ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
SBD-40 Needles Regrade Median - Multiphase A&E (08-0R141)

Resolution _____
(will be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☒ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the *SBD-40 Needles Regrade Median - Multiphase A&E (08-0R141)*, effective on, _____(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 May 13, 2020 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *SBD-40 Needles Regrade Median - Multiphase A&E (08-0R141)*, 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-20-40, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated 05/13/2020
- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Caltrans agrees to secure funds for any additional costs of the project.

4.6 Caltrans agrees to report on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.

4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

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

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

SBD-40 Needles Regrade Median - Multiphase A&E (08-0R141)

Resolution SHOPP-P-2021-05B

01/28/2021
Date

Michael D. Beauchamp
District Director
California Department of Transportation

3/4/2021
Date

Toks Omishakin
Director
California Department of Transportation

04/05/21
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:	02/21/21 10:28:37 AM
District	**EA**	**Project ID**		**PPNO**	**Project Manager**	
08	0R141	0815000200		3002W	GHONIM, AHMED	
County	**Route**	**Begin Postmile**	**End Postmile**	**Implementing Agency**		
SBD	40	R 100.0	R 125.0	PA&ED	Caltrans	
				PS&E	Caltrans	
				Right of Way	Caltrans	
				Construction	Caltrans	

Project Nickname

SBD 40 NEEDLES REGRADE MEDIAN - MULTIPHASE A&E

Location/Description

Near Needles, from Essex Road Overcrossing to 4.5 miles east of Homer Wash Bridge. Regrade median cross slopes.

Legislative Districts					
Assembly:	33	**Senate:**	16	**Congressional:**	08

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Safety					0	Collisions Reduced
Programmed Condition	Safety				41	41	Collisions Reduced

Project Milestones	**Actual**	**Planned**
Project Approval and Environmental Document Milestone	11/25/20	
Right of Way Certification Milestone		05/03/21
Ready to List for Advertisement Milestone		06/03/21
Begin Construction Milestone (Approve Contract)		02/04/22

FUNDING (Allocated amounts are shaded) ****** Current Year Project – Total Allocated/Programmed Costs ******

Component	Fiscal Year	SHOPP					Total
PA&ED	18/19	3,300					3,300
PS&E	19/20	1,850					1,850
RW Support	19/20	300					300
Const Support	20/21	3,500					3,500
RW Capital	18/19	5,006					5,006
Const Capital	20/21	25,500					25,500
Total		39,456					39,456

Project Report

For Project Approval

On Route 40

Between Essex Road Overcrossing (PM R100.0)

And 4.5 miles east of Homer Wash Bridge (PM R125.0)

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:

AHMED GHONIM, Project Manager

JAMAL ELSALEH, Deputy District Director, Design

DAVID BRICKER, Deputy District Director, Environmental Planning

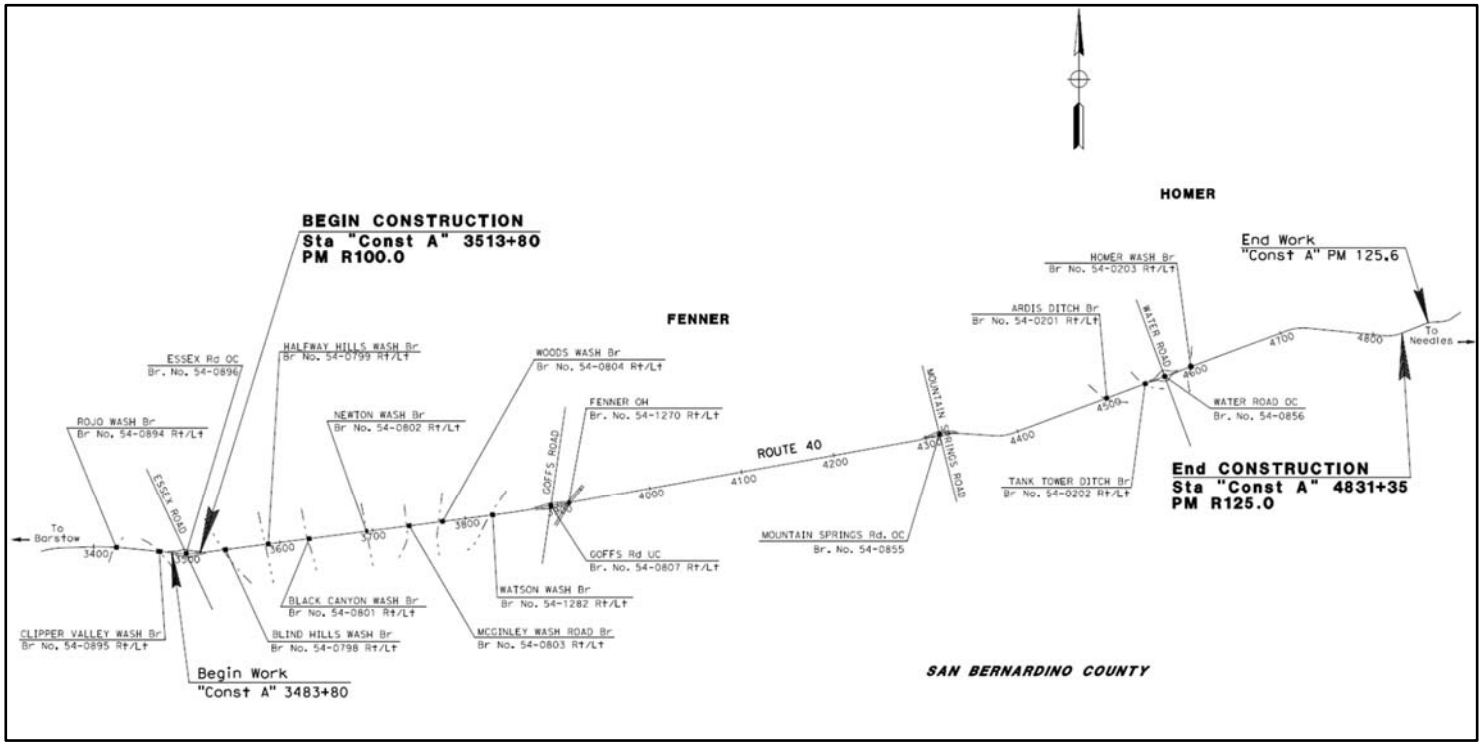
CATALINO A. PINING III, Deputy District Director, Traffic Operations

PROJECT APPROVED:

MICHAEL D. BEAUCHAMP, District Director

Date

Vicinity Map



On Route 40 in San Bernardino County from Essex Road Overcrossing to 4.5 miles east of Homer Wash Bridge

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.

REGISTERED CIVIL ENGINEER *DATE*

CONCURRED BY:

CUONG TRAN, Oversight Design Manager *DATE*

Contents

1. INTRODUCTION

Project Description:

The project is located on Interstate 40 (I-40), in San Bernardino County, from the Essex Road Overcrossing in the community of Fenner (PM R100.0) to 4.5 miles east of Homer Wash Bridge (PM R125.0). The scope of this project is to regrade the existing median cross slopes within the 30 feet wide Clear Recovery Zone (CRZ) to 10:1 or flatter, drainage modifications, and replace Metal Beam Guardrails (MBGR) with Midwest Guardrail Systems (MGS). The existing median cross slope vary from 6:1 to 2:1 or steeper. Refer to Attachment A for the Title Sheet and to Attachment B for the Typical Cross Sections.

The project is classified as 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 increase traffic capacity. Refer to Attachment D for the Project Development Category Approval memo.

Project Limits	08-SBd-40 PM R100.0/R125.0	
Number of Alternatives	1 Build Alternative, 1 No Build Alternative	
	Current Cost Estimate:	**Escalated Cost Estimate:**
Capital Outlay Support	$7,850,000	$9,600,000
Capital Outlay Construction	$20,092,400	$21,856,175
Capital Outlay Right of Way	$2,200,000	$2,200,000
Funding Source	2020 SHOPP – 201.015	
Funding Year	FY 2020/2021	
Type of Facility	4-Lane Freeway	
Number of Structures	0	
SHOPP Project Output	25.0 Miles of re-grading median cross slope	
Environmental Determination or Document	Initial Study (IS) for California Environmental Quality Act (CEQA)/Categorical Exclusion (CE) for National Environmental Policy Act (NEPA)	
Legal Description	On I-40 in San Bernardino County, from Essex Road to 4.5 miles east of Homer Wash Bridge.	
Project Development Category	4B	

2. RECOMMENDATION

It is recommended that the Project Report (PR) be approved and authorization be granted to proceed with the preparation of Plans, Specifications, and Estimate (PS&E).

3. BACKGROUND

Project History

This safety improvement project was initiated by Caltrans District 8 Traffic Operations Division through the Project Initiation Proposal (PIP) No. 3702 which was approved on May 26, 2011. A Project Study Report (PSR) was approved on June 30, 2015, which provided conceptual approval of the PIP and recommendation to fund the project under the State Highway Operation and Protection Program (SHOPP) Collision Severity Reduction Program (20.XX.201.015). Refer to Attachment F for the PIP and to Attachment N for the PSR signature page.

An analysis of accident data from the Traffic Accident Surveillance and Analysis System (TASAS) has shown a history of run-off-the-road incidents in the median on this segment of I-40. The advisory standard for median cross slope inside the CRZ is 10:1 or flatter and the existing median slopes are 6:1 and steeper. To improve the safety of the traveling public, Caltrans District 8 Traffic Operations Division recommends improving the median by providing flatter median slopes within the project limits, which is expected to reduce the number and severity of collisions in the median.

There is a total of six projects initiated to provide a flatter median cross slope to improve safety along the entire segment of Interstate 40 in the State of California from PM 0 to PM 154.6. The projects are 0R120 (PM R0.0/R25.0), 0R170 (PM R25.0/R50.0), 0R160 (PM R50.0/R75.0), 0R150 (R75.0/R100.0), and 0R142 (R125.0/R154.6). This project (0R141) and 0R170 are in the PA&ED phase. 0R120 has been constructed, 0R142 is scheduled to begin construction in 2020, and the remaining projects are in construction.

Community Interaction

Caltrans makes it a priority to engage the public, stakeholders, the media and others on any project that the Department is developing. This generally includes one or more of the following actions: holding and attending public meetings, meeting with partner agencies, sending out virtual notifications via social media and/or emails, and sending out notification letters to partner agencies.

Caltrans District 8 External Affairs will develop a comprehensive outreach plan prior to construction to ensure that the public and our partners are aware of the project and it’s impacts. These efforts will ensure an equitable delivery process by incorporating the input from those who are within the project limits.

No public outreach events have been scheduled and none are currently planned for this project. This project is not located near or within an area with any development. There is no known opposition to the proposed project from local agencies and/or the general public.

Existing Facility

I-40 is a major transcontinental transportation corridor linking Southern California to the East Coast. The I-40 begins at the Interstate 15 junction near Barstow and spans through portions of California, Arizona, New Mexico, Texas, Oklahoma, Arkansas, Tennessee and ends in North Carolina. The segment of the I-40 within the State of California is 154.6 miles long and is entirely within Caltrans District 8.

The I-40 within California traverses through the cities of Barstow and Needles, and the communities of Daggett, Newberry Springs, Ludlow and Fenner. The I-40 provides for the safe and efficient interregional and interstate mobility of people. The I-40 also carries high volumes of truck traffic transporting goods across the nation and serves significant recreational trips to the Mojave Desert, Colorado River and Laughlin, and Nevada destinations.

Within the project limits, the existing facility is a four-lane divided freeway. The existing four mixed-flow lanes are 12 feet wide. Rumble strips are present along both the inside and outside shoulders of the existing freeway. The existing dirt median has a varying width ranging from 100 to 200 feet and is unpaved beyond the inside 5 to 10 feet wide paved shoulders. The outside shoulder width is 10 feet. Existing right of way width varies between 200 to 400 feet on both sides.

The Federal Functional Classification (FFC) for the entire portion of Route 40 in California is Interstate. It is included in the Surface Transportation Assistance Act (STAA) national network for oversized trucks. It is included in the Strategic Highway Corridor Network serving:

- The Fort Irwin National Training Center
- The Goldstone Deep Space Tracking Center
- The Marine Corps Logistic Base near Barstow
- The Marine Corps Air Ground Combat Center

4. PURPOSE AND NEED

Purpose:

The purpose of this median regrade project is to improve the median conditions by providing a gently sloping area beyond the edge of the traveled way which affords any driver of an errant vehicle the opportunity to regain control and reduce the number and severity of accidents that occur within the median.

Need:

In its current condition, within the proposed project limits, the dirt median is in need of improvement due to the existing slopes of 6:1 or steeper. As a result, this segment of the I-40 has “overturn” accidents reported in recent years.

Re-grading the existing median to a recoverable and traversable flatter slope is expected to provide an errant driver the opportunity to regain control, avoid collision, and return to the freeway. Current median cross slope standards require a median gradient of 10:1 or flatter; 20:1 being preferred.

4A. Problem, Deficiencies, Justification

The current condition of the I-40 median, where some slopes are 6:1 or steeper, make it non-traversable and difficult for an errant vehicle to recover. Current median cross slope standards require a slope of 10:1 or flatter, 20:1 being preferred. Therefore, the I-40 median between PM R100.0 and PM R125.0 needs to be regraded to meet the median cross slope standards.

4B. Regional and System Planning

The Southern California Association of Governments (SCAG), in consultation with Caltrans, local governments, county transportation commissions, tribal governments, non-profit organizations, and stakeholders within the counties of Los Angeles, Imperial, Orange, Sam Bernardino, and Riverside prepared the region's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). The RTP/SCS is the long-range visioning plan for the region outlining strategies and planned transportation investments. The proposed project is consistent with SCAG Regional Transportation Plan.

Route 40 has a federal functional classification of Interstate. The primary use is interstate and interregional movement of people and goods. The proposed improvements are in accordance with State, Regional and Local standards and is coordinated with the governing agencies. It is included in the STAA national network for oversized trucks, and the Strategic Highway Corridor Network (STRAHNET) serving the Fort Irwin National Training Center, the Goldstone Deep Space Tracking Center and Interregional Road System. The entire length within California has designations of “High Emphasis” and “Gateway.”

The Caltrans’ 2016 Transportation Concept Report (TCR) indicated that no capacity increase or major operational improvements are currently planned or programmed for the portion of I-40 where the project is located.

4C. Traffic

Current and Forecasted Traffic Data

The scope for the project does not propose to increase the capacity or improve traffic flow, and therefore projected traffic data is not required.

Collision Analysis

The Caltrans Traffic Accident Surveillance and Analysis System (TASAS) - Transportation System Network data was generated for a three-year period from July 1, 2017 to June 30, 2020. District 8 Traffic Operation conducted a collision analysis of the TASAS data and issued a Collision Analysis Memo on September 8, 2020 for this project (Attachment E).

The frequency of run-off-road collisions beyond the shoulder to the drivers left for Eastbound and Westbound direction of travel are 10.8 and 8.6 percent respectively, for the 3-year period. The Collision Analysis Memo recommended re-grading the median cross slope to 10:1 or flatter to reduce the number and severity of collisions while allowing errant vehicles driving off the roadway to safely recover.

According to the TASAS, Traffic Selective Accident Retrieval (TSAR), and Selective Accident Rate Calculation (Table B), the Eastbound segment of I-40 actual fatal rate is higher than the statewide average, fatal plus injury, and total rate are lower than the statewide average. For the Westbound segment, the actual fatal, fatal plus injury, and total rate are lower than the statewide average. The main types of collisions on the Eastbound were Hit-Object and Overturn. The primary causes of the collisions were Improper Turn and Speeding. The main types of collisions on the Westbound were Hit-Object, Sideswipe, and Overturn. The primary causes of the collisions were Improper Turn and Speeding.

Summary of Collision Data: Eastbound 08-SBd-40-PM R100.0/R124.918

Actual Rates and Average Rates (# of Accidents/Million Vehicles)										
Location Route 40			**Actual Accident Rates**			**Average Rates**				
			Fatal	**Fat+Inj**	**Total**	**Fatal**	**Fat+Inj**		**Total**	
PM R100.0/R124.918			**0.023**	**0.14**	**0.43**	0.016	0.22		0.55	
Type of Collisions										
Head -on	**Side-swipe**	**Rear-End**	**Broadside**		**Hit-Object**	**Over turn**	**Auto-Ped**	**Other**	**Not Stated**	
0.0%	16.2%	10.8%	0.0%		47.3%	18.9 %	0.0%	6.8%	0.0%	
Primary Collision Factors										
HBD	**FTC**	**FTY**	**IT**	**ESS**	**OV**	**ID**	**OTD**	**UNK**	**FA**	**NS**
6.8%	1.4%	0.0%	52.7 %	17.6 %	12.2 %	0.0%	9.5%	0.0%	0.0%	0.0%
Beyond Shoulder Driver Left										
10.8%										

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

Summary of Collision Data: Westbound 08-SBd-40-PM R100.0/R124.918

Actual Rates and Average Rates (# of Accidents/Million Vehicles)										
Location Route 40			**Actual Accident Rates**			**Average Rates**				
			Fatal	**Fat+Inj**	**Total**	**Fatal**	**Fat+Inj**		**Total**	
PM R100.0/R124.918			0.006	0.13	**0.33**	0.016	0.22		0.55	
Type of Collisions										
Head -on	**Side-swipe**	**Rear-End**	**Broadside**		**Hit-Object**	**Over turn**	**Auto-Ped**	**Other**	**Not Stated**	
0.0%	20.7%	13.8%	0.0%		34.5%	20.7 %	0.0%	10.3%	0.0%	
Primary Collision Factors										
HBD	**FTC**	**FTY**	**IT**	**ESS**	**OV**	**ID**	**OTD**	**UNK**	**FA**	**NS**
5.2%	0.0%	0.0%	44.8 %	19.0 %	13.8 %	0.0%	13.8 %	3.4%	0.0%	0.0%
Beyond Shoulder Driver Left										
8.6%										

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

Re-grade the Median Cross-Slope to 10:1 within Clear Recovery Zone (CRZ)

This alternative includes re-grading of the existing dirt median cross slopes to 10:1 or flatter for 30 feet from the edge of travel way then 4:1 or flatter beyond the 30-foot clear recovery zone.

Proposed Engineering Features

The proposed construction will require retrofitting the existing drainage systems within the median area only. Existing cross culvert inlets/outlets will need to be extended to accommodate the newly proposed flatter median slopes. Rock slope protection (RSP) will be installed at culvert outlets within the median in order to protect the streambed of these drainage systems. While the median will be graded to 10:1 or flatter between PM R100 and R125, there will be no slope re-grading at the existing bridges and between PM R100.50 to PM R107.80. Grading between PM R100.50 to PM R107.80 is avoided given that the existing conditions already meet the 6:1 standard from the Highway Design Manual (HDM) Section 305.2 and the embankment height is less than 4 feet. Avoiding the grading between PM R100.50 and R107.80 also minimizes the risk of adversely impacting sensitive

environmental resources. According to the HDM, any median greater than 65 feet is considered "separate roadways," per Figure 305.6, slopes shall be 4:1 or flatter.

This alternative also proposes to preserve and improve existing California Highway Patrol (CHP) crossovers and/or construct new CHP crossover locations as needed. Existing MBGR from PM R108.0 to PM R125.0 within the median will be upgraded to the latest MGS and Manual for Assessing Safety Hardware (MASH) approved terminal systems.

The proposed improvements require moving soil from other areas in the median to create the flatter median cross slope and modification of existing drainage facilities within the median. Drainage modifications will consist of adjusting existing drainage inlets and extending existing culverts within the median to maintain existing drainage characteristics.

Nonstandard Design Features

The proposed alternative does not propose any nonstandard design feature.

Non-motorized and Pedestrian Features

This project is in a sparsely populated area. Pedestrians are prohibited on I-40, and there is no documented presence of pedestrians within the projects site and sidewalks are not warranted. Although bicyclists are allowed on the freeway shoulders, they must also exit and reenter at freeway exits/entrances. Outside freeway shoulders are temporarily open to bicyclists from PM R100.0 to PM R115.12 until Route 66 is repaired. Outside freeway shoulders are open to bicyclists from PM R115.12 to PM R125.0.

5B. No Build Alternative

The No-Build alternative would maintain the facility in its current condition. The No-Build alternative would not address or alleviate the identified safety issues along this segment of the I-40. This alternative does not satisfy the need and purpose.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

Based on the Initial Site Assessment (ISA) prepared for the proposed project, as I-40 has been utilized as a major roadway since 1970, there is potential for aerially deposited lead (ADL) to be present in the soil within the project footprint from leaded gasoline emissions, which includes areas of undisturbed soil within the median. Furthermore, multiple bridges and culverts are present along I-40 as such it is possible that asbestos-containing materials (ACM) were used in components

of these structures and that lead based paint (LBP) was applied during construction. Guardrails and signs exist at multiple locations within the project area, primarily occurring at the locations of bridges and intersections. These guardrails and signs are assumed to contain treated wood. Treated wood is typically treated with hazardous preserving chemicals that protect the wood from insect predation and fungal decay.

As indicated in the ISA prepared for the project, additional investigation for ADL was not required by Caltrans. The ISA Checklist concluded that Standard Special Provisions (SSPs) for Earth Material Containing Lead for non-hazardous soils within the median may be used for the project. The SSPs will require a Lead Compliance Plan. Refer to Attachment G for the ISA checklist.

6B. Value Analysis

The total project cost including support costs is approximately $30.4 million which exceeds the $25 million value analysis threshold. This is the 5th median regrade project along interstate 40, and the Project Development Team (PDT) has determined that implementing the lessons learned from adjacent median regrade projects will yield similar or superior results expected from a value analysis study. A value analysis study exception was granted by the District Director on February 18, 2020. Refer to Attachment H for the Value Analysis SB1 Exception Form.

6C. Resource Conservation

This project proposes to balance the earthwork cut and fill material by utilizing the excavated dirt for re-grading the embankment and median cross slopes.

6D. Right of Way Issues

All work will be done within State Right of Way. No additional Right of Way will be required for this project.

General

The proposed construction work will be done within the median, and thus additional right of way will not be needed. The Environmental Offsite Mitigation and Project Permits Fees are included in the Right of Way Data Sheet Estimate. An updated Right of Way Data Sheet (RWDS) was received on September 9, 2020. Concurrence from BLM will not be required. Refer to Attachment I for the latest RWDS.

Railroad

No work will be done within 300 feet from any adjacent railroad track. No railroad conflicts are anticipated, and no additional coordination will be necessary.

Utilities

The only above-ground utilities present within the project limits are over-head-lines (OHL) for electricity which will be protected in place. In addition, any existing underground utilities that may be encountered will be protected in place. Potholing will be performed as needed during the Plans, Specifications, and Estimate (PS&E) Phase.

6E. Environmental Compliance

The project is eligible for a 23 USC 326 Categorical Exclusion (CE) in compliance with the National Policy Environmental Act (NEPA) and a Draft Initial Study (IS) was prepared in accordance with Caltrans' environmental procedures, as well as California Environmental Quality Act (CEQA) guidelines, and is the appropriate document for the proposal. The Draft Initial Study (IS) was signed on 09/21/2020 (Attachment J).

6F. Air Quality Conformity

This project falls under the Highway Safety Improvement category of project type listed in Caltrans Carbon Monoxide Protocol Table 1. All projects listed under Table 1 or 40 CFR 93.126 (Table 2) are exempt from all emissions analyses. Hence no Air Quality Study is needed for the project and further transportation air conformity requirements do not apply on the project.

6G. Title VI Considerations

Implementation of the project will not result in any adverse impacts on minority or low-income neighborhoods, communities or groups, and will not have adverse effects on public transit, pedestrian traffic, or low mobility groups. This project will comply with Title VI of the Civil Rights Act of 1964. Caltrans' Title VI Policy Statement and related statutes, which ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

6H. Reversible Lanes

This is a safety project to regrade the I-40 median. There are no reversible lanes planned or present within the project limits, therefore, reversible lane special accommodations and analysis is not necessary.

7. OTHER CONSIDERATIONS AS APPROPRIATE

Public Hearing Process

This project is a Project Development Category 4B project. Accordingly, compliance with the public hearing process is not required.

Storm Water Compliance

A Storm Water Data Report (SWDR) has been prepared for the project to meet the demands of the storm water management requirements to control pollutant discharge and to meet permits requirements. Storm Water Compliance will be updated during the PS&E phase of the project. All applicable construction activities will be reviewed in the development and preparation of the Storm Water Pollution Prevention Plan (SWPPP). The SWDR prepared for the Project Approval and Environmental Document (PA&ED) phase is under review and will be attached once it has been signed. Refer to Attachment K for the signature page of the SWDR.

Route Matters

This project has no freeway agreements, route adoptions, relinquishments, or new public road connections. Thus, route matters are not applicable to this project.

Permits

The project must conform to the requirement of the Department's Statewide National Pollutant Discharge Elimination System (NPDES) Storm Water Permit, Order No. 2012-0011-DWQ, NPDES No. CAS000003, in addition to the responsibilities specified in the Department's Statewide Storm Water Management Plan. The project must also conform to the requirement of the Statewide General Permit for Construction Activities (Order No. 2000-0009-DWQ), CAS000002, and subsequent amendment to the permit.

All NPDES permits have already been issued by the State Water Resources Control Board and only require notification of implementation (CAS000002).

The project will also require the following permits:

- California Department of Fish and Wildlife (Incidental Take 2081 Permit and Section 1602 Lake or Streambed Alteration Agreement)
- 401 Water Quality Certification – California Water Quality Control Board
- 404 Nationwide Verification – Army Corps of Engineers

Cooperative Agreements

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

Transportation Management Plan for Use During Construction

A conceptual Transportation Management Plan (TMP) and Lane Requirement Chart will be developed in the PS&E Phase to outline measure to minimize traffic impacts during construction. A TMP Data Sheet has been developed for the Build Alternative and the estimated TMP cost is included in the project cost estimate. Refer to Attachment L for the TMP Data Sheet. Bicycle traffic on this segment of I-40 is allowed on the outside shoulder and will not be impacted because construction activities only occurs within the median.

Accommodation of Oversize Loads

The proposed improvements will not create any adverse impacts to the existing passage for vehicles of unrestricted height while moving in and out of the area, to or from airports, harbors and testing sites, and to or from ultimate destinations for use or assembly. The project is designed not to alter the width for oversize load access along this segment of I-40. Hence, no accommodation of oversized loads is required for this project.

Asset Management

Approximately 50 culverts will be extended. Also, the current MBGR will be replaced to comply with the current Caltrans Standards. MGS will be installed along the median.

Complete Streets

This is a safety project intended to provide a flatter median slope. All planned work is in the median of I-40 and there are no opportunities for complete street components.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

This project is currently programmed in the 2020 SHOPP under the 201.015 Collision Severity Reduction Program for delivery in the 2020/2021 Fiscal Year. It has been determined that this project is eligible for federal-aid funding.

Programming

The programmed budget for PA&ED support, Right of Way support, PS&E support, Construction support, and Right of Way capital phases are adequate for the current estimated cost. The total programmed, escalated estimated cost components, and fiscal year are shown in the following table:

Capital Outlay Support and Project Estimates

Fund Source	Collison Severity Reduction Program (HB1)			Total Escalated Estimate	Programmed / Approved Amount	Escalated Estimate Difference from Programmed
20.xx.201.015						
	Current Estimate	Prior	20/21			
Component	In Thousands of Dollars ($1,000)					
PA&ED	$3,300	$3,300		$3,300	$3,300	
PS&E	$750		$750	$750	$2,500	$1,750
ROW	$300		$300	$300	$300	
Const.	$3,500		$3,500	$3,500	$3,500	
Total Support	**$7,850**	**$3,300**	**$4,550**	**$7,850**	**$9,600**	**$1,750**
ROW	$2,200		$2,200	$2,200	$2,200	
Const.	$20,092		$21,856	$21,856	$23,435	$1,579
Total Capital	**$22,292**		**$24,056**	**$24,056**	**$25,635**	**$1,579**
Grand Total	$30,142	$3,300	$28,606	$31,906	$35,235	$3,329
				Support/capital ratio:		32.6%

Support Cost Ratio

The support cost ratio is 32.6% based on a total capital outlay support cost of $7,850,000 and combined escalated construction and right of way capital costs of $24,056,000. The support capital ratio is in line with similar safety projects.

Estimate

The capital support cost difference between programmed and total escalated estimate is $1,750,000. The difference between programmed and escalated estimate is attributed to elimination of median grading between PM R100.50 and R107.70 and the higher level of design performed during the PA&ED.

The construction cost difference between programmed amount and total escalated estimate is approximately $1,579,000. The difference between programmed and escalated estimate is attributed to the elimination of median grading between PM R100.50 to PM R107.80 and the balancing of earthwork quantities.

9. DELIVERY SCHEDULE

Below is the tentative milestone schedule for this project:

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROJECT INITIATION DOCUMENT	M010	06/20/2017	Actual
CIRCULATE DPR & DED EXTERNALLY	M120	09/25/2020	Target
PA&ED	M200	11/25/2020	Target
PS&E TO DOE	M377	02/01/2021	Target
RIGHT OF WAY CERTIFICATION	M410	05/03/2021	Target
READY TO LIST	M460	06/03/2021	Target
HEADQUARTERS ADVERTISE	M480	10/01/2021	Target
AWARD	M495	01/07/2022	Target
APPROVE CONTRACT	M500	02/04/2022	Target
CONTRACT ACCEPTANCE	M600	08/04/2025	Target
END PROJECT EXPENDITURES	M800	08/05/2027	Target
FINAL PROJECT CLOSEOUT	M900	05/04/2029	Target

10. RISKS

The risk register was prepared on May 25, 2015 and updated on June 17, 2020. The risk register will be reassessed for final certification prior to approval of the project report. At this time, the project was determined to have an overall low risk potential impact to delivery pas summarized below. Refer to Attachment M for the Risk Register.

The first risk is that the project is in the vicinity of a known archaeological site. If archaeological deposits are encountered during construction, appropriate measures will be required and construction activities within 60 feet may have to be halted. Thereby, the project cost may increase, and construction schedule may be delayed.

The second risk is if 2081 permit is not received on time, then this can extend the project schedule.

The third risk is desert tortoise may be present in the project vicinity and could enter the project work area. If a tortoise enters the work area, it cannot be touched or moved, so it must be allowed to leave on its own which could delay the construction schedule and increase cost.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

This project report has been reviewed by Caltrans' FHWA Liaison, Sergio Avila on July 10, 2020 and is eligible for federal aid funding. Pursuant to the current Joint Stewardship and Oversight Agreement (Agreement) between the California Department of Transportation (Caltrans) and Federal Highway Administration (FHWA), dated May 28, 2015, this project is a Delegated Project. However, should any future situation/circumstance arise that will potentially classify the project as a Project of Division Interest (PODI), Caltrans shall notify FHWA and reassess this project using the PODI selection criteria outlined in the Agreement.

External Agencies Coordination

- United States Army Corps of Engineers (Clean Water Act Section 404 Permit)
- United States Fish and Wildlife Services (Endangered Species Act Section 7 Consultation)
- California Department of Fish and Wildlife (Incidental Take 2081 Permit and Section 1602 Lake or Streambed Alternation Agreement)
- Regional Water Quality Control Board (Clean Water Act Quality Certification, Section 401 Permit)

12. PROJECT REVIEWS

Project Report Reviews

Project Manager	Ahmed Ghonim	Date	9/14/2020
Design Oversight Review	Cuong Tran	Date	7/07/2020
Environmental Studies B	Gabrielle Duff	Date	9/09/2020
Traffic Design	Mehdi Kamgar	Date	7/23/2020
Storm Water Quality	Jon Bumps	Date	7/09/2020
Construction Review	Jabra Kawa	Date	7/07/2020
Traffic Operations – Surveillance B	Haissam Yahya	Date	7/07/2020
R/W Coordinator	Marissa Cofer	Date	6/26/2020
Maintenance Engineering/Safety	James Lan	Date	7/23/2020
District Design Liaison/FHWA/ADA Engineer	Sergio E. Avila	Date	7/10/2020
Construction Stormwater (NPDES)	Josif Pelayo	Date	7/23/2020
Landscape Architect	Almabeth Anderson	Date	7/01/2020
Constructability Review	Sadique Hossain	Date	7/07/2020
District Safety Review	Kevin Chen	Date	6/29/2020
SHOPP Manager	Fehrenkamp Joe	Date	7/23/2020

Joint Field Reviews

Functional Unit	Name	Date
Program/Project Management	Ahmed Ghonim	8/13/2020
	Mike Roberts (Parsons)	
Design	Dan Tran	
Field Construction	Darcy Davis	
Environmental	Cesar Garcia	
	Angela Schnapp (Parsons)	
Maintenance	Joanna Lopez	

13. PROJECT PERSONNEL

Caltrans

Ahmed Ghonim	Project Manager	909.383.6734
Cuong Tran	Design Oversight	909.383.7985
Gabrielle Duff	Environmental Studies B	909.383.6933
Haissam Yahya	Traffic Operations	909.383.4065
Jon Bumps	Storm Water Quality	909.383.4616
Dean To	Traffic Design	909.383.4635

Parsons

Ernie Figueroa	Principal in Charge	909.218.3560
Mike Roberts	Phase Order Manager	909.218.3550
Leonard Tan	Design – Project Engineer	909.218.3566
Court Morgan	Environmental Manager; CEQA/NEPA Documentation; Cumulative Impacts	949.333.6638
Angela Schnapp	LEAD – CEQA/NEPA Documentation, Cumulative Impacts; Hazardous Waste Initial Site Investigations	626.440.2427
Jack Packwood	Hazardous Waste Initial Site Investigations	909.295.6442
Gema Loera	Design Engineer	909.218.3585

14. ATTACHMENTS (Number of Pages)

A. Location Map (1)
B. Typical Cross Sections (2)
C. Preliminary Cost Estimate (10)
D. Project Development Category Assignment (1)
E. Collision Analysis Memo (2)
F. Project Initiation Proposal (1)
G. Initial Site Assessment (4)
H. Value Analysis Study Exception (2)
I. Right of Way Data Sheet (9)
J. Draft Initial Study (IS) (5)
K. Storm Water Data Report (Signature Page) (1)
L. Transportation Management Plan (5)
M. Active Risk Register (1)
N. Project Study Report (Signature Page) (1)

LOCATION MAP

Attachment A

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	SBd	40	R100.0/R125.0	01	XXX

INDEX OF PLANS

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

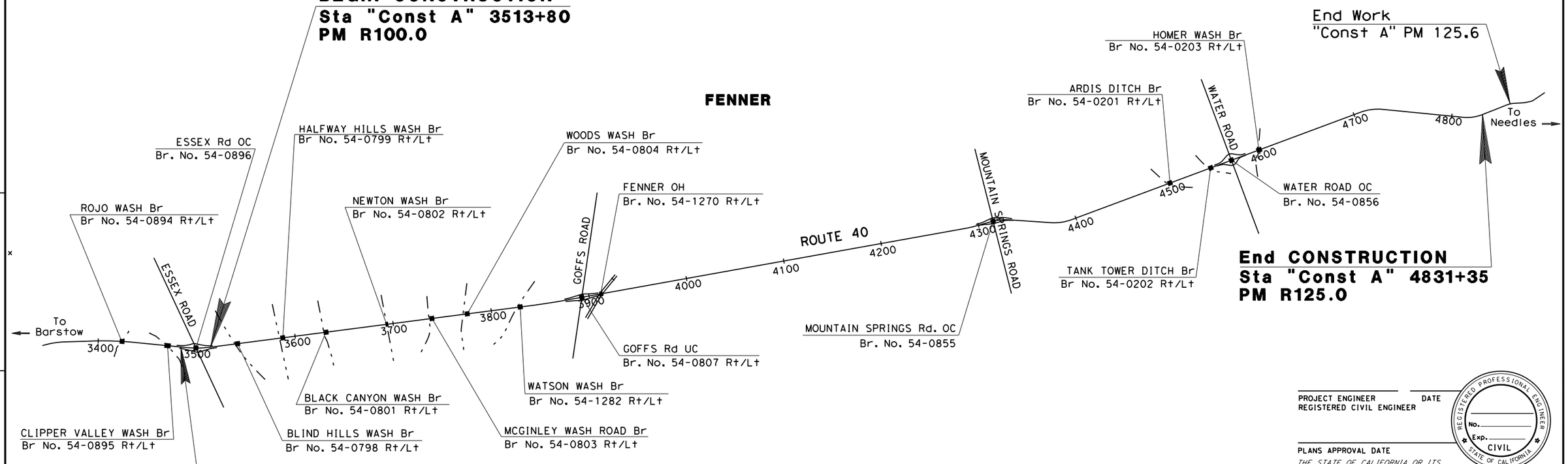
PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN SAN BERNARDINO COUNTY
ON ROUTE 40
FROM ESSEX ROAD OVERCROSSING TO
4.5 MILES EAST OF WATER ROAD OVERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018

LOCATION MAP



SAN BERNARDINO COUNTY

PROJECT ENGINEER
REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

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

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

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

NO SCALE

CONTRACT No.	08-0R1414
PROJECT ID	08150002000

PROJECT MANAGER

DESIGN ENGINEER

LAST REVISION 00-00-00
DATE PLOTTED => 7/31/2020
TIME PLOTTED => 1:13:24 PM

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TYPICAL CROSS SECTIONS

Attachment B

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	40	R100.0/R125.0	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.

NOTES:

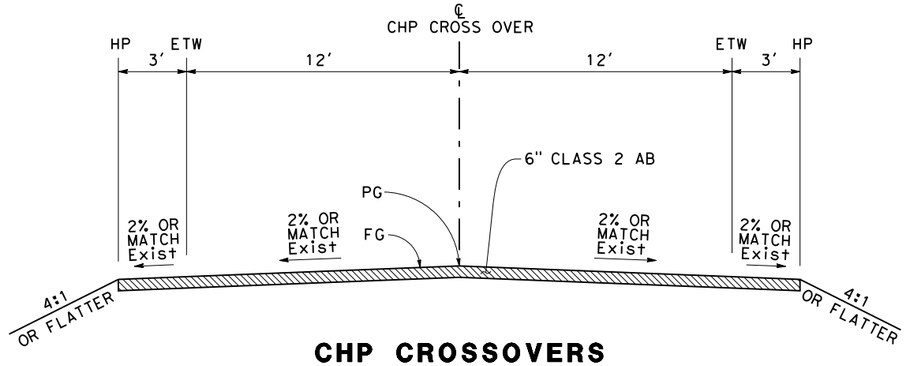
1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. FOR EXACT LOCATIONS OF MEDIAN SLOPE GRADING, SEE LAYOUTS AND SUMMARY OF QUANTITIES.
3. FOR EXACT LOCATIONS OF CHP CROSSOVERS, SEE LAYOUTS AND SUMMARY OF QUANTITIES.
4. FOR EXACT LOCATIONS OF MIDWEST GUARDRAIL SYSTEM, SEE LAYOUTS AND SUMMARY OF QUANTITIES.
5. AFTER FINISHING MEDIAN GRADING, REFRESH LEFT ETW TRAFFIC STRIP WITH DETAIL 24.

ABBREVIATIONS:

CRZ CLEAR RECOVERY ZONE

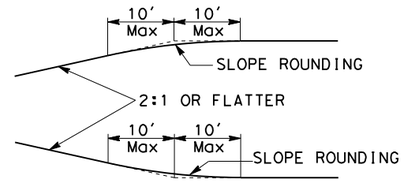
LEGEND:

PAVEMENT DELINEATION DETAIL (SEE NOTE 7)

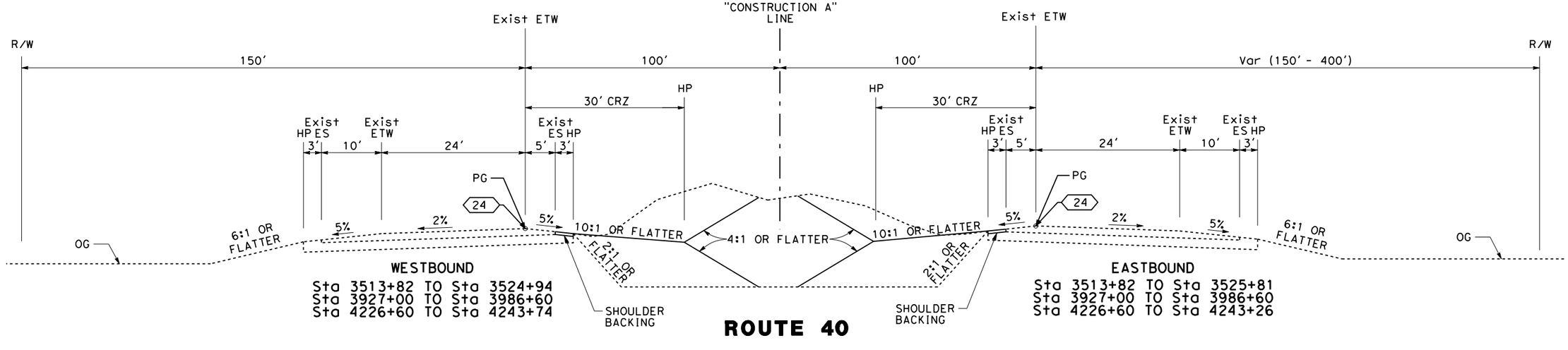


CHP CROSSOVERS

CHP CROSSOVER NO.1 - Sta 3986+60.00 "CONSTRUCTION A" LINE
CHP CROSSOVER NO.2 - Sta 4066+60.00 "CONSTRUCTION A" LINE
CHP CROSSOVER NO.3 - Sta 4146+80.00 "CONSTRUCTION A" LINE
CHP CROSSOVER NO.4 - Sta 4226+60.00 "CONSTRUCTION A" LINE
CHP CROSSOVER NO.5 - Sta 4475+20.00 "CONSTRUCTION A" LINE
CHP CROSSOVER NO.6 - Sta 4517+20.00 "CONSTRUCTION A" LINE
CHP CROSSOVER NO.7 - Sta 4628+60.00 "CONSTRUCTION A" LINE
CHP CROSSOVER NO.8 - Sta 4713+20.00 "CONSTRUCTION A" LINE
CHP CROSSOVER NO.9 - Sta 4781+80.00 "CONSTRUCTION A" LINE



SLOPE ROUNDING DETAIL



ROUTE 40

TYPICAL CROSS SECTIONS

NO SCALE

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: CUONG TRAN
CALCULATED-DESIGNED BY: LEONARD TAN
CHECKED BY: MIKE ROBERTS
REVISED BY
DATE REVISED

SCALE:=> 100.000 FT / in.
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Pen Table => CT_BW_XM.TBL

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBd	40	R100.0/125.0		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

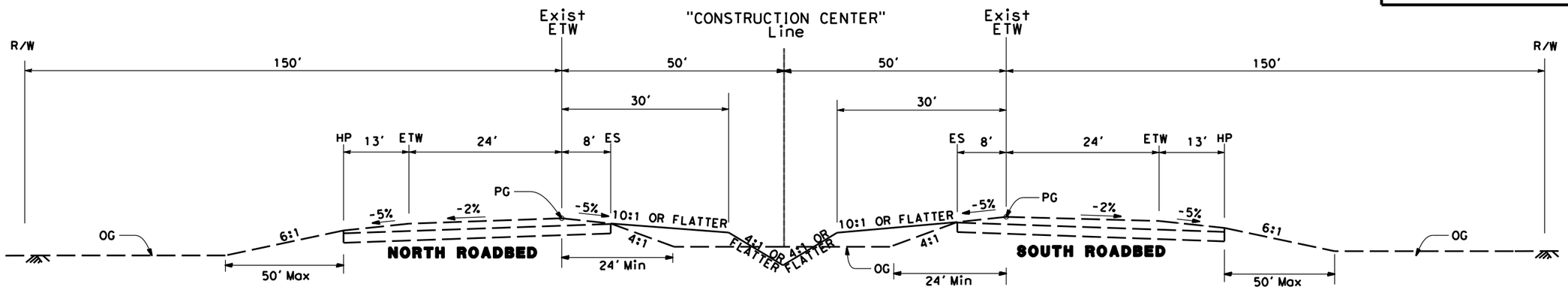
FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

NOTES:

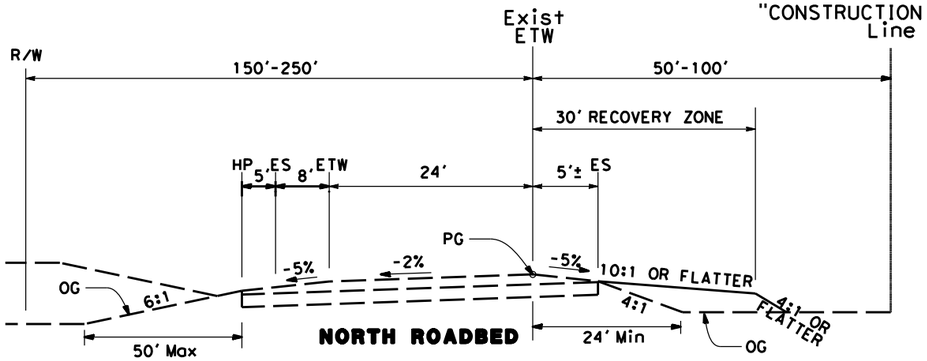
1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.



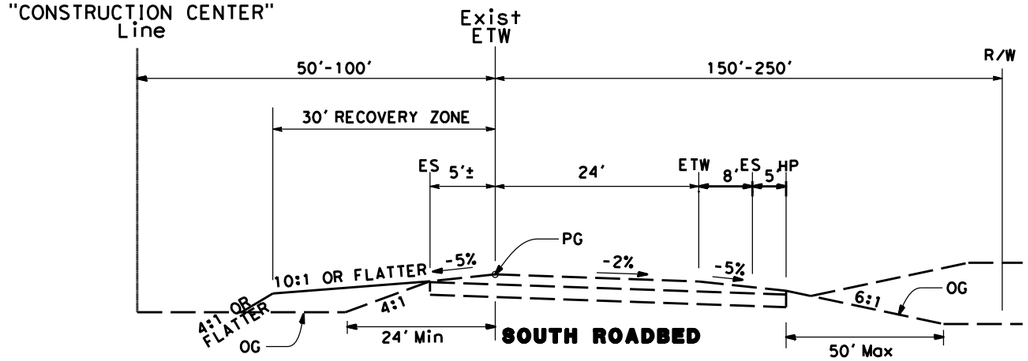
STA 3510+00 TO 4287+10
PM 115 TO PM 125

ROUTE 40

TYPICAL 1



TYPICAL 2



TYPICAL 3

STA 3510+00 TO 4287+10
PM 100 TO PM 115

ROUTE 40

TYPICAL CROSS SECTIONS

NO SCALE

X-2

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00-00-00 TIME PLOTTED => $TIME

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PRELIMINARY COST ESTIMATE

Attachment C

PROJECT

PLANNING COST ESTIMATE ©

EA: 0R141 PR: 0815000200

EA: 0R141

PR: 0815000200

District-County-Route: 08-SBd-40

PM: R100.0 - R125.0

Type of Estimate : PROJECT REPORT

Program Code : 201.015/HB1

Project Limits : From Essex Road (PM R100.00) to (PM R125.00)

Project Description: It is proposed to regade existing median slopes to 10:1 or flatter at various locations along Interstate 40.

Scope : Re-Grade Existing Median Cross Slopes

Alternative : Build Alternative

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	$ 20,092,400	$ 21,856,175
TOTAL STRUCTURES COST	$ -	$ -
SUBTOTAL CONSTRUCTION COST	$ 20,092,400	$ 21,856,175
TOTAL RIGHT OF WAY COST	$ 2,200,000	$ 2,200,000
TOTAL CAPITAL OUTLAY COSTS	$ 22,293,000	$ 24,057,000
PA/ED SUPPORT	$ 3,300,000	$ 3,300,000
PS&E SUPPORT	$ 750,000	$ 750,000
RIGHT OF WAY SUPPORT	$ 300,000	$ 300,000
CONSTRUCTION SUPPORT	$ 3,500,000	$ 3,500,000
TOTAL SUPPORT COST	$ 7,850,000	$ 7,850,000
TOTAL PROJECT COST	$ 30,150,000	$ 31,950,000 *

Programmed Amount

	Month	/	Year
Date of Estimate (Month/Year)	6	/	2020
Estimated Construction Start (Month/Year)	9	/	2021
Number of Working Days =	250		
Estimated Mid-Point of Construction (Month/Year)	6	/	2022
Estimated Construction End (Month/Year)	3	/	2023

Number of Plant Establishment Days

Estimated Project Schedule

PID Approval	7/21/2011
PA/ED Approval	7/31/2020
PS&E	2/1/2021
RTL	6/3/2021
Begin Construction	9/10/2021

Reviewed by District O.E. or Cost Estimate Certifier

Leonard Tan, Cost Estimate Certifier | **Date** 11/3/2020 | **Phone** (909) 218-3566

Approved by Project Manager

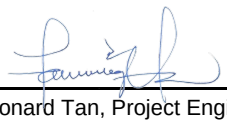
Mike Roberts, Project Manager | **Date** 11/3/2020 | **Phone** (909) 218-3550

PROJECT COST ESTIMATE

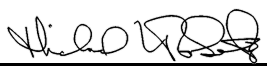
EA: 0R141 PR: 0815000200

I. ROADWAY ITEMS SUMMARY

	Section		Cost
1	**Earthwork**	$	6,282,900
2	**Pavement Structural Section**	$	91,000
3	**Drainage**	$	201,300
4	**Specialty Items**	$	711,700
5	**Environmental**	$	4,199,000
6	**Traffic Items**	$	1,177,700
7	**Detours**	$	-
8	**Minor Items**	$	1,266,400
9	**Roadway Mobilization**	$	1,393,000
10	**Supplemental Work**	$	728,900
11	**State Furnished**	$	820,900
12	**Time-Related Overhead**	$	1,393,000
13	**Total Roadway Contingency**	$	1,826,600
	TOTAL ROADWAY ITEMS	**$**	**20,092,400**

Estimate Prepared By :  11/3/2020 (909) 218-3566

Leonard Tan, Project Engineer — Date — Phone

Estimate Reviewed By :  11/3/2020 (909) 218-3550

Mike Roberts, Project Manager — 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	212,776	x	22.00	=	$	4,681,072
170103	Clearing & Grubbing	LS	1	x	250,000.00	=	$	250,000
100100	Develop Water Supply	LS	1	x	1,000,000.00	=	$	1,000,000
190185	Shoulder Backing	TON	3,832	x	25.00	=	$	95,800
210121	Duff	ACRE	160	x	1,600.00	=	$	256,000

TOTAL EARTHWORK SECTION ITEMS $ 6,282,900

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
260203	Class 2 Aggregate Base	CY	693	x	120.00	=	$	83,160
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD	72	x	96.00	=	$	6,912
390136	Minor Hot Mix Asphalt	TON	13	x	70.00	=	$	910

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS $ 91,000

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
710132	Remove Culvert	LF	97	x	80.00	=	$	7,760
665022	24" Corrugated Steel Pipe (0.064" Thick)	LF	247	x	190.00	=	$	46,930
665030	30" Corrugated Steel Pipe (0.064" Thick)	LF	349	x	235.00	=	$	82,015
703638	36" Corrugated Steel Pipe Riser (0.079" Thick)	LF	17	x	1,000.00	=	$	17,000
705015	24" Steel Flared End Section	EA	12	x	975.00	=	$	11,700
705019	30" Steel Flared End Section	EA	26	x	1,235.00	=	$	32,110
750001	Miscellaneous Iron and Steel	LB	1,260	x	3.00	=	$	3,780

TOTAL DRAINAGE ITEMS $ 201,300

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
070030	Lead Compliance Plan	LS	1	x	5,000.00	=	$	5,000
141120	Treated Wood Waste	LB	65,722	x	0.30	=	$	19,717
832007	Midwest Guardrail System (Wood Post)	LF	5,163	x	30.00	=	$	154,890
839221	Midwest Guardrail System (Wood Post)	LF	100	x	70.00	=	$	7,000
839584	Alternative In-line Terminal System	EA	22	x	3,500.00	=	$	77,000
832070	Vegetation Control (Minor Concrete)	SQYD	4,114	x	60.00	=	$	246,840
839752	Remove Guardrail	LF	4,450	x	10.00	=	$	44,500
710167	Remove Flared End Section	EA	38	x	670.00	=	$	25,460
839543	Double Midwest Guardrail System (Wood Post)	EA	22	x	4,000.00	=	$	88,000
839576	End Cap (Type A)	EA	22	x	320.00	=	$	7,040
839581	End Anchor Assembly (Type SFT)	EA	4	x	1,200.00	=	$	4,800
839601	Crash Cushion (Type CAT)	EA	4	x	6,600.00	=	$	26,400

TOTAL SPECIALTY ITEMS $ 711,700

Effective immediately, districts must input estimated item quantities in blue text above in the PRSM database for the pay items listed in the Design Memo, dated April 9, 2018, when Project Report is approved (Milestone 200). Link to Desgin Memo.

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost		
146002	Contractor-Supplied Biologist	LS	1	x	650,000.00	=	$	650,000		
141000	Temporary Fence (Type ESA)	LF	7,101	x	5.00	=	$	35,505		
	Natural Resource Plan	LS	1	x	5,000.00	=	$	5,000		
	REAT Funds - Raven Recovery Fee	LS	1	x	3,942.00	=	$	3,942		
803220	Desert Tortoise Fence	LF	87,522	x	10.00	=	$	875,220		
	Repairs to Desert Tortoise Fence Mitigation	LS	1	x	1,346,400.00	=	$	1,346,400		
								Subtotal Environmental Mitigation	*$*	*2,916,067*

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost		
								Subtotal Landscape and Irrigation	*$*	*-*

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)			Cost		
210010	Move-In/Move-Out (Erosion Control)	EA	4	x	1150.00	=	$	4,600		
210350	Fiber Rolls	LF	228	x	4.50	=	$	1,026		
210252	Bonded Fiber Matrix	SQFT	8,000,000	x	0.10	=	$	800,000		
								Subtotal Erosion Control	*$*	*805,626*

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)			Cost		
130300	Prepare SWPPP	LS	1	x	5,000.00	=	$	5,000		
130100	Job Site Management	LS	1	x	170,000.00	=	$	170,000		
130330	Storm Water Annual Report	EA	1	x	3,000.00	=	$	3,000		
130310	Rain Event Action Plan	EA	11	x	500.00	=	$	5,500		
130320	Storm Water Sampling and Analysis Day	EA	1	x	8,600.00	=	$	8,600		
130505	Move-In/Move-Out (Temporary Erosion Control)	EA	12	x	735.00	=	$	8,820		
130640	Temporary Fiber Roll	LF	10,000	x	4.00	=	$	40,000		
130620	Temporary Drainage Inlet Protection	EA	14	x	162.00	=	$	2,268		
130730	Street Sweeping	LS	1	x	85,000.00	=	$	85,000		
130560	Temporary Soil Binder	SQYD	745,314	x	0.20	=	$	149,063		
								Subtotal NPDES	*$*	*477,251*

			$	**4,199,000**

Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS	1	x	14,829.00	=	$	14,829		
066596	Additional Water Pollution Control**	LS	1	x	1,300.00	=	$	1,300		
066597	Storm Water Sampling and Analysis***	LS	1	x	4,500.00	=	$	4,500		
								Subtotal Supplemental Work for NDPS	*$*	*20,629*

*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 ($)		Cost		
							Subtotal Traffic Electrical	*$*	-

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)		Cost		
846007	6" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	102,148	x	0.75	=	$ 76,611		
120090	Construction Area Signs	LS	1	x	5,000.00	=	$ 5,000		
							Subtotal Traffic Signing and Striping	*$*	*81,611*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)		Cost		
128651	Portable Changeable Message Sign	EA	4	x	$ 4,000	=	$ 16,000		
							Subtotal Traffic Management Plan	*$*	*16,000*

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)		Cost		
120100	Traffic Control System	LS	1	x	1,080,000.00	=	$ 1,080,000		
							Subtotal Stage Construction and Traffic Handling	*$*	*1,080,000*

TOTAL TRAFFIC ITEMS	**$**	**1,177,700**

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	CY/TON		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 (Insert Type)	LF		x		= $	-
XXXXXX	Some Item	LS		x		= $	-

TOTAL DETOURS **$ -**

SUBTOTAL SECTIONS 1 through 7 $ 12,663,600

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items						
ADA Items			0.0%		$	-
8B - Bike Path Items						
Bike Path Items			0.0%		$	-
8C - Other Minor Items						
Other Minor Items			10.0%		$	1,266,360
Total of Section 1-7	$	12,663,600	x 10.0%	=	$	1,266,360

TOTAL MINOR ITEMS **$ 1,266,400**

SECTIONS 9: ROADWAY MOBILIZATION *

Item code							
999990	Total Section 1-8	$	13,930,000	x 10%	=	$	1,393,000

TOTAL ROADWAY MOBILIZATION **$ 1,393,000**

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS		x		= $	-
066070	Maintain Traffic	LS	1	x	100,000.00	= $	100,000
066919	Dispute Resolution Board	LS	1	x	15,000.00	= $	15,000
066015	Federal Trainee Program	LS	1	x	1,000.00	= $	1,000
066610	Partnering	LS	1	x	35,000.00	= $	35,000
	*Cost of **NPDES** Supplemental Work specified in Section 5D*					= $	20,629
	Total Section 1-8	$	13,930,000		4%	= $	557,200

TOTAL SUPPLEMENTAL WORK **$ 728,900**

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
066105	Resident Engineers Office	LS	1	x	132,000.00	=	$132,000
066063	Traffic Management Plan - Public Information	LS	1	x	20,000.00	=	$20,000
066062	COZEEP Contract	LS	1	x	96,000.00	=	$96,000
066916	Annual Construction General Permit Fee	LS	1	x	15,655.00	=	$15,655
	Total Section 1-8	$	13,930,000		4%	= $	557,200

TOTAL STATE FURNISHED $820,900

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization $13,930,000 (used to calculate total TRO)

Total Construction Cost (excluding TRO and Contingency) $16,872,800 (used to check if project capital cost is greater than $5 million including contingency)

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

Item code		Unit	Quantity		Unit Price ($)		Cost
090100	Time-Related Overhead	WD	250	X	$5,572	=	$1,393,000

TOTAL TIME-RELATED OVERHEAD $1,393,000

SECTION 13: ROADWAY CONTINGENCY*

Total Section 1-12	$	18,265,800	x	**10%**	=	$1,826,580

TOTAL CONTINGENCY* $1,826,600

II. STRUCTURE ITEMS

Bridge 1

DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Bridge 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 Bridge 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**

Building 1

DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building 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 Building 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**

TOTAL COST OF BRIDGES		**$0**
TOTAL COST OF BUILDINGS		**$0**
Time-Related Overhead	10%	**$0**
STRUCTURES MOBILIZATION	10%	**$0**
STRUCTURES CONTINGENCY*	25%	**$0**
TOTAL COST OF STRUCTURES		**$0**

Estimate Prepared By: _____ _____

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

EA: 0R141 PR: 0815000200

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

				Current Value Future Use		*Escalated Value*
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	$	0	$	0
	A2)	Acquisition of Offsite Mitigation	$	1,705,728	$	1,705,728
	A3)	Railroad Acquisition	$	0	$	0
B)	B1)	Utility Relocation (State Share)	$	147,000	$	147,000
	B2)	Potholing (Design Phase)	$	0	$	0
C)	Utility - Advance Engineering Estimate (Encumber with State Only Funds)		$	0	$	0
D)	RAP and/or Last Resort Housing		$	0	$	0
E)	Clearance & Demolition		$	0	$	0
F)	Relocation Assistance (RAP and/or Last Resort Housing Costs)		$	0	$	0
G)	Title and Escrow		$	0	$	0
H)	Environmental Review		$	303,500	$	303,500
I)	Condemnation Settlements	0%	$	0	$	0
J)	Design Appreciation Factor	0%	$	0	$	0
K)	Utility Relocation (Construction Cost)		$	0	$	0

L)	**TOTAL RIGHT OF WAY ESTIMATE**	**$2,200,000**
M)	**TOTAL R/W ESTIMATE: Escalated**	**$2,200,000**
N)	**RIGHT OF WAY SUPPORT**	**$300,000**

Support Cost Estimate Prepared By	Marissa Cofer Project Coordinator[1]	909-383-2870 Phone
Utility Estimate Prepared By	James Davis Utility Coordinator[2]	909-806-4353 Phone
R/W Acquisition Estimate Prepared By	Stephen Hensley 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

PROJECT DEVELOPMENT CATEGORY ASSIGNMENT

Attachment D

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Serious drought.
Help Save Water!

To: CHRISTY CONNORS
Deputy District Director
Design

Date: May 13, 2015

File: 08-Sbd-40-PM 100/154.64
Re-grade Median Cross Slope
08-804-0R140K-0812000024
Reduction 201.015

MM

From: MATTHEW MAESTAS
Office Chief
Pre-Programming/Engineering Studies

Subject: **REQUEST FOR CATEGORY 4B APPROVAL**

A Project Study Report (PSR) is being prepared for the above referenced project. This project will be divided into two segments.

Segment 1: PM 100.0 to PM 125.0

Segment 2: PM 125.0 to PM 154.64

This project consists of re-grading the existing median cross-slope with 10:1 or flatter at various locations in the above-specified limits. Additional Right of Way will not be required for this project.

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

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

1. The project will not increase traffic capacity of highway.
2. The project will not require substantial new right-of-way.
3. The project will require a Initial Study/Negative Declaration (CEQA) and Environmental Assessment.

Approved by: _____ 5/15/15
for CHRISTY CONNORS
Deputy District Director
Design

Date

COLLISION ANALYSIS MEMO

Attachment E

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Making Conservation
a California Way of Life.

To: MIKE ROBERTS
Phase Order Manager
Parsons

Date: September 8, 2020

File: 08-SBD-40 PM R100/R125
EA 0R141 Safety Median
PN. 0815000200

From: HAISSAM YAHYA
Office Chief
Traffic Operations, District 08
Capital Outlay Support

Subject: ACCIDENT DATA AND COLLISION ANALYSIS

This is in response to your accident data and collision analysis request for the above referenced project. This project is a safety median regrade project on the Interstate 40 (I-40) from PM R100 to PM R125. The scope of work includes to regrade the median to 10:1 and as a result, also to extend or modify the existing culverts that are affected.

Caltrans Traffic Accident Surveillance & Analysis System (TASAS) Table B indicates the following summary for I-40 during the three-year period of July 1, 2017 to June 30, 2020. The data was generated on September 8, 2020 for the locations shown below:

Summary of Collision Data: Eastbound I-40 PM R100.0/R124.918

Actual Rates and Average Rates (# of Accidents/Million Vehicle Miles)										
Location I-40		**Actual Accident Rates**			**Average Rates**					
		Fatal	**Fat+Inj**	**Total**	**Fatal**	**Fat+Inj**	**Total**			
PM R100.0/R124.918		0.023	.14	.43	0.016	.22	0.55			
Type of Collisions										
Head-On	**Sideswipe**	**Rear-End**	**Broadside**	**Hit-Object**	**Overturn**	**Auto-Ped**	**Other**	**Not Stated**		
0.0%	16.2%	10.8%	0.0%	47.3%	18.9%	0.0%	6.8%	0.0%		
Primary Collision Factors										
HBD	**FTC**	**FTY**	**IT**	**ESS**	**OV**	**ID**	**OTD**	**UNK**	**FA**	**NS**
6.8%	1.4%	0.0%	52.7%	17.6%	12.2%	0.0%	9.5%	0.0%	0.0%	0.0%
Beyond Shoulder Drivers Left										
10.8%										

Summary of Collision Data: Westbound I-40 R100.0/R124.918

Actual Rates and Average Rates (# of Accidents/Million Vehicle Miles)										
Location I-40	**Actual Accident Rates**			**Average Rates**						
	Fatal	**Fat+Inj**	**Total**	**Fatal**	**Fat+Inj**	**Total**				
PM R100.0/R124.918	0.006	.13	.33	0.016	.22	0.55				
Type of Collisions										
Head-On	**Sideswipe**	**Rear-End**	**Broadside**	**Hit-Object**	**Overturn**	**Auto-Ped**	**Other**	**Not Stated**		
0.0%	20.7%	13.8%	0.0%	34.5%	20.7%	0.0%	10.3%	0.0%		
Primary Collision Factors										
HBD	**FTC**	**FTY**	**IT**	**ESS**	**OV**	**ID**	**OTD**	**UNK**	**FA**	**NS**
5.2%	0.0%	0.0%	44.8%	19.0%	13.8%	0.0%	13.8%	3.4%	0.0%	0.0%
Beyond Shoulder Driver Left										
8.6%										

Source: Caltrans, Traffic Accident Surveillance and Analysis System (TASAS).
Data retrieved September 8, 2020
Note: Shading denotes collision rates are greater than statewide average for similar facilities.

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

According to the Caltrans Traffic Accident Surveillance and Analysis System (TASAS), Traffic Selective Accident Retrieval (TSAR), and Selective Accident Rate Calculation (Table B), the three-year traffic accident history for the Eastbound segment of I-40 resulted in the actual fatal rate is higher than the statewide average, fatal plus injury, and total rate are lower than the statewide average. For the Westbound segment, the actual fatal, fatal plus injury, and total rate are lower than the statewide average. Types of Collisions and Primary Collision Factors are tabulated above.

Run-off the road collisions beyond the shoulder to the drivers left for Eastbound and Westbound are 10.8 and 8.6 percent respectively for the three-year period. The regraded slope of 10:1 will allow vehicles to recover from leaving the roadway and reduce number and severity of collisions.

Should you have any questions or need additional information, please feel free to call Marco Contreras at (909) 665-9931 or myself at (909) 383-4065.

PROJECT INITATION PROPOSAL

Attachment F

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

RECEIVED
2011 MAY 26 AM 4:1[illegible]
PROGRAM/PROJECT MGMT.

DATE REC IN PM: | Project ID # 0812000024 | E.A. 0R1401 | PIP NO. 3702

A. Originating Office

Senior / Branch Chief	Haissam Yahya	Date	5/16/11
Contact	Ferry Fard	Telephone Number	(909)383-4065
		Telephone Number	(909)383-6499

LOCATION: SBD-40-R100.00/R154.64 (Co-Rte-Post Mile)

Near Needles, Essex Road to Arizona State Line (Geographic)

ISSUE:

Analysis of data from the Traffic Accident Surveliance and Analysis Sytem have shown a history of runoff accidents in the median on this segment of Interstate 40. The adivsory standard for median cross slope is 10:1 or flatter. The existing median cross slope exceed the standard 10:1 or flatter slope.

PROPOSAL/SOLUTION(S):

To improve the roadway safety of traveling public, traffic operations recommends improving the roadside design by providing flatter median slopes, it is proposed to regrade the median within the project limits to provide a standard 10:1 median slope or flatter. A roadside with flattened slopes enhances the opportunity for reducing the severity of the crash. Upgrading existing highway roadside design features within the project limit is expected to reduce the number and severity of accidents. The project will be funded under Highway Safety enhancement Improvement program

AGREEMENT REQUIRED: YES: [ ] NO: [X] AGENCY:

PERFORMANCE MEASURES: NUMBER: 163.92 DESCRIPTOR: Collisions Reduced

EXPECTED ENVIRONMENTAL DOCUMENT: CE

PRELIMINARY ESTIMATE

CONST:	Roadwork =	$15,906,000	Structures =		Total =	$15,906,000
	State Share =		Local Share =			
R/W :	Acquisition =		Utilities =		Total =	$0
	State Share =		Local Share =			

TOTAL PROJECT COST: (CONST + R/W): $15,906,000

B. PROGRAM MANAGEMENT ONLY: PROGRAM CODE: 201.015 PMCS CODE: HB1

Proposed Funding: SHOPP FY: PND

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

Project Manager: Ruth Achyi Functional Manager: Greg Ramirez

Comments:

For Review: PIP is ready for District Review.

For Approval: I recommend this PIP for approval R.P. 7/21/11

PID / PR TYPE: PSR Reviewed by: Angie Schmitt Date: 7/21/11

C. FINAL DISPOSITION BY DDD:

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

COMMENTS:

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

Date: 7/21/11

INITIAL SITE ASSESMENT

Attachment G

Initial Site Assessment (ISA) Checklist

Project Information

District: 08 **County**: SBD **Route**: 40 **Post Mile**: R100/R125 **EA**: OR14110
PN: 0815000200-0

Description: The California Department of Transportation (Caltrans) proposes to regrade the existing median cross slopes within the clear recovery zone (CRZ), which consists of regrading the existing median cross slopes within the thirty (30) CRZ from 6:1 or steeper gradient to 10:1 or flatter, then daylighting on a 4:1 slope and extending the existing cross culverts into the median. The purpose of regrading the existing median is to reduce the severity and the number of run-off-the-road accidents in the median. The proposed Project limits are in need of improvement due to non-standard median cross slopes. Flattening the existing median cross slope would improve the safety of the traveling public by providing a CRZ area.

Hazardous Waste (HW) Study Minimal-Risk Projects List (HW1)? No

Project Manager: Rafih Achy Phone # (909) 383-4077

Project Engineer: Cuong Tran Phone # (909) 383-7985

Project Screening

Attach the project location map to this checklist to show location of all known and/or potential HW sites identified.

1. Project Features: **New R/W?** No **Excavation?** Yes **Railroad Involvement**? No

   Structure demolition/modification? No **Subsurface utility relocation?** No

2. **Project Setting**: Rural

   Current land uses: Existing I-40 Highway median and overcrossings

   Adjacent land uses: Generally undeveloped desert lands

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 pertinent information for the proposed project.

   A review of online environmental databases was conducted including the California Department of Toxic Substances Control's (DTSC's) EnviroStor website and the State Water Resources Control Board's (SWRCB's) GeoTracker website. The databases contain local, State, and federal hazardous waste sites.

   Two sites identified on the Project footprint where ground disturbance is required were identified on Envirostor or Geotracker:

   Camp Essex - North of Essex, 32 Miles West of Needles, San Bernardino, CA 92160

   An area including and surrounding the Project area along the western extent of the I-40 was previously noted as the Camp Essex-Cantonment Area, which was used by the military between 1942 and 1944 for the training and conditioning of troops and the testing of military equipment as part of the

California-Arizona Maneuver Area. The Camp Essex-Cantonment Area contained nineteen firing ranges including ranges for small arms, hand grenades, and mortars. The project alignment traverses the former Pistol Range #1.

As such, the Camp Essex-Cantonment Area site was declared on the FUDS listing with ID #J09CA027801. This facility was a formerly used defense site with potential ordnance and explosives contamination that remains in need of Army Corps funding. Until the Army Corps of Engineers receives funding to start the site investigation with DTSC oversight, this facility will remain idle. The majority of the Camp Essex-Cantonment Area was located directly north and south of the Project area along the current I-40 alignment.

This listing was identified on Envirostor as a FUDS site with an "inactive – action required" status as of August 15, 2018. According to the Envirostor database listing, the surrounding property's previous use was identified as a FUDS site with potential ordnance and explosives contamination that is awaiting Army Corps funding.

High Desert Oasis Chevron, Inc. - 31251 Goffs Road, Essex, CA 92332

A surrounding property located approximately 877 feet north of the Project, was listed on Geotracker. According to the GeoTracker listing, the adjacent facility was listed as a Permitted UST facility, with Facility ID: FA0003787, and San Bernardino County Fire Department listed as the permitting agency. No further information was information was provided for the adjacent facility via the GeoTracker listing.

4. AFFECTING SITES LISTED ON CORTESE LIST? **NO**

5. Conduct Field Inspection
   Inspection Dates: 10/11/2019

Environmental conditions were identified by Tomo Demers of Group Delta Consultants.

STORAGE STRUCTURES / PIPELINES:

Underground tanks No Surface tanks No

Sumps No Ponds No

Drums No Basins No

Transformers No Landfill No

Other

CONTAMINATION: (spills, leaks, illegal dumping, etc.)

Surface staining: No **Oil sheen**: No

Odors: No **Vegetation damage**: No

Other: No

HAZARDOUS MATERIALS: (asbestos, lead, etc.)

Buildings: No **Spray-on fireproofing**: No

Pipe wrap: No **Friable tile**: No

Acoustical plaster: No **Serpentin**e: No

Paint: No **Other**: Potential for asbestos-containing materials (ACMs) and lead-based paints (LBPs) on the bridges or other structures along the alignment. Treated wood was also observed.

Other comments and/or observations: Although the potential for encountering hazardous waste exists, no recognized environmental conditions have been identified for the project. The following areas of concern related to hazardous building materials were identified:

a) Camp Essex-Cantonment Area was used by the military between 1942 and 1944 for the training and conditioning of troops and the testing of military equipment as part of the California-Arizona Maneuver Area. Camp Essex-Cantonment Area contained nineteen firing ranges including ranges for small arms, hand grenades, and mortars. As such, the Camp Essex-Cantonment Area site received a Formerly Used Defense Sites (FUDS) listing with ID #J09CA027801. The current alignment of I-40 traverses the former Camp Essex Pistol Range #1 just west of the John Wilkie rest stop. Pistol Range #2 was located adjacent to and southwest of Pistol Range #1 and 1,000 feet south of the I-40. I-40 also traverses the former Camp Essex encampments including both the former Camp Clipper Encampment and Camp Essex Encampment.

   Explosives were not detected in soil samples collected from Pistol Range #1 and Pistol Range #2 and metals were detected at background concentrations. As no munitions constituents (MC) contamination was noted within the area surrounding the Project, the areas noted above are not expected to present an environmental concern. However, munitions debris (MD) was observed in and just outside three of the munitions response sites (MRSs), including Pistol Range #2, and historical findings in the area indicate that the potential presence of MD within each of the MRSs is considered likely by United States Army Corps of Engineers (USACE).

b) The Project footprint has been utilized as a major roadway, I-40, since circa 1970, and appears fully improved by at least 1975. There is the potential for aerially deposited lead (ADL) to be present in soil within the Project footprint originating from historic leaded gasoline emissions, which includes areas of undisturbed soil within the median.

c) Multiple bridges and culverts are present along the I-40. It is possible that asbestos-containing materials (ACM) were used in components of these structures and that lead-based paint (LBP) was applied during construction or operations.

d) Guardrails and signs exist at multiple locations within the Project area, primarily occurring at the locations of bridges or intersections. These structures are assumed to contain treated wood. Treated wood is typically treated with hazardous preserving chemicals that protect the wood from insect predation and fungal decay during its use.

ISA Determination

Does the project have potential hazardous waste involvement? **Yes** If there is known or potential hazardous waste involvement, is additional ISA work needed before task orders can be prepared for the Investigation? **Yes** If "YES," explain; then give an estimate of additional time required: _____
Based upon the presence of former Camp Essex, a full ISA has been requested.
A brief memo should be prepared to transmit the ISA conclusions to the Project Manager and Project Engineer.

ISA Conducted by Jack Packwood **Date** 11/12/2019

Jack Packwood
Group Delta Consultants
(951) 295-6442

VALUE ANALYSIS STUDY EXCEPTION

Attachment H

Date Submitted		2/18/2020		Project Name	Regrade Median Cross Slope PM 100.0/125.0
District	County	Route	EA.	Project No.	Phase
08	SBD	40	0R141	0815000200	0

Value Analysis SB 1 Exception Form

Please fill out the blue boxes within the form. Instructions can be found on the VA intranet (http://www.dot.ca.gov/design/idd/va.html - Policy and Guides).

Project Manager:	**Rafih Achy**	**Phone:**	**909-383-4077**
District VA Coordinator:	**Nassim Elias**	**Phone:**	**909-383-6713**

Provide Project Cost		**Cost Estimate Date:**	**01/31/2020**	
Roadway	**Structures**	**Right of Way**	**Support**	**Total**
$21,150,000	**$0**	**$5,006,000**	**$9,600,000**	**$35,756,000**

Provide short description of Project Purpose and Need:
It is proposed to regrade and flatten the median cross-slope inside the 30-ft clear recovery zone to enhance safety, reduce the number and severity of rollover accidents, and allow the drivers of errant vehicles that exit the pavement to regain control.

Project meets FHWA mandates and a VA study is required	**NO**
Project meets SB 1 threshold	**YES**

Checklist to consider a VA Study during PA&ED. Please answer Yes/No for each potential benefit of a VA study.

Could a VA Study help the project	Please confirm the PDT validated these potential efficiencies.
meet the Purpose and Need:	**No**
validate cost estimates:	**Yes**
determine work windows and construction seasons:	**No**
determine risk registry outcomes/mitigations:	**No**
determine pavement types:	**No**
optimize the delivery schedule:	**No**
considered other innovations or products:	**No**
with permit issues (on time and within budget?)	**No**

Date Submitted		2/18/2020		Project Name	Regrade Median Cross Slope PM 100.0/125.0
District	County	Route	EA.	Project No.	Phase
08	SBD	40	0R141	0815000200	0

Please Explain why a VA study is not being considered:

Current Project Status: Preparing the Draft Project Report (DPR) and Draft Environmental Document (DED), with a target date to Circulate DED by 6/30/20.

This is number 5 of 6 projects on I-40 with the same scope of work. The main pay item is imported borrow (fill dirt). The lesson learned from the first 4 projects that have been delivered is to try to balance the earthwork inside the median and eliminate the need for imported borrow. The project development team (PDT) adopted this lesson and changed the design accordingly. Some of the benefits realized are:

1. Reduce the project estimate. Current construction capital cost estimate stands at $21,150,000 which is below the programmed amount of $25,500,000.
2. Reduce the number of working days.
3. Enhance safety of the traveling public by eliminating the need to haul imported borrow on the freeway using big trucks that will have to decelerate and accelerate to get in and out of the median.
4. Using native material for grading is desirable for environmental considerations.

In the view of the PDT, implementing the lesson learned is very similar to a VA study implementation, and therefore there is no need for a formal VA study.

Approved by: **Michael D Beauchamp** for **District Director Signature:**		**Date:**	03/12/2020

Please file a copy in the Project History File and submit approval to the Headquarters VA Program:

Troy Tusup
Value Analysis Program Manager
1120 N Street MS#28

RIGHT OF WAY DATA SHEET

Attachment I

September 9, 2020 – Revised
08-SBd-040 PM – R100.0/R125.0
Regrade Median Cross Slope
EA 0R141 PN # 0815000200

To: MIKE ROBERTS
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 **January 10, 2020**, 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.

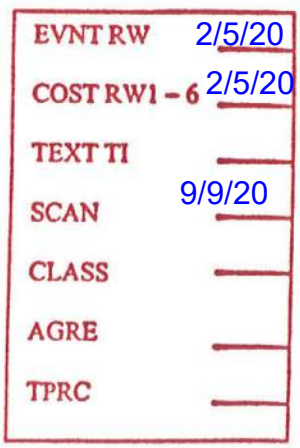
Right of Way Engineering will require a minimum of 0 months after receiving final Right of Way Requirements to deliver Right of Way Appraisal mapping.

Right of Way will require a minimum of 12 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.

*NOTE: WORKPLAN WILL BE PROVIDED SEPERATELY. 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
[XX] MCCE



08-SBd-040 PM – R100.0/R125.0
Regrade Median Cross Slope
EA 0R141 PN # 0815000200

1. Right of Way Cost Estimate:

			Value
A.	Acquisition, including Excess Lands, Damages, Goodwill, Major Rehabilitation, and Environmental Permits to Enter	$	0.00
B.	Acquisition of Offsite Mitigation.	$	1,705,728.00
C.	Utility - Relocation (State share)	$	0.00
	- Potholing $147,000.00 (280 Potholes @ $525)		147,000.00
D.	RAP	$	0.00
E.	Clearance/Demolition	$	0.00
F.	Title and Escrow Fees	$	0.00
G.	Project Permit Fees	$	303,500.00
H.	Condemnation Costs	$	0.00
I.	**Total R/W Estimate:**	**$**	**2,156,228.00**
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 **May, 3,2021**

3. Parcel Data:

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

Total ____

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

Government Lands	Yes
Number of Parcels	0

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

Areas: Right of Way: S.F. 0
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	0
Partial	0
Full	0
Easements	0
Temporary	0
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 _12_ months.

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

08-SBd-040 PM – R100.0/R125.0
Regrade Median Cross Slope
EA 0R141 PN # 0815000200

Evaluations prepared by:

Right of Way: Name STEPHEN HENSLEY Date 1/14/20

Railroad: Name JOHN RUBALCABA Date 1/23/20

Utilities: Name _____ Date 2-3-20

Government Lands: Name AIDEE ARPON Date 1/29/2020

Property Management: Name JOYCELYN GRANFLOR Date 1/27/20

Excess Land: Name JOYCELYN GRANFLOR Date 1/27/20

Right of Way Engineering: Name TRENT LENFESTEY/ DANA ROBIE Date 2/4/2020

Reviewed By:

Project Coordinator
District 8, Right of Way

Date 2/5/20

Reviewed By:

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

Date 2/5/2020

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.

NANCY ESCALLIER
Project Delivery Manager
District 8, Right of Way

Date 2/25/20

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

Date 2/27/2020

08-SBd-040 PM – R100.0/R125.0
Regrade Median Cross Slope
EA 0R141 PN # 0815000200

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, Level 3 Communications, The Ponderosa Telephone Company, Southern California Gas Company-Transmission, Sothern California Edison-Distribution

2. Types of facilities and agreements required:

   Gas, Electric, Communications
   Notice to Owners and Utility Agreements are not expected at this time.

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

   None

4. Potholing costs: **$147,000.00 (280PHx$525)**

5. PMCS Input Information

   None

   Total estimated cost of State's obligation for utility relocation on this project:
   (Phase 9 funding) $0.00

Utility Involvement	
U4-1 ____	U5-7 __5__
-2 ____	-8 ____
-3 ____	-9 ____
-4 ____	

Prepared By: _____ Date 2-3-20

Right of Way Utility Estimator

08-SBd-040 PM – R100.0/R125.0
Regrade Median Cross Slope
EA 0R141 PN # 0815000200

RAILROAD AND GOVERNMENT LANDS INFORMATION SHEET

1. Describe railroad facilities or rights of way affected.

   SBd-40, PM R107.52, BNSF, Fenner Oh, Brs #54-0416L/R

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?

   OE Clearance will be needed.

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

   Per Design, scope of work will not be within 25 feet of railroad.

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

   Concurrence may be required from BLM prior to certification.

6. PMCS Input Information

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

Prepared By: _____ Date: 1/23/20
JOHN RUBALCABA
Right of Way Railroad Coordinator

Prepared By: _____ Date: 1/27/2020
AIDEE ARPON
Right of Way Government Lands Coordinator

Revised: 9/2/2020

Environmental Division
Mitigation and Compliance Cost Estimate (M.C.C.E.)

This MCCE is for: **FED** Oversight Project:

Dist - Co - Rte - PM: 08-SBD-040-R100.000/R125.000 EA (Proj ID): 08-0R141_ (0815000200)

Project Name: SBD 40 NEEDLES REGRADE MEDIAN - Alternative #:

Project Manager: GHONIM, AHMED Phone Number:

MCCE Prepared By: Luz Quinnell Date: 9/2/2020 Phone Number: 909-383-6944

Resource Item	232/332 Dollars	FY	Acres/ Credits	ROW $ Planned	FY	ROW $ Actual	Paid	Construction 042$ (BEEs)	FY
Biological									
Contract Supplied Biologist							☐	$650,000	21/22
2081 Mitigation-Desert Tortoise			32.65	$195,900.00	21/22		☐		
Mitigation for Waters of State			6	$1,500,000.00	21/22		☐		
Waste Discharge Report Annual				$9,828.00	21/22		☐		
Natural Resource Plan							☐	$5,000	21/22
REAT Funds			32.65				☐	$3,942	21/22
Desert Tortoise Fence Repairs							☐	$1,346,400	20/21
Permit Fees									
CDFW Document Filing Fee							☐		
1600				$210,000	19/20		☐		
2081 - Incidental Take Permit				$43,500	19/20		☐		
Report of Waste Discharge				$50,000	19/20		☐		
TOTAL				**$2,009,228.00**				**$2,005,342.00**	

Comments (explanation and risk management plan attached)

Final Mitigation strategy will be determined in coordination w th resource agencies. Waters of the State impacts at a cost of $250,000 per acre.
Waters of the State = 6 acres for temporary and permanent impacts
Mitigation Ratio at 3:1 for 1-acre of permanent impacts = 3 acres for purchasing Waters of the State
Mitigation Ratio at 1:1 for 3-acres of temporary impacts = 3 acres for purchasing Waters of the State
Waste Discharge Report Annual Fees: $1,638 needed for 6 years after permit submittal and before const. closeout ($1,638 x 6 = $9,828)
CDFW 2081 Incidental Take Permit for Desert Tortoise is calculated at $43,500.
CDFW 1602 permit fee is calculated at $210,000 for fees of each individual culvert improvement.

In addition, the 2081 Incidental Take Permit for desert tortoise will require substantial revision given the PDT has determined from PM 100-100.25 will be graded, thus impacting 0.25 miles of desert tortoise habitat outside of critical habitat. And from PM 100.25-108.00 will not be graded and the reminder of the project limits from 108-125 has permanent desert tortoise fence. Impacts to desert tortoise habitat as follows,
Temp impacts: 4.88 acres
Permanent Impacts: 1.65 acres

The project currently will impact the median for a total of ~32.65 acres (at a 5:1 mitigation ratio) total impacts to desert tortoise habitat at

Approved By: _____ Date: 9/3/2020
Environmental Branch Chief

Right of Way Capital: Christine Sentono Date: 09/04/2020
Right-of-Way Office Chief, Mitigation

If cultural and biology mitigation totals more than $500,000: Craig Wentworth Date: 9/8/2020
Environmental Office Chief

Submitted to PM on: 9/8/2020 **Initial** JC

Resource Item	232/332 Dollars	FY	Acres/ Credits	ROW $ Planned	FY	ROW $ Actual	Paid	Construction 042$ (BEEs)	FY

a cost of $6,000 per acre for an approximate total cost of $195,900.

The project will require 2-full time Contract Supplied Biologists at a cost of $650,000 for 300 working days to oversee the construction of the project.

The REAT funds is for the Raven Management Plan Fund at a cost of $105.00 per acre. Therefore ~32.65 acres x $105.00 = $3428 x 15% = $3,942.

2081 Mitigation may also requires repair/installation of permanent desert tortoise fence along sections of the 40 freeway. ~17 miles of desert tortoise fence cost ~$15.00 per foot for labor and materials. (25 miles x 5,280 ft/mile)= 132,000 ft x $15.00= $1,346,400

PARSONS

Consultant to State of California
DEPARTMENT OF TRANSPORTATION

Memorandum

Making Conservation
a California Way of Life.

To: CHRISTINE SENTENO
OFFICE CHIEF
R/W PROJECT COORDINATOR, MS 717

Date: January 10, 2020

File: 08-SBd-40 PM 100/125
Near Needles fr Essex Road
OC to 4.5 Mi E/O Homer Wash BR
Regrade Median Cross Slope
082241/EA 0r141
PN. 0815000200
20.xx.201.999 HA

From: MIKE ROBERTS
Task Order Manager
Design X, MS 1164

Subject: REQUEST FOR RIGHT OF WAY DATA SHEET

Parsons is preparing the delivery of the Project Approval & Environmental Document (PAED)/ Plans, Specifications & Estimate (PS&E) phase for the EA 08-0R141 project. This project is a safety median regrade project on the I-40 from PM 100 to PM 125. The scope of work includes to regrade the median to 10:1 and as a result, also to extend or modify the existing culverts that are affected.

Parsons would like to request the Right of Way Data Sheets for EA 0R141. The existing Right of Way will not be affected since the improvements will only take place in the median, these documents will be used for reference only.

The below attachments can be found in the following location:
J:\0R141\DES\refs\From Consultant

Please provide us with the updated Right of Way Data Sheet by February 6th, 2020.

Should you have any questions or need additional information, please contact Cristina Gaytan, Project Engineer, at (909) 218-3575.

Attachments:
1) Title Sheet
2) Preliminary Layout Plans
3) References
4) R/W Data Sheet Request Form
5) Utility Data Assessment

RECEIVED
JAN 10 2020
BY

c: RAchy, Senior Project Manager, (MS 1229)
CTran, Acting Design M Senior, (MS 1164)

Cristina Gaytan/jl

DRAFT INITIAL STUDY (IS)

Attachment J

Interstate 40 Median Regrade Project

San Bernardino County, California
District 08-SBd-40 (PM R100.0/R125.0)
EA 08-0R141/PN 0815000200

Initial Study [with Proposed]
Mitigated Negative Declaration

Prepared by the
State of California Department of Transportation

September 2020

SCH#XXXXXXX
08-SBd-40 (PM R100.0/R125.0)
EA 08-0R141/ PN 0815000200

Regrade median cross slopes on Interstate 40 from Post Mile R100.0 to PM R125.0 in San Bernardino County, California

INITIAL STUDY
with (Proposed) Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

9/21/2020

Date

David Bricker
District Director
California Department of Transportation
CEQA Lead Agency

The following persons may be contacted for more information about this document:

Gabrielle Duff, Senior Environmental Planner
California Department of Transportation, District 8
464 West 4th Street
San Bernardino, CA 92410-1400
Phone: (909) 383-6933

PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number:

DIST-CO-RTE-PM: 08-SBd-40-PM R100.0/R125.0

EA: 0R141

Project Description

The California Department of Transportation (Caltrans) proposes to regrade the median cross slopes from existing conditions, which vary from 2:1 to 6:1 or steeper to a proposed 10:1 or flatter on Interstate 40 (I-40) from Essex Road Overcrossing (Post Mile [PM]) R100.0] in the community of Fenner to PM R125.0, 4.5 miles east of Homer Wash Bridge, in rural San Bernardino County.

There are segments within the project limits where the median cross slope is too steep to allow traffic traveling along I-40 to have a safe, recoverable transition back onto the highway. The proposed project would improve the safety of the traveling public by reducing the number of road run-off incidents in the median by providing median gradients of 10:1 or flatter. As the improvements would be in the existing median, no additional right of way or detour routes would be required.

The proposed project is located within the following U.S. Geological Survey (USGS) 7.5-minute quadrangles: Blind Hills, Fenner, Fenner Spring, and West of Flattop Mountain. The project crosses through several ranges and townships, as indicated below.

Table 1. Project Township, Range, and Section Data

USGS 7.5-minute Quadrangle	Township	Range	Section(s)
Blind Hills	8 North	16 East	2, 3, 1, 8, 10, 9, 11
Fenner	9 North	17 East	36
	8 North	17 East	5, 3, 6, 4, 1, 2,
	8 North	18 East	6
	9 North	18 East	31
Fenner Spring	9 North	18 East	32, 33, 34, 35, 36
	9 North	19 East	29, 31, 32
West of Flattop Mountain	9 North	19 East	23, 24, 26, 27, 28
	9 North	20 East	20, 22, 19, 21

To achieve the median 10:1 gradient or flatter, the proposed project would require moving soil from other areas in the median to create the proper gradient, hence balancing the earthwork. All grading work would be limited to the inner edge of pavement to inner edge of pavement and before washes. Modification of existing drainage facilities would also occur within the median. The drainage modifications and median improvement work would consist of adjusting existing inlets and extending culverts within the median. Furthermore, no grading or drainage work would occur within at least 25 feet of the railroad right of way.

The project limits include proposed permanent and temporary (i.e., staging) impacts as well as areas that will be avoided and not subject to permanent and temporary impacts. Temporary staging is anticipated to occur within the northern and southern gore areas near PM 115, the northern gore areas near PM 120, and within the median, if necessary. Construction personnel will access the project site using existing roadways.

Determination

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt an MND for this project. This does not mean that Caltrans' decision regarding the project is final. This MND is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

- The proposed project would have no effect on Aesthetics, Agriculture and Forest Resources, Energy, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation and Traffic, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire.

- In addition, the proposed project would have less-than-significant effects on Air Quality, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality.

- With the following mitigation measures incorporated, the proposed project would have less-than-significant effects on Biological Resources:

  BIO-14: The Resident Engineer is responsible for ensuring that all protective measures are being fully implemented. If the resident engineer determines, or is notified by the Authorized Biologist, that one or more protective measures are not being fully implemented, he or she will halt all activities that are out of compliance until all problems have been remedied. All workers, authorized biologists, and biological monitors will be required to notify the resident engineer of any such problem they notice. The resident engineer must always be able to contact an approved biological monitor or Authorized Biologist to resolve any unforeseen issues.

BIO-16: When work is occurring in areas where desert tortoise exclusion fencing is absent, the Authorized Biologist, or approved biological monitors working under the direction of the Authorized Biologist, will be present on site daily to ensure the work area is clear of desert tortoises.

BIO-35: Vegetation Transport: Trucks with loads carrying vegetation shall be covered, and vegetative materials removed from the site shall be disposed of in accordance with all applicable laws and regulations.

BIO-36: Landscaped Native Vegetation: Bare soil will be landscaped with a Caltrans-recommended seed mix from locally adopted species, where feasible, to preclude the invasion of noxious weeds. For widespread native herbaceous species that are more likely to be genetically homogenous, site specificity is a less important consideration and seed from commercial sources may be used.

- Seed purity shall be certified by planting seed labeled under the California Food and Agricultural Code or that has been tested within a year by a seed laboratory certified by the Association of Official Seed Analysts or by a seed technologist certified by the Society of Commercial Seed Technologists.
- Plant species listed in Lists A and B of the California Exotic Pest Plant Council's list of exotic pest plants (latest edition) will not be used to restore or stabilize areas.

BIO-37: Vehicle Washing: Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds.

BIO-38: Soils and topsoil will be stockpiled in either disturbed areas lacking native vegetation or areas delineated for project-related disturbance. Topsoil will be re-spread following compaction.

BIO-39: Biological Monitor: A biological monitor will be present during ground-disturbing activities to ensure any wildlife that is unearthed or enters the work area during project activities is out of harm's way. This monitor will inspect all excavations at the beginning and end of each day to ensure wildlife has not become trapped and will conduct required preconstruction surveys.

Signature

_____ _____

David Bricker
Deputy District Director
Caltrans District 8

Date

STORM WATER DATA REPORT
(Signature Page)

Attachment K

Dist-County-Route: 08-SBd-40
Post Mile Limits: R100.0-R125.0
Type of Work: Re-grading Existing Median Slopes
Project ID (EA): 8150002000 (0R1410)
Program Identification: HB1-201.010
Phase: ☐ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Colorado River (Region 7)
Total Disturbed Soil Area: 434.29 acres PCTA: 0.00 acre
Alternative Compliance (acres): 19.56 acres ATA 2 (50% Rule)? Yes ☐ No ☒
Estimated Const. Start Date: 10/04/2021 Estimated Const. Completion Date: 03/28/2023
Risk Level: RL 1 ☐ RL 2 ☒ RL 3 ☐ WPCP ☐ Other: _____
Is MWELO applicable? Yes ☐ No ☒
Is the Project within a TMDL watershed? Yes ☐ No ☒
TMDL Compliance Units (acres): N/A
Notification of ADL reuse (if yes, provide date): Yes ☐ Date: TBD No ☐

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

Leonard Tan — *10/15/2020*
Leonard Tan, Registered Project Engineer — Date

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

10/26/2020
Ahmed Ghonim, Project Manager — *Date*

10/27/2020
Joseph Solis, Designated Maintenance Representative — *Date*

Almabeth Anderson — 10/27/2020
Almabeth Anderson, Designated Landscape Architect Representative — *Date*

[Stamp Required at PS&E only] Jon Bumps — 10/28/2020
Jon Bumps, District SW Coordinator — *Date*

TT 10/28/2020

TRANSPORTATION MANAGEMENT PLAN

Attachment L

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

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

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

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

Requester: Submit separate request for each roadway (Type the information in the cells 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

(A) Requester's info.

1 - Date of request	6/23/2020	2 - Department	Design
3 - Full name	Leonard Tran	4 - Phone No.	909-218-3566
5 - email address	leonard.tan@parsons.com		
6 - Project Manager's name	Mike Roberts		
7 - Project Manager's email	mike.roberts@parsons.com		

(B) Project information

		1-EA#/ID#	0R141/0815000200
2-County/Route	SBd 40	3-phase/sub object	1/185
4-Post mile (From-To)	R100/R125		
5-Short description of job	Regrade Median cross solpe		

Construction period per WPS			
6-Estimated start date	9/13/2021	8-# of working days	250
7-Estimated end date	N/A	9-Estimated Proj. cost	$ 23,756,000

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

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

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

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

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

C) BACKGROUND INFORMATION					
		Date request received	6/23/2020	Job assigned to	John H. Lee
# of working days	250				
Estimated Project cost ($)	23,756,000	Per E-mail dated	6/23/2020		
TMP estimate($)	**$116,000**	Equal to **0.49%**	Of the project cost		

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

E) Developer: Complete the info					
Developed by	John H. Lee	Original signed by:	John H. Lee	Date	6/29/2020
Title	Transportation Engineer				
E-mail	john_h_lee@dot.ca.gov				
Phone/Fax	909-806-3902				

F) Approved by		Original signed by:	Al Afaneh	Date	6/29/2020
Name:	Al Afaneh				
Title	District Traffic Manager				
E-mail	al.afaneh@dot.ca.gov				
Phone/Fax	909-383-6262				

G) District's info:

Department of Transportation		
District:	8	
Address:	464 W. Fourth St., San Bernardino, Ca., 92401-1400	
Operations, DTM, MS >>>>	711	

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

H) Remarks

Form was developed by Saleh Yadegari (September 2014)

TMP Elements	EA #/ID#	0R141/0815000200	Date	6/29/2020

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: $ 20,000

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

- 1.1 ☐ Include Rideshare information in PA/CL project material to encourage vehicles reduction in work area
- 1.2 ☑ 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	$ 20,000

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 [ ] Unit cost/month [$ 1,000.00] Months needed [ ] $ -

- 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.
- 2.8 ☐ Other

TMP Elements	EA #/ID#	0R141/0815000200	Date	6/29/2020
			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.	
0	10	1	1	$ 100	$ -

Night COZEEP: To protect active closures

# of nights		hours/night	CHP vehicles	# of officers. Nights need 2 per car	Rate/Hr.	
40		12	1	2	$ 100	$ 96,000

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	0	0	$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

3.2 Total $0

TMP Elements	EA #/ID#	0R141/0815000200	Date	6/29/2020

3.3 ☐ Other

Section 3 Total	$ 96,000

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#	0R141/0815000200	Date	6/29/2020

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

TMP Elements	Cost
1. Public Information	$20,000
2. Motorist Information Strategies	$0
3. Incident Management	$96,000
4. Construction Strategies	$0
5. Demand Management (DM)	$0
6. Alternate Route Strategies	$0
Total TMP Estimate	$ 116,000

ACTIVE RISK REGISTER

Attachment M

EA 0R141 QUALITATIVE RISK REGISTER

EA 0R141	Phase: 0	SBD 040 PM: 100.0/125.0	PM: Rafih Achy	Const Capital Estimate: $21,150K	Project Description:
Program Code: 201.015 / HB1	M200 Target: 11/25/2		ARM: Carlos Loera	R/W Capital Estimate: $5,006K	REGRADE MEDIAN CROSS SLOPE

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
1	Active	Threat	2/4/2020	6/4/2020	Environmental	Cultural Resources	The project is located in the vicinity of a known archaeological site. If archaeological deposits are encountered during construction, appropriate measures will be required and construction activities within 60 feet may have to be halted. Thereby, the project cost may increase and construction schedule may be delayed.	If archaeological deposits are encountered, the anticipated schedule impact would have been approximately 2-4 weeks, typically, with costs varying considerably based on the finding. However, ESAs in addition to archaeological monitoring will be implemented during construction. These measures along with the submitted Post Review Discovery Plan, detailing construction and archaeological procedures, will expedite construction suspensions, due to unanticipated discoveries, provided that the discoveries are determined non-significant.	Low	0				0		Accept	If any archaeological deposits are encountered the RE will contact the risk owner and the PM to evaluate the nature and significance of the finding per ECR Measure CR-1. G12 and contingency funding may be used if needed.	Andrew Walters f and Rafih Achy
										1				1				
										2		9		2				
										3	Moderate	4		3				
7	Active		5/21/2020	6/17/2020	Environmental	Caltans Permits	If 2081 permit is not received on time ,then this can extend project schedule project	Since the grading from PM 100-100.25 cannot be deleted then a 2081 will be required since the DT Protocol Surveys identified a live tortoise during the surveys. As long as there is 6-7 months between when 95% is completed and RTL then there is enough time including buffer time to receive the 2081 permit and is then not a risk. Currently, we have 6 months in the schedule.	Very Low	0				0		Accept	Design will provide 95% plans to Environmental at earliest possible time so that Environmental can apply for the permits. Environmental will also do early coordination with the agencies during PS&E.	Luz Cornell / Adam Compton
										1	Moderate			1	Moderate			
										2		9		2				
										3		4		3				
10	Active		5/21/2020	6/17/2020	Environmental	Tortoise Monitoring	Desert tortoise may be present in the project vicinity and could enter the project work area. If a tortoise enters the work area it cannot be touched or moved, it must be allowed to leave on its own which could delay the construction schedule and increase cost.	The project is located within critical desert tortoise habitat. If a tortoise is found in the work area, a qualified biological monitor has to remove it. If the monitor is not at the immediate work site, it may create some delay.	Moderate	0				0		Accept	A biological monitor will conduct preconstruction surveys before and during construction to monitor the area for the presence of tortoises. Temporary construction fencing will be considered in future phases. The cost and estimate for the monitoring will be adjusted during PS&E.	Scott Quinell
										1				1				
										2		9		2				
										3	Low	4	Low	3	Low			

PROJECT STUDY REPORT
(Signature Page)

Attachment N

08-SBd-40-PM R100.0/R154.6
EA-Project No. 0R140-0812000024
EA 0R141 (PM R100.0/R125.0)
EA 0R142 (PM R125.0/R154.6)
201.015 (HB-1)
June 2015

Project Study Report

To

Request for Programming in the 2016 SHOPP Long Lead Project

On Route 40

Between Essex Road Overcrossing (PM R100.0)

And California/Arizona State Line (PM R154.6)

APPROVAL RECOMMENDED:

RAFIH ACHY
PROJECT MANAGER

APPROVED:

JOHN BULINSKI
INTERIM DISTRICT 8 DIRECTOR

6/30/15
DATE