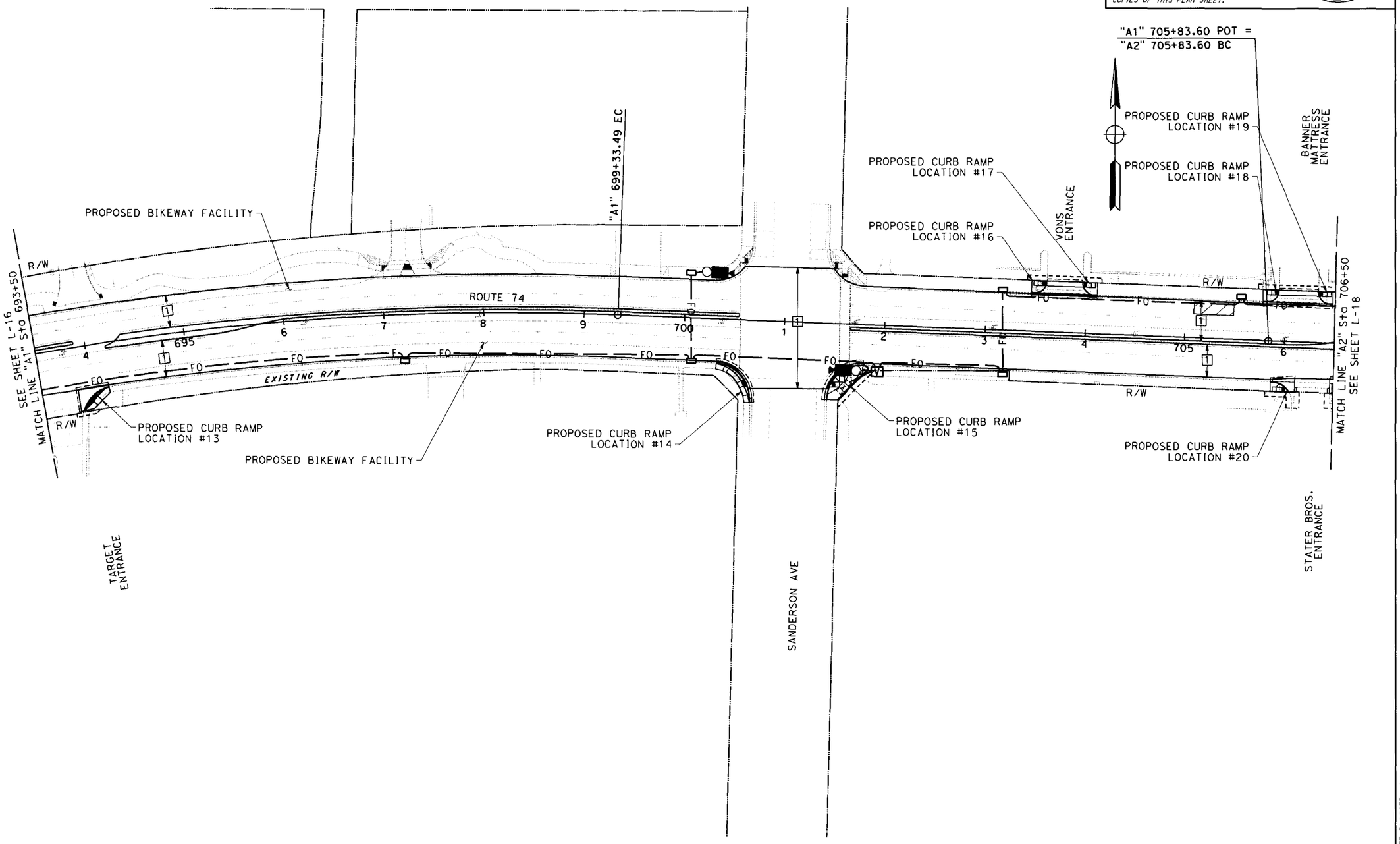

LAYOUT

SCALE 1"=50'

L-17

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		FUNCTIONAL SUPERVISOR
Caltrans®	DESIGN	JASON COLLADO

CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
KEDAR SAWANT	MIKE ROBERTS		

SCALE=> 100.000 Ft / in.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION | DATE PLOTTED =>

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

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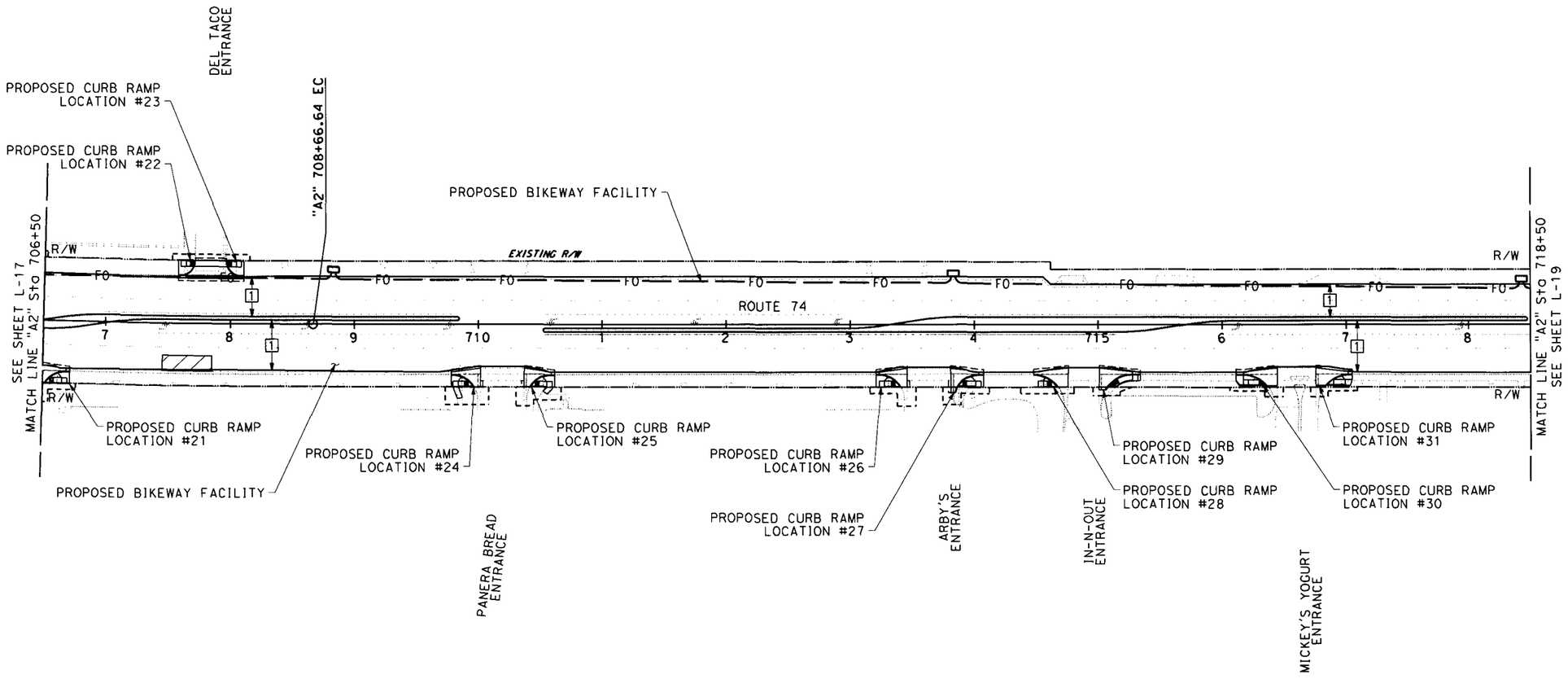

LAYOUT

SCALE 1"=50'

L-18

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEDAR SAWANT
CHECKED BY: MIKE ROBERTS
FUNCTIONAL SUPERVISOR: JASON COLLADO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

SCALE=> 1.00,000 ft / in.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION | DATE PLOTTED =>

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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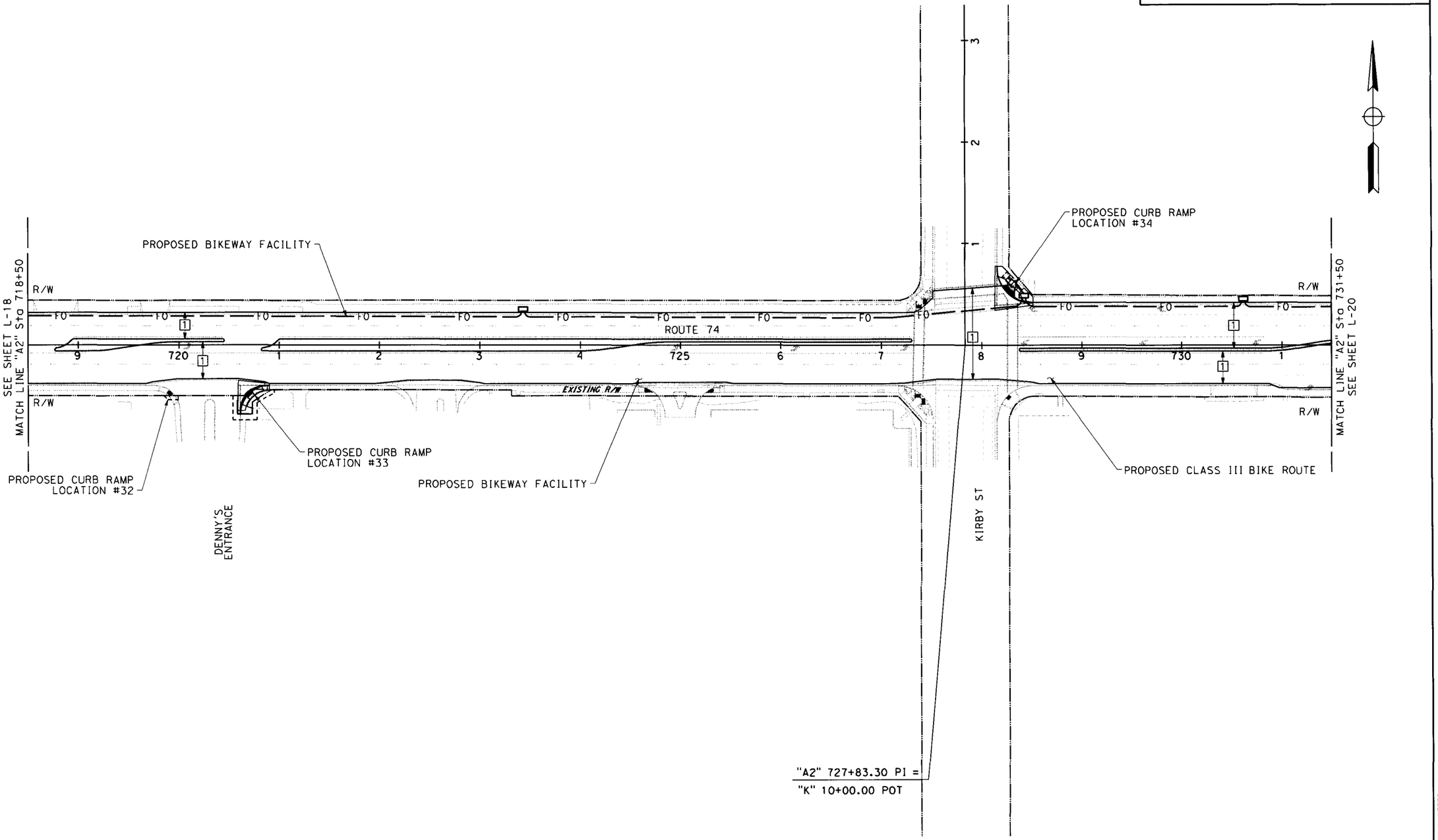

LAYOUT

SCALE 1"=50'

L-19

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

Caltrans

SCALE=> 100.000 FT / IN.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION DATE PLOTTED => 1/31/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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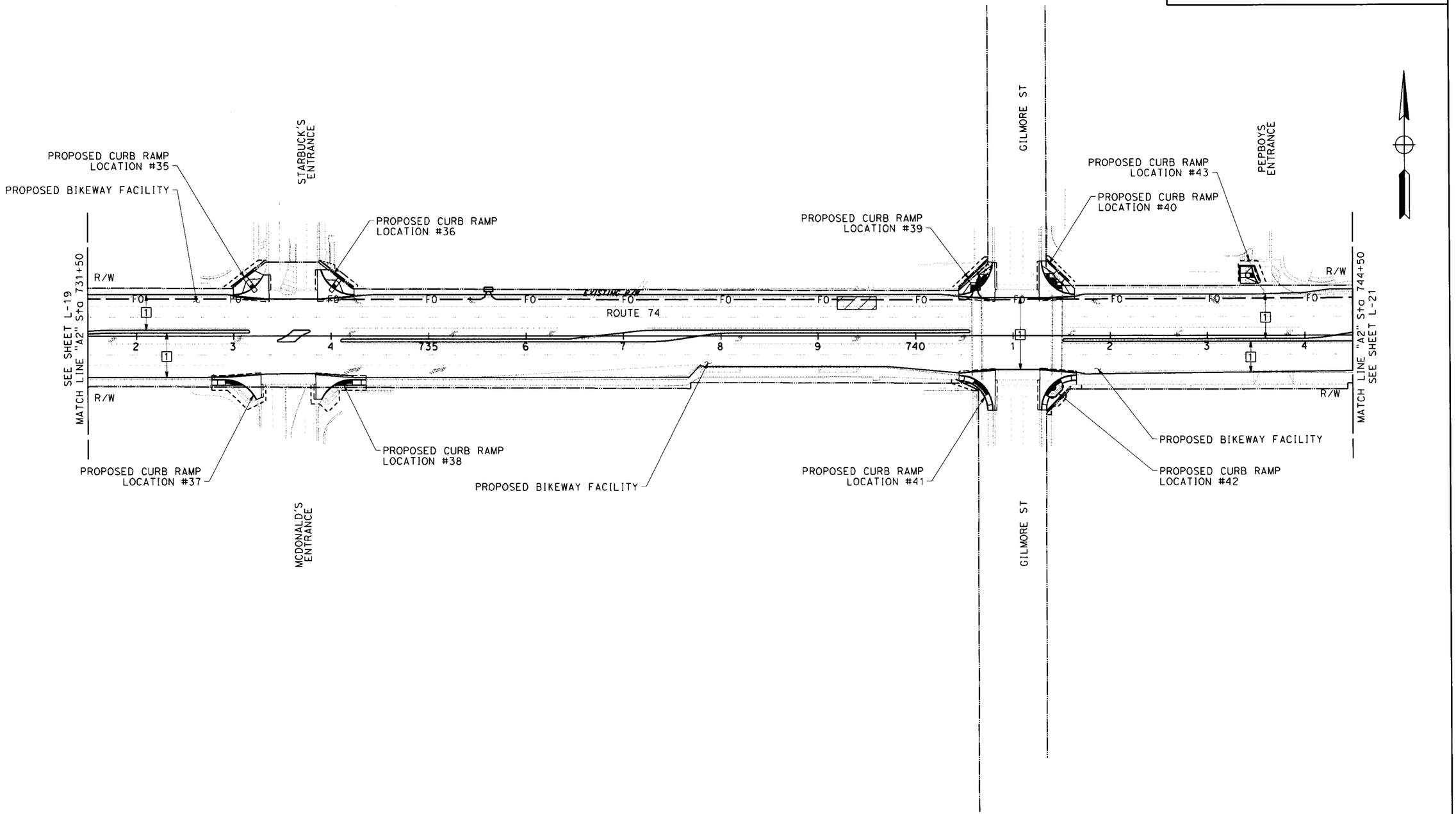

LAYOUT

SCALE 1"=50'

L-20

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEDAR SAWANT
CHECKED BY: MIKE ROBERTS
FUNCTIONAL SUPERVISOR: JASON COLLADO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

SCALE=> 100.000 ft / in.
Driver Name => x $PLTDRVS$
Pen Table => $PENTBLS$

LAST REVISION => DATE PLOTTED => 11/11/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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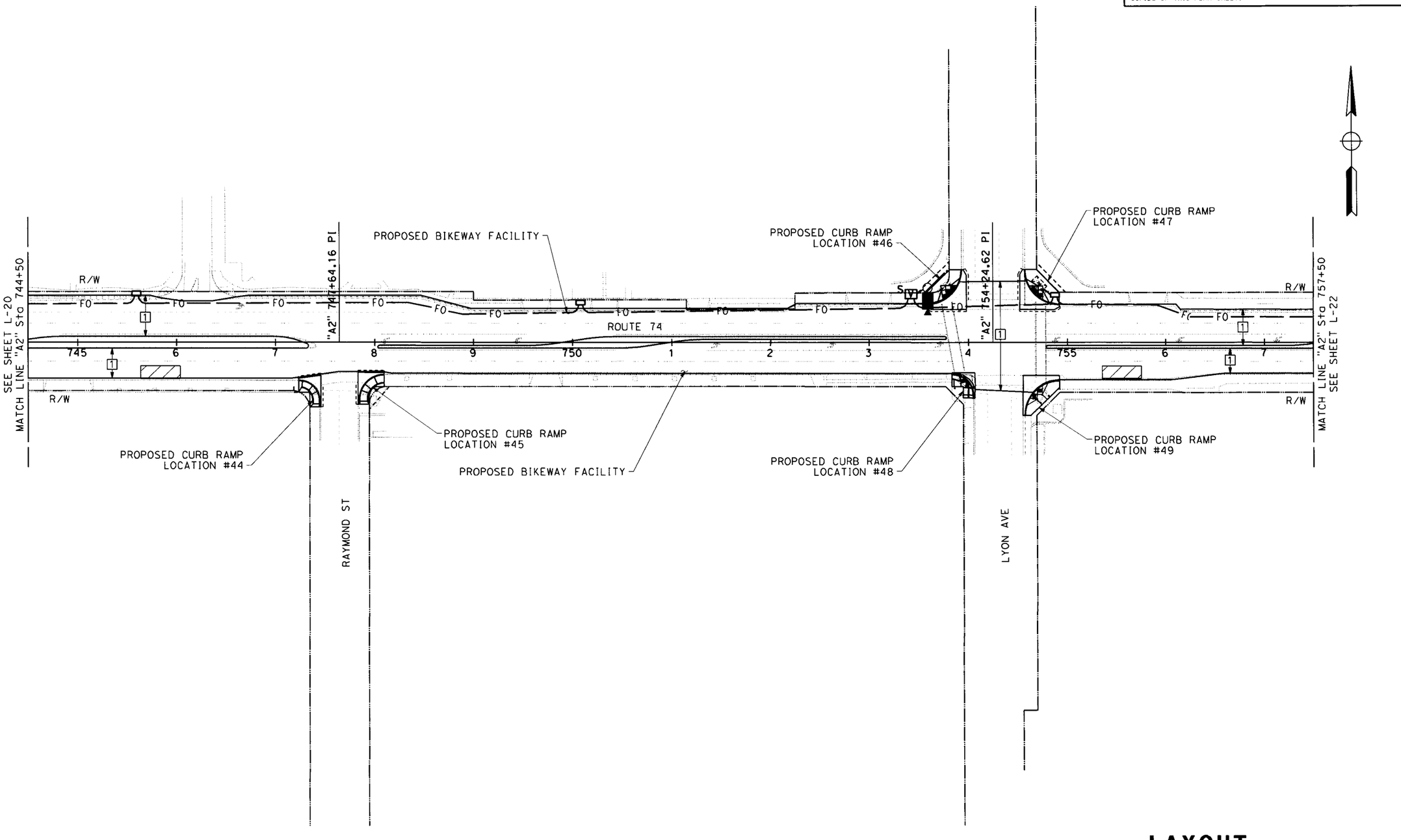

LAYOUT

SCALE 1"=50'

L-21

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEDAR SAWANT
CHECKED BY: MIKE ROBERTS
FUNCTIONAL SUPERVISOR: JASON COLLADO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

Caltrans

SCALE=> 100.000 FT / IN.
Driver Name => x $PLTDRVS$
Pen Table => $PENTBLS$

LAST REVISION DATE PLOTTED => 11/21/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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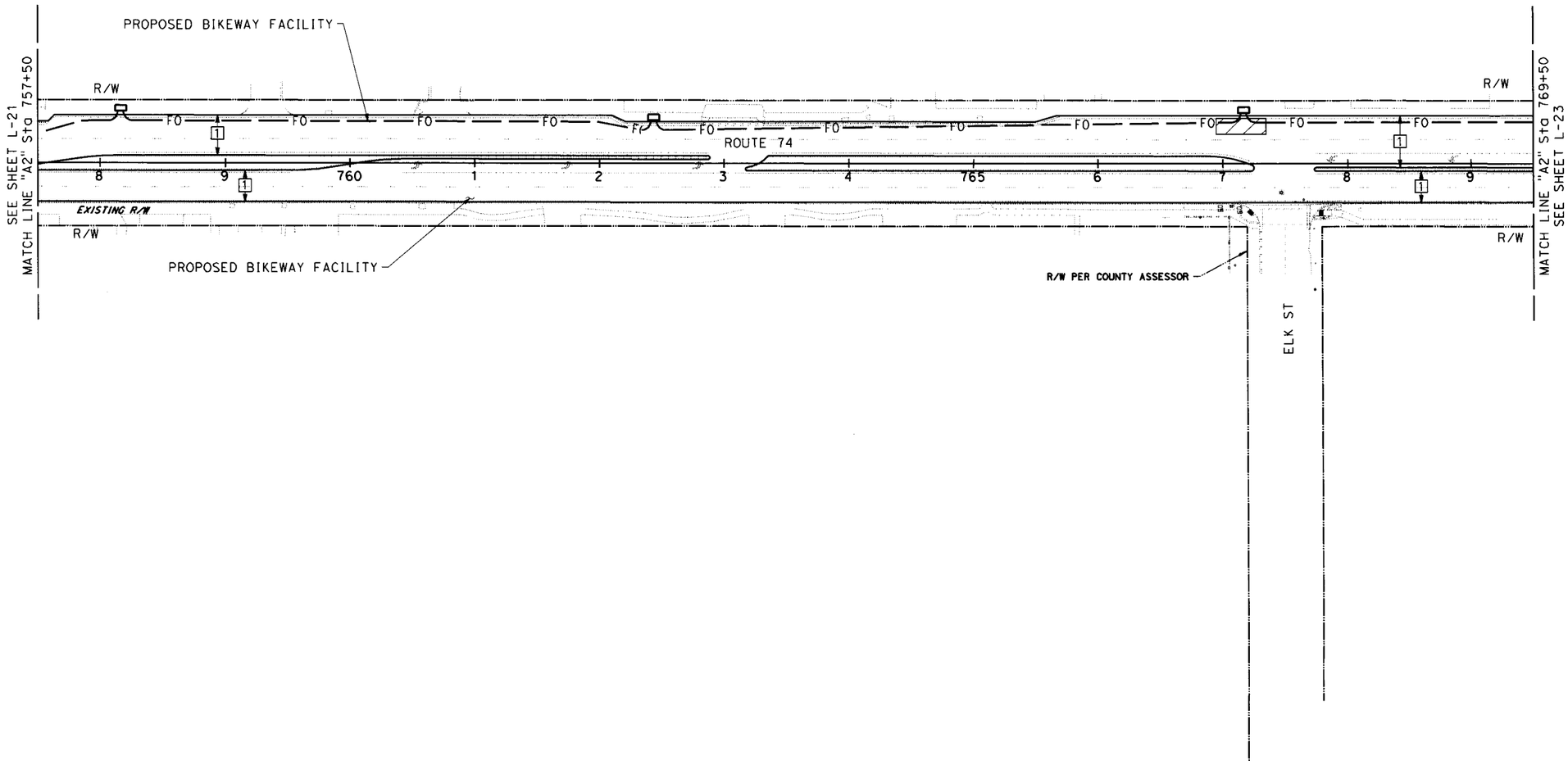

LAYOUT

SCALE 1"=50'

L-22

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

Caltrans®

SCALE=> 100.000 ft / in.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION | DATE PLOTTED =>

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

AUTOCENTER ENTRANCE

PROPOSED CURB RAMP LOCATION #50

PROPOSED CURB RAMP LOCATION #51

PROPOSED BIKEWAY FACILITY

PROPOSED CURB RAMP LOCATION #52

PROPOSED CURB RAMP LOCATION #55

SEE SHEET L-22 MATCH LINE "A2" Sta 769+50

MATCH LINE "A2" Sta 782+50 SEE SHEET L-24

R/W

EXISTING R/W

ROUTE 74

770 775 780

PROPOSED BIKEWAY FACILITY

R/W PER COUNTY ASSESSOR

PROPOSED CURB RAMP LOCATION #53

PROPOSED CURB RAMP LOCATION #54

PROPOSED CURB RAMP LOCATION #56

PROPOSED CURB RAMP LOCATION #57

PROPOSED CURB RAMP LOCATION #58

PROPOSED CURB RAMP LOCATION #59

HAMILTON AVE

WESTERN AVE

PALM AVE

"A2" 774+12.19 POT = "H" 10+00.00 POT

"A2" 777+44.04 POT = "W" 10+00.00 POT

"A2" 780+74.15 PI = "P" 10+00.00 POT

LAYOUT

SCALE 1"=50'

L-23

REVISED BY	DATE REVISED
KEDAR SAWANT	
MIKE ROBERTS	
CALCULATED-DESIGNED BY	
CHECKED BY	
FUNCTIONAL SUPERVISOR	
JASON COLLADO	
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	
DESIGN	

SCALE:=> 1.000 ft / in.
Driver Name =>x $PLTDRVS$
Pen Table => $PENTBLS$

LAST REVISION DATE PLOTTED =>

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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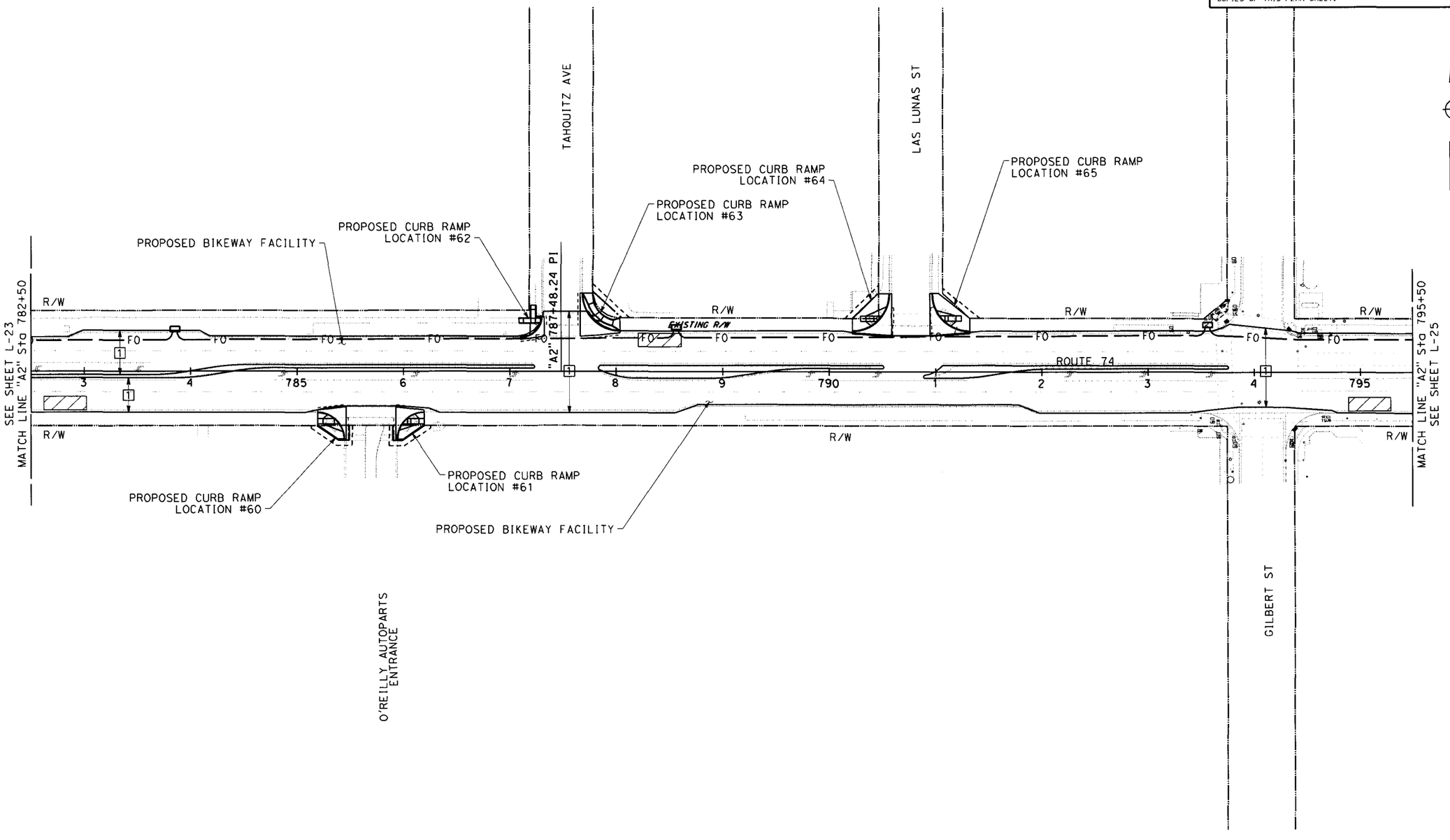

LAYOUT

SCALE 1"=50'

L-24

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		
DEPARTMENT OF TRANSPORTATION	DESIGN		
STATE OF CALIFORNIA	Caltrans		

SCALE=> 100.0000 FT / in.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION DATE PLOTTED => 11/21/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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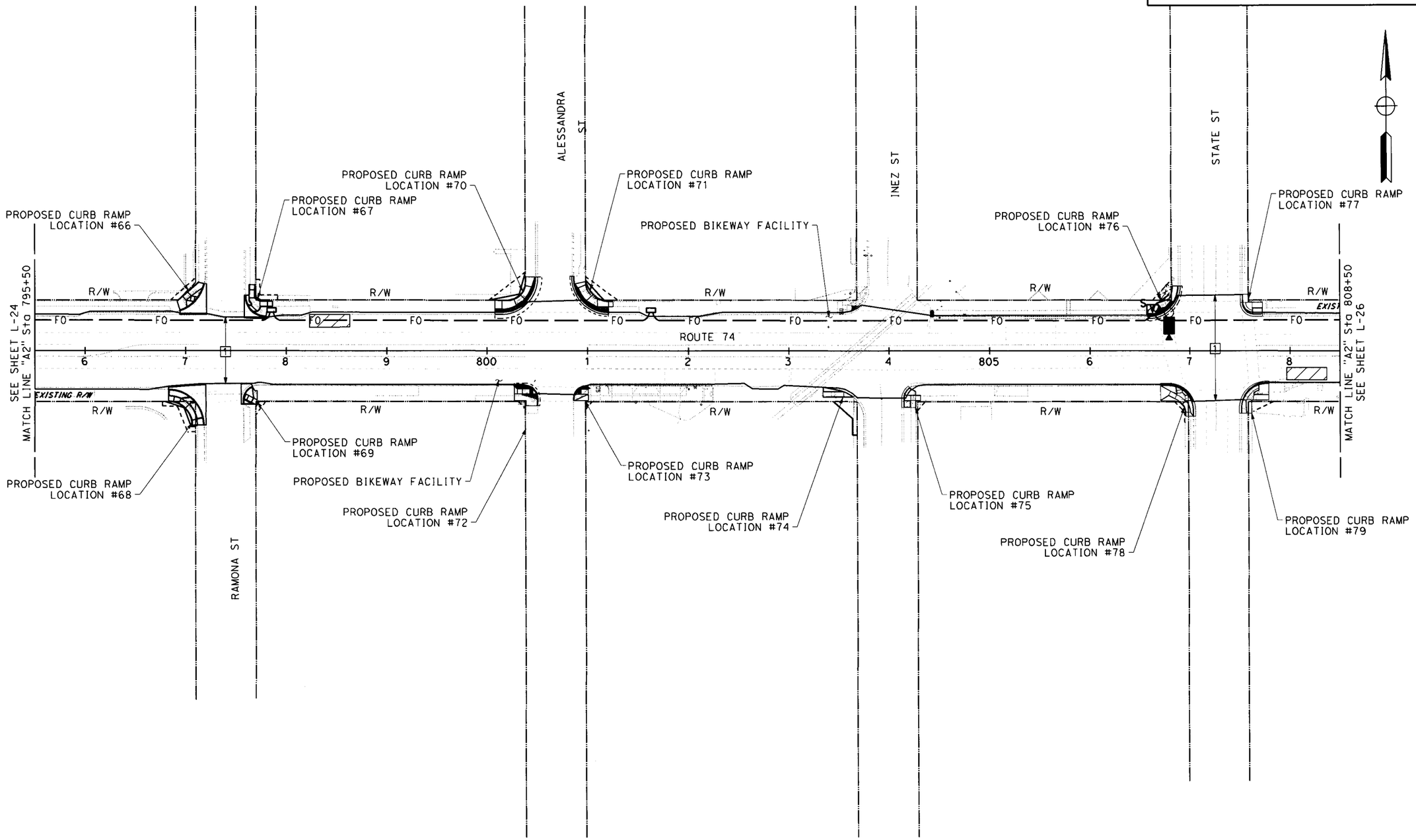

LAYOUT

SCALE 1"=50'

L-25

REVISED BY	DATE REVISED
KEDAR SAWANT	
MIKE ROBERTS	
JASON COLLADO	

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

Caltrans

SCALE=> 100.000 ft / in.
Driver Name => $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION DATE PLOTTED => 1/31/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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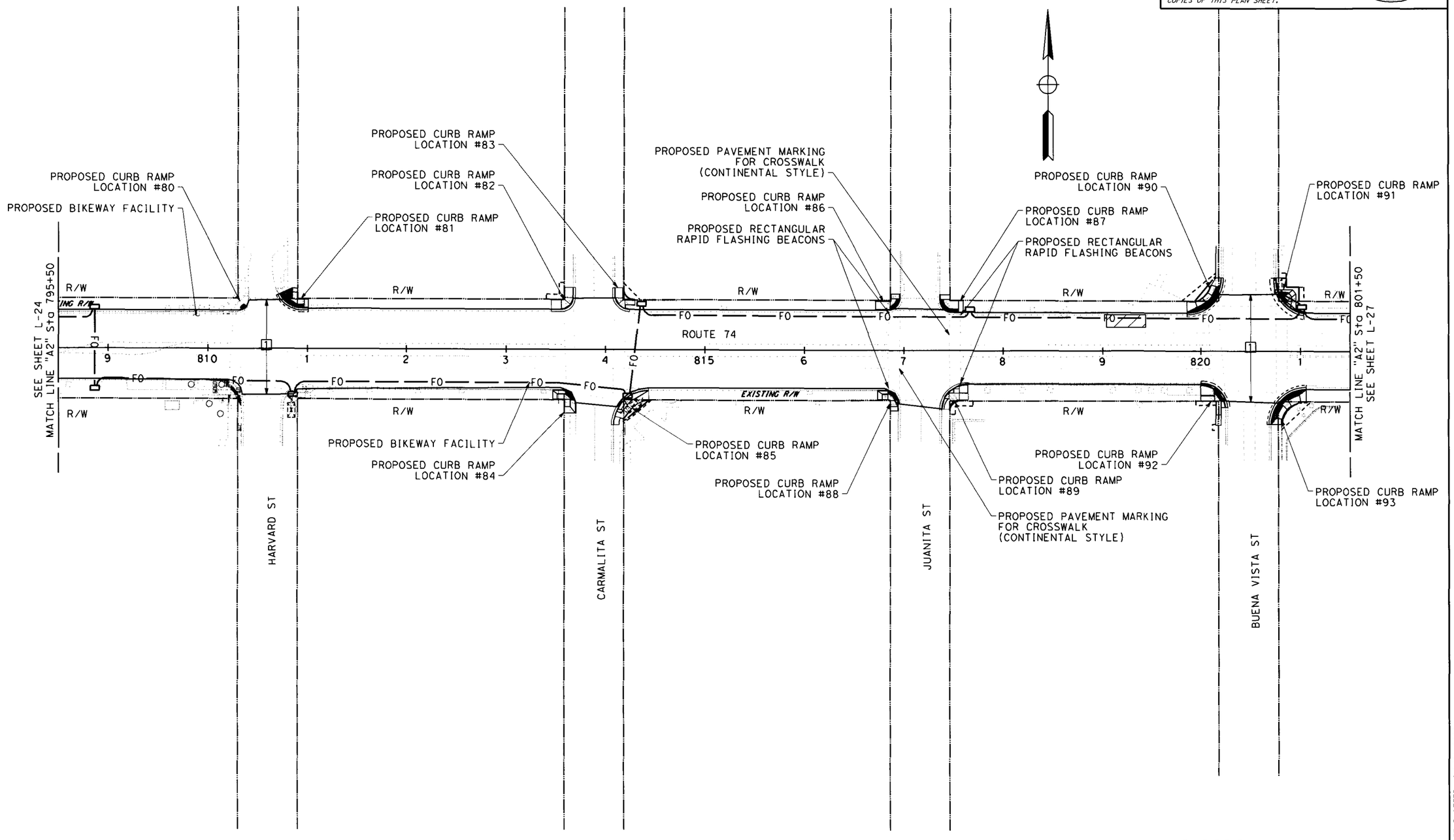

LAYOUT

SCALE 1"=50'

L-26

CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
KEDAR SAWANT	MIKE ROBERTS		

FUNCTIONAL SUPERVISOR: JASON COLLADO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

Caltrans

SCALE=? 100.000 ft / in.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION DATE PLOTTED =>11/21/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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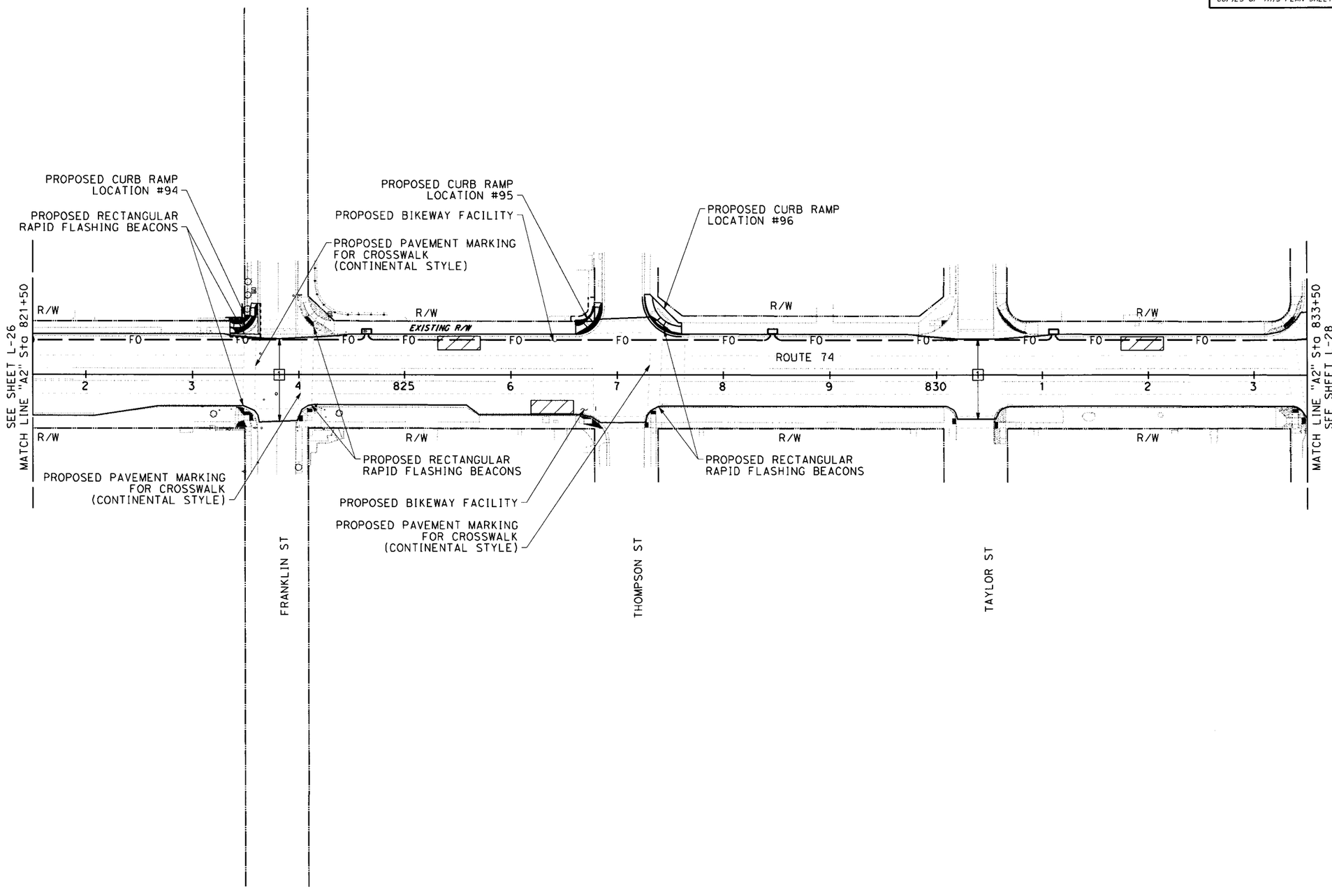

LAYOUT

SCALE 1"=50'

L-27

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	

FUNCTIONAL SUPERVISOR: JASON COLLADO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans®

DESIGN

SCALE=> 100.000 FT / IN.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$$

LAST REVISION DATE PLOTTED = 11/21/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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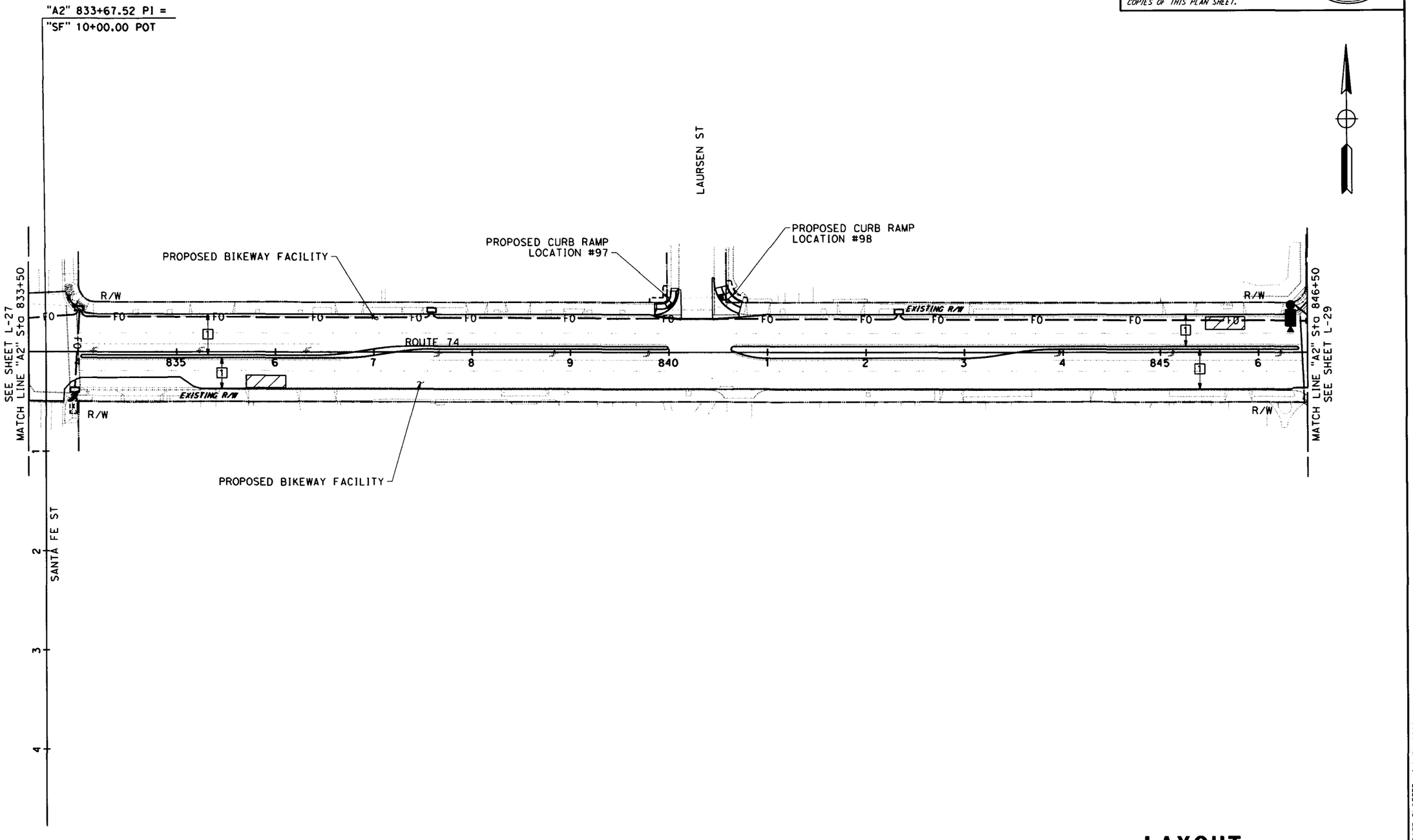

LAYOUT
SCALE 1"=50'

L-28

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	KEDAR SAWANT
CHECKED BY	MIKE ROBERTS
FUNCTIONAL SUPERVISOR	JASON COLLADO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

SCALE=> 100.000 ft / in.
Driver Name => x $PLTDRVS$
Pen Table => $PENTBLS$

LAST REVISION | DATE PLOTTED =>

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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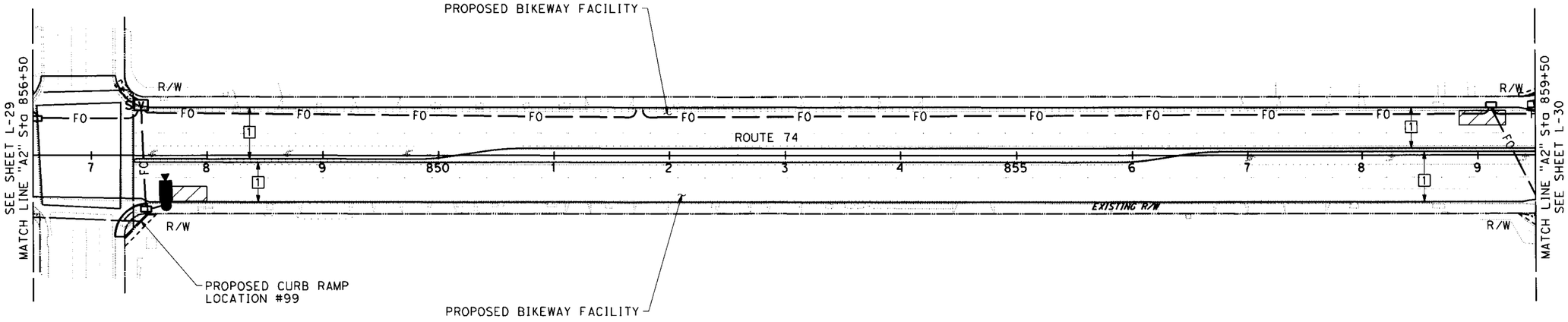

LAYOUT

SCALE 1"=50'

L-29

	REVISED BY	KEDAR SAWANT	CALCULATED-DESIGNED BY
	DATE REVISED	MIKE ROBERTS	CHECKED BY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		DESIGN	FUNCTIONAL SUPERVISOR
Caltrans®			JASON COLLADO

SCALE=> 1UU.UUU FT / IN.
Driver Name => $PLTDRVS$
Pen Table => $PENTBLS$

LAST REVISION | DATE PLOTTED = 11/21/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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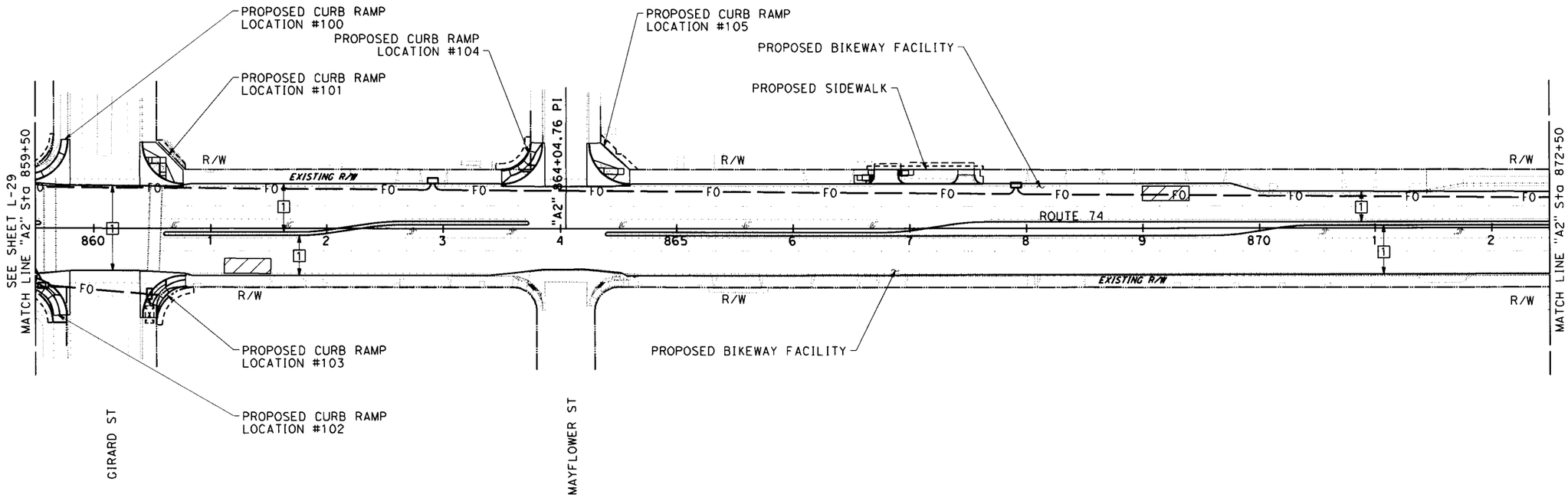

LAYOUT

SCALE 1"=50'

L-30

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

Caltrans

SCALE=> 100.000 FT / in.
Driver Name => $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION DATE PLOTTED => 1/31/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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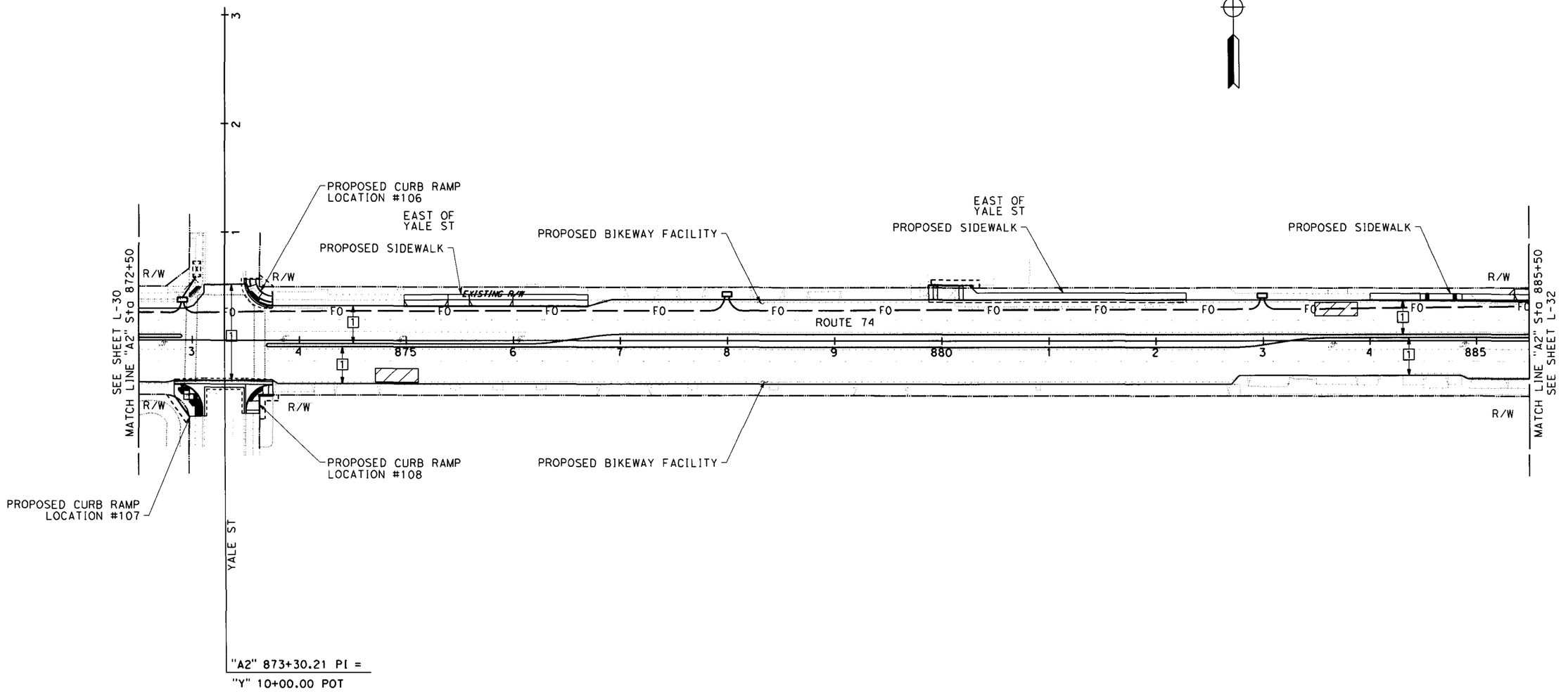

LAYOUT
SCALE 1"=50'

L-31

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION			
Caltrans®	DESIGN	CALCULATED-DESIGNED BY	KEDAR SAWANT
		CHECKED BY	MIKE ROBERTS
		FUNCTIONAL SUPERVISOR	JASON COLLADO
		REVISED BY	
		DATE REVISED	

LAST REVISION | DATE PLOTTED =>1/31/2020

>CALE=> 100.000 FT / in.
Driver Name => x $PLTDRVS$
Pen Table => $PENTBLS$

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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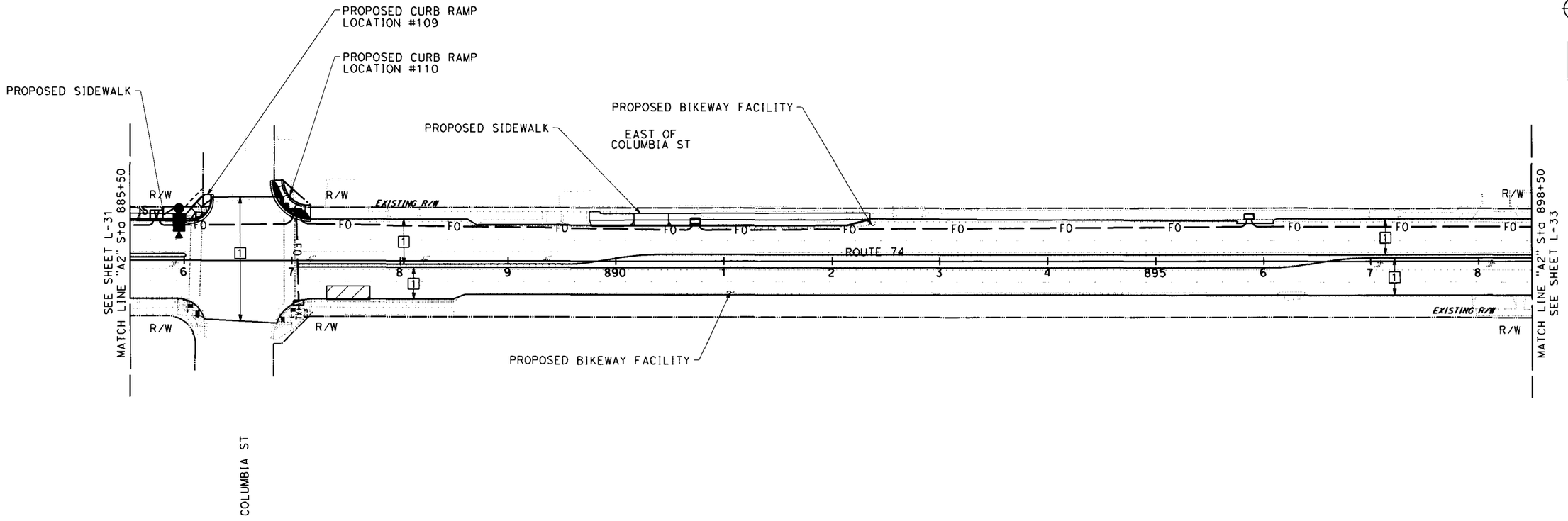


LAYOUT
SCALE 1"=50'

L-32

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		FUNCTIONAL SUPERVISOR	
Caltrans	DESIGN	JASON COLLADO	
CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	

SCALE=> 100.0000 I / in.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION DATE PLOTTED => 11/21/2022

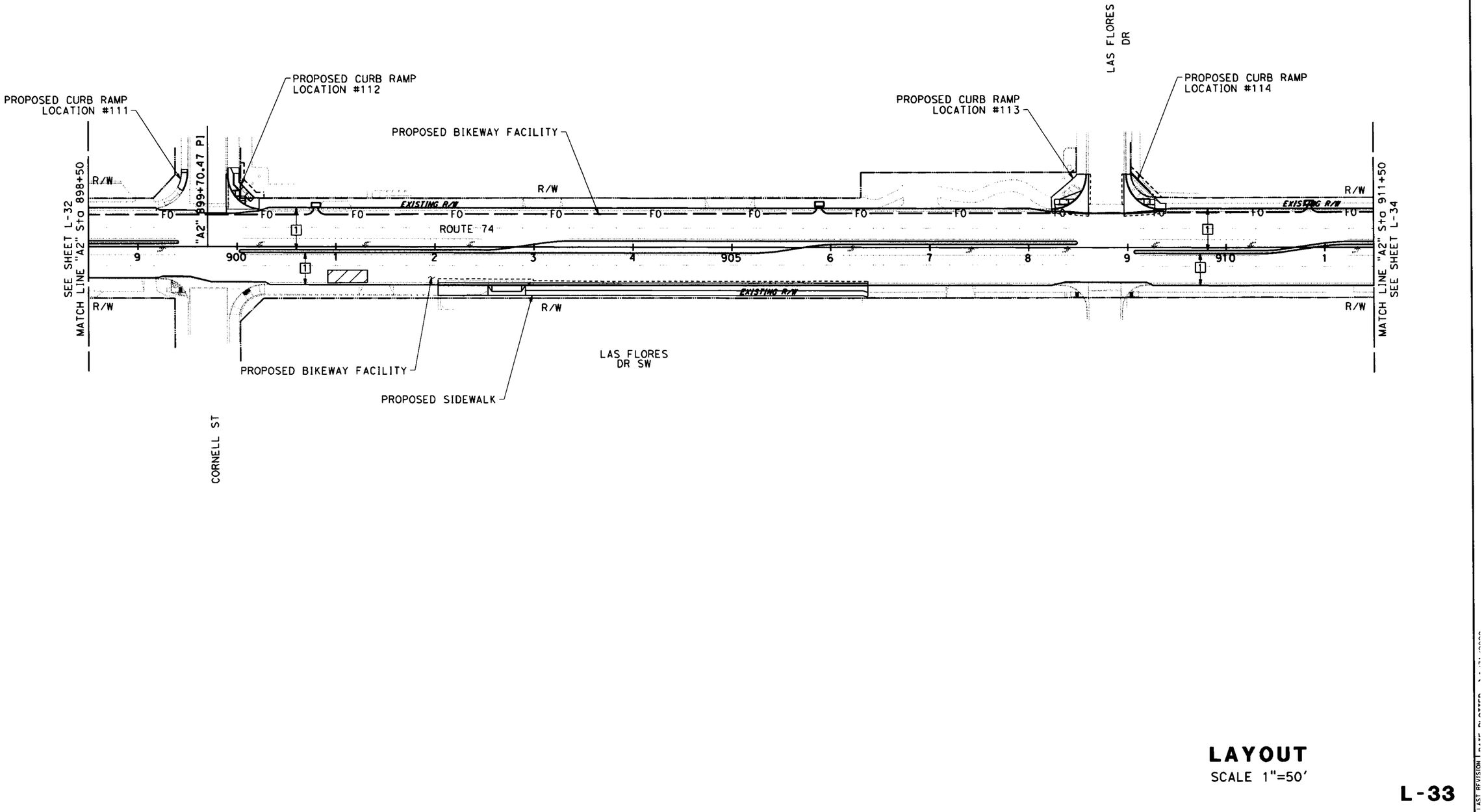
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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



LAYOUT
SCALE 1"=50'

L-33

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
Caltrans		CHECKED BY	MIKE ROBERTS	DATE REVISED	
		FUNCTIONAL SUPERVISOR	JASON COLLADO		

SCALE=> 100.0000 / in.
Driver Name => x #PLTDRVS#
Pen Table => #PENTBLS#

LAST REVISION

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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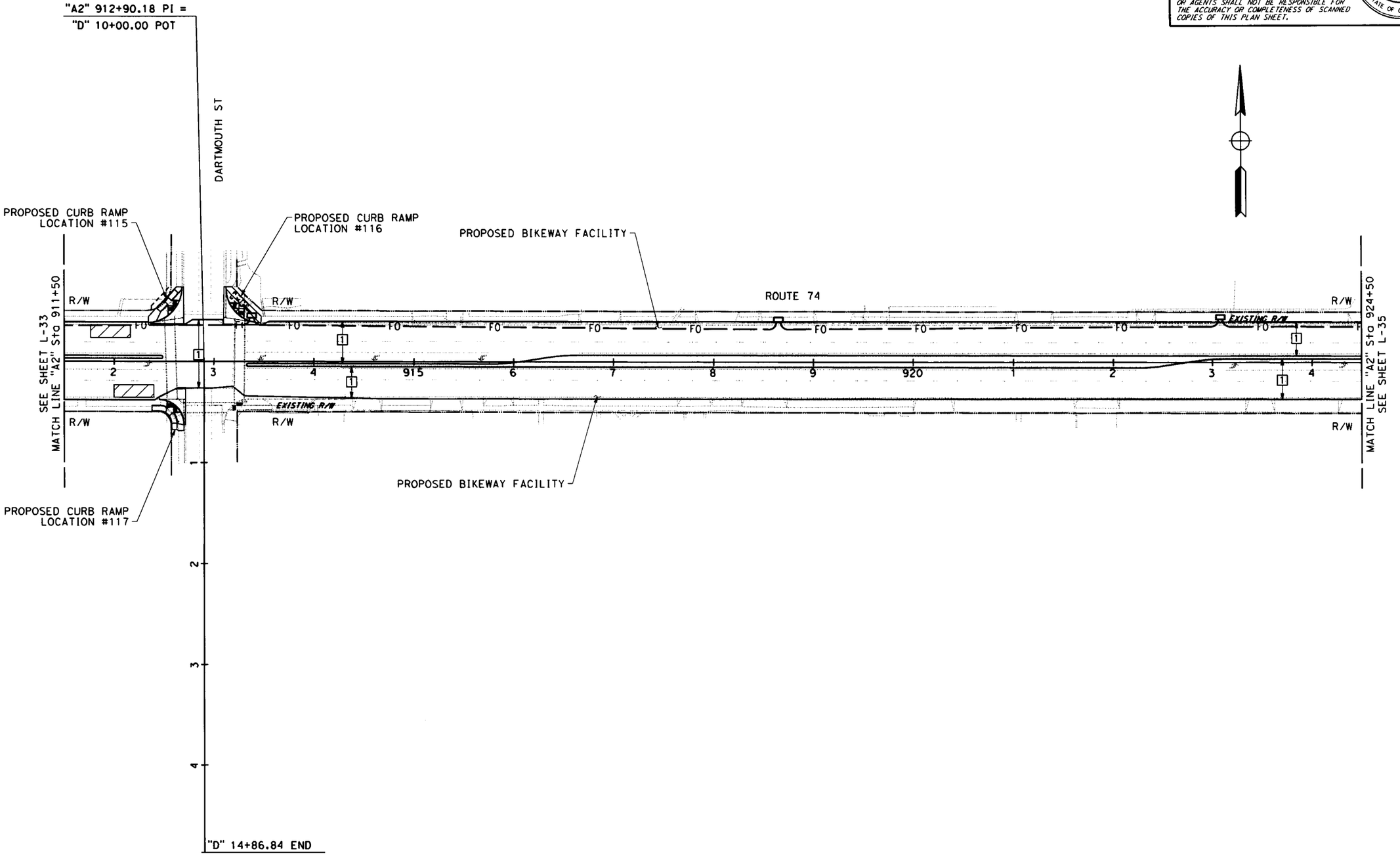

LAYOUT
SCALE 1"=50'

L-34

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

Gibbons

SCALE=> 100.000 ft / in.
Driver Name => x #PLTDRV$
Pen Table => #PENTBL$

LAST REVISION | DATE PLOTTED => 11/21/2022

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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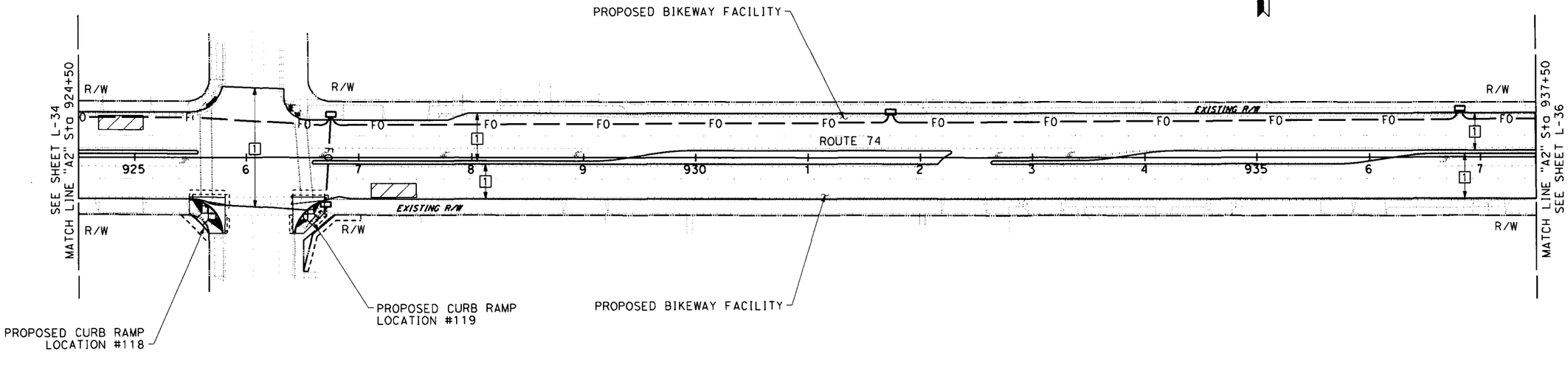

LAYOUT

SCALE 1"=50'

L-35

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		FUNCTIONAL SUPERVISOR
Caltrans®	DESIGN	JASON COLLADO
CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY
CHECKED BY	MIKE ROBERTS	DATE REVISED

SCALE:=> 100.000 ft / in.
Driver Name => x $PLTDRVS$
Pen Table => $PENTBLS$

LAST REVISION DATE PLOTTED =>

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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

"A2" 939+46.67 POT =
"A3" 86+79.99 POT

PROPOSED BIKEWAY FACILITY

SEE SHEET L-35
MATCH LINE "A2" Sta 937+50

MATCH LINE "A3" Sta 97+50
SEE SHEET L-37

ROUTE 74

R/W

EXISTING R/W

FO

MERIDIAN ST

PROPOSED BIKEWAY FACILITY

LAYOUT
SCALE 1"=50'

L-36

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEDAR SAWANT
CHECKED BY: MIKE ROBERTS
FUNCTIONAL SUPERVISOR: JASON COLLADO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans®
DESIGN

SCALE=> 100.000 FT / IN.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION | DATE PLOTTED =>

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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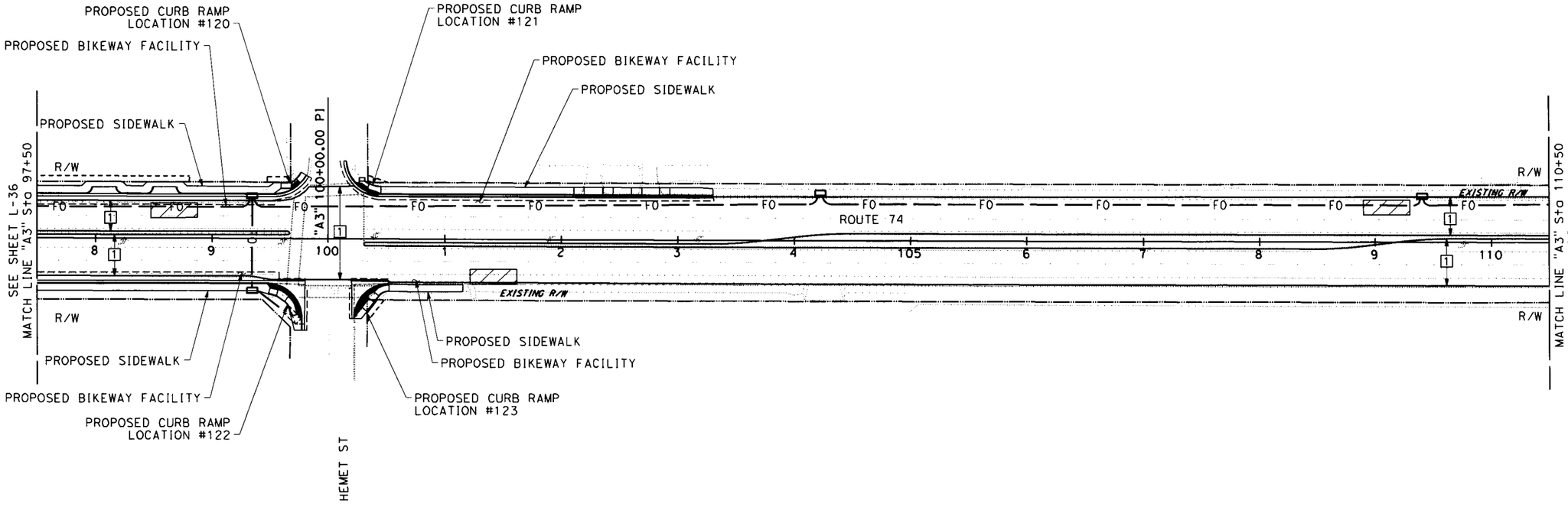

LAYOUT

SCALE 1"=50'

L-37

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

SCALE=> 100.000 Ft / in.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$$

LAST REVISION DATE PLOTTED => 11/21/2022

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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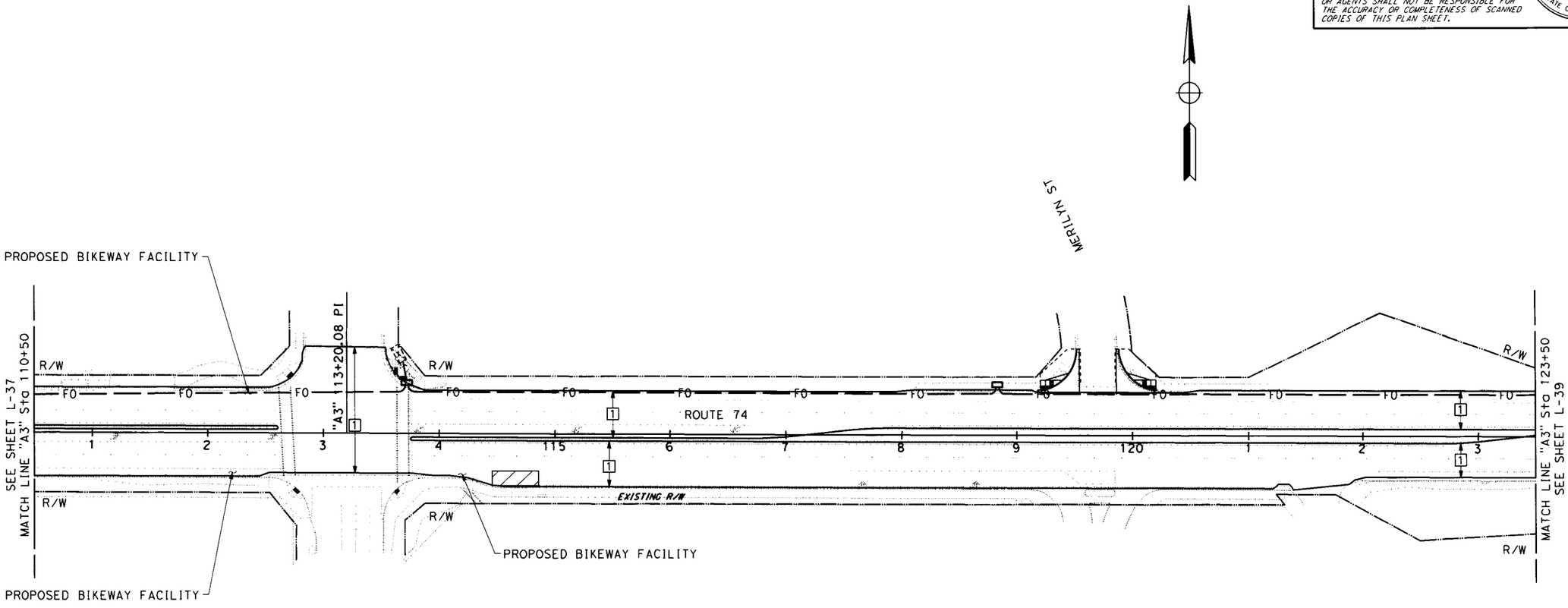

LAYOUT

SCALE 1"=50'

L-38

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		
Caltrans®			

SCALE=> 100.0000 I / IN.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$$

LAST REVISION DATE PLOTTED => 11/21/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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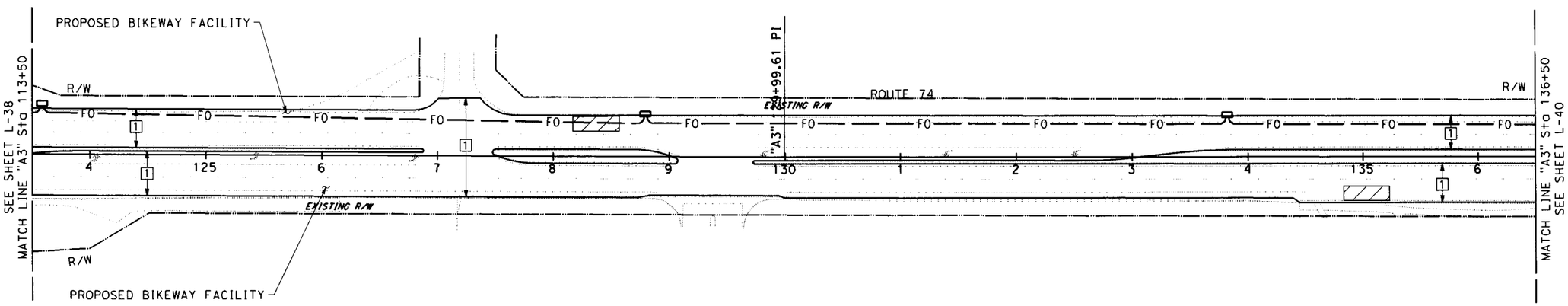

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans®

DESIGN

LAYOUT

SCALE 1"=50'

L-39

SCALE=> 100.000 ft / in.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION DATE PLOTTED => 11/21/2020

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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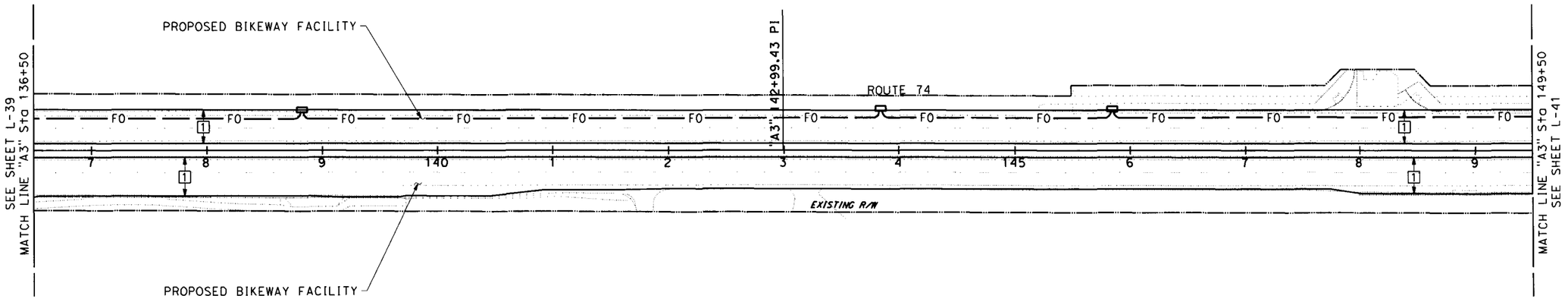


LAYOUT
SCALE 1"=50'

L-40

CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
KEDAR SAWANT	MIKE ROBERTS		

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: JASON COLLADO

SCALE=> 100.0000 ft / in.
Driver Name => x #PLTDRV$
Pen Table => #PENTBL$

LAST REVISION DATE PLOTTED => 11/11/2020

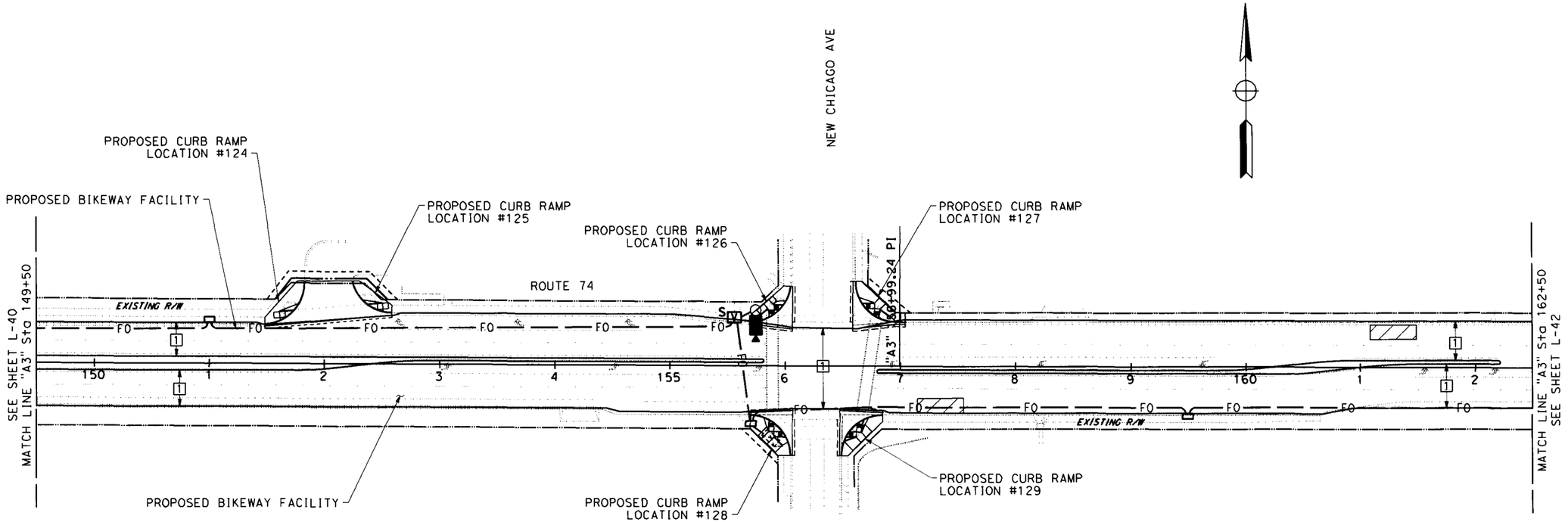
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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



LAYOUT

SCALE 1"=50'

L-41

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

Caltrans

SCALE=> 100.000 FT / IN.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$$

LAST REVISION DATE PLOTTED => 11/31/2020

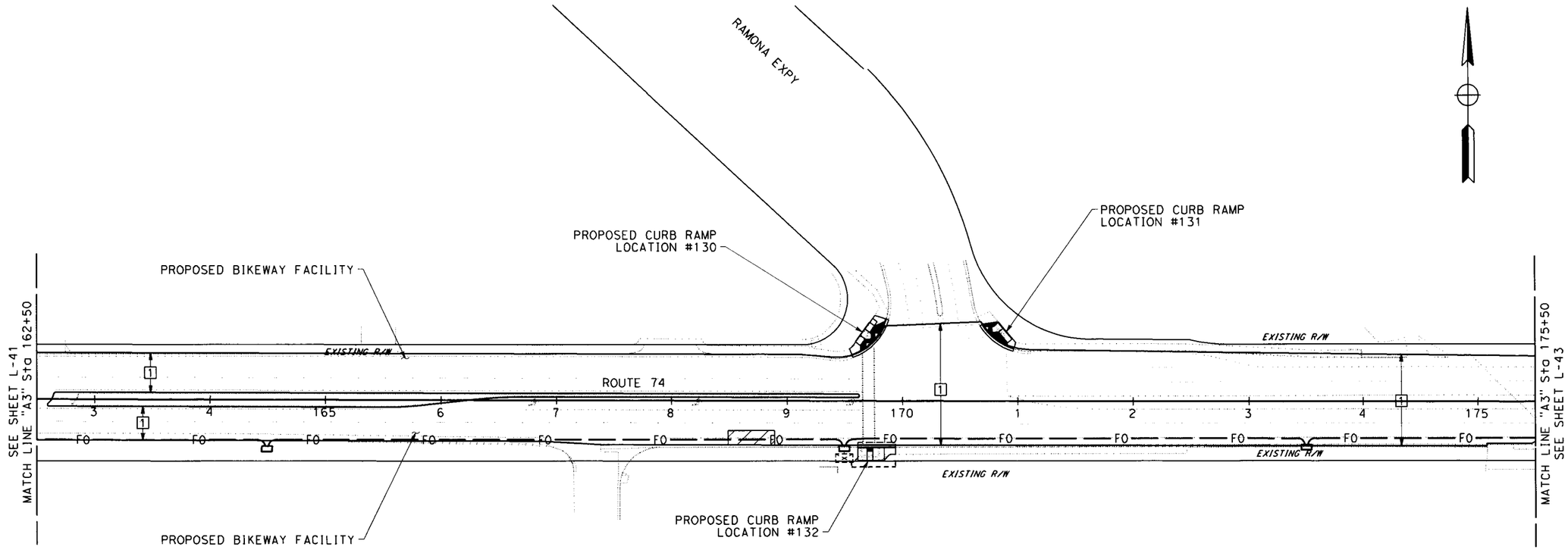
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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



LAYOUT
SCALE 1"=50'

L-42

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

Caltrans®

SCALE=> 1UU.UUU FT / IN.
Driver Name => x $PLTDRVS$
Pen Table => $PENTBLS$

LAST REVISION DATE PLOTTED

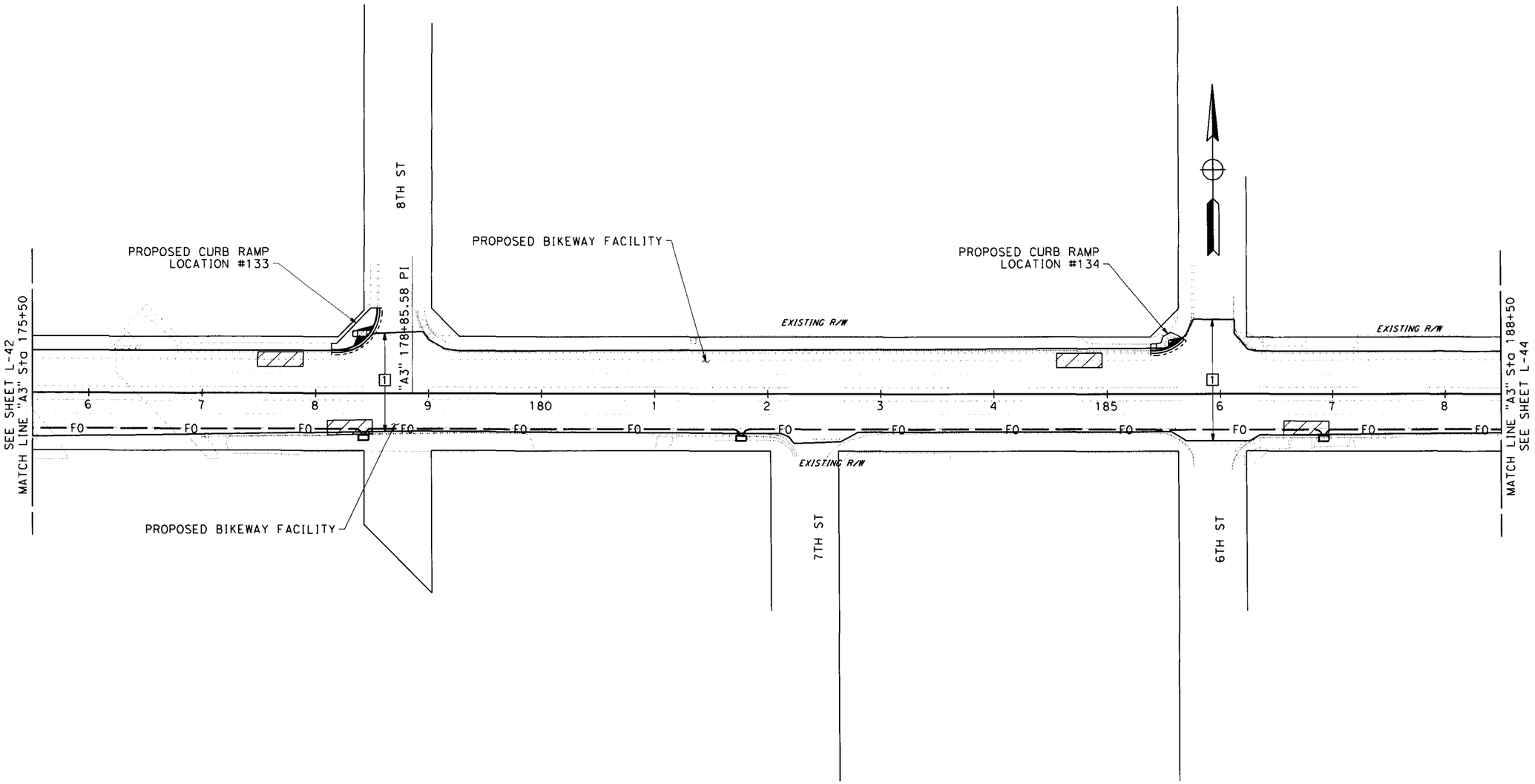
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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



LAYOUT

SCALE 1"=50'

L-43

CALCULATED-DESIGNED BY: KEDAR SAWANT
CHECKED BY: MIKE ROBERTS
REVISED BY
DATE REVISED
FUNCTIONAL SUPERVISOR: JASON COLLADO
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

SCALE=> 100.0000 FT / IN.
Driver Name => $PLTDRVS$
Pen Table => $PENTBLS$

LAST REVISION

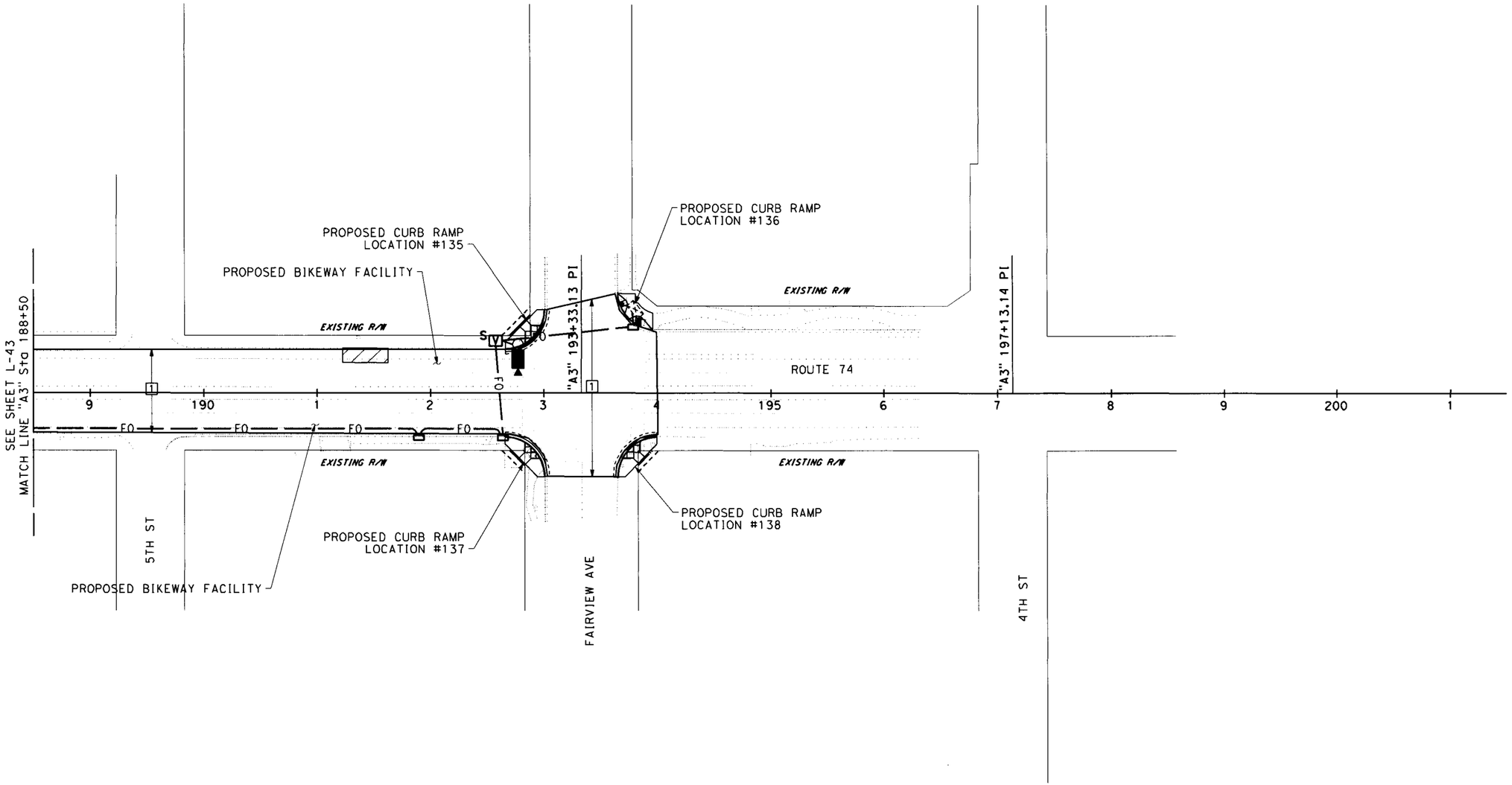
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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



LAYOUT

SCALE 1"=50'

L-44

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

Caltrans

SCALE=> 100.000 ft / in.
Driver Name => x $PLTDRV$
Pen Table => $PENTBL$

LAST REVISION DATE PLOTTED => 11/11/2020

ATTACHMENT D
STORM WATER DATA REPORT
SIGNATURE PAGE

Dist-County-Route: 08-RIV-74
Post Mile Limits: 34.3-45.1
Project Type: Asset Management
Project ID (EA): 0816000130 (1H0600)
Program Identification: 201.999
Phase: ☐ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Santa Ana (Region 8)

1.	Does the project disturb 5 or more acres of soil?	Yes ☐	No ☒
2.	Does the project disturb 1 or more acres 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: 0.81 acres New Impervious Surface: 0 acres
Estimated Const. Start Date: 09/01/2023 Estimated Const. Completion Date: 5/31/2024
Risk Level: RL 1 ☐ RL 2 ☐ RL 3 ☐ Not Applicable ☒
Is MWELO applicable? Yes ☐ No ☒

This Short Form – Stormwater Data Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E only.

11/20/19

Nelly Lo, 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]

11/22/19

Jon Bumps, District ~~Regional Design~~ SW Coordinator *Date*

AN
11/22/2019

ATTACHMENT E
TMP DATA SHEET

For DTM use		Caltrans District 8 (Riverside & San Bernardino)	
Developer		TMP Data Sheet (Ver. Mar. 2018)	

ransportation Management Plan (TMP) Data Sheet is for PID, PSR, PR and PS&E considering DTM's requirements. The validity of this TMP expire 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 below with yellow background ONLY)

TMP receiver: Please note that

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

4) Requester's info.			
- Date of request	12/17/2019	2 - Department	Design
- Full name	Kedar Sawant	4 - Phone No.	909-240-8890
- email address	kedar.sawant@dot.ca.gov		
- Project Manager's name	Michael Makary		
- Project Manager's email	michael.makary@dot.ca.gov		

B) Project information				
-County/Route	Riv 74	1-EA#/ID#	1H060/0816000130	
-Post mile (From-To)	34.3/45.1	3-phase/sub object	0	
-Short description of job	cold planning and overlaying with Rubberized Hot Mix Asphalt and repairing damaged pavement through digouts;			
Construction period per WPS				
-Estimated start date	N/A	8-# of working days	270	
-Estimated end date	N/A	9-Estimated Proj. cost	$ 30,125,600	

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

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

2- 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

) BACKGROUND INFORMATION					
		Date request received	02/28/19	Job assigned to	John H. Lee
of working days	270				
timated Project cost ($)	30,125,600	Per E-mail dated			
MP estimate($)	**$50,000**	Equal to **0.17%**	Of the project cost		

) IMPACT	High	Medium	Low	N/A	Developer: (*Briefly, explain the high impact/mitigation):*
tate Hwy.			x		
ocal road			x		
amp/connector				x	

) Developer: Complete the info					
eveloped by	John H. Lee	Original signed by:	John H. Lee	Date	3/4/2019
tle	Transportation Engineer				
-mail	john_h_lee@dot.ca.gov				
hone/Fax	909-806-3902				

F) Approved by		Original signed by:	Al Afaneh	Date	03/04/19
ame:	Al Afaneh				
tle	District Traffic Manager				
-mail	al.afaneh@dot.ca.gov				
hone/Fax	909-383-6262				

) District's info:		
epartment of Transportation		
istrict:	8	
ddress:	464 W. Fourth St., San Bernardino, Ca., 92401-1400	
perations, DTM, MS >>>>	711	

DTM is located on the North side of 7th. Fl. Enter from the open door & turn left. MS: 711

H) Remarks	

TMP Elements	EA #/ID#	1H060/0816000130	Date	3/4/2019

Note: A checkmark in the 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 front 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.

Public Affairs officer's 1st. & last name		Phone number

1 Public Information/Public Awareness Campaign (PAC).

Developer: Remember to obtain the estimate from Public affairs by contacting Terri Kasinga. Procedure is in the file under 3- TMP matters

Estimated Cost: $ 30,000

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 ☑ Brochures and Mailers
- 1.3 ☑ Media Releases (& minority media sources)
- 1.4 ☐ Paid Advertising
- 1.5 ☐ Public Meetings/PAC Mtgs./Speakers Bureau (show cost also for room rental)
- 1.6 ☑ Hand deliver notices to vicinity
- 1.7 ☐ Broadcast fax service
- 1.8 ☐ Telephone Hotline OR
- 1.9 ☐ 1-800-COMMUTE (The telephone number is shown on CS-Info signs) -
- 1.10 ☐ Visual Information (videos, slide shows, etc.)
- 1.11 ☐ Local cable TV and News
- 1.12 ☑ Traveler Information System (Internet)
- 1.13 ☑ Internet, E-mail, Social Media
- 1.14 ☑ Notification to targeted groups:
  - ☐ Revised Transit Schedules/maps
  - ☐ Rideshare organizations
  - ☐ schools
  - ☐ organizations representing people with disabilities
  - ☐ bicycle organizations
- 1.15 ☐ Include PA/CL/Consultant resources in WPS
- 1.16 ☐ Commercial traffic reporters/feeds - e.g. brief Traffic Information people (TIP) group
- 1.17 ☐ 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."
- 1.18 ☐ Other

Section 1 Total	$ 30,000

2 Traveler Information Strategies

Project team needs to coordinate with Traffic Design!

- 2.1 ☐ Existing Overhead Changeable Message Signs (Stationary)

  ☐ New Installation (Stationary) - BEES 860532 CHANGEABLE MESSAGE SIGN SYSTEM - list locations

- 2.2 ☐ Portable Changeable Message Signs (PCMS) - BEES 066578

  This strategy is in addition to Traffic Design's PCMS for regular traffic handling within the project limits and is used for advising motorists to divert at remote advance decision points - outside the usual project limits. This also allows for advanced motorist information - e.g. a week ahead. Their placement may need to be cleared **environmentally.** Placement should be of sufficient distance prior to decision points as determined by the Resident Engineer.

  # of PCMS: 0 | Unit cost/month: $ 1,000.00 | Months needed: 30 | $ -

- 2.3 ☑ Lane Closure System Website
- 2.4 ☑ 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 ☐ Automated Workzone Information System (AWIS) BEES 120105
  - consult with TMP Developer prior to updating SSP 12-3.35A(1) for AWIS
  - refer to Section 12-3.35, page 156 to 158 of the 2015 Standard Spec.

TMP Elements	EA #/ID#	1H060/0816000130	Date	3/4/2019

2.8 ☐ Other

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

	hours/day	CHP vehicles	# of officers.	Rate/Hr.	
	8	1	1	$ 100	$ -

Night COZEEP: To protect active closures

# of nights		hours/night	CHP vehicles	# of officers. Nights need 2 per car	Rate/Hr.	
10		10	1	2	$ 100	$ 20,000

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

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 Support during night closures				$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		$ 45.00		$ -
			0				

CFSP CHP Officers (See Cozeep rate)

# of days		# of nights	hours	# of officers	Rate	# of CHP vehicles	
0		0	0	1	$ 45.00	0	$ -
0		0	0	2	0	0	$ -

☐ 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

TMP Elements	EA #/ID#	1H060/0816000130	Date	3/4/2019
3.2 Total	$0			

3.3 ☐ Other

Section 3 Total	$	20,000

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 regarding special LC days, times, seasons, events; environmental restrictions; if work may be affected by snow and low or high temperatures. E.g. excessive heat may delay HMA operations lane openings 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 Project Engineer shall ensure all appropriate lane requirement charts are included.

- ☑ Off peak
- ☑ Night
- ☑ Weekend

4.2 Expected facility closures and requirements

- ☐ Flagging
- ☐ Shoulder
- ☑ Lane
- ☐ Street
- ☐ Ramp
- ☐ Connector*
- ☐ Extended Weekend Closures*
- ☐ Total Facility Closures*

*Consult with TMP developer and the DTM regarding COZEEP & other costs. Provide proposed detour and traffic diversion plans for review.

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 PS&E shall not be certified by DTM/TMP.

4.3 ☑ Coordinate with adjacent ongoing and planned construction projects - also on detour routes.

4.4 ☐ BEES 066008 Incentives

4.5 ☑ Strictly enforce construction CPM schedule

4.6 ☑ 10-Min. Delay Penalty — Contact DTM at 909-838-6262 for 10 Min. Delay Penalty Calculations.

4.7 ☐ Other

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 co-op will be executed - mentioned in PSR or PR.

☐ Instead of a co-op, 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 co-op, the local agency will make their own arrangements with RCTC/SANBAG/CVAG.

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

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

5.5 ☐ BEES 066067 Rideshare Promotion

5.6 ☐ Other

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. BEES 066060 - ADITIONAL TRAFFIC CONTROL

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. co-op or permit may be needed

6.6 ☐ Local Street USE - co-op 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. Coordinate with corresponding local agency.

6.10 ☐ Adjust signals

6.11 ☐ Temporary bicycle or pedestrian facilities

6.12 ☐ Other

Section 6 Total	$	-

TMP Estimate

Developed by	John H. Lee	EA#/ID#	1H060/0816000130	Date	3/4/2019

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

TMP Elements	Cost
1. Public Information	$30,000
2. Motorist Information Strategies	$0
3. Incident Management	$20,000
4. Construction Strategies	$0
5. Demand Management (DM)	$0
6. Alternate Route Strategies	$0
Total TMP Estimate	$ 50,000

Form developed by Saleh Yadegari

ATTACHMENT F
RIGHT OF WAY DATA SHEET

Updated: January 9, 2020
08-Riv-074 PM – 34.3/45.1
Asset Management Project
EA 1H060 PN # 0816000130

To: JASON COLLADO
Design X

From: CHRISTINE SENTENO,
R/W Project Coordination

Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above-referenced project based on maps we received from you on **December 9, 2019**, 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 for the estimator to 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 is no right of way functional involvement in the proposed project as designed, at this time.

Right of Way Engineering will require a minimum of 6 months after receiving final Right of Way Requirements to deliver Right of Way Appraisal mapping.

Right of Way will require a minimum of 23 months prior to certification of the subject project after receiving final Right of Way Appraisal maps, necessary environmental clearances, and approved freeway agreements.

Shorter lead times will require either more Right of Way resources, an increased number of Eminent domain actions and possibly result in missing the certification date. Any of these actions may reflect adversely on the District's other programs or the Department's and/or District's public image.

*TOTAL PROJECT HOURS FOR R/W ENG: 7,906

*TOTAL PROJECT HOURS FOR R/W: 33,873

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

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

EVNT RW	1/9/20
COST RW1 – 6	1/9/20
TEXT TI	
SCAN	1/10/20
CLASS	
AGRE	
TPRC	

Updated: January 9, 2020
08-Riv-074 PM – 34.3/45.1
Asset Management Project
EA 1H060 PN # 0816000130

1. Right of Way Cost Estimate:

			Value
A.	Acquisition, including Excess Lands, Damages, Goodwill, Major Rehabilitation, and Environmental Permits to Enter	$	813,310.00
B.	Acquisition of Offsite Mitigation.	$	0.00
C.	Utility - Relocation (State share)	$	352,300.00
	- Potholing $52,500.00 (100 Potholes @ $525.00 each)		52,500.00
D.	RAP	$	0.00
E.	Clearance/Demolition	$	0.00
F.	Title and Escrow Fees	$	150,000.00
G.	Project Permit Fees	$	20,000.00
H.	Condemnation Costs	$	288,993.00
I.	**Total R/W Estimate:**	**$**	**1,677,103.00**
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 Date of Right of Way Certification **February 1, 2022**

3. Parcel Data:

Type	Dual/Appr	Utility Involvement
X ____	____	U4-1 4
A ____	____	-2 4
B 100	____	-3 ____
C ____	____	-4 ____
D ____	____	U5-7 ____
E xxxx		-8 ____
F xxxx		-9 4

Total 100

RR Involvement	No
C&M Agreement	0
Svc Contract	0
OE Clearances/	0
Clauses	1
LIC/ROE	0

Government Lands	No
Number of Parcels	0

Misc. R/W Work	No
RAP Displacement	0
Clear/Demo	0
Const Permits	0
Condemnation	30
Permits to Enter-ENV	0

Areas: Right of Way: S.F. Fee 11,830 SF TCE 21,536 SF
Excess: S.F. 0
No. Excess Land Parcels: 0

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.).
   Type and Number of Parcels:

Fee	69	1 improvement affected
Partial	69	
Full	0	
Easements	92	
Temporary	92	
Permanent	0	

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 R/W Manual, 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 anticipated.)
    From Design Requirement Maps to R/W to Project Certification _29_ months.

15. Is it anticipated that all Right of Way work will be performed by CALTRANS staff?
    Yes _X_ No ____ (If no, discuss.)

Evaluations prepared by:

Right of Way: Name STEPHEN HENSLEY Date 1/8/20

Railroad: Name JOHN RUBALCABA Date 1/8/20

Utilities: Name KRISTINE FLINT Date 12/24/19

Government Lands: Name AIDEE ARPON Date 1/10/20

Property Management: Name JOYCELYN GRANFLOR Date 1/8/20

Excess Land: Name JOYCELYN GRANFLOR Date 1/8/20

Right of Way Engineering: Name TRENT LENFESTEY/ DANA ROBIE Date 12/31/19

Reviewed By:

Project Coordinator
District 8, Right of Way

Date 1/9/2020

Reviewed By:

CHRISTINE SENTENO
Senior-Project Coordination
District 8, Right of Way

Date 1/10/19

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.

for NANCY ESCALLIER
Project Delivery Manager
District 8, Right of Way

Date 1/10/20

REBECCA GUIRADO,
Deputy District Director
District 8, Right of Way and Land Survey

Date 1/10/20

08-Riv-074 PM – 34.3/45.1
Asset Management Project
EA 1H060 PN # 0816000130

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.

UTILITY INFORMATION SHEET

1. Name of utility companies involved in project:

   AT&T-Distribution, Eastern Municipal Water District, City of Hemet, Lake Hemet Municipal Water District, Metropolitan Water District, Crown Castle, SoCal Gas, SCE-Distribution, SCE-Trans Telecom, Charter, Frontier

2. Types of facilities and agreements required:

   Gas, water, electric, sewer, communications.
   Notices to Owners and Utility Agreements are expected.

3. Additional information concerning utility involvement on this project. Is there any special circumstances/facilities requiring additional lead time?

4. Potholing costs: **$52,500 (100PH @ $525)**

5. PMCS Input Information

35 Valves	@$5,000	$175,000
30 Manhole Adj.	@$2,000	$ 60,000
10 Traffic Pull Boxes	@$3,600	$ 36,000
		$271,000
Contingency of 30%		$ 81,300
Total		$352,300

Total estimated cost of State's obligation for utility relocation on this project:
(Phase 9 funding) **$352,300**

Utility Involvement

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

Prepared By: _____ Date 12-24-19
James Davis
Right of Way Utility Estimator

08-Riv-074 PM – 34.3/45.1
Asset Management Project
EA 1H060 PN # 0816000130

RAILROAD AND GOVERNMENT LANDS INFORMATION SHEET

1. Describe railroad facilities or rights of way affected.

   Per Design, the scope of work does not include any work being done within 25 ft. of railroad. Tracks owned by RCTC at Riv-74 PM 40.45.

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?

   A 5-1.20c memo maybe needed at time of functional clearance.

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

   None

5. Are Government Lands involved? Yes ____ No __X__
   If yes, number of parcels ____
   Agency Name and Explanation:

6. PMCS Input Information

RR Involvement	**No**
C&M Agreement	0
SVC Contract	0
OE Clearances/	0
Clauses	1
LIC/ROE	0
Government Lands	**No**
Number parcels	0

Prepared By: _____ Date: 1/8/20
JOHN RUBALCABA
Right of Way Railroad Coordinator

Prepared By: _____ Date: 12/11/19
AIDEE ARPON
Right of Way Government Lands Coordinator

Updated: February 20, 2019
08-Riv-074 – PM 34.3/45.1
Rehabilitate pavement, install fiber optic/vehicle detection stations and upgrade curbs
EA 1H060 PN # 0816000130

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	136	4	544
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	1	800	800
		Subtotal	804	1344

J. Grandflor Date: 1/8/2020
JOCELYN GRANDFLOR
Property Management

	EXCESS LAND	**NOT APPLICABLE**	**X**	
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)		

J. Grandflor Date: 1/8/2020
JOCELYN GRANDFLOR

08-Riv-074 PM – 34.3/45.1
Asset Management Project
EA 1H060 PN # 0816000130

RIGHT OF WAY ENGINEERING ESTIMATE SHEET

PHASE/WBS CODE	WBS ACTIVITY	HOURS
0.160	Existing Records Research, Existing R/W Mapping, Land Net Mapping, Early Appraisal Mapping.	2286
0.180	Existing R/W Mapping, Early Appraisal Mapping.	1106
1.185	Right of Way Engineering products - Existing R/W, Early Appraisal Mapping	599
2.220	Record Data, Monumentation Record of Survey, Appraisal Mapping, Deeds/Legal descriptions, Resolution of Necessity Package, Federal Application Mapping, Director's Deed Package, Mitigation Mapping, Right of Way Certification.	2997
2.300	Final Monumentation Record of Survey, Trial Exhibits and Testimony, Relinquishment and Vacation Mapping, Excess Lands Transactions Package, Right of Way Record Maps Filing.	918
	TOTAL RIGHT OF WAY ENGINEERING ESTIMATE	**7906** **Unit 2256**

Check only one box below:

☒ Right of Way Engineering will require a minimum of 6 months after receiving final Right of Way Requirements to deliver Right of Way Appraisal mapping.

☐ Right of Way Appraisal mapping is not anticipated for this project.

Travis Kottwitz

TRAVIS KOTTWITZ
Right of Way Engineering

Date: 12-31-2019

Right of Way Workplan Breakdown:					Date Prepared	10-Jan-20		
EA:		1H060		0	Date of Data Sheet:	12/09/19		
Utility Portion of DS Total		$404,800			Project Coordinator:	CHRISTINE SENTENO		
R/W Data Sheet Total		$1,677,103			Project Manager:	Michael Makery		
08.400- WBS Description	COST CENTERS	WBS 11.2 RW Codes	Hours Needed		Hours If	OVERSIGHT HOURS		%of original total
PROJECT MANAGEMENT - PA & ED	08.2304	0.100.10	27	2%		100.10	27	100%
PROJECT MANAGEMENT - PS&E	08.2304	0.100.15	27	2%		100.15	27	100%
RESEARCH/LAND NET MAPPING	08.2256	0.160.00	2286	40%		160.10	572	25%
DRAFT PROJECT REPORT	08.2304	0.160.15	55	40%		160.15	3	5%
ENVIRONMENTAL STUDY REQUEST [ESR]	08.2304	0.160.30	28	20%	2369	160.30	1	5%
GENERAL ENVIRONMENTAL STUDIES	08.2304	0.165.10	91	50%		165.10	5	5%
DRAFT ENVIRONMENTAL DOCUMENT	08.2304	0.165.25	91	50%	183	165.25	5	5%
RAILROAD AGREEMENTS	08.2303	0.170.15	0	100%		170.15	0	5%
PUBLIC HEARING		0.175.10	0	100%		175.10	0	5%
FINAL PROJECT REPORT	8.2256	0.180.00	1106	50%		180.05	55	5%
FINAL ENVIRONMENTAL DOCUMENT		0.180.10	5	50%	1111	180.10	0	5%
RIGHT OF WAY REQUIREMENTS MAPS	08.2256	1.185.00	599	45%	1710	185.25	150	25%
UPDATED PROJECT INFORMATION	08.2304	1.185.05	66	45%		185.05	3	5%
ENGINEERING REPORTS	08.2304	1.185.20	15	10%		185.20	1	5%
RAILROAD AGREEMENTS	08.2303	1.225.15	24	100%		205.15	1	5%
DRAFT SPECIFICATIONS		1.230.35	0	50%		230.35	0	5%
UPDATED PROJECT INFORMATION FOR PS&E PACKAGE		1.230.60	0	50%	0	230.60	0	5%
ENVIRONMENTAL MITIGATION		1.235.05	0	50%		235.05	0	5%
DETAILED SITE INVESTIGATION FOR HAZARDOUS WASTE		1.235.10	0	50%	0	235.10	0	5%
CIRCULATED & REVIEWED DRAFT DISTRICT PS&E PACKAGE	08.2256	1.255.05	34	10%		255.05	2	5%
UPDATED PS&E PACKAGE	8.2304	1.255.10	51	15%		255.10	3	5%
RIGHT OF WAY CERTIFICATION DOCUMENT	08.2304	1.255.65	170	50%		255.65	8	5%
UPGRADED/UPDATED RIGHT OF WAY CERTIFICATION DOCUMENT	08.2304	1.255.75	85	25%	340	255.75	4	5%
PLANNING AND MANAGEMENT RIGHT OF WAY	08.2296	2.100.25	40					
PROJECT MANAGEMENT - RIGHT OF WAY	08.2304	2.100.25	1250	92%	1629	100.25	1250	100%
PROPERTY MANAGEMENT	08.2298	2.195.40	0	100%		[illegible]	[illegible]	[illegible]
EXCESS LAND	08.2260	2.195.45	0	100%		[illegible]	[illegible]	[illegible]
APPROVED UTILITY RELOCATION PLAN	08.2297	2.200.15	41	15%		200.15	2	5%
UTILITY RELOCATION PACKAGE	08.2297	2.200.20	137	50%		200.20	7	5%
UTILITY RELOCATION MANAGEMENT	08.2297	2.200.25	69	25%		200.25	3	5%
UTILITY CLOSE OUT	08.2297	2.200.30	27	10%	274	200.30	1	5%
APPRAISAL MAPPING/DEEDS/RONS	08.2256	2.220.00	2997	100%		220	749	25%
RIGHT OF WAY APPRAISALS	08.2300	2.225.60	12825	p8	95%	[illegible]	[illegible]	[illegible]
RIGHT OF WAY ACQUISITION	08.2257	2.225.65	8986	p15,p30		[illegible]	[illegible]	[illegible]
RIGHT OF WAY RELOCATION ASSISTANCE	08.2260	2.225.70	0	p21,p37		[illegible]	[illegible]	[illegible]
RIGHT OF WAY CLEARANCE	08.2304	2.225.75	0	p24		[illegible]	[illegible]	[illegible]
RIGHT OF WAY CONDEMNATION	08.2299	2.225.80	1145	p27	25953	[illegible]	[illegible]	[illegible]
PARCEL AND PROJECT DOCUMENTATION	08.2304	2.245.50	0	5%		245.50	0	100%
RIGHT OF WAY APPRAISALS	08.2300	2.245.60	0	s8	95%	[illegible]	[illegible]	[illegible]
RIGHT OF WAY ACQUISITION	08.2257	2.245.65	3848	s15		[illegible]	[illegible]	[illegible]
RIGHT OF WAY RELOCATION ASSISTANCE	08.2260	2.245.70	0	s21		[illegible]	[illegible]	[illegible]
RIGHT OF WAY CLEARANCE	08.2304	2.245.75	0	s24		[illegible]	[illegible]	[illegible]
RIGHT OF WAY CONDEMNATION	08.2299	2.245.80	4581	s27, s30	8429	[illegible]	[illegible]	[illegible]
FINAL RIGHT OF WAY ENGINEERING	08.2256	2.300.00	918	100%		300.05	230	25%
PROJECT MANAGEMENT - CONSTRUCTION	8.2304	3.100.20	27	2%		100.20	27	100%
RE OFFICE SPACE OR TRAILER	8.2298	3.270.25						
TECHNICAL SUPPORT		3.270.66	0	100%		290.35	0	5%
FUNTIONAL SUPPORT		3.285.10	0	100%		285.10	0	5%
PROJECT MANAGEMENT - PID COMPONENT	8.2304	K.100.05	27	2%		100.05	27	100%
INITIAL ALTERNATIVES DEVELOPMENT	08.2304	K.150.10	60	60%		[illegible]	[illegible]	[illegible]
ALTERNATIVES ANALYSIS	08.2304	K.150.15	30	30%		[illegible]	[illegible]	[illegible]
APPROVED PID [PSR PSSR ETC]	08.2304	K.150.25	10	10%	101	[illegible]	[illegible]	[illegible]
			0	5%		225.50	0	100%
RW Support Costs		Total Hours	41779		PY 23.63		3163	1.79

Updated August 2016

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Making Conservation a California Way of Life.

To: ANTHONY RIZZI
OFFICE CHIEF
RIGHT OF WAY
PROJECT COORDINATION, MS-717

Date: December 6, 2019

File: 08-Riv-74 PM 34.3/45.1
SR-74 Asset Management project near Hemet, between Winchester Road and Fairview Avenue.
EA 1H060
PN. 0816000130
201.999 HA

From: JASON COLLADO
Task Manager
Design X, MS 1154

Subject: **RIGHT OF WAY DATA SHEET REQUEST**

Design X has been assigned the above-referenced project and is preparing the Project Report for the PA&ED phase. The project is located on State Route 74 (SR-74), in Riverside County, in the city of Hemet, from Winchester Road (PM 34.3) to Fairview Avenue (PM 45.1). The proposed scope of work for the project will address multi-objective priorities for overall transportation needs, combining physical assets and strategic objectives, including the following assets: -

1. Pavement – Capital Preventive Maintenance (CAPM) strategy to extend life of existing pavement and improve ride quality by cold planing and overlaying with Rubberized Hot Mix Asphalt (RHMA) and digouts for damaged pavement.
2. Traffic Management System (TMS) – Upgrading and installing Intelligent Transportation System (ITS) elements for Traffic Signal Synchronization including fiber optic cable, controllers, signal timing and vehicle detection station (VDS).
3. Multi-modal Supplementary Assets – Upgrading and constructing curb ramps to meet current Americans with Disabilities Act (ADA) standards; concrete bus pads; roadside signing, pavement striping and markings as per latest California Manual on Uniform Traffic Control Devices (CA MUTCD) for vehicular traffic, bicycles and pedestrians.

Please provide us with the updated Right of Way Data Sheet by January 3, 2020.

EIVED
EC 0 9 2019
BY:

Should you have any questions or need additional information, please contact Kedar Sawant, Project Engineer at 909-240-8890 or myself at 909-383-4969.

Attachments:

1) R/W Data Sheet Request Form
2) Utility Data Assessment
3) Project Title Sheet
4) Preliminary Layout Plans
5) Parcel List – Curb Ramp and Sidewalk Locations

c: OAlejandre, Acting Design Manager (MS 1164)
MMakary, Project Manager (MS 1229)

Kedar Sawant /

ATTACHMENT G
PRELIMINARY COST ESTIMATE

PROJECT

PLANNING COST ESTIMATE

EA: 08-1H060-0 PID: 08-1H060-K

EA: 08-1H060-0

PID: 08-1H060-K

District-County-Route: 08-Riv-74

PM: 34.3 - 45.1

Type of Estimate : Preliminary Cost Report - PR

Program Code : 201.999 HA

Project Limits : Winchester Rd to Fairview Ave

Project Description: Pilot Asset Management: (1) CAPM (2) ITS Elements and traffic signal synchronization (3) mult-modal corridor upgrades

Scope : Pilot Asset Management: (1) CAPM (2) ITS Elements and traffic signal synchronization (3) mult-modal corridor upgrades

Alternative : Build Alternative

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	$ 30,125,600	$ 34,170,749
TOTAL STRUCTURES COST	$ -	$ -
SUBTOTAL CONSTRUCTION COST	$ 30,125,600	$ 34,170,749
TOTAL RIGHT OF WAY COST	$ 1,677,103	$ 1,677,103
TOTAL CAPITAL OUTLAY COSTS	$ 31,803,000	$ 35,848,000
PA/ED SUPPORT	$ 3,500,000	$ 3,500,000
PS&E SUPPORT	$ 5,400,000	$ 5,400,000
RIGHT OF WAY SUPPORT	$ 5,074,000	$ 5,074,000
CONSTRUCTION SUPPORT	$ 3,812,000	$ 4,290,000
TOTAL SUPPORT COST	$ 17,786,000	$ 18,264,000
TOTAL PROJECT COST	$ 49,600,000	$ 54,200,000

If Project has been programmed enter Programmed Amount

	Month	/ Year
Date of Estimate (Month/Year)	1	/ 2020
Estimated Construction Start (Month/Year)	1	/ 2023
Number of Working Days =	270	
Estimated Mid-Point of Construction (Month/Year)	9	/ 2023
Estimated Construction End (Month/Year)	5	/ 2024
Number of Plant Establishment Days	0	

Estimated Project Schedule

PID Approval	June-17
PA/ED Approval	February-20
PS&E	November-21
RTL	March-22
Begin Construction	January-23

Approved by Project Manager	Michael B. Makary	1/16/2020	(909) 388-2175
	Project Manager	**Date**	**Phone**

I. ROADWAY ITEMS SUMMARY

	Section		Cost
1	**Earthwork**	$	154,000
2	**Pavement Structural Section**	$	11,042,300
3	**Drainage**	$	12,000
4	**Specialty Items**	$	217,000
5	**Environmental**	$	425,000
6	**Traffic Items**	$	7,351,500
7	**Detours**	$	-
8	**Minor Items**	$	960,100
9	**Roadway Mobilization**	$	2,016,200
10	**Supplemental Work**	$	1,525,300
11	**State Furnished**	$	1,484,600.00
12	**Time-Related Overhead**	$	1,008,100.00
13	**Roadway Contingency**	$	3,929,500.00
	TOTAL ROADWAY ITEMS	**$**	**30,125,600**

Estimate Prepared By :	Kedar Sawant	1/13/2020	(909) 240-8890
	Name and Title	Date	Phone
Estimate Reviewed By :	Mike Roberts	1/13/2020	(909) 230-8943
	Name and Title	Date	Phone

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)			Cost
190101	Roadway Excavation	CY	1,400	x	85.00	=	$	119,000
170103	Clearing & Grubbing (LS)	LS	1	x	30,000.00	=	$	30,000
100100	Develop Water Supply	LS	1	x	5,000.00	=	$	5,000

TOTAL EARTHWORK SECTION ITEMS $ 154,000

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
401050	Jointed Plain Concrete Pavement	CY	880	x	550.00	=	$	484,000
400050	Continuously Reinforced Concrete Pavement	CY		x		=	$	-
414200	Joint Seal (Asphalt Rubber)	LF		x		=	$	-
414201	Joint Seal (Silicone)	LF		x		=	$	-
280010	Rapid Strength Concrete Base	CY		x		=	$	-
410095	Dowel Bar (Drill and Bond)	EA		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON	31,380	x	100.00	=	$	3,138,000
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON	45,900	x	110.00	=	$	5,049,000
39300X	Geosynthetic Pavement Interlayer (Type X)	SQYD		x		=	$	-
26020X	Class 2 Aggregate Base	TON/CY		x		=	$	-
290201	Asphalt Treated Permeable Base	CY		x		=	$	-
250401	Class 4 Aggregate Subbase	CY		x		=	$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		=	$	-
397005	Tack Coat	TON	95	x	800.00	=	$	76,000
377501	Slurry Seal	TON		x		=	$	-
3750XX	Screenings (Type XX)	TON		x		=	$	-
374492	Asphaltic Emulsion (Polymer Modified)	TON		x		=	$	-
370001	Sand Cover (Seal)	TON		x		=	$	-
731627	Minor Concrete (Curb, Sidewalk and Curb Ramp)	CY	1,450	x	600.00	=	$	870,000
731502	Minor Concrete (Miscellaneous Construction)	CY		x		=	$	-
39407X	Place Hot Mix Asphalt Dike (Type X)	LF		x		=	$	-
150771	Remove Asphalt Concrete Dike	LF		x		=	$	-
420201	Grind Existing Concrete Pavement	SQYD		x		=	$	-
150860	Remove Base and Surfacing	CY		x		=	$	-
390095	Replace Asphalt Concrete Surfacing	CY		x		=	$	-
731760	Remove Concrete Curb and Sidewalk (SQYD)	SQYD	6,900	x	20.00	=	$	138,000
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD		x		=	$	-
398200	Cold Plane Asphalt Concrete Pavement	SQYD	452,500	x	2.50	=	$	1,131,250
39405X	Shoulder Rumble Strip (HMA, X-In Indentations)	STA		x		=	$	-
413113	Repair Spalled Joints, Polyester Grout	SQYD		x		=	$	-
420102	Groove Existing Concrete Pavement	SQYD		x		=	$	-
390136	Minor Hot Mix Asphalt	TON		x		=	$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		=	$	-
280000	Lean Concrete Base	CY	520	x	300.00	=	$	156,000

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS $ 11,042,300

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
15080X	Remove Culvert	EA/LF		x		=	$	-
150820	Modify Inlet	EA	10	x	1,200.00	=	$	12,000
155232	Sand Backfill	CY		x		=	$	-
15020X	Abandon Culvert	EA/LF		x		=	$	-
152430	Adjust Inlet	LF		x		=	$	-
155003	Cap Inlet	EA		x		=	$	-
510501	Minor Concrete	CY		x		=	$	-
510502	Minor Concrete (Minor Structure)	CY		x		=	$	-
5105XX	Minor Concrete (Type XX)	CY		x		=	$	-
620XXX	XX" Alternative Pipe Culvert (Type X)	LF		x		=	$	-
6411XX	XX" Plastic Pipe	LF		x		=	$	-
65XXXX	XX" Reinforced Concrete Pipe (Type X)	LF		x		=	$	-
6650XX	XX" Corrugated Steel Pipe (0.XXX" Thick)	LF		x		=	$	-
68XXXX	XX" Plastic Pipe (Edge Drain)	LF		x		=	$	-
69011X	XX" Corrugated Steel Pipe Downdrain (0.XXX" Th	LF		x		=	$	-
70321X	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF		x		=	$	-
70XXXX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF		x		=	$	-
7050XX	XX" Steel Flared End Section	EA		x		=	$	-
703233	Grated Line Drain	LF		x		=	$	-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON		x		=	$	-
72901X	Rock Slope Protection Fabric (Class X)	SQYD		x		=	$	-
721420	Concrete (Ditch Lining)	CY		x		=	$	-
721430	Concrete (Channel Lining)	CY		x		=	$	-
750001	Miscellaneous Iron and Steel	LB		x		=	$	-
XXXXXX	Additional Drainage	LS		x		=	$	-

TOTAL DRAINAGE ITEMS $ 12,000

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
080050	Progress Schedule (Critical Path Method)	LS	1	x	5,000.00	=	$	5,000
582001	Sound Wall (Masonry Block)	SQFT		x		=	$	-
510530	Minor Concrete (Wall)	CY		x		=	$	-
15325X	Remove Sound Wall	LF/LS		x		=	$	-
070030	Lead Compliance Plan	LS	1	x	5,000.00	=	$	5,000
141120	Treated Wood Waste	LB		x		=	$	-
153221	Remove Concrete Barrier	LF		x		=	$	-
150662	Remove Metal Beam Guard Railing	LF		x		=	$	-
150668	Remove Flared End Section	EA		x		=	$	-
8000XX	Chain Link Fence (Type XX)	LF		x		=	$	-
80XXXX	XX" Chain Link Gate (Type CL-6)	EA		x		=	$	-
832001	Metal Beam Guard Railing	LF		x		=	$	-
839301	Single Thrie Beam Barrier	LF		x		=	$	-
839310	Double Thrie Beam Barrier	LF		x		=	$	-
839521	Cable Railing	LF		x		=	$	-
8395XX	Terminal System (Type CAT)	EA		x		=	$	-
839585	Alternative Flared Terminal System	EA		x		=	$	-
839584	Alternative In-line Terminal System	EA		x		=	$	-
4906XX	CIDH Concrete Piling (Insert Diameter)	LF		x		=	$	-
839XXX	Crash Cushion (Insert Type)	EA		x		=	$	-
83XXXX	Concrete Barrier (Insert Type)	LF		x		=	$	-
520103	Bar Reinforced Steel (Retaining Wall)	LB		x		=	$	-
510060	Structural Concrete, Retaining Wall	CY		x		=	$	-
513553	Retaining Wall (Masonry Wall)	SQFT		x		=	$	-
511035	Architectural Treatment	SQFT		x		=	$	-
598001	Anti-Graffiti Coating	SQFT		x		=	$	-
203070	Rock Stain	SQFT		x		=	$	-
5136XX	Reinforced Concrete Crib Wall (Type X)	SQFT		x		=	$	-
83954X	Transition Railing (Type X)	EA		x		=	$	-
597601	Prepare and Stain Concrete	SQFT		x		=	$	-
839561	Rail Tensioning Assembly	EA		x		=	$	-
83958X	End Anchor Assembly (Type X)	EA		x		=	$	-
733000	Pre/Post Construction Surveys	EA	138	x	1,500.00	=	$	207,000

TOTAL SPECIALTY ITEMS $ 217,000

EA: 08-1H060-0 PID: 08-1H060-K

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)		Cost
	Biological Mitigation	LS		x		= $	-
130670	Temporary Reinforced Silt Fence	LF		x		= $	-
141000	Temporary Fence (Type ESA)	LF		x		= $	-
						Subtotal Environmental Mitigation	*$* -

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)		Cost
20XXXX	Highway Planting	LS		x		= $	-
20XXXX	Irrigation System	LS		x		= $	-
204099	Plant Establishment Work	LS		x		= $	-
204101	Extend Plant Establishment Work	LS		x		= $	-
20XXXX	Follow-up Landscape Project	LS		x		= $	-
150685	Remove Irrigation Facility	LS		x		= $	-
20XXXX	Maintain Existing (Irrigation or Planted Areas)	LS	1	x	50,000.00	= $	50,000
206400	Check and Test Existing Irrigation Facilities	LS		x		= $	-
21011X	Imported Topsoil (X)	CY/TON		x		= $	-
20XXXX	Rock Blanket, Rock Mulch, DG, Gravel Mulch	QFT/SQYD		x		= $	-
200122	Weed Germination	SQYD		x		= $	-
208304	Water Meter	EA		x		= $	-
2087XX	XX" Conduit (Use for Irrigation x-overs)	LF		x		= $	-
20890X	Extend X" Conduit (Use for Extension of Irrigation	LF		x		= $	-
						Subtotal Landscape and Irrigation	*$* *50,000*

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)		Cost
210010	Move In/Move Out (Erosion Control)	EA		x		= $	-
210350	Fiber Rolls	LF		x		= $	-
210360	Compost Sock	LF		x		= $	-
2102XX	Rolled Erosion Control Product (X)	SQFT		x		= $	-
21025X	Bonded Fiber Matrix	QFT/ACRE		x		= $	-
210300	Hydromulch	SQFT		x		= $	-
210420	Straw	SQFT		x		= $	-
210430	Hydroseed	SQFT		x		= $	-
210600	Compost	SQFT		x		= $	-
210630	Incorporate Materials	SQFT		x		= $	-
						Subtotal Erosion Control	*$* -

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)		Cost
130300	Prepare SWPPP	LS		x		= $	-
130200	Prepare WPCP	LS	1	x	20,000.00	= $	20,000
130100	Job Site Management	LS	1	x	310,000.00	= $	310,000
130330	Storm Water Annual Report	EA		x		= $	-
130310	Rain Event Action Plan (REAP)	EA		x		= $	-
130320	Storm Water Sampling and Analysis Day	EA		x		= $	-
130520	Temporary Hydraulic Mulch	SQYD		x		= $	-
130550	Temporary Hydroseed	SQYD		x		= $	-
130505	Move-In/Move-Out (Temporary Erosion Control)	EA		x		= $	-
130640	Temporary Fiber Roll	LF		x		= $	-
130900	Temporary Concrete Washout	LS	1	x	15,000.00	= $	15,000
130710	Temporary Construction Entrance	EA		x		= $	-
130610	Temporary Check Dam	LF		x		= $	-
130620	Temporary Drainage Inlet Protection	EA		x		= $	-
130730	Street Sweeping	LS	1	x	30,000.00	= $	30,000
						Subtotal NPDES	*$* *375,000*

10% of $31M

						TOTAL ENVIRONMENTAL	**$** **425,000**

Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS	1	x	5,000.00	= $	5,000
066596	Additional Water Pollution Control**	LS	1	x	10,000.00	= $	10,000
066597	Storm Water Sampling and Analysis***	LS		x		= $	-
XXXXXX	Some Item	LS		x		= $	-
						Subtotal Supplemental Work for NDPS	*$* *15,000*

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)			Cost
870009	Maintain Existing Traffic Management System Ele	LS		x		=	$	-
870112	Inductive Loop Detectors (LS)	LS		x		=	$	-
870300	Sign Illumination System	LS		x		=	$	-
870400	Signal and Lighting System	LS		x		=	$	-
870510	Ramp Metering System	LS		x		=	$	-
870600	Traffic Monitoring Station System	LS		x		=	$	-
871812	Interconnection Conduit and Cable (LS)	LS		x		=	$	-
871900	Fiber Optic Conduit System	LS	1	x	5,107,950.00	=	$	5,107,950
872133	Modifying Signal and Lighting Systems	LS	1	x	1,125,000.00	=	$	1,125,000
5602XX	Furnish Sign Structure (Type X)	LB		x		=	$	-
5602XX	Install Sign Structure (Type X)	LB		x		=	$	-
498040	XX" CIDHC Pile (Sign Foundation)	LF		x		=	$	-
15075X	Remove Sign Structure	EA/LS		x		=	$	-
151581	Reconstruct Sign Structure	EA		x		=	$	-
152641	Modify Sign Structure	EA		x		=	$	-
XXXXX	Some Item	LS		x		=	$	-

Subtotal Traffic Electrical $ *6,232,950*

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost
566011	Roadside Sign - One Post	EA		x		=	$	-
566012	Roadside Sign - Two Post	EA		x		=	$	-
5602XX	Furnish Sign	SQFT		x		=	$	-
568016	Install Sign Panel on Existing Frame	SQFT		x		=	$	-
150711	Remove Painted Traffic Stripe	LF		x		=	$	-
141101	Remove Yellow Painted Traffic Stripe (Hazardous Waste)	LF		x		=	$	-
150712	Remove Painted Pavement Marking	SQFT		x		=	$	-
150742	Remove Roadside Sign	EA		x		=	$	-
152320	Reset Roadside Sign	EA		x		=	$	-
152390	Relocate Roadside Sign	EA		x		=	$	-
810230	Pavement Marker (Retroreflective)	EA	10,600	x	4.00	=	$	42,400
840516	Thermoplastic Pavement Marking (Enhanced Wet	SQFT	18,300	x	5.00	=	$	91,500
846007	6" Thermoplastic Traffic Stripe (Enhanced Wet Nig	LF	351,600	x	1.00	=	$	351,600
846009	8" Thermoplastic Traffic Stripe (Enhanced Wet Nig	LF	26,400	x	1.25	=	$	33,000
120090	Construction Area Signs	LS	1	x	50,000.00	=	$	50,000

Subtotal Traffic Signing and Striping $ *568,500*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)			Cost
128652	Portable Changeable Message Signs (LS)	LS	1	x	$ 50,000	=	$	50,000

Subtotal Traffic Management Plan $ *50,000*

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)			Cost
120199	Traffic Plastic Drum	EA		x		=	$	-
12016X	Channelizer (Type X)	EA		x		=	$	-
120120	Type III Barricade	EA		x		=	$	-
129100	Temporary Crash Cushion Module	EA		x		=	$	-
120100	Traffic Control System	LS	1	x	500,000.00	=	$	500,000
129110	Temporary Crash Cushion	EA		x		=	$	-
129000	Temporary Railing (Type K)	LF		x		=	$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		=	$	-
82010X	Delineator (Class X)	EA		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

Subtotal Stage Construction and Traffic Handling $ *500,000*

TOTAL TRAFFIC ITEMS $ **7,351,500**

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price ($)		Cost
190101	Roadway Excavation	CY		x		= $	-
19801X	Imported Borrow	CY/TON		x		= $	-
390132	Hot Mix Asphalt (Type A)	TON		x		= $	-
26020X	Class 2 Aggregate Base	TON/CY		x		= $	-
250401	Class 4 Aggregate Subbase	CY		x		= $	-
130620	Temporary Drainage Inlet Protection	EA		x		= $	-
129000	Temporary Railing (Type K)	LF		x		= $	-
128601	Temporary Signal System	LS		x		= $	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		= $	-
80010X	Temporary Fence (Type X)	LF		x		= $	-
XXXXXX	Some Item	Unit		x		= $	-

TOTAL DETOURS $ -

SUBTOTAL SECTIONS 1 through 7 $ 19,201,800

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items					
ADA Items			2.0%	$	384,036
8B - Bike Path Items					
Bike Path Items			2.0%	$	384,036
8C - Other Minor Items					
Other Minor Items			1.0%	$	192,018
Total of Section 1-7	$	19,201,800	5.0%	$	960,090

TOTAL MINOR ITEMS $ **960,100**

SECTIONS 9: MOBILIZATION

Item code							
999990	Total Section 1-8	$	20,161,900	x	10%	= $	2,016,190

TOTAL MOBILIZATION $ **2,016,200**

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS	1	x	359,000.00	= $	359,000
066094	Value Analysis	LS	1	x	10,000.00	= $	10,000
066070	Maintain Traffic	LS	1	x	15,000.00	= $	15,000
066919	Dispute Resolution Board	LS	1	x	15,000.00	= $	15,000
066921	Dispute Resolution Advisor	LS		x		= $	-
066015	Federal Trainee Program	LS	1	x	3,200.00	= $	3,200
066610	Partnering	LS	1	x	50,000.00	= $	50,000
066204	Remove Rock and Debris	LS		x		= $	-
066222	Locate Existing Crossover	LS		x		= $	-
066860	Maintain Existing Electrical System	LS	1	x	50,000.00	= $	50,000
	*Cost of **NPDES** Supplemental Work specified in Section 5D*					= $	15,000
	Total Section 1-8	$	20,161,900		5%	= $	1,008,095

TOTAL SUPPLEMENTAL WORK $ **1,525,300**

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
066105	Resident Engineers Office	LS	1	x	365,625.00	=	$365,625
066063	Traffic Management Plan - Public Information	LS	1	x	30,000.00	=	$30,000
066578	Changeable Message Sign System	LS	1	x	60,000.00	=	$60,000
8609XX	Traffic Monitoring Station (X)	LS		x		=	$0
066841	Traffic Controller Assembly	LS		x		=	$0
066840	Traffic Signal Controller Assembly	LS		x		=	$0
066062	COZEEP Contract	LS	1	x	20,000.00	=	$20,000
066838	Reflective Numbers and Edge Sealer	LS		x		=	$0
066065	Tow Truck Service Patrol	LS		x		=	$0
066916	Annual Construction General Permit Fee	LS	1	x	869.00	=	$869
XXXXXX	Some Item	Unit		x		=	$0
	Total Section 1-8	$	20,161,900		5%	= $	1,008,095

TOTAL STATE FURNISHED **$1,484,600**

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization $20,161,900 (used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency) $25,188,000 (used to check if project is greater than $5 million excluding contingency)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **5%**

Item code		Unit	Quantity		Unit Price ($)		Cost
070018	Time-Related Overhead	WD	270	X	$3,734	=	$1,008,100

TOTAL TIME-RELATED OVERHEAD **$1,008,100**

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

SECTION 13: ROADWAY CONTINGENCY

Recommended Contingency : (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)
Total recommended percentages includes any quantified risk based contingency from the risk register.

Total Section 1-12	$	26,196,100	x	**15%**	=	$3,929,415

TOTAL CONTINGENCY **$3,929,500**

II. STRUCTURE ITEMS

DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$0		$0		$0
COST OF EACH	**$0**		**$0**		**$0**

DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$100		$0		$0
COST OF EACH	**$0**		**$0**		**$0**

TOTAL COST OF BRIDGES		**$0**
TOTAL COST OF BUILDINGS		**$0**
Structures Mobilization Percentage	10%	**$0**

Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)
Total recommended percentages includes any quantified risk based contingency from the risk register.

Structures Contingency Percentage	10%	**$0**
TOTAL COST OF STRUCTURES		**$0**

Estimate Prepared By: _____ _____

XXXXXXXXXXXXXXXX ------ Division of Structures — Date

EA: 08-1H060-0 PID: 08-1H060-K

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way data sheet.

A)	A1)	Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees	$	813,310
	A2)	SB-1210	$	0
B)		Acquisition of Offsite Mitigation	$	0
C)	C1)	Utility Relocation (State Share)	$	352,300
	C2)	Potholing (Design Phase)	$	52,500
D)		Railroad Acquisition	$	0
E)		Clearance / Demolition	$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	$	0
G)		Title and Escrow	$	150,000
H)		Environmental Review	$	20,000
I)		Condemnation Settlements 0%	$	288,993
J)		Design Appreciation Factor 0%	$	0
K)		Utility Relocation (Construction Cost)	$	0

L)	**TOTAL RIGHT OF WAY ESTIMATE**	**$1,677,103**
M)	**TOTAL R/W ESTIMATE: Escalated**	
N)	**RIGHT OF WAY SUPPORT**	**$5,074,000**

Support Cost Estimate Prepared By	Wendy Cisneros	Project Coordinator[1]	909-888-4608 Phone
Utility Estimate Prepared By		Utility Coordinator[2]	909-806-4353 Phone
R/W Acquisition Estimate Prepared By	Stephen P. Hurley	Right of Way Estimator[3]	(909) 888-4749 Phone

Note: Items G & H applied to items A + B

[1] When estimate has Support Costs only [2] When estimate has Utility Relocation [3] When R/W Acquisition is required

ATTACHMENT H
PROJECT DEVELOPMENT DOCUMENT

PROJECT INITIATION PROPOSAL (PIP) DEPT OF TRANSPORTATION

PROGRAM MGMT.
Revised March 2015
R-3

FOR CAPITAL OUTLAY AND MAINTENANCE (HM) PROJECTS

DATE REC IN PM: 2/19/2016

Project ID # 0816000130
E.A. 1H060

PIP NO. 4316

A. Originating Office

Senior / Branch Chief	Planning	Date	2/16/2016
Contact	Diane Morales	Telephone Number	909-383-4625
	Diane Morales	Telephone Number	

LOCATION: RIV-74-34.3/45.1 (Co-Rte-Post Mile)

IN AND NEAR HEMET FROM SR-74/SR-79 INTERSECTION TO FAIRVIEW AVE (Geographic)

ISSUE:

Corridor Improvements have been identified that include pavement (CAPM), TMS/ITS, and Corridor Enhancements.

PROPOSAL/SOLUTION(S): (Include all known existing and proposed Non-Standard Design Features within the project Limits)

The proposed solution for this project is corridor improvements that address mulit-objective priorities including overall transportation needs, pavement rehabilitation, safety concerns, ITS, and active transportation.

AGREEMENT REQUIRED: YES: [ ] NO: [X] AGENCY: N/A

PERFORMANCE MEASURES: NUMBER: N/A DESCRIPTOR: Multiple Perfomance Measures

EXPECTED ENVIRONMENTAL DOCUMENT: CE/CE

PRELIMINARY ESTIMATE

CONST:	Roadwork	=	$14,100,000	Structures	=		Total	= $14,100,000
	State Share in $$	=	$14,100,000	Local Share in $$	=			
R/W :	Acquisition	=	$10,000	Utilities	=		Total	= $10,000
	State Share in $$	=	$10,000	Local Share in $$	=			

TOTAL PROJECT COST: (CONST + R/W): $14,110,000

B. PROGRAM MANAGEMENT ONLY: PROGRAM CODE: 201.999 PMCS CODE:

Proposed Funding: SHOPP FY: PEND

Project Type: Major: [X] Minor: [ ] Permit: [ ] Maintenance (HM): [ ]

Project Manager: Awais Sheikh Functional Manager: Cresencio Garcia

Comments:

For Review: Ready for District Review. DC 2/24/16

For Approval: Ready for approval

PID / PR TYPE: PIR Reviewed by: Joe Fehrenkamp Date: 3/14/2016

C. FINAL DISPOSITION BY DDD:

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

COMMENTS:

[✓] DDD Program/Project Management
[ ] DDD Maintenance

Date: 3/16/16

08 - RIV - 74 – 34.3/45.1
EA 1H060K – Project ID 0816000130 PPNO 3008L
201.999 – HA
June/2017

Project Initiation Report

To

Request Programming in the 2018 SHOPP

On Route 74

Between Winchester Road (PM 34.3)

And Fairview Avenue (PM 45.1)

APPROVAL RECOMMENDED:

For Nasim Eliassi

BAHAR BAKHTAR, *PROJECT MANAGER*

APPROVAL RECOMMENDED:

MM

RAY I DESSELLE, *DEPUTY DISTRICT DIRECTOR PLANNING*

APPROVED:

FOR JOHN BULINSKI, *DISTRICT DIRECTOR*

6-29-17

DATE

08 - RIV - 74 – 34.3/45.1
EA 1H060K – Project ID 0816000130 PPNO 3008L
201.999 – HA
December/2017

Supplemental Project Initiation Report

To

Request Programming in the 2018 SHOPP

On Route 74

Between Winchester Road (PM 34.3)

And Fairview Avenue (PM 45.1)

APPROVAL RECOMMENDED:

AWAIS SHEIKH, *PROJECT MANAGER*

APPROVAL RECOMMENDED:

RAY I. DESSELLE, *DEPUTY DISTRICT DIRECTOR PLANNING*

APPROVED:

for JOHN BULINSKI, *DISTRICT DIRECTOR* — *DATE* 12/27/17

ATTACHMENT I
CITY OF HEMET'S
LETTER OF SUPPORT

City of Hemet

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IGR - Loc...

August 10, 2015

Caltrans
SHOPP Program
Attention: Diane Morales and Joe Fehrenkamp
Senior Transportation Planners
464 W. 4th Street, MS 721
San Bernardino, CA 92401

Dear Mrs. Morales and Mr. Fehrenkamp:

This letter is being written in support of Caltrans/District 8's SHOPP Application for the 2018 SHOPP Cycle. We highly support efforts being made by Caltrans to improve efficiency of multi modal travel in this key transportation corridor.

When this highly worthy application is awarded SHOPP funding, we look forward to working with Caltrans staff to implement much needed improvements to this corridor. Although the specific improvements that would be made are not determined at this time, it is anticipated that they could include things like bicycle and pedestrian facilities, operational improvements (traffic calming or other strategies), signage and/or upgrades to transit facilities.

Although we know that other SHOPP projects are planned for SR-74, the idea of implementing a comprehensive approach to address issues with multi-modal travel on this route is a positive step for current and future residents of the City of Hemet.

If you have any questions concerning this information please feel free to contact either Steven Latino, City Engineer at (951)765-2360 or myself at (951)765-2301.

Sincerely,

Gary Thornhill

Gary Thornhill
Interim City Manager

ATTACHMENT J
PROJECT DEVELOPMENT
CATEGORY APPROVAL

Memorandum

Making Conservation a California Way of Life.

To: CHRISTY CONNORS
DEPUTY DISTRICT DIRECTOR
DESIGN

Date: June 23, 2017

File: 08-RIV-74-PM 34.3/45.1
Asset Management
EA 1H060K
Project Number:
081600130

From: AMY CHAN AC
Office Chief
Pre-Programming/Engineering Studies

Subject: **APPROVAL OF PROJECT CATEGORY ASSIGNMENT**

In accordance with Chapter 8, Section 5 of the Project Development Procedures Manual, your approval is requested to assign the above-mentioned project to Category 4B.

The Planning unit is preparing a Project Initiation Report (PIR) for the State Route 74 Asset Management Nomination Pilot Project between Winchester Road (State Route 79) and Fairview Avenue in the City of Hemet. The project scope consists of three assets: (1) Capital Preventive Maintenance (CAPM) - pavement preservation to extend the life of the pavement and improve ride quality by cold planing and overlaying with Rubberized Hot Mix Asphalt (RHMA) and repairing damaged pavement through digouts; (2) Intelligent Transportation Systems (ITS) elements and traffic signal synchronization which includes fiber optics and vehicle detection stations and (3) multi-modal upgrades, which includes curb ramps/landing pads to meet current standards, and bus pads.

The Category 4B is recommended based on the following project considerations:

1. The project will not increase highway traffic capacity.
2. The project does not require substantial new right-of-way and does not substantially increase traffic capacity.

Approved By: _____ 6/26/17
CHRISTY CONNORS
Deputy District Director
Design
Date

ATTACHMENT K

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

08-RIV-074	34.30/45.10	EA 1H060	PN 0816000130
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 on State Route 74 in and near Hemet, from Winchester Road to Fairview Avenue a multi-objective project to rehabilitate pavement, install fiber optic/vehicle detection stations and upgrade curb ramps to meet Americans with Disabilities Act (ADA) Standards. The project requires 71 right-of-way acquisitions and 109 right-of-way easements.

CALTRANS CEQA DETERMINATION *(Check one)*

☐ **Not Applicable – Caltrans is not the CEQA Lead Agency**

☐ **Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA**

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

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

☒ **Categorically Exempt. Class 1.** (PRC 21084; 14 CCR 15300 et seq.)
Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:

- 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.

☐ **Common Sense 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 (14 CCR 15061[b][3].)

Renetta Cloud
Print Name: Senior Environmental Planner
Renetta Cloud 9/26/19
Signature Date

Michael Makary
Print Name: Project Manager
M Makary 9/26/19
Signature Date

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 EA or EIS 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 May 31, 2016, 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 Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Renetta Cloud
Print Name: Senior Environmental Planner
Renetta Cloud 9/26/19
Signature Date

Michael Makary
Print Name: Project Manager/DLA Engineer
M Makary 9/26/19
Signature Date

Date of Categorical Exclusion Checklist completion: 9/26/19

Date of ECR or equivalent : 9/26/19

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

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Continued from page 1:

Caltrans proposes on State Route 74 in and near Hemet, from Winchester Road to Fairview Avenue a multi-objective project to rehabilitate pavement, install fiber optic/vehicle detection stations and upgrade curb ramps to meet Americans with Disabilities Act (ADA) Standards.

The following technical documentation was prepared in conjunction with determining and addressing applicable California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) documentation and compliance requirements:

AIR QUALITY

Per Memorandum dated 8/9/2019:

This project has both state and federal funding and falls under one of the categories of exempt projects *Pavement resurfacing and /or rehabilitation; Bicycles and pedestrian facilities* that are listed in Table 1 of Carbon Monoxide (CO) Protocol. Project types listed under Table 1 or Table 2 of 40 CFR 93.126 are exempt from all air emissions analyses and transportation conformity requirements do not apply on exempt projects; therefore, no air quality study is needed for the project.

CULTURAL RESOURCES

Per the Historic Property Survey Report (HPSR) dated 4/2/2019:

Caltrans, pursuant to Section 106 PA Stipulation X.B.1.a/b and Attachment 5 and as applicable PRC 5024 MOU Stipulation X.B.1.a/b and Attachment 5, has determined a Finding of No Adverse Effect with Standard Conditions-ESA is appropriate for this undertaking.

Per the Archaeological Survey Report (ASR) dated February 2019:

No previously recorded prehistoric cultural resources were identified within the Area of Potential Effects for this project during the record search and no new cultural resources were identified during the field check. During Native American Tribal Consultation, a Traditional Cultural Property (TCP) was identified at an end segment of the project footprint. Caltrans supports the monitoring request made by the Tribe and will continue consultation with the tribe as the project is developed to determine the exact monitoring locations during PS&E.

Per the Environmentally Sensitive Area (ESA) Action Plan dated March 2019:

The purpose of the ESA Action Plan is to ensure that there are no adverse effects to the identified TCP during construction activities associated with the project. A combination of Archaeological and Tribal Monitors will be used as the landscape allows, protecting the TCP in place.

Per District Cultural Resources Email dated 6/10/2019:

The following standard Caltrans design features will be included for cultural resources:

CR-1: If buried cultural resources are encountered during Project activities, 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; Andrew Walters, DEBC: (909) 383-2647 and Gary Jones, DNAC: (909) 383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.

In addition to **CR-1** and **CR-2**, the subsequent avoidance and minimization measures per the ESA Action Plan will be included for the proposed project:

CR-3: An Environmentally Sensitive Area (ESA) will be delineated and managed as described in the ESA Action Plan.

CR-4: Archaeological and Tribal monitors approved by the Pechanga Band of Luiseno Indians shall be present during any ground disturbing preconstruction or construction related activities in all areas designated as Archaeological Monitoring Areas (AMAs). In the event that cultural deposits are uncovered, the archaeological monitor shall be empowered to implement protective measures outlined above in CR-1.

PALEONTOLOGICAL RESOURCES

Per District Paleontological Branch Email dated 3/19/2019:

Due to the fact that the project is within a previously disturbed area, no paleontological studies will be required for this project.

NOISE

Per Memorandum dated 3/20/2019:

The project is considered a Type III project under 23 CFR 772.7. Type III projects do not require a noise analysis; therefore, no noise study is needed for the project.

HYDRAULICS

Per District Office of Hydrology Emails dated 3/14/2019, 4/19/2019, and 5/2/2019:

Although the project will encroach within various floodplains, we do not foresee any adverse effect to the Hydraulic or Drainage profile by the described construction activity. The scope of work for the project will maintain original line and grade, as well as 0 acres of New Impervious Surface; therefore hydrological impacts are not anticipated.

STORM WATER QUALITY

Per Memorandum dated 2/20/2019:

- There is a potential treatment Best Management Practice (BMPs), since the scope of the project includes minor pavement rehabilitation and ride quality improvements by Cold In-Place Recycling, overlaying existing asphalt concrete (AC) pavement, modifying drainage inlet as part of the curb ramp upgrades and identifying the trenching locations for fiber optic cables along State Route 74 from postmile 34.3 to 45.1. A Storm Water Data Report (SWDR) should be completed to determine which specific BMPs would be included in this project.
- The project is not located in a Municipal Separate Storm Sewer System (MS4) area. The land is owned by the Bureau of Land Management (BLM). However, since the work will be done within the existing right of way, the project will use the following two permits:
  -National Pollutant Discharge Elimination System (NPDES) Permit, Statewide Storm Water Permit and Waste Discharge Requirements for the State of California, Department of Transportation Order Number 2012-0011-DWQ, NPDES No. CAS00003.
  -NPDES General Permit, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002. This permit will be used due to work being done within State right-of-way.

BIOLOGICAL RESOURCES

Per the Natural Environment Study with Minimal Impacts (NESMI) dated 7/1/2019:

The project includes avoidance and minimization measures to avoid potential impacts to federal or State-listed threatened or endangered species. Accordingly, Caltrans has determined the project will result in no effect to federally listed species under the Federal Endangered Species Act. Similarly, pursuant to the California Endangered Species Act, the project would result in "no take" to State-listed species.

Additionally, the project is located with the Western Riverside County Multiples Species Habitat Conservation Plan (WR-MSHCP). Proposed activities constitute covered maintenance activities identified in Section 7.2.1 Operations and Maintenance Activity of the WR-MSHCP. Therefore, the project and associated activities are exempt from the WR-MSHCP consistency determination procedures.

The project will not impact NMFS-protected resources. Agency coordination or permits for wetlands and other waters are not anticipated; project activities will not occur within jurisdictional water features. Therefore, permits for impacts to Waters of the U.S. or Waters of the State will not be required for this project.

To ensure no impacts to listed species occur, Caltrans will implement the following avoidance and minimization measures:

BIO-1: Within 30 days prior to construction, Caltrans biological staff will conduct a pre-construction survey for smooth tarplant within the Project limits. Any smooth tarplant (or other special-status plants) discovered within the construction footprint will be flagged and provided a 10-foot Environmentally Sensitive Area (ESA) fencing buffer. The plant individuals will be relocated to the nearest suitable area within Caltrans ROW, but outside of the PIA, prior to the commencement of construction activities.

BIO-2: Caltrans will set up Environmentally Sensitive Area (ESA) fencing around existing smooth tarplant or other special-status plant populations/individuals found within the project limits, which occur outside of the PIA. Each ESA fenced area will have a 10-foot no-construction or disturbance zone.

BIO-3: Caltrans will implement Best Management Practices (BMPs) pursuant to Appendix C of the WR-MSHCP.

BIO 4: A qualified Biologist will perform a pre-construction burrowing owl clearance survey 7 days prior to construction. A protocol-level presence-absence survey would be conducted if staging area or other project activities leave the ROW and enter the adjacent agricultural fields, per the CDFW 2012 Staff Report. Since burrowing owls can re-colonize a site after only a few days, a survey conducted within 24 hours prior to ground disturbance shall occur in the event that an active burrow is found (Staff Report 2012).

a) If an active burrow is found within the non-breeding season for burrowing owl (September 1 through January 31), then an approximately 160-foot buffer shall be implemented. On-site passive relocation burrows found during the non-breeding season, including the encouragement of owls to move from occupied burrow to alternate natural or artificial burrows at least 50 meters from the impact zone and that are within or contiguous foraging habitat, should be included (Consortium 1993).
b) If an active burrow is found within the breeding season (February 1 through August 31), then an approximately 250-foot buffer shall be implemented. Avoidance for active burrows requires that a minimum of "6.5-acres of foraging habitat be preserved contiguous with occupied burrow sites for each pair of breeding burrowing owls (with or without dependent young) or single unpaired resident bird" (Consortium 1993). Visual screens or other measures during project activities can further minimize disturbance to burrowing owl impacts (Staff Report 2012).

BIO-5: All vegetation removal, trimming, and grading of vegetated areas shall occur outside of the peak breeding season of February 1 to September 30. If project activities cannot occur outside of the breeding season, then a qualified Biologist shall conduct preconstruction clearance surveys no more than five days prior to scheduled activity to ensure no active nests are present. If an active

nest is located, then a minimum 100-foot no-construction buffer will be established, and a Caltrans biologist will monitor the nest until the young have fledged or the nest is no longer active.

COMMUNITY IMPACT ASSESSMENT

Per CIA Memorandum to File dated 6/11/2019:

During construction of the proposed project, an 8 hour work window during the day is assumed. Lane Closure charts from the District Traffic Manager allow for one lane closure in each direction on the roadway from 6AM to 2PM on weekdays, and 6AM to 8PM on Sundays. Based on the current proposed project schedule, construction is expected to occur between 2/1/22 to 2/1/24. Access to businesses along the route will be maintained during construction by having at least one driveway open and/or keeping half of the driveway open for use by business patrons; therefore, the project would not result in out of direction travel to businesses. Furthermore, there are no detours that are planned for proposed project; therefore, there will not be a loss of opportunity for businesses due to changes in visibility.

In addition to access to businesses being maintained, a Traffic Management Plan (TMP) will be developed by Caltrans prior to construction to minimize the potential transportation related impacts during construction (**TR-1**). The TMP will include a public awareness campaign to notify the public, businesses, and emergency service providers when construction will occur and the duration. Public information can include brochures and mailers; media releases; internet and social media. The use of Portable Changeable Message Signs (PCMS) to inform motorists and pedestrians will be implemented, as well as Incident Management through California Highway Patrol's Construction Zone Enhanced Enforcement Program (COZEEP). To minimize the construction-generated noise of the proposed project, sound control will conform to the provision in the Standard Specification "Noise Control", section 14-8.02, and SSP 14-8.02 (**NOI-1**).

Although the area of the proposed project includes retail use, office use, mixed use, and commercial use zoning, with the inclusion of **NOI-1** and **TR-1**, it is not anticipated that there will be impacts to the community resources present.

The following standard Caltrans design features will be included:

NOI-1: Construction will be conducted in accordance with applicable local noise standards and Caltrans' provisions in Section 14-8.02, "Noise Control", of the 2018 Standard Specifications and Special Provisions.

TR-1: Prior to construction, a Traffic Management Plan (TMP) will be developed by Caltrans prior to construction to minimize the potential transportation related impacts during construction.

HAZARDOUS WASTE

Per the ISA Checklist dated 9/24/19:

DSA Task Order No. 45, Contract No. 08A2441, for EA1E460 dated May 17, 2017 covers 08/RIV/74/37.7-44.7. All tests were located on the shoulder and each found traces of tested for ADL, Organics, Pesticides, and Title 22 Metals however, they all fell under regulated concentrations. Soil was deemed non-hazardous. ISA Task Order No. 28, Contract No. 08A2810, for EA1H060 identified several as well as deteriorated roadway striping paint. A new DSA TO will be prepared to further investigate the RECs. Risk level is TBD until Task Order is complete.

The following SSPs are to be included in the PS&E Package:

HAZ-1: SSP 7-1.02K(6)(j)(iii) for disturbance of earth material containing non-hazardous concentration of ADL

HAZ-2: SSP 14-11.12 for removal of Yellow Traffic Stripe and pavement markings with hazardous waste residue

HAZ-3: SSP 36-4 for residue containing lead from paint and thermoplastic

HAZ-4: SSP 84-9.03B for removal of Traffic Stripes and Pavement Markings containing lead

HAZ-5: NSSP14-11.15 for disposal of Electrical Equipment Requiring Special Handling, if electrical waste is generated. Project Engineer to confirm disposal of Haz. Elect. Equip. with Env. Engineering to begin NSSP approval process.

LANDSCAPE ARCHITECTURE

Per the Visual Impact Assessment (VIA) Questionnaire dated 12/13/2018:

A questionnaire to determine the Visual Impact Assessment (VIA) level was completed and resulted in a score of 8, which is in the lowest range level of impacts in the questionnaire. No noticeable visual changes to the environment are proposed and no further analysis is required.

The VIA Questionnaire completed on 12/13/2018 was confirmed in a district email, dated 3/26/2019, to still be valid for the project construction activity described in ESR Revision #2.

PERMITS REQUIRED

Per the NESMI dated 7/1/2019:

The project will not impact jurisdictional waters of the U.S. or State jurisdictional waters. Therefore, jurisdictional permits for waters of the U.S. or the State jurisdictional waters will not be required for this project.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

08-RIV-074	34.30/45.10	EA 1H060	PN 0816000130
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

In conjunction with the results of the above technical documentation, the Avoidance and Minimization Measures included in the initial ECR prepared for this project will be implemented during the preparation for and performance of all activities related to construction activities. If it is determined that revisions to the ECR are required for this project, the ECR will be updated accordingly.

Changes to the project's scope of work, limits, construction strategy, and/or staging and storage requirements, and/or the timeframe of construction, as well as final design (PS&E) efforts not addressed during preliminary design (PA&ED), requires that the District's Division of Environmental Planning be notified in a timely manner, to determine if an Environmental Re-Evaluation (and/or updates to the Technical Studies performed) are required.

ATTACHMENT L
INITIAL SITE ASSESSMENT CHECKLIST

INITIAL SITE ASSESSMENT (ISA) CHECKLIST

DATE: **01/27/2020**

PROJECT INFORMATION

District **08** County **Riv** Route **74** Postmile **34.3/45.1** EA **1H060** PN **0816000130**

Description of Work: **(1) CAPM – pavement preservation, milling and overlaying 0.25' RHMA, repair damaged pavement through digouts. (2) ITS elements and traffic signal synchronization; (3) Multi-modal upgrades, curb ramps, landing pads, to meet current ADA standards, bus pads, Class II bike lanes, Class III shared-lane markings, fluorescent yellow-green for pedestrian warning signs and rectangular-rapid-flash-beacon (RRFB).**

Project Engineer	**Kedar Sawant**	**(909) 240-8890**
Environmental Coordinator	**Renetta Cloud**	**(909)-383-6323**

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? **YES** Excavation? **YES** Railroad Involvement? **NO** Structure Demolition/Modification? **NO** Utility Relocation? **YES**
2. Project Setting: Rural **-NO** Urban - **YES**
   Current Land Uses: **Existing Roadway**
   Adjacent Land Uses: **Commercial, Residential**
   (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? IF YES, DESCRIBE SITE:
5. Conduct Field Inspection **Stantec ISA** Date **12/19/2019**

Storage Structures/Pipelines:				Contamination: (spills, leaks, illegal dumping, etc)		Hazardous Materials: (asbestos, lead, etc.)	
UST's	**Unknown**			Surface Staining	**OBSERVED**	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	**OBSERVED**			Other		Acoustical Plaster	**NO**
Landfill	**NO**					Serpentine	**NO**
Other						Paint **YES**	Other

Other comments and/or observations:

Per Stantec Task Order No. 46, Contract 08A2810, dated December 19, 2019:

-No special handling, management or disposal requirements are necessary for excavated or disturbed shallow soils in Project Area, except for the following:

- Arsenic-impacted shallow soils: Excess soil in the upper one-foot bags at Location 45 (Figure 34; attached) should be disposed as non-hazardous waste. In the absence of additional sampling data, these recommendations also apply to Locations 44 and 46 due to their proximity to Location 45. Alternatively, soil from the upper one foot from these locations may be reused as fill within the Caltrans right-of-way.

-The magnetic anomalies detected at the northeast corners of Locations 35 (Figure 28; attached) and 45 (Figure 34; attached) should be investigated further by way of exploratory trenching/potholing to confirm or rule out the presence of USTs at these locations. If present, USTs should be removed in accordance with regulatory permitting requirements. A new Task Order will be prepared to further investigate the existence of UST in Locations 35 and 45. Risk level is TBD until Task Order is complete.

- While the subsurface feature in the at Location 39 (Figure 29; attached) is in the existing Caltrans R/W and does not have the characteristics of a UST, a subsurface structure, such as an old power pole anchor, may be encountered at this location during the proposed improvement work.

Recommended SSPs and NSSPs to add to PS&E Package:

-SSP 7-1.02K(6)(j)(iii), SSP 14-11.12, SSP 36-4, SSP 84-9.03B (Provided in previous ISA dated 9/24/19)

-NSSP 14-11.11

ISA DETERMINATION:

Does the project have potential hazardous waste involvement? **MEDIUM 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:

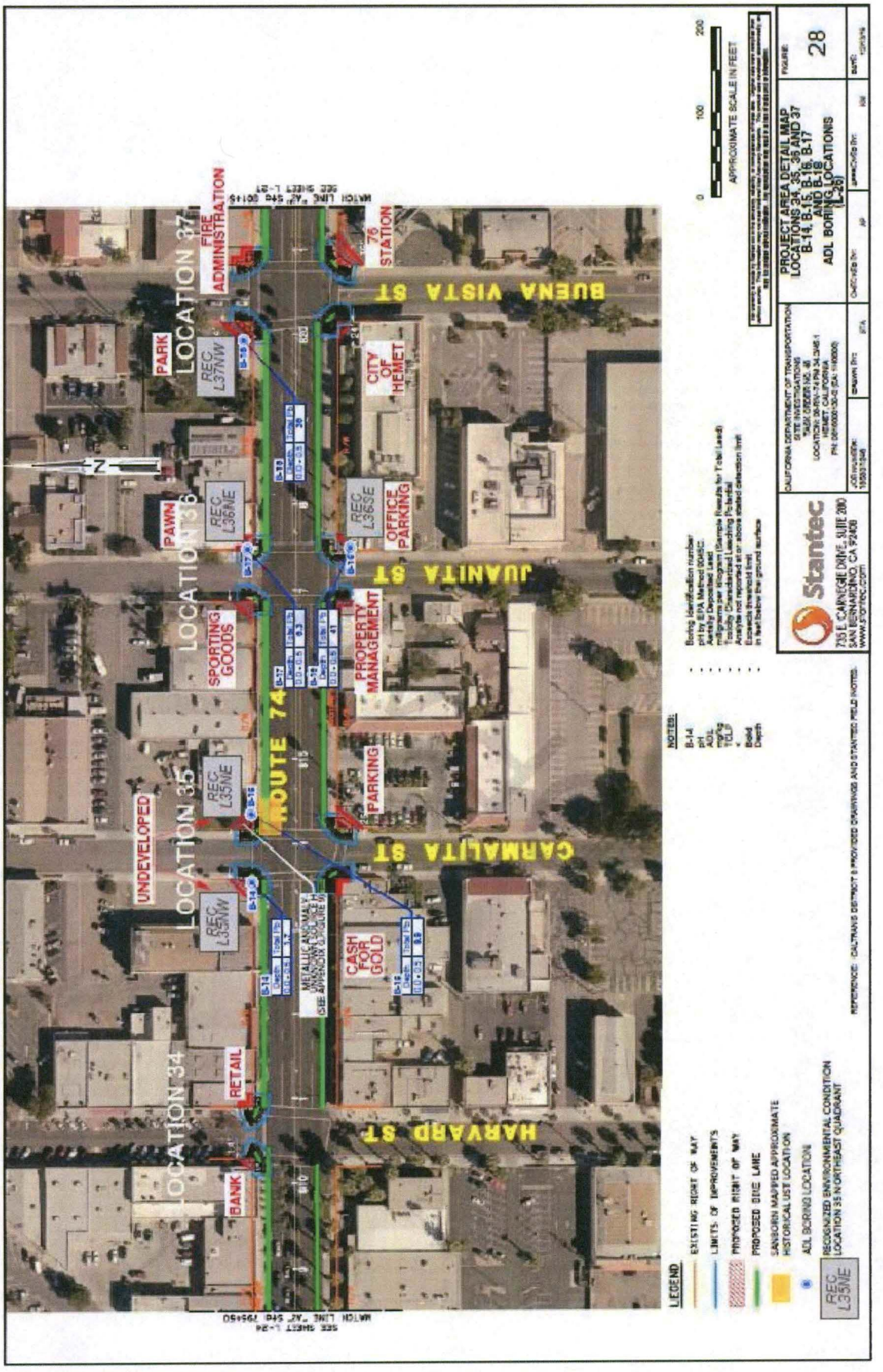
ISA CONDUCTED BY: Peter Vo **DATE:** **01/27/2020**

Peter Vo - ENV. ENG. MS-824

DISTRICT 08 HAZARDOUS WASTE (909) 806-3921

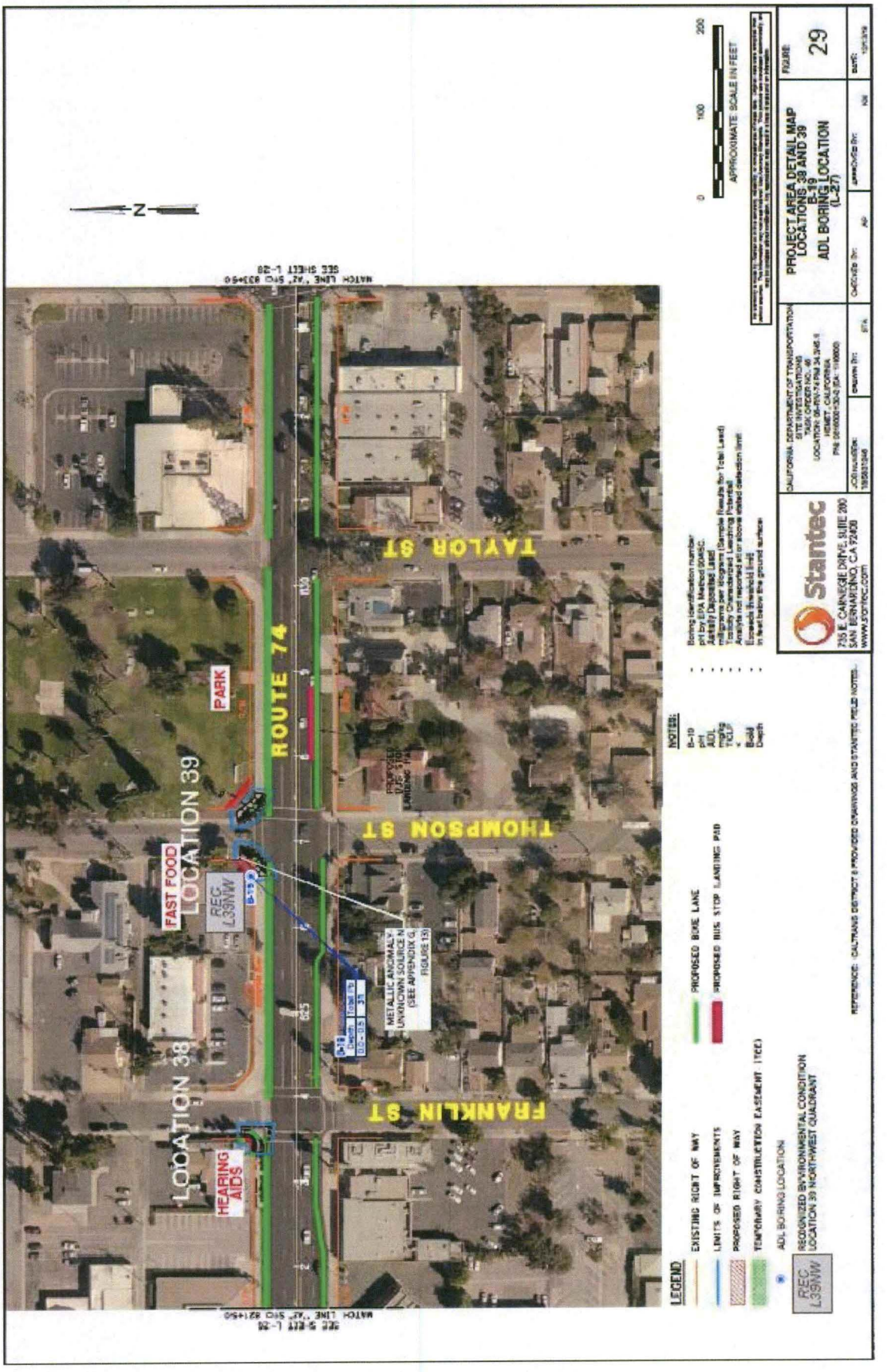
PROJECT INFORMATION

District 08 County Riv Route 74 Postmile 34.3/45.1 EA 1H060
PN 0816000130



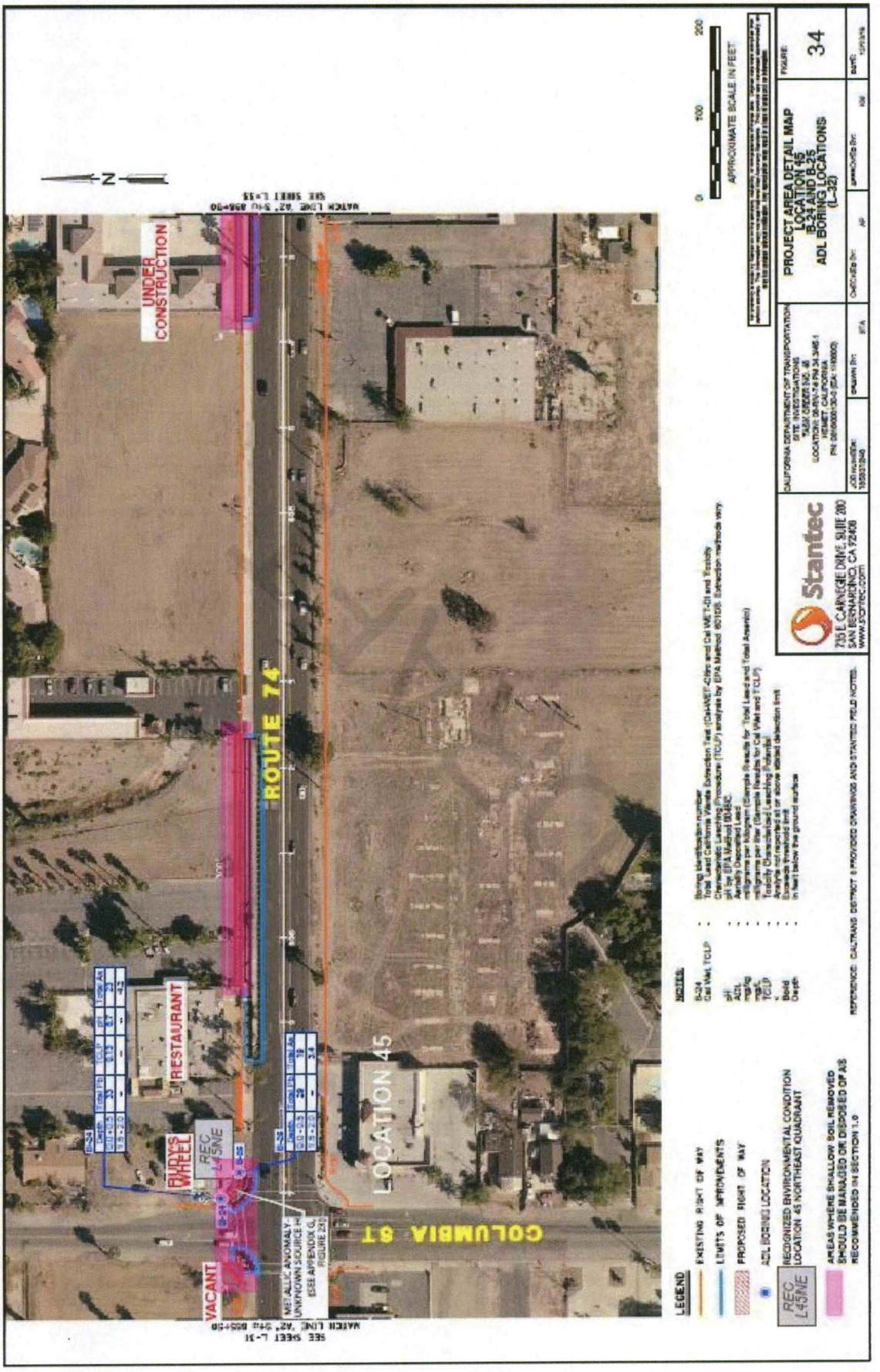
PROJECT INFORMATION

District	08	County	Riv	Route	74	Postmile	34.3/45.1	EA	1H060
								PN	0816000130



PROJECT INFORMATION

District	08	County	Riv	Route	74	Postmile	34.3/45.1	EA	1H060
								PN	0816000130



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 Const Cost:	$28,647,000
Project ID/District-EA	0816000130		1H060
Project Description	REHAB PAVEMENT, INSTALL FO/ VDS/ UPGRADE ADA RAMPS		
Project Manager (PM)	Michael Makary		
Risk Management Coordinator	Md Shaheed		

☐ 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 submittals, and RE Handoff Files (as applicable).

Project Manager Signature

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, Construction		Date:
Deputy District Director, Right of Way		Date:
Deputy District Director, Environmental		Date:
Deputy District Director, Project Management		Date:

PA&ED (Required for Capital Projects Only)				
Project Manager	Sign	*Electronically signed by MICHAEL B MAKARY*	Date:	January 21, 2020
Deputy District Director, Design	Sign	*Electronically signed by JAMAL M ELSALEH*	Date:	January 21, 2020
Deputy District Director, Construction	Sign	*Electronically signed by CHRISTY CONNORS*	Date:	January 21, 2020
Deputy District Director, Right of Way	Sign	*Electronically signed by MIRNA R GUIRADO*	Date:	January 22, 2020
Deputy District Director, Environmental	Sign	*Electronically signed by DAVID P BRICKER*	Date:	January 24, 2020
Deputy District Director, Project Management	Sign	*Electronically signed by DIANE N MORALES*	Date:	January 21, 2020

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, Construction	Date:

ADA Notice For Individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write to Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

EA 1H060 QUALITATIVE RISK REGISTER

EA 1H060	Phase: 0	M200 Target: 2/20/20	Project Manager: Michael Makary	Const Capital Estimate: $28,647K	Project Description: REHAB PAVEMENT, INSTALL FO/ VDS/ UPGRADE ADA RAMPS
Program Code: 201.999 /	RIV 074	PM: 34.3/45.1	Assistant Risk Manager: Jose Ortiz	R/W Capital Estimate: $9,725K	

Risk No.	Status	Type	Date of Origin / Originator	Updated	Category	Title	Risk Statement	Relevancy/Current Status/Assumptions/Comments/Triggers	Probability	Cost Impact Ph	Cost Impact	Cost Impact Ph	Cost Impact	Schedule Impact Ph	Schedule Impact	Response Strategy	Response Actions	Risk Owner
7	Active	Threat	3/19/2019	12/31/2019	Design	Change in TMP	If the City of Hemet requests last minute changes to the TMP project's cost may increase and schedule may be delayed.	Based on experience with other project (1E460), City may request a change on the propose TMP (night time work). City of Hemet has been invited to attend all PDT meetings for this project. 12/30/19: Night work has been considered. City has been informed and involved. TMP and Draft Project Report was sent to the city for review and comments.	Low	0 1 2 3	 Low	9 4	 Low	0 1 2 3	 Low	Accept	Early coordination with City will be made. PM may have to adjust capital cost and schedule to accommodate City's requests.	Ahmad Shah
13	Active	Threat	10/23/2018	1/6/2020	Environmental	Hazardous Waste	There are multiple gas stations near our RW line, which increases the possibility of finding hazardous materials within the project area. Based on the findings, if mitigation is required, the environmental document type may have to change from CE to IS. If mitigation is required, it may impact acquisition of two parcels. This may increase project's capital cost, support cost and may delay PS&E and Construction schedules.	First phase of soil testing has been performed. Additional testing may be required per Environmental Engineering. Further evaluation will be done in Phase 1.	Moderate	0 1 2 3	 Moderate Moderate	9 4	 Moderate 	0 1 2 3	 Low Moderate Moderate	Accept	Hazardous Waste has completed field investigation and provided a draft report which concluded that there may be the need for further evaluation due to complexity of R/W. This will be done in Phase 1 and updates will be provided to PDT.	Paul Phan
15	Active	Threat	12/5/2019	12/19/2019	Design	City Requests	Various City requirements and coordination with the City of Hemet during the project development may delay the schedule and increase capital and support cost.	The project is located along a major arterial through the City of Hemet. Based on past experience, various City requirements are anticipated during the project development.	Moderate	0 1 2 3	 Low Low	9 4	 Low	0 1 2 3	 Moderate Low	Mitigate	PM and PE will involve our Ambassador to the City, Catalino, in project development discussions and decision making. PM is currently inviting the City representatives at the PDT meetings. PM may have to adjust support and capital costs through Fund Allocation Request (FAR).	Ahmad Shah
16	Active	Threat	12/5/2019 Jason Collado	1/14/2020	Design	Additional Requirements and Environmental Studies	This project has approximately 141 curb ramp locations. Based on past experience, there is potential of design changes due to ADA review comments during PS&E that may trigger new RW requirements and additional environmental studies. This may increase the capital cost, support cost and delay PS&E schedule.	Two different design teams were assigned to this project for Phase 0 and Phase 1. The design team for Phase 1 may have some concerns regarding the R/W requirement maps that were originally done in Phase 0, and may have different approach to their ADA design which may require new R/W requirements and additional Environmental Studies. 12/30/19: New Design team is currently reviewing ADA design and may potentially require revising the current right of way requirements. Further updates will be provided in Phase 1.	Moderate	0 1 2 3	 Moderate Moderate 	9 4	 Low 	0 1 2 3	 Moderate Moderate 	Mitigate	Design will improvise the curbramp design and make every effort to stay within the existing RW requirements. New design team will implement any comment for change only if it is a requirement and/or an absolute necessity. PM may have to revise the cost and schedule if it becomes necessary.	Ahmad Shah

EA 1H060 QUALITATIVE RISK REGISTER

EA 1H060	Phase: 0	M200 Target: 2/20/20	Project Manager: Michael Makary	Const Capital Estimate: $28,647K	Project Description: REHAB PAVEMENT, INSTALL FO/ VDS/ UPGRADE ADA RAMPS
Program Code: 201.999 /	RIV 074	PM: 34.3/45.1	Assistant Risk Manager: Jose Ortiz	R/W Capital Estimate: $9,725K	

Risk No.	Status	Type	Date of Origin / Originator	Updated	Category	Title	Risk Statement	Relevancy/Current Status/Assumptions/Comments/Triggers	Probability	Cost Impact Ph	Cost Impact	Cost Impact Ph	Cost Impact	Schedule Impact Ph	Schedule Impact	Response Strategy	Response Actions	Risk Owner
17	Active	Threat	12/5/2019 / Michael Makary	12/31/2019	Design	Complete Street Elements	Based on the complete street evaluation mandated by the Director, additional components may be added in the future. This may increase project cost and delay schedule.	Complete streets checklist has been completed. However, policy is currently been developed and will further be evaluated in Phase 1.	Very Low	0				0		Mitigate	Any additional complete street element's impact will be carefully evaluated by the PDT and decision will be made by PM in consultation with management.	Ahmad Shah
										1	Low			1	Low			
										2		9		2				
										3	Low	4	High	3	Low			
18	Active	Threat	12/5/2019	1/14/2020	Design	Deteriorating Pavement and Digouts	The existing pavement is showing signs of distress in various areas which may deteriorate further from now till construction starts. However, digout quantities will to be increased in future if deemed necessary.	Further evaluation will be done in Phase 1 to refine the quantities of digouts, if necessary.	Low	0				0		Mitigate	Early coordination with Maintenance, Construction and Materials Engineering will be done to identify locations of digouts during PS&E phase and estimates may need to be revised.	Ahmad Shah
										1				1				
										2		9		2				
										3	Low	4	Low	3	Low			
19	Active	Threat	12/17/2019 / Wendy Escobar	1/14/2020	Right of Way	Right of Way Schedule Delay	As a result of a short lead time, it is possible that the certification date may be missed, which would lead to an impact on project schedule.	The current R/W schedule for this project only includes 23 months after appraisal maps have been received. R/W acknowledges the short lead time and will prioritize parcels in order to complete work on time. R/W is anticipating the need for 100 parcels. Thirty (30) parcels are may need to go to condemnation.	Low	0				0		Mitigate	Right of Way will do early coordination with Design and prioritize parcels for Design to work on first.	Nancy Escallier
										1	Moderate			1	Moderate			
										2		9	Moderate	2	Moderate			
										3		4		3				

ATTACHMENT N
DESIGN STANDARD DECISION DOCUMENT

08-Riv-74 PM 34.3/45.1
(EA 08-1H060)
Project No. 0816000130
Project Cost: $31,802,703

DESIGN STANDARD DECISION DOCUMENT

Prepared By:

MIKE ROBERTS, Design Group Lead — Date: 2/5/20
Design X, Parsons

Submitted By:

JASON COLLADO, Design Senior — Date: 2-12-2020 — (909) 383-4969 TELEPHONE
Design X

☐ *Includes design decisions to District delegated Boldface Standards (Section II)*
☒ *Includes design decisions to Underlined Standards (Section III)*
☐ Concurs with design decisions to non-delegated Boldface Standards (Section I):
☐ Approved By:

JAMAL ELSALEH, — Date: 2/14/2020
Deputy District Director of Design

☐ *Includes design decisions to non-delegated Boldface Standards (Section I)*
☒ *Signature Not Required*
Approved By:

LUIS BETANCOURT, — Date
Project Delivery Coordinator
Headquarters – Division of Design

1. PROPOSED PROJECT

A. Project Description:

The project is located on State Route 74 (SR-74), in Riverside County and in the city of Hemet, from Winchester Road (PM 34.3) to Fairview Avenue (PM 45.1). The proposed scope of work for the project will address multi-objective priorities for overall transportation needs, combining physical assets and strategic objectives, including the following assets:

1) Pavement – Capital Preventive Maintenance (CAPM) strategy to extend life of existing pavement and improve ride quality by cold planing and overlaying with Rubberized Hot Mix Asphalt (RHMA) and performing digouts for damaged pavement.
2) Traffic Management System (TMS) – Upgrading and installing Intelligent Transportation System (ITS) elements for Traffic Signal Synchronization including fiber optic cable, controllers, signal timing and vehicle detection station (VDS).
3) Multi-modal Supplementary Assets – Upgrading and constructing curb ramps to meet current Americans with Disabilities Act (ADA) standards, upgrading pedestrian access by constructing sidewalk gap closure, concrete bus pads, roadside signing, pavement striping and markings as per California Manual on Uniform Traffic Control Devices (CA MUTCD) for vehicles, bicycles and pedestrians.

B. Existing Highway:

SR-74 is an east-west interregional route that provides connectivity between Orange County and Riverside County, beginning at Interstate 5 (I-5) in San Juan Capistrano and ending at the southern Palm Desert city limits in the Coachella Valley. Within Caltrans District 8, SR-74 is primarily part of the central Riverside County as it passes through the cities of Lake Elsinore, Perris, Menifee, Hemet, and parts of unincorporated Riverside County. The areas surrounding SR-74 are made up of prime land with a high potential for future commercial and residential development. Within the project limits, SR-74 is part of the Freeway & Expressway System; the National Highway System and the Interregional Road System. As per the federal function classification, it is an 'Other Principal Arterial' and is eligible to be classified as a Scenic Highway. For truck designation, the route is categorized as a Terminal Access Route as part of the Surface Transportation Assistance Act of 1982 (STAA).

SR-74 within the project limits is an east-west, urban, four-lane undivided conventional highway with 12 feet wide lanes and in general 8 feet wide outside shoulders. Opposing traffic is separated by a 12 feet wide two way left turn lane (TWLTL) median. The highway grade line is relatively flat, and the horizontal alignment is mostly tangential with posted speed limits varying from 35 miles per hour (mph) to 55 mph. By the time this project goes to construction, the TWLTL will be converted to a raised curb median. Current projects in construction, EA 1E460 and 0N670, propose to install a raised curb median, reduce the lane width to 11 feet wide and upgrade several existing curb ramps to ADA standards.

C. Safety Improvements:

The project proposes to construct the following safety enhancements listed below:

- Bicycle Facility
  Based on the proposal to enhance bike safety elements along the route, it is proposed to include pavement striping, markings and signage for the proposed bikeway facility. EA 1E460 will construct the proposed bikeway facility within its project limits through a construction change order (CCO). The same pavement striping and markings will be replaced in kind during the construction of EA 1H060.
- Enhanced Conspicuity Treatment for Roadside Signs
  As per Statewide Memorandum dated October 18, 2018, provide enhanced conspicuity for selected pedestrian, bicycle and school zone sign posts by attaching min. 2" wide retroreflective material for full length of the sign post from the bottom of the sign panel to within six inches of the breakaway feature (to avoid interfering with the breakaway feature) or above the ground (when there is no breakaway feature).
- High Visibility Pedestrian Crosswalks
  High visibility "continental style" crosswalks, which consist of a series of wide stripes parallel to the curb for the length of the crossing are proposed throughout Downtown Hemet on SR-74 (Florida Avenue) from Gilbert Street to Santa Fe Street. In addition, florescent yellow-green pedestrian warning signs and rectangular rapid flash beacons (RRFB) are proposed, at un-signalized intersection crossings across SR-74 at Juanita Ave, Franklin St. and Thompson St. in downtown Hemet.

D. Total Project Cost:

Roadway	***$30,125,600***
Structures	***$0***
Right of Way	***$1,677,103***
Total	***$31,802,703***

2. FEATURES REQUIRING DESIGN DECISION DOCUMENTATION

I. Boldface Standards Requiring Headquarters Approval

There are no features that do not meet Boldface Standards requiring Headquarters approval in this Design Standard Decision Document.

II. Delegated Boldface Standards Requiring District Approval

There are no features that do not meet Boldface Standards requiring District approval in this Design Standard Decision Document.

III. Underlined Standards Requiring Approval

IIIA. Underlined Standard - Feature #1

Nonstandard feature(s):

Within the project limits, there are existing single curb ramps at various intersections which serve pedestrians crossing the side street. It is proposed to maintain a single curb ramp design where two curb ramps or a blended transition is required. The curb ramps will be reconstructed as directional curb ramps oriented in the direction of pedestrians crossing the side street and designed as per current ADA standards. The existing single curb ramps are located at both unmarked crosswalks and marked crosswalks across the side streets as listed in the tables below.

Curb ramp locations at unmarked crosswalks (See Attachment B):

Layout Plan No.	Curb Ramp No.	SR-62 Intersection Corner
L-1	6 & 7	SW & SE Cordoba Dr
L-2	44 & 45	SW & SE Raymond St
L-3	52, 53 & 54	NE, SW & SE Hamilton Ave
L-4	62 & 63	NW & NE Tahquitz Ave
L-5	66, 67, 68 & 69	NE, NW, SW & SE Ramona St
L-5	70, 71, 72 & 73	NE, NW, SW & SE Alessandra St
L-7	95	NE Thompson St
L-8	97 & 98	NW & NE Laursen St
L-10	104 & 105	NW & NE Mayflower St
L-11	113 & 114	NW & NE Las Flores Dr
L-13	133	NW 8th St
L-13	134	NW 6th St

Curb ramp locations at marked crosswalks (See Attachment B):

Layout Plan No.	Curb Ramp No.	SR-62 Intersection Corner
L-6	80	NW Harvard St
L-6	82, 83, 84 & 85	NW, NE, SW & SE Carmalita St
L-6	91	NE Buena Vista St
L-7	96	NE Thompson St
L-9	99	SE San Jacinto St
L-12	120, 121, 122 & 123	NW, NE, SW & SE Hemet St

Standard for which documentation is required:

Highway Design Manual (HDM), Chapter 100 – Basic Design Policies, Topic 105 – Pedestrian Facilities, Index 105.5 – Guidelines for the Location and Design of Curb Ramps, Section (2) – Location Guidelines: For reconstruction or new construction, a curb ramp or blended transition should serve each pedestrian crossing.

Reason for using nonstandard feature:

Pedestrian crossing is permitted across roadways at mid-block locations only with a marked crosswalk and at intersection locations with both marked and unmarked crosswalks unless crossings are prohibited by appropriate signage, pavement striping and/or physical barrier.

With the posted speed on the SR-74 conventional highway varying from 35 mph to 55 mph and an overall pavement width of over 48 feet, pedestrian crossings at SR-74 conventional highway will be provided at locations with marked crosswalks at signalized intersections with conventional pedestrian actuated signal systems. Although the directional curb ramps are oriented in the direction of pedestrian crossing the side street, it does not prohibit the pedestrians from crossing SR-74.

This approach of curb ramp design will provide safer accessibility for pedestrians crossing SR-74 at dedicated marked crosswalks with pedestrian actuated signal systems.

Added cost to make standard:

To provide curb ramps in the direction of pedestrian crossing SR-74 at each intersection, it would require the consideration of the following design and construction-related elements:

- Designing an additional directional curb ramp oriented in the direction of pedestrian crossing SR-74 and as per ADA standards.
- Designing a marked crosswalk as per MUTCD and ADA standards.
- Design of pedestrian actuated signal systems.
- Potential acquisition of additional right-of-way at each intersection corner as per the design of curb ramps for each pedestrian crossing.
- Increase in construction capital cost and corresponding support cost.

Roadway	***$1,435,000***
Structures	***$0***
Right of Way	***$205,000***
Total	***$1,640,000***

IIIB. Underlined Standard - Feature #2

Nonstandard feature(s):

Within the project limits, there are existing curb returns that will be maintained which cannot accommodate turning movements of either STAA or CA Legal design vehicles.

According to Caltrans Truck Network Map for District 8, SR-74 is designated as a State Highway Terminal Access Route within the project limits. The intersections along the terminal access route should be designed to accommodate the STAA design vehicle, however, it may not be necessary to provide for design vehicle turning movements at all intersections along the State route if the design vehicle route is restricted or it is not expected to use the cross street frequently. As concurred by the District Truck Manager, when the STAA design vehicle is not feasible, the intersections should provide for the California (CA) Legal design vehicle turning movements.

Based on the city of Hemet's General Plan 2030 – Chapter 4: Circulation, within the project limits, there are specific cross streets along SR-74 that are designated truck routes. Truck turning analysis is conducted only for those intersections with proposed curb ramp upgrades along existing curb return radii. The analysis has led to the identification of existing nonstandard curb returns that do not accommodate either the STAA or CA Legal design vehicle turning movement (See Attachment C).

The following table details the existing nonstandard feature locations and the direction of turning movement with the corresponding curb return radius.

SR-74 Intersection Corner	Truck Turning Direction	Exist Curb Return Radius
SE Sanderson Ave	EB Right Turn	17'
NW State St	WB Right Turn	15'
NE State St	NB Right Turn	5'
SW State St	SB Right Turn	12'
SE State St	EB Right Turn	12'

Standard for which documentation is required:

Highway Design Manual (HDM), Chapter 400 – Intersections at Grade, Topic 404 – Design Vehicles and Related Definitions, Index 404.4 – Guidelines for the Location and Design of Curb Ramps, Section (2) (b) – California Legal Design Vehicle: The California Legal Design Vehicle in Figures 404.5C and D should only be used when the STAA design vehicle is not feasible and with the concurrence from the District Truck Manager.

Reason for using nonstandard feature:

It is proposed to maintain the existing curb return radius for all the curb ramp locations. To accommodate a CA Legal Truck turn movement would require increasing the existing curb return radius which would lead to the following impacts to the curb ramp corner locations and the adjacent parcels.

SR-74 Intersection Corner	Impacts
SE Sanderson Ave	Additional R/W acquisition; relocation of existing traffic signal poles and electrical cabinets; relocation of gas station sign structure and modifying existing landscaping.
NW State St	Additional R/W acquisition; relocation of existing traffic signal poles and electrical cabinets.
NE State St	The existing building structure is located close to the back of sidewalk. There is no room to widen the curb return radius.
SW State St	The existing building structure is located close to the back of sidewalk. There is no room to widen the curb return radius.
SE State St	The existing building structure is located close to the back of sidewalk. There is no room to widen the curb return radius.

It is not anticipated that maintaining the nonstandard curb return radius would increase the number or severity of collisions.

Added cost to make standard:

To provide for standard curb returns to accommodate truck turning would require the following considerations:

- Widening the curb return at the SE corner of Sanderson Ave would require additional R/W acquisition; relocation of existing traffic signal poles and electrical cabinets; relocation of gas station sign structure and modifying existing landscaping.
- Widening the curb return at the NW corner of State St would require additional R/W acquisition; relocation of existing traffic signal poles and electrical cabinets. It is impossible to widen the other three corners at State St due to the existing building structure being located close to the back of sidewalk

- The process of acquiring any additional right of way to construct a wider curb return radius would delay the project schedule and place the project funding at risk.
- Construction of widened pavement section
- Realignment and restriping of existing crosswalk

Roadway	***$100,000***
Structures	***$0***
Right of Way	***$40,000***
Total	***$210,000***

3. TRAFFIC DATA

The scope of the project does not propose to increase the capacity or improve the operations of a facility to carry traffic, as such, forecasted traffic information is not needed.

4. COLLISION ANALYSIS

The District Traffic Operations Surveillance Region B unit generated the collision data for the route, within the project limits, on December 17, 2019. The Caltrans Traffic Accident Surveillance and Analysis System (TASAS) – Transportation System Network data was analyzed for a three- year period from October 1, 2016 to September 30, 2019.

According to the TASAS, Traffic Selective Accident Retrieval (TSAR) and Selective Accident Rate Calculation (Table B), the higher than statewide average three-year traffic accident history rates for these segments and intersections of SR-62 are shown in bold.

Summary of Collision Data: SR-74 PM 34.3/45.1

Actual Rates and Average Rates (# of Accidents/Million Vehicle Miles)										
Location Route 74			**Actual Accident Rates**			**Average Rates**				
			Fatal	**Fat+Inj**	**Total**	**Fatal**	**Fat+Inj**		**Total**	
PM 34.3/45.1			**0.050**	**1.21**	**1.80**	0.017	0.53		1.25	
Type of Collisions										
Head-on	**Side-swipe**	**Rear-End**	**Broadside**		**Hit-Object**	**Overturn**	**Auto-Ped**	**Other**	**Not Stated**	
4.0%	7.8%	33.6%	32.6%		10.7%	2.4%	8.3%	0.0%	0.0%	
Primary Collision Factors										
HBD	**FTC**	**FTY**	**IT**	**ESS**	**OV**	**ID**	**OTD**	**UNK**	**FA**	**NS**
7.9%	1.0%	27.8%	12.1 %	29.3 %	20.2 %	0.0%	1.0%	0.7%	0.0%	0.0%

HBD = Influence of Alcohol
FTC = Following Too Close
FTY = Failure to Yield
ID = Improper Driving
IT = Improper Turn
ESS = Speeding
OV = Other Violations
NS = Not Stated
OTD = Other Than Driver
UNK = Unknown
FA = Fell Asleep

The actual Fatal, Fatal + Injury and Total Accident rates are higher than the statewide average. Rear-End and Broadside are the most common types of collisions occurring within this

segment of the route. The most common Primary Collision factors are Failure to Yield and Speeding. Currently, there are other projects in construction phase within the project limits, such as 0N670 and 1E460, which aim to reduce the frequency and severity of cross median collisions. A review of the accident data based on the above table indicated that the recorded accidents are not related to the curb ramps.

Summary of Collision Data: SR-74 Sanderson Ave Intersection PM 38.48

Actual Rates and Average Rates (# of Accidents/Million Vehicle Miles)										
Location Route 74			Actual Accident Rates				Average Rates			
			Fatal	Fat+Inj		Total	Fatal	Fat+Inj		Total
PM 38.48			0.000	0.20		0.39	0.001	0.11		0.24
Type of Collisions										
Head -on	Side-swipe	Rear-End	Broadside		Hit-Object		Over turn	Auto-Ped	Other	Not Stated
0.0%	16.7%	44.4%	33.3%		5.6%		0.0%	0.0%	0.0%	0.0%
Primary Collision Factors										
HBD	FTC	FTY	IT	ESS	OV	ID	OTD	UNK	FA	NS
0.0%	5.6%	11.1%	27.8%	27.8%	27.8%	0.0%	0.0%	0.0%	0.0%	0.0%

The actual Fatal + Injury and Total Accident rate at Sanderson Ave are higher than the statewide average, but the actual Fatal rate is lower than the state average. Rear-End and Broadside are the most common types of collisions occurring near this intersection. The most common Primary Collision factors are Improper Turn, Speeding and Other Violations. A review of the accident data based on the above table indicated that the recorded accidents are not related to the truck turning movements. The Hit-Object type of collision is not related to the Traffic Signal poles at the corners of the intersection.

Summary of Collision Data: SR-74 State St Intersection PM 40.58

Actual Rates and Average Rates (# of Accidents/Million Vehicle Miles)										
Location Route 74			Actual Accident Rates				Average Rates			
			Fatal	Fat+Inj		Total	Fatal	Fat+Inj		Total
PM 40.58			0.000	0.30		0.45	0.017	0.11		0.24
Type of Collisions										
Head -on	Side-swipe	Rear-End	Broadside		Hit-Object		Overt urn	Auto-Ped	Other	Not Stated
4.8%	4.8%	42.9%	38.1%		9.5%		0.0%	0.0%	0.0%	0.0%
Primary Collision Factors										
HBD	FTC	FTY	IT	ESS	OV	ID	OTD	UNK	FA	NS
9.5%	0.0%	14.3%	14.3%	38.1%	19.0%	0.0%	0.0%	4.8%	0.0%	0.0%

The actual Fatal + Injury and Total Accident rate at State St is higher than the statewide average, but the actual Fatal rate is lower than statewide average. Rear-End and Broadside are the most common types of collisions occurring near this intersection. The most common Primary Collision factors are Speeding and Overturn. There is one Hit-Object type of collision which is related to the Traffic Signal pole based on the turning movement from the side street to west bound SR-74 direction. Due to the existing built environment of the location and the Right-of-Way limit, it is not possible to widen the curb return radii at this intersection.

Based on the review of the accident history, it is not expected that the non-standard features related to the Underlined Standard Feature #1 and #2 would increase the accident severity or frequency within the project limits.

5. FUTURE CONSTRUCTION

There is no future construction planned at the subject locations, but they may be added to future road improvement projects.

6. PROJECT REVIEWS, CONCURRENCE

The decision to implement the nonstandard features as described in this document have been reviewed and concurred by the following:

Sergio Avila,
ADA/FHWA District Design Liaison
Initials: SA Date: 2/11/2020

Haissam Yahya,
Traffic Operations Senior
Initials: HY Date: 02/11/2020

Yong Kim,
District Truck Access Manager
Initials: YK Date: 2/12/2020

7. ENVIRONMENTAL DETERMINATION/DOCUMENT

The project location is part of the National Highway System.

A federal environmental determination has been approved specifically for this project to comply with the *National Environmental Policy Act of 1969* (NEPA).

8. ATTACHMENTS

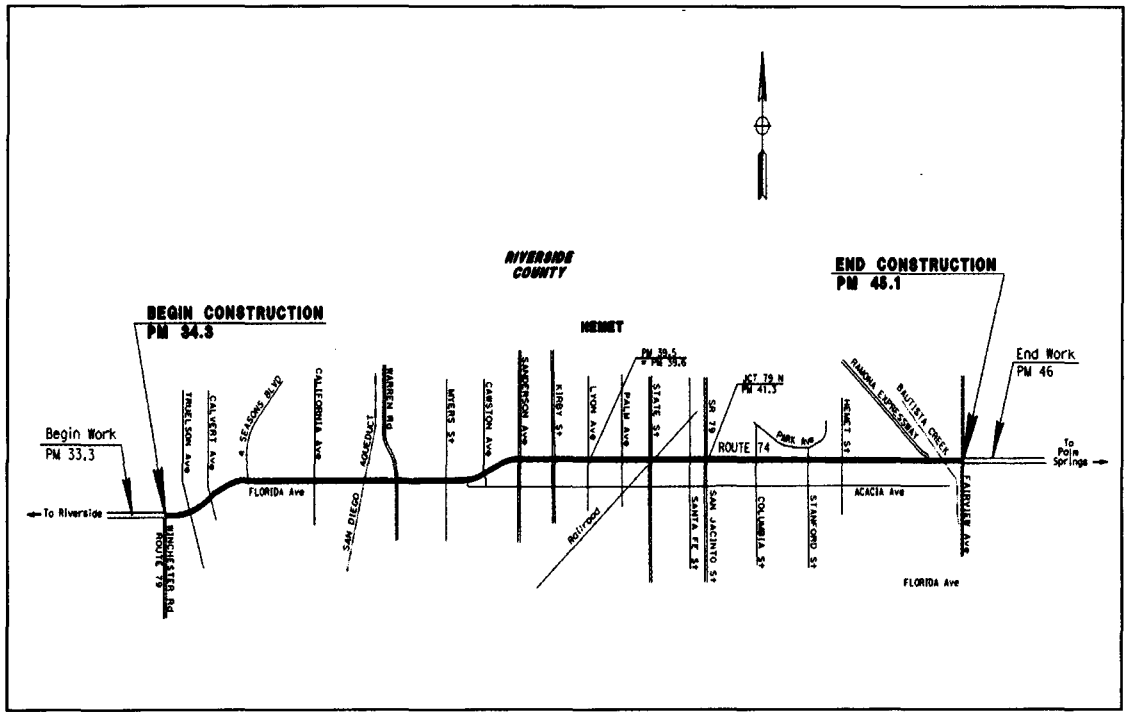
A – Vicinity Map

B – Preliminary Layout Plans

C – Truck Turn Exhibits

1. Sanderson Ave
2. State St

Attachment A
Vicinity Map



Attachment B
Preliminary Layout Plans

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

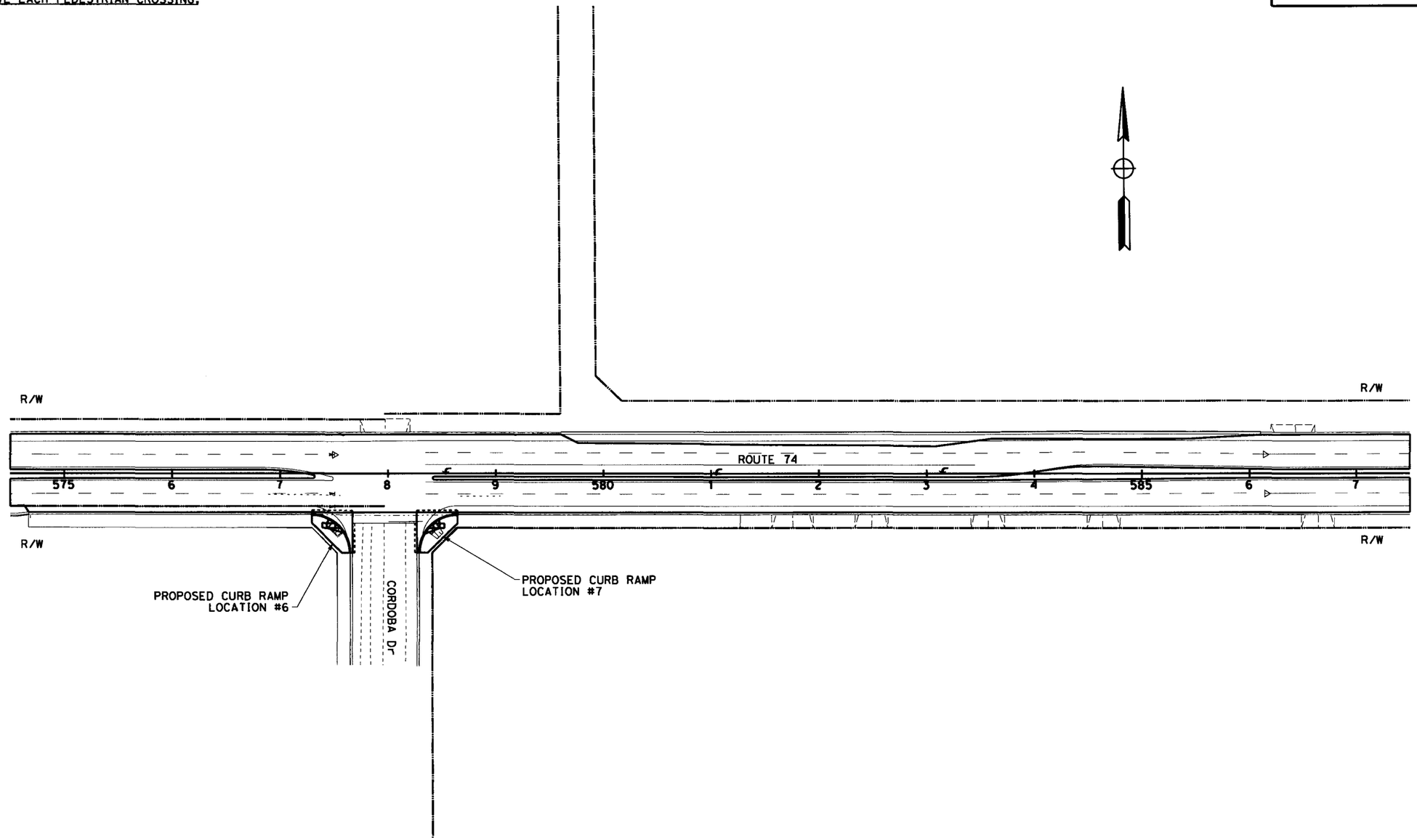
REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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

UNDERLINED STANDARD - FEATURE #1

HIGHWAY DESIGN MANUAL (HDM), CHAPTER 100, TOPIC 105, INDEX 105.5, SECTION (2), LOCATION GUIDELINES:

FOR RECONSTRUCTION OR NEW CONSTRUCTION, A CURB RAMP OR BLENDED TRANSITION SHOULD SERVE EACH PEDESTRIAN CROSSING.



LAYOUT
SCALE 1"=50'

L-1

CALCULATED-DESIGNED BY	KEDAR SAWANT
CHECKED BY	MIKE ROBERTS
FUNCTIONAL SUPERVISOR	JASON COLLADO
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN

REVISED BY	DATE REVISED

SCALE=> 100.000 FT / in.
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Pen Table => #PENTBLS#

LAST REVISION 04-01-16
DATE PLOTTED => 2/5/2020
TIME PLOTTED => 9:58:26 AM

BORDER LAST REVISED 7/2/2010

USERNAME => p001127F
DGN FILE => 1H060 01.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2254

PROJECT NUMBER & PHASE 0816000130

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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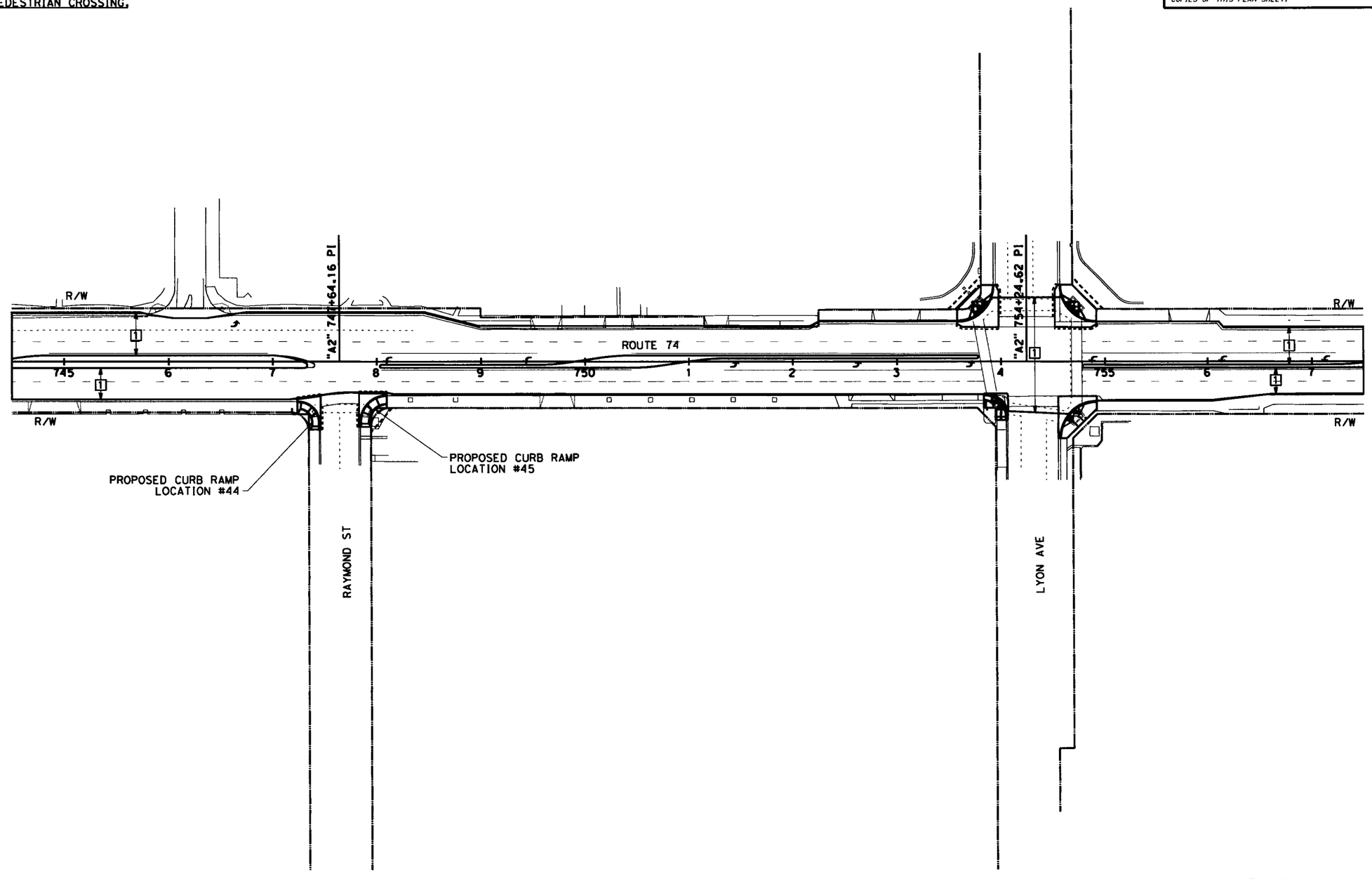
HIGHWAY DESIGN MANUAL (HDM), CHAPTER 100, TOPIC 105, INDEX 105.5, SECTION (2), LOCATION GUIDELINES:

FOR RECONSTRUCTION OR NEW CONSTRUCTION, A CURB RAMP OR BLENDED TRANSITION SHOULD SERVE EACH PEDESTRIAN CROSSING.



LAYOUT
SCALE 1"=50'

L-2

CALCULATED-DESIGNED BY	REVISED BY
CHECKED BY	DATE REVISED
KEDAR SAWANT	
MIKE ROBERTS	
FUNCTIONAL SUPERVISOR: JASON COLLADO	
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION: DESIGN	

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Pen Table => #PENTBL5#

LAST REVISION: DATE PLOTTED => 2/5/2020 04-01-16 TIME PLOTTED => 9:58:36 AM

BORDER LAST REVISED 7/2/2010 | USERNAME => p001127F | DGN FILE => 1H060 02.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2254 | PROJECT NUMBER & PHASE 0816000130

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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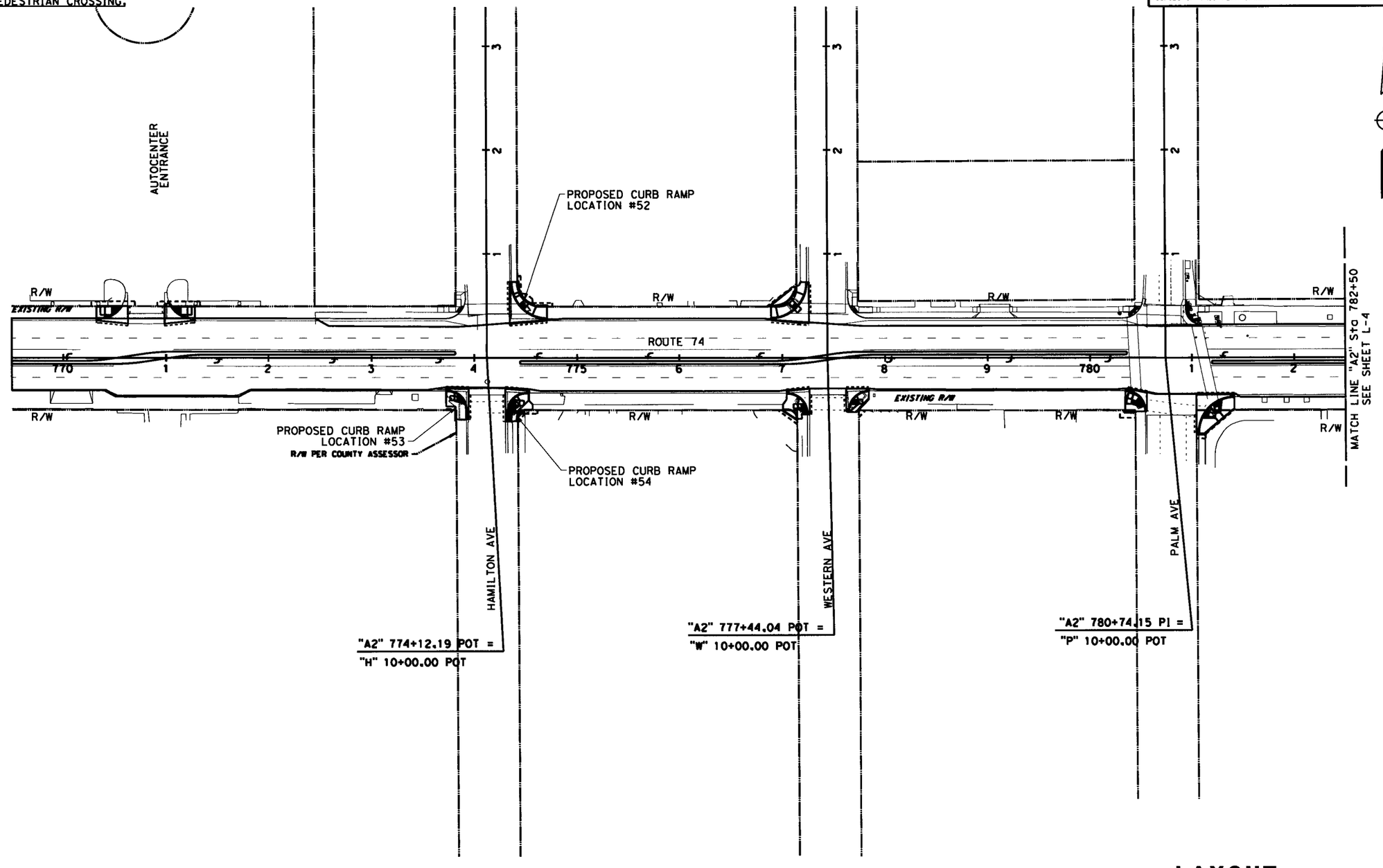
UNDERLINED STANDARD - FEATURE #1

HIGHWAY DESIGN MANUAL (HDM), CHAPTER 100, TOPIC 105, INDEX 105.5, SECTION (2), LOCATION GUIDELINES:

FOR RECONSTRUCTION OR NEW CONSTRUCTION, A CURB RAMP OR BLENDED TRANSITION SHOULD SERVE EACH PEDESTRIAN CROSSING.



LAYOUT

SCALE 1"=50'

L-3

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

SCALE=> 100.000 FT / in.
Driver Name => x $PLTDRVS$
Pen Table => $PENTBLS$

LAST REVISION 04-01-16 | DATE PLOTTED => 2/5/2020 | TIME PLOTTED => 10:58:07 AM

BORDER LAST REVISED 7/2/2010 | USERNAME => p001127F | DGN FILE => 1H060 03.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2254 | PROJECT NUMBER & PHASE 0816000130

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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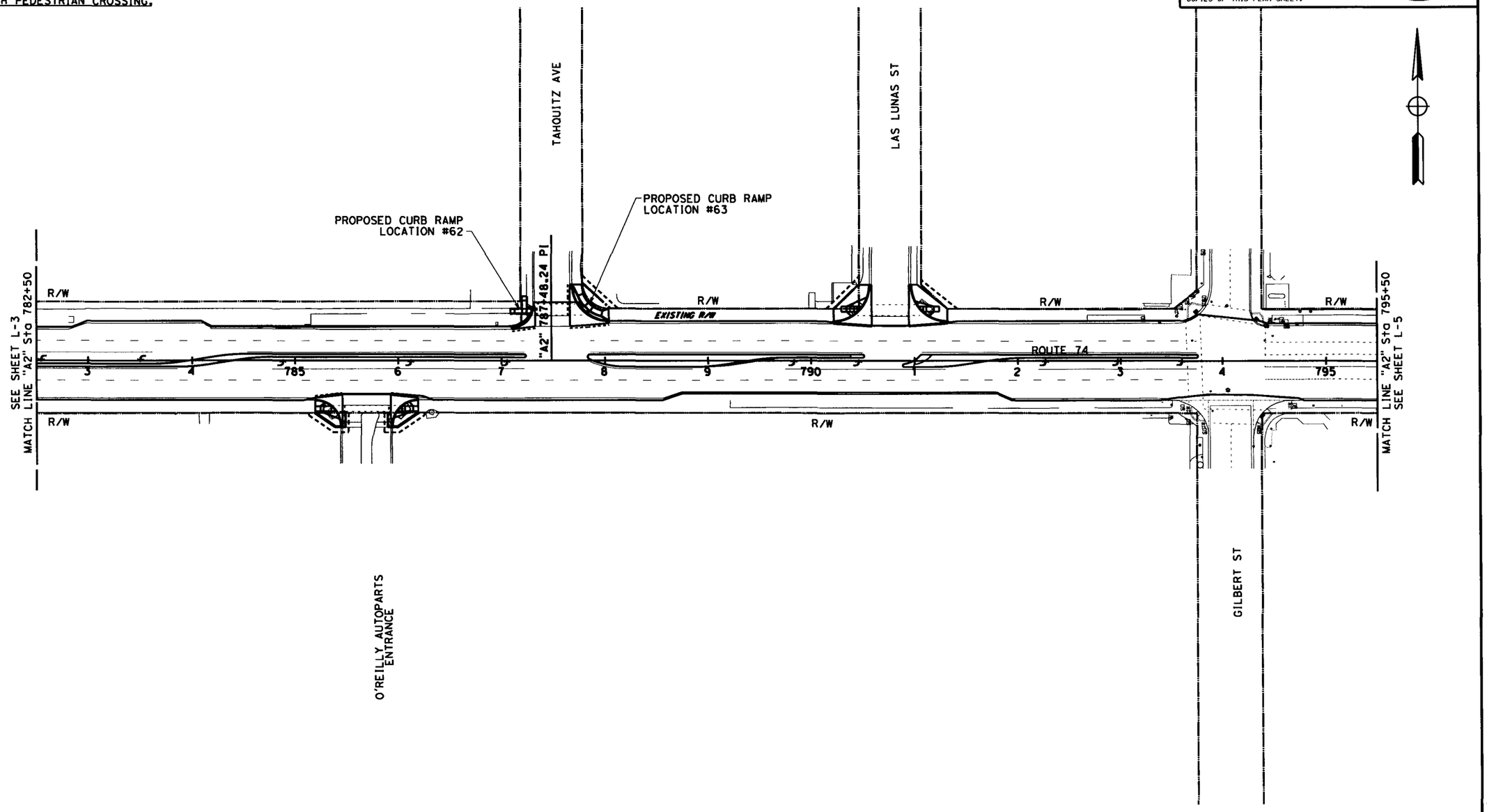
FOR RECONSTRUCTION OR NEW CONSTRUCTION, A CURB RAMP OR BLENDED TRANSITION SHOULD SERVE EACH PEDESTRIAN CROSSING.



LAYOUT
SCALE 1"=50'

L-4

	KEDAR SAWANT	REVISED BY	
	MIKE ROBERTS	DATE REVISED	
CALCULATED-DESIGNED BY			
CHECKED BY			
FUNCTIONAL SUPERVISOR	JASON COLLADO		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

SCALES=> 100.000 FT / in.
Driver Name => x #PLTDRVS#
Pen Table => #PENTBL5#

LAST REVISION 04-01-16
DATE PLOTTED => 2/5/2020
TIME PLOTTED => 9:58:58 AM

BORDER LAST REVISED 7/2/2010 | USERNAME => p001127F | DGN FILE => 1H060 04.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2254 | PROJECT NUMBER & PHASE 0816000130

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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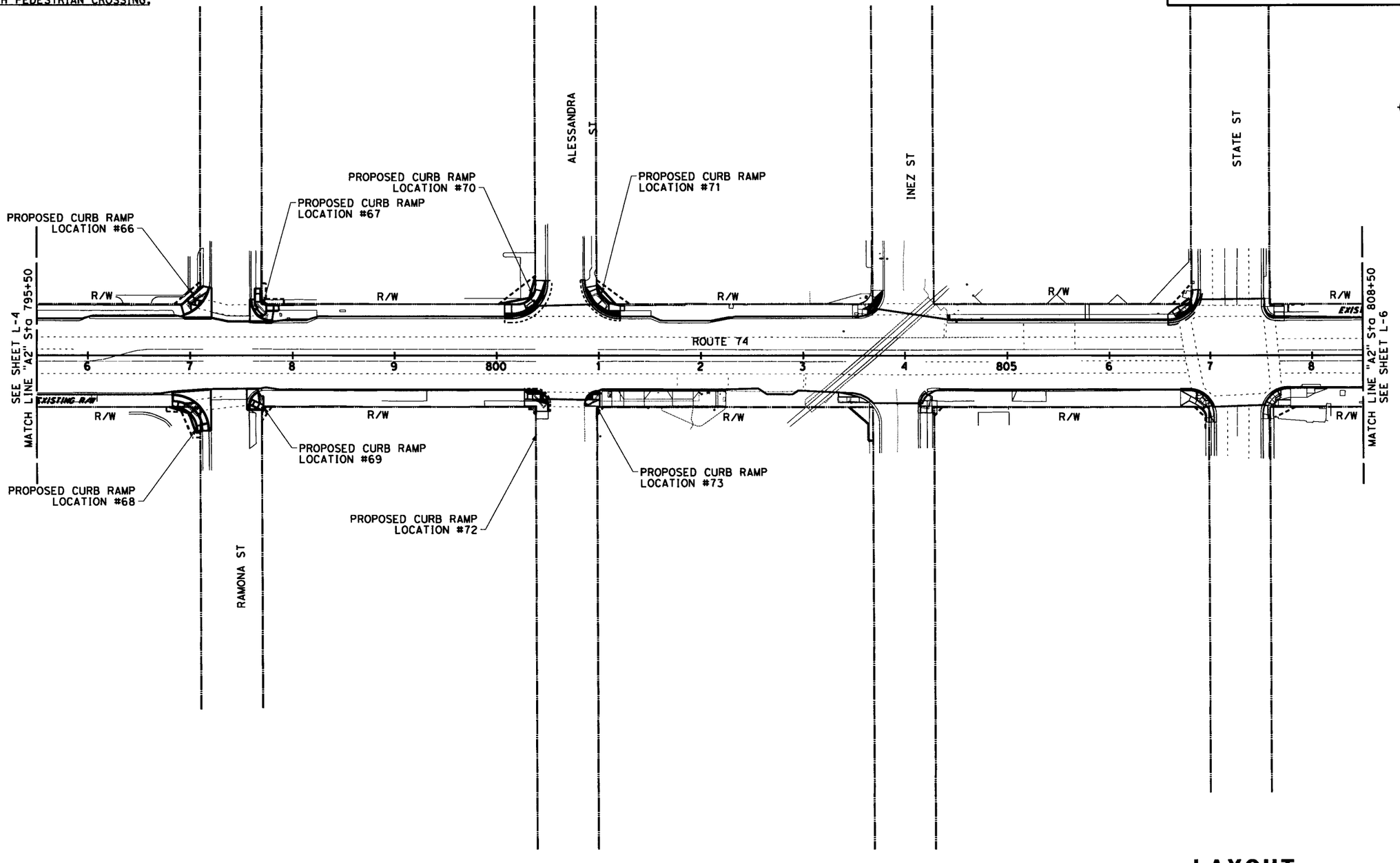

LAYOUT
SCALE 1"=50'

L-5

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

SCALE=> 100.000 FT / In.
Driver Name => x $PLTDRVS$
Pen Table => $PENTBL$

DATE PLOTTED => 2/5/2020
TIME PLOTTED => 9:59:09 AM
LAST REVISION 04-01-16

BORDER LAST REVISED 7/2/2010

USERNAME => p001127F
DGN FILE => 1H060 05.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2254

PROJECT NUMBER & PHASE 0816000130

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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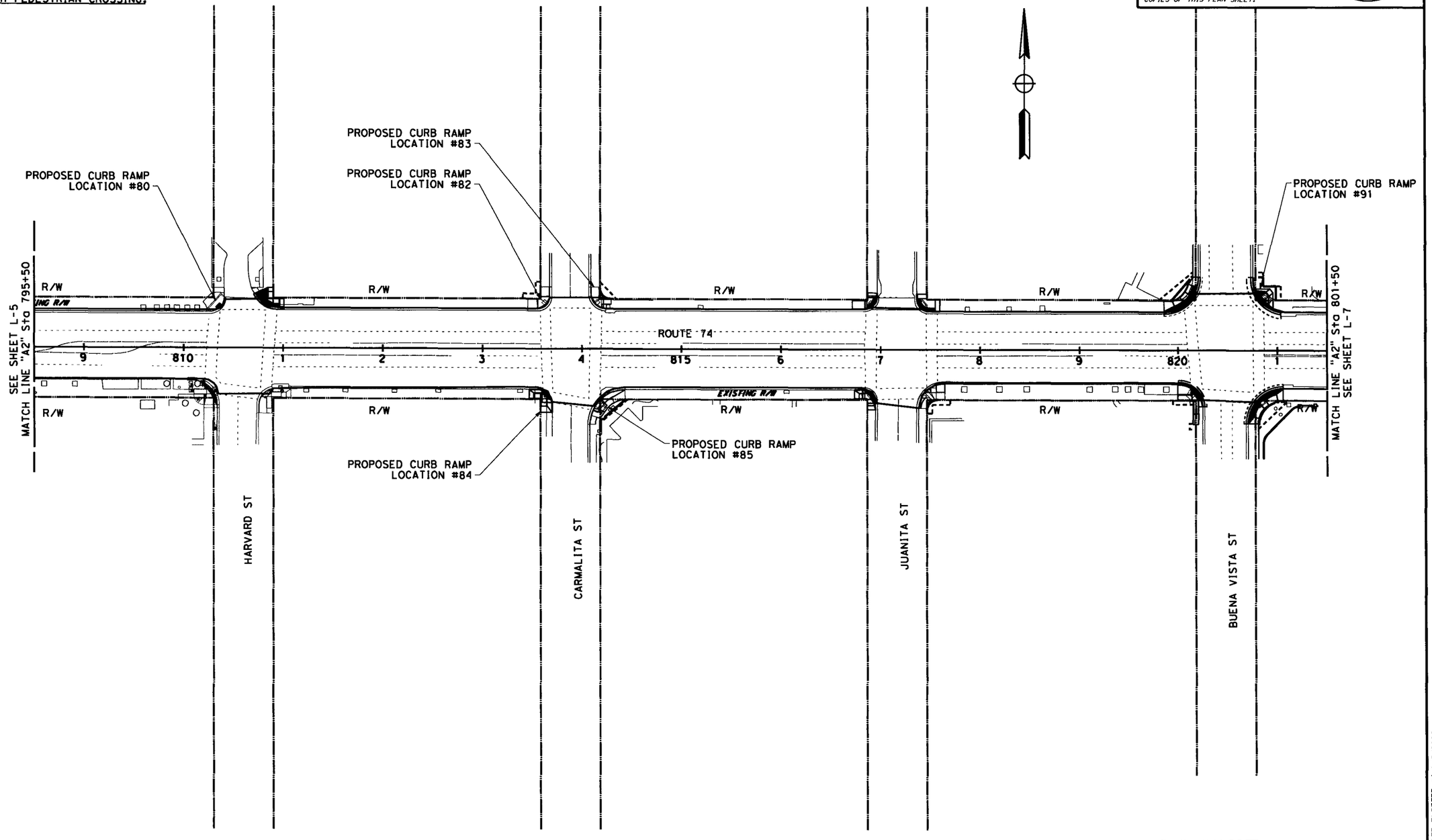
FOR RECONSTRUCTION OR NEW CONSTRUCTION, A CURB RAMP OR BLENDED TRANSITION SHOULD SERVE EACH PEDESTRIAN CROSSING.



LAYOUT

SCALE 1"=50'

L-6

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY			
CHECKED BY	MIKE ROBERTS	DATE REVISED			
FUNCTIONAL SUPERVISOR	JASON COLLADO				
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN				

SCALE=> 100.000 FT / in.
Driver Name => x #PLTDRVS#
Pen Table => #PENTBLS#

LAST REVISION 04-01-16
DATE PLOTTED => 2/5/2020
TIME PLOTTED => 9:59:17 AM

BORDER LAST REVISED 7/2/2010

USERNAME => p001127F
DGN FILE => 1H060 06.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2254

PROJECT NUMBER & PHASE 0816000130

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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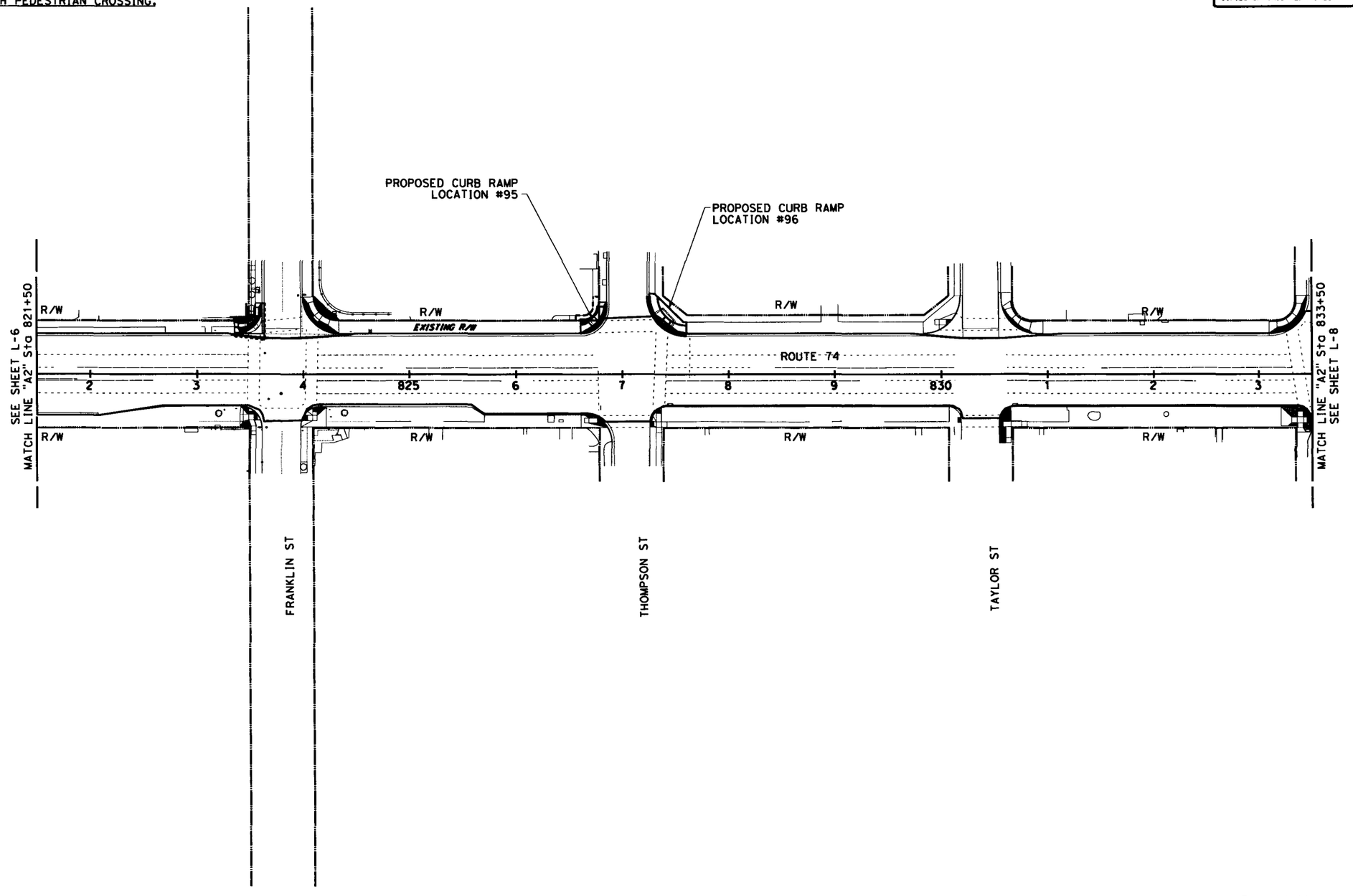

LAYOUT
SCALE 1"=50'

L-7

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

SCALE=> 100.000 FT / in.
Driver Name => x @PLTDRVS8
Pen Table => @PENTBLS8

LAST REVISION
DATE PLOTTED => 2/5/2020
TIME PLOTTED => 9:59:25 AM

BORDER LAST REVISED 7/2/2010

USERNAME => p001127F
DGN FILE => 1H060 07.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2254

PROJECT NUMBER & PHASE 0816000130

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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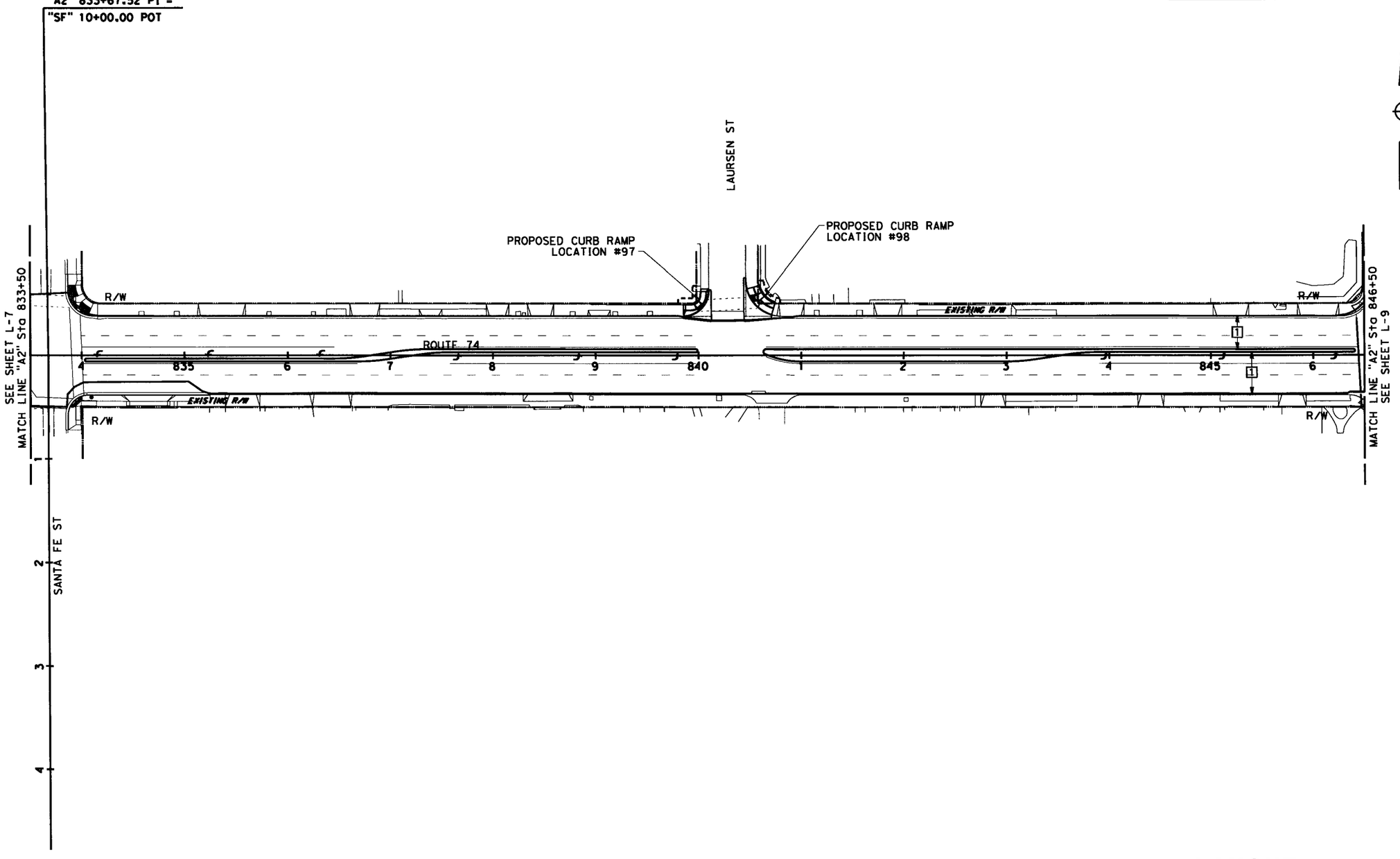
FOR RECONSTRUCTION OR NEW CONSTRUCTION, A CURB RAMP OR BLENDED TRANSITION SHOULD SERVE EACH PEDESTRIAN CROSSING.



LAYOUT
SCALE 1"=50'

L-8

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEDAR SAWANT
CHECKED BY: MIKE ROBERTS
FUNCTIONAL SUPERVISOR: JASON COLLADO
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

SCALE=> 100.000 FT / in.
Driver Name => x #PLTDRVS#
Pen Table => #PENTBL5#

LAST REVISION 04-01-16
DATE PLOTTED => 2/5/2020
TIME PLOTTED => 9:59:35 AM

BORDER LAST REVISED 7/2/2010
USERNAME => p001127F
DGN FILE => 1H060 08.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 2254
PROJECT NUMBER & PHASE 0816000130

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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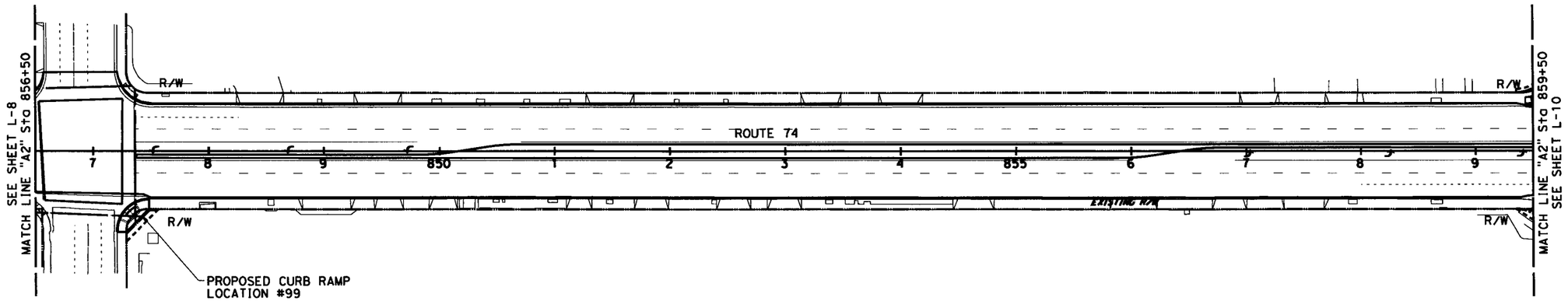
FOR RECONSTRUCTION OR NEW CONSTRUCTION, A CURB RAMP OR BLENDED TRANSITION SHOULD SERVE EACH PEDESTRIAN CROSSING.



LAYOUT
SCALE 1"=50'

L-9

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEDAR SAWANT
CHECKED BY: MIKE ROBERTS
FUNCTIONAL SUPERVISOR: JASON COLLADO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

SCALE=> 100.000 FT / in.
Driver Name => x #PLTDRVS#
Pen Table => #PENTBL5#

LAST REVISION 04-01-16
DATE PLOTTED => 2/5/2020
TIME PLOTTED => 9:59:47 AM

BORDER LAST REVISED 7/2/2010
USERNAME => p001127F
DGN FILE => 1H060 09.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 2254
PROJECT NUMBER & PHASE 0816000130

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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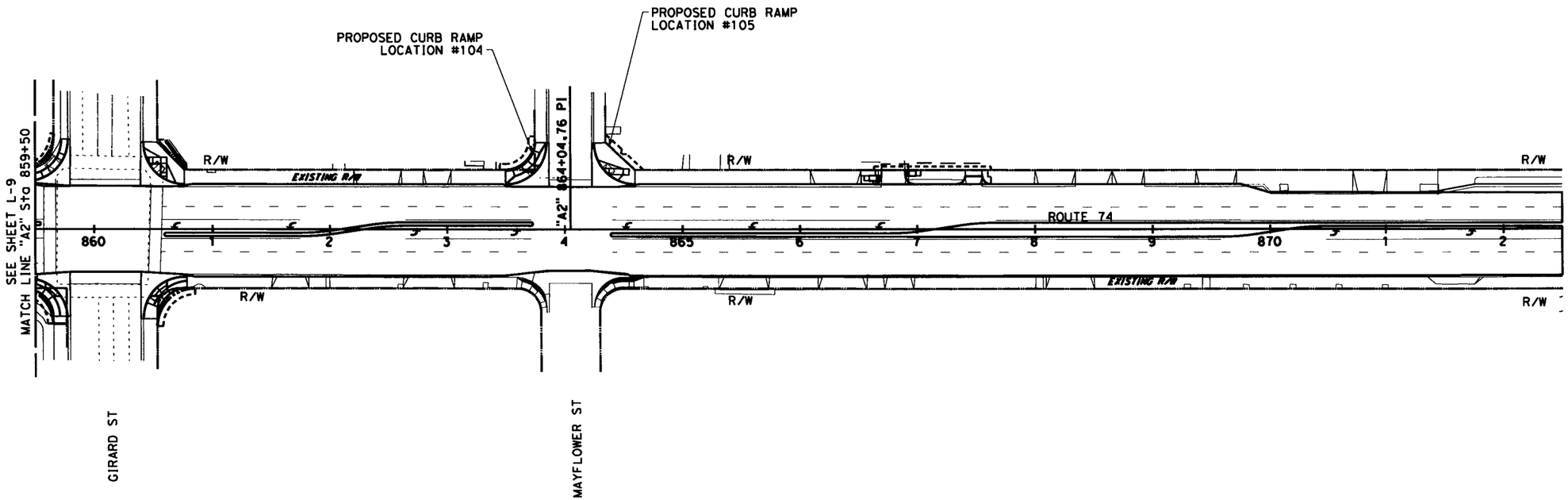
FOR RECONSTRUCTION OR NEW CONSTRUCTION, A CURB RAMP OR BLENDED TRANSITION SHOULD SERVE EACH PEDESTRIAN CROSSING.



LAYOUT
SCALE 1"=50'

L-10

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

SCALE=> 100.000 FT / In.
Driver Name => x @PLTDRVS@
Pen Table => @PENTBL5@

LAST REVISION 04-01-16
DATE PLOTTED => 2/5/2020
TIME PLOTTED => 9:59:57 AM

BORDER LAST REVISED 7/2/2010
USERNAME => p001127F
DGN FILE => 1H060 10.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 2254
PROJECT NUMBER & PHASE 0816000130

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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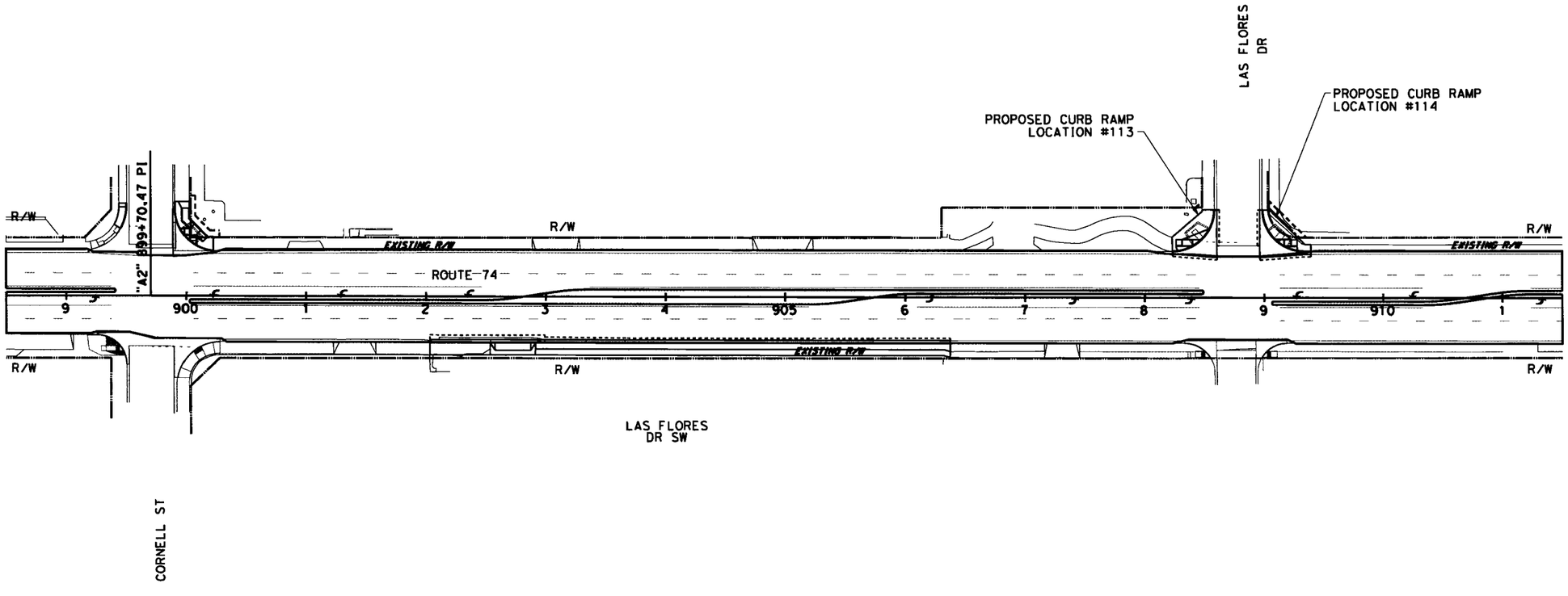
FOR RECONSTRUCTION OR NEW CONSTRUCTION, A CURB RAMP OR BLENDED TRANSITION SHOULD SERVE EACH PEDESTRIAN CROSSING.



LAYOUT
SCALE 1"=50'

L-11

CALCULATED-DESIGNED BY	KEDAR SAWANT	REVISED BY	
CHECKED BY	MIKE ROBERTS	DATE REVISED	
FUNCTIONAL SUPERVISOR	JASON COLLADO		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

SCALE=> 100.000 FT / in.
Driver Name => x #PLTDRV$$
Pen Table => #PENTBL$$

LAST REVISION 04-01-16
DATE PLOTTED => 2/5/2020
TIME PLOTTED => 10:00:05 AM

BORDER LAST REVISED 7/2/2010

USERNAME => p001127F
DGN FILE => 1H060 11.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2254

PROJECT NUMBER & PHASE 0816000130

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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UNDERLINED STANDARD - FEATURE #1

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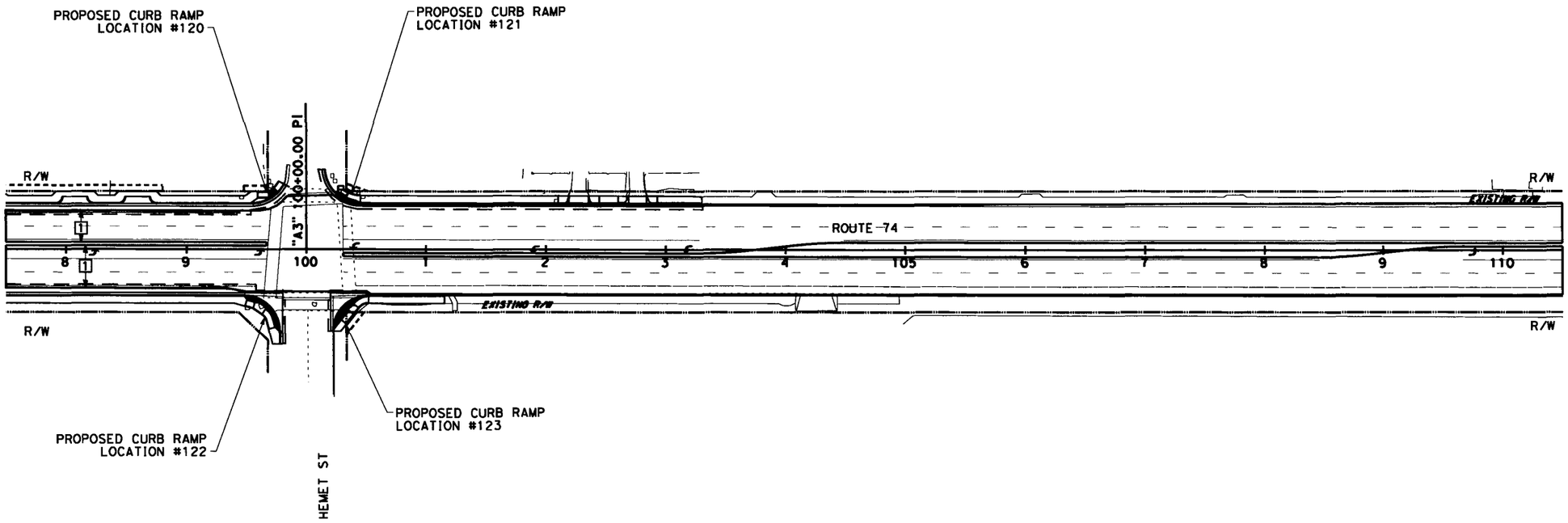
FOR RECONSTRUCTION OR NEW CONSTRUCTION, A CURB RAMP OR BLENDED TRANSITION SHOULD SERVE EACH PEDESTRIAN CROSSING.



LAYOUT

SCALE 1"=50'

L-12

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEDAR SAWANT
CHECKED BY: MIKE ROBERTS
FUNCTIONAL SUPERVISOR: JASON COLLADO
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

SCALE=> 100.000 FT / in.
Driver Name => x @PLTDRVS@
Pen Table => @PENTBLS@

LAST REVISION 04-01-16 | DATE PLOTTED => 2/5/2020 | TIME PLOTTED => 10:00:11 AM

BORDER LAST REVISED 7/2/2010

USERNAME => p001127F
DGN FILE => 1H060 12.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2254

PROJECT NUMBER & PHASE 0816000130

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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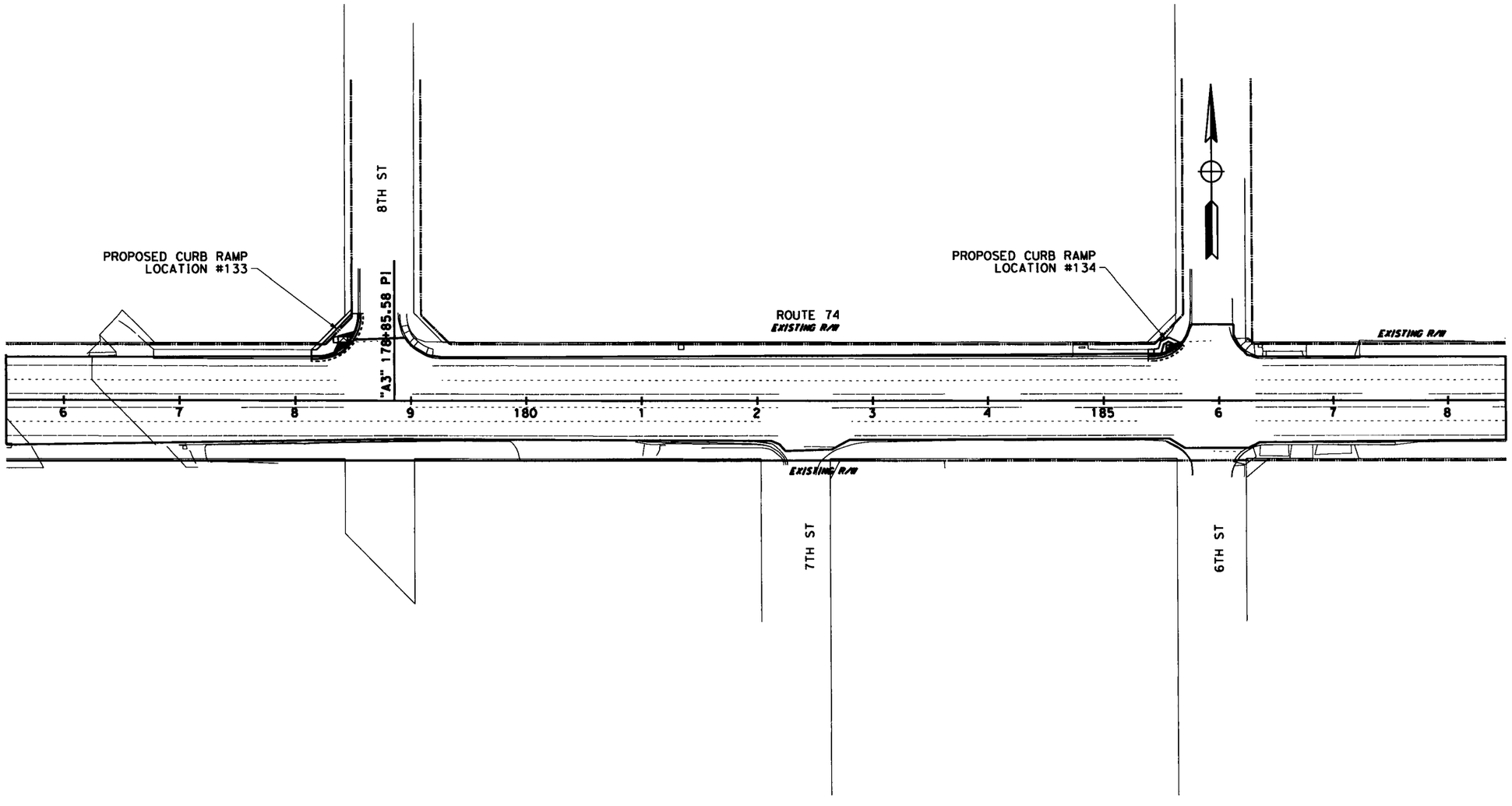
FOR RECONSTRUCTION OR NEW CONSTRUCTION, A CURB RAMP OR BLENDED TRANSITION SHOULD SERVE EACH PEDESTRIAN CROSSING.



LAYOUT
SCALE 1"=50'

L-13

REVISED BY		CALCULATED-DESIGNED BY	KEDAR SAWANT
DATE REVISED		CHECKED BY	MIKE ROBERTS
FUNCTIONAL SUPERVISOR	JASON COLLADO		
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN		

SCALE=> 100.000 FT / in.
Driver Name => x #PLTDRVS6
Pen Table => #PENTBLS6

LAST REVISION DATE PLOTTED => 2/5/2020
04-01-16 TIME PLOTTED => 10:00:18 AM

BORDER LAST REVISED 7/2/2010

USERNAME => p001127F
DGN FILE => 1H060 13.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2254

PROJECT NUMBER & PHASE 0816000130

Attachment C
Truck Turning Exhibits

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER — DATE 01/13/20

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — MICHAEL L. ROBERTS — No. C64413 — Exp. 06/30/21 — CIVIL — STATE OF CALIFORNIA

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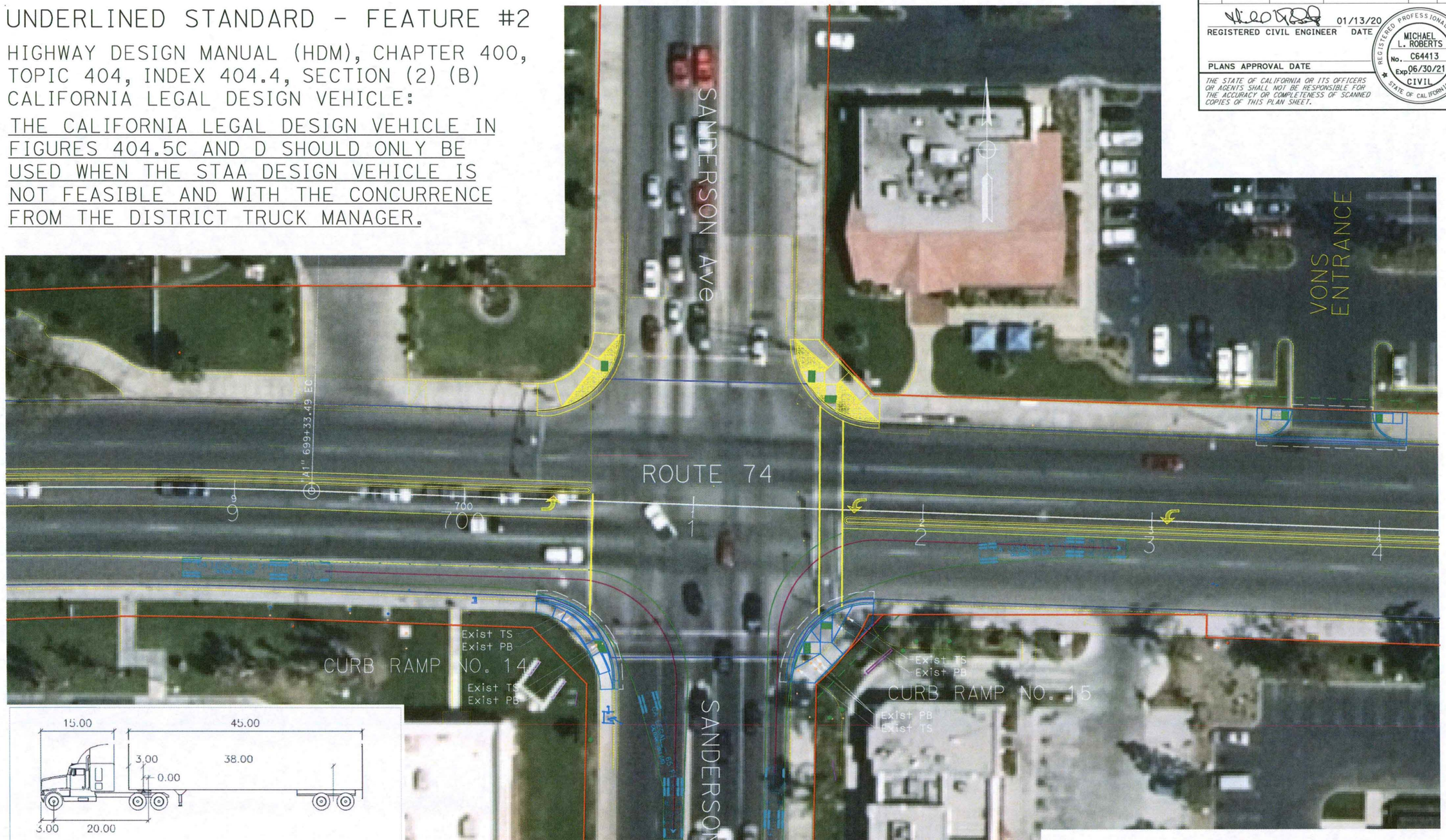
UNDERLINED STANDARD - FEATURE #2

HIGHWAY DESIGN MANUAL (HDM), CHAPTER 400, TOPIC 404, INDEX 404.4, SECTION (2) (B) CALIFORNIA LEGAL DESIGN VEHICLE:

THE CALIFORNIA LEGAL DESIGN VEHICLE IN FIGURES 404.5C AND D SHOULD ONLY BE USED WHEN THE STAA DESIGN VEHICLE IS NOT FEASIBLE AND WITH THE CONCURRENCE FROM THE DISTRICT TRUCK MANAGER.



CA LEGAL-50

feet

Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 26.3
Tractor Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

ATTACHMENT
TRUCK TURN EXHIBIT
SANDERSON Ave
SCALE 1"=20'

EXH-1

CALCULATED-DESIGNED BY	KEDAR SAWANT
CHECKED BY	MIKE ROBERTS

REVISED BY	DATE REVISED

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans®

DESIGN

FUNCTIONAL SUPERVISOR: JASON COLLADO

SCALE=> $SCALE$
Driver Name => x x $PLTDRVS$
Pen Table => $PENTBLS$

LAST REVISION | DATE PLOTTED => $DATE$ | 04-01-16 | TIME PLOTTED => $TIME$

BORDER LAST REVISED 7/2/2010

USERNAME => $USER
DGN FILE => $REQUEST

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 2254

PROJECT NUMBER & PHASE 0816000130

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	Riv	74	34.3/45.1	XX	XX

REGISTERED CIVIL ENGINEER — 01/13/20 DATE

MICHAEL L. ROBERTS No. C64413 Exp. 06/30/21 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

PLANS APPROVAL DATE

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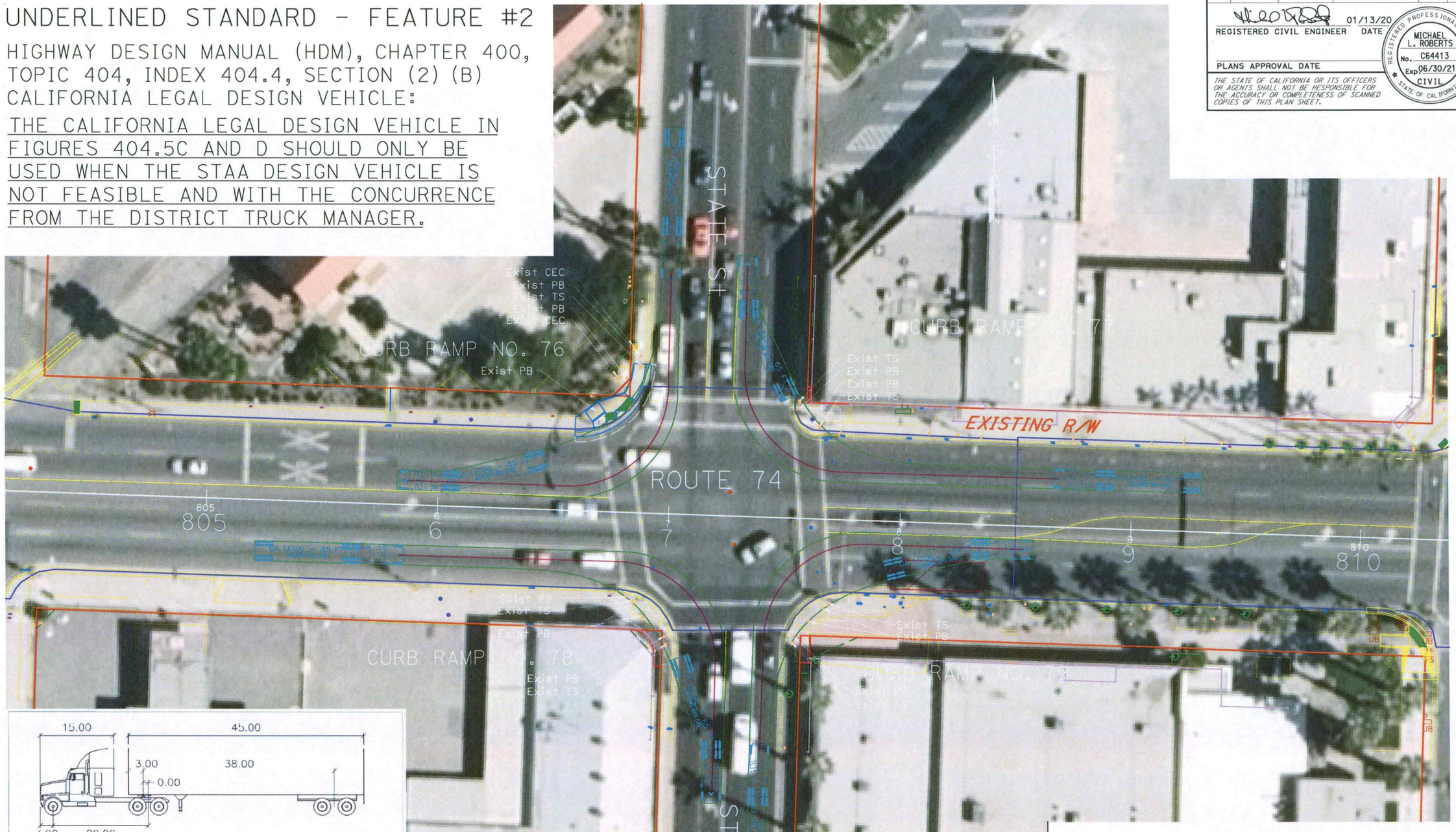

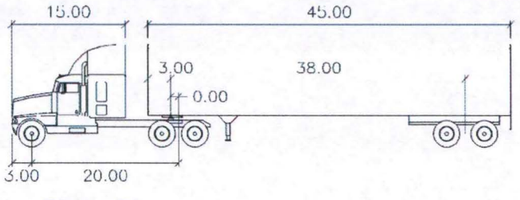

CA LEGAL-50

feet

Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 26.3
Tractor Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

ATTACHMENT
TRUCK TURN EXHIBIT
STATE St
SCALE 1"=20'

EXH-2

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: KEDAR SAWANT
CHECKED BY: MIKE ROBERTS
FUNCTIONAL SUPERVISOR: JASON COLLADO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

SCALE:=> $SCALE$
Driver Name => $PLTDRVS$
Pen Table => $PENTBLS$

LAST REVISION: DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
04-01-16

BORDER LAST REVISED 7/2/2010 | USERNAME => $USER | DGN FILE => $REQUEST | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 2254 | PROJECT NUMBER & PHASE 0816000130

ATTACHMENT O
PRSM QUANTITIES

Project: 0816000130 - CORRIDOR IMPROVEMENTS - *Properties - Main - Construction Quantities*

General

M200 Note	: Must enter values for these fields when M200 is reached
Aggregate Base (CY)	0
Asphalt Concrete (TON)	77,280
Bar Reinforcing Steel (LB)	0
Imported Borrow (CY)	0
Portland Cement Concrete (CY)	2,850
Roadway Excavation (CY)	1,400
Structural Concrete (CY)	0
Structural Steel (LB)	0

Save | Save And Return | Return